

1 **2023 NYSAC Legislative Conference**
2 **Standing Committee on Transportation and Public Works**
3 **Resolution #2**

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5 **Resolution Recognizing the Challenges Local Highway Departments Face to**
6 **Comply with the State’s Climate Goals and to Establish a Local Highway**
7 **Department Advisory Group**
8

9 **WHEREAS**, in 2019, the Climate Leadership and Community Protection Act (CLCPA)
10 was signed into law and requires New York to reduce economy-wide greenhouse gas
11 emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels;
12 and

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14 **WHEREAS**, the CLCPA also calls for 70 percent of New York State’s electricity to come
15 from renewables by 2030 and 100 percent zero emissions electricity by 2040; and
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17 **WHEREAS**, the CLCPA directs the development of performance-based standards for
18 sources of greenhouse gas emissions, including but not limited to: transportation,
19 building, industrial, commercial, and agricultural sectors; land-use and transportation
20 planning measures aimed at reducing greenhouse gas emissions from motor vehicles;
21 measures to promote the beneficial electrification of personal and freight transport; and
22 other strategies to reduce greenhouse gas emissions from the transportation sector; and
23

24 **WHEREAS**, the New York State Association of Town Superintendents of Highways
25 commissioned a study released in November 2013 and periodically updated which
26 found that current expenditures on local roads is not keeping pace with pavement and
27 bridge conditions, and an additional \$2.074 billion in annual spending is needed to
28 address local pavement and bridge conditions of this local system, not including New
29 York City; and
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31 **WHEREAS**, the cost of transitioning the state and local highway departments’
32 construction equipment, vehicles, and snowplows to run on electricity is at this juncture
33 incalculable, but expected to exceed the ability to be financed without substantial
34 sources of new revenues that will need to be directed strictly for the retrofit or
35 procurement of such electric equipment and vehicles; and
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37 **WHEREAS**, as commercial production of medium and heavy-duty large-scale, electric
38 construction vehicles is today an essentially non-existent industry, the ability of local
39 highway departments to plan for this transition, with its concomitant mandates that fuel
40 and electricity charging sources be carbon-free, is of tremendous concern considering
41 that transportation at all levels of New York government is currently significantly
42 underfunded every year; and
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44 **WHEREAS**, the State is promoting “Green Procurement” initiatives through such
45 programs as Green NY and Green Purchasing Community and an Executive Order was
46 issued to develop products that meet a State’s Sustainability Product Specifications
47 standards; and

1 **WHEREAS**, this goal must be implemented in a way that is affordable while assuring
2 adequate supplies of these specialized products and materials are available to meet the
3 State’s Sustainability Product Specifications; and
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5 **WHEREAS**, recognizing these potential impacts on the ability of local governments to
6 deliver necessary transportation services and facilities to the traveling public and
7 businesses at an affordable cost, it is vital that state elected representatives and state
8 agencies assist county highway departments in assuring the development of the state’s
9 strategies for achieving these aggressive greenhouse gas emissions reduction goals and
10 procurement standards consider these market and fiscal barriers to transition; and
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12 **WHEREAS**, the Climate Action Council has approved a Scoping Plan which is to be the
13 roadmap for state agencies to develop and promulgate regulation to implement the
14 transition to a carbon-free economy and the aggressive transition to electrification of the
15 transportation system; and
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17 **WHEREAS**, all levels of government need to work together throughout the regulatory
18 process to assure strategies and mandates put in place to meet the CLCPA goals for the
19 transportation sector are realistic and achievable and will benefit the environment.
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21 **NOW, THEREFORE, BE IT RESOLVED**, the New York State Association of
22 Counties calls on the Governor, the Department of Transportation (NYSDOT) and the
23 Department of Environmental Conservation (NYSDEC) Commissioners and Legislative
24 Leaders to commit to providing support for addressing these concerns in the regulatory
25 process and to dedicate the funding necessary to fully cover the counties’ costs of
26 complying with the state mandates under the CLCPA; and
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28 **BE IT FURTHER RESOLVED**, recognizing the expertise of local highway
29 professionals, an advisory group be established jointly by NYSDOT and NYSDEC made
30 up of representatives of the municipal highway superintendents’ and commissioners of
31 public works’ organizations to review and recommend proposals and policies for
32 meeting the goals of the CLCPA before they are implemented or published in the State
33 Register; and
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35 **BE IT FURTHER RESOLVED**, copies of this resolution be sent to the counties of
36 New York State encouraging member counties to enact similar resolutions; and
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38 **BE IT FURTHER RESOLVED**, that NYSAC shall forward copies of this resolution to
39 Governor Kathy Hochul, the New York State Legislature and all others deemed
40 necessary and proper.