

1 **2020 Legislative Conference**  
2 **NYSAC Standing Committee on Transportation and Public Works**  
3 **Resolution #1**

4 **Calling on the State to Provide a New, Robust 2-Year Capital Program that**  
5 **Recognizes the State Funding Needs of Locally Owned Transportation**  
6 **Infrastructure**

7 **WHEREAS**, the New York State Department of Transportation’s *20-Year*  
8 *Transportation Needs Assessment (2010-2030)* released at the end of 2007 outlined the  
9 transportation challenges facing New York State during the covered decades and  
10 presented NYSDOT recommendations for new capital investment policies and strategies  
11 to better meet these challenges facing state and local highways, bridges and culverts,  
12 airports, intercity passenger and freight rail, suburban and upstate transit and ports;  
13 and

14 **WHEREAS**, the NYSDOT Assessment warned at the time that the statewide  
15 transportation systems were under stress from age, heavy use and deferred maintenance  
16 due to underfunding, and that the condition of the system’s infrastructure is  
17 deteriorating, and reversing this downward trend will require new investment strategies  
18 and a dedicated, sustained, long-term effort; and

19 **WHEREAS**, according to the Office of the State Comptroller, transportation has long  
20 been the largest infrastructure spending category, but transportation’s share of capital  
21 spending is expected to drop from 47.5 percent over the previous decade to 38.4 percent  
22 in the current five-year plan period; and

23 **WHEREAS**, the Comptroller further finds that clearly, New York needs robust capital  
24 investment for transportation, environmental protection, resiliency and other essential  
25 needs, yet the current capital planning process falls short with respect to setting  
26 priorities among competing demands and in assessing the cost-effectiveness of public  
27 investments; and

28 **WHEREAS**, the Executive Budget proposes a 2-year transportation capital plan and  
29 increases the NYSDOT capital program by \$3 billion over the next two years, an increase  
30 of 33% over the last two years of the current 5-Year Transportation Capital Program;  
31 and

32 **WHEREAS**, of this \$3 billion increase, CHIPS funding is frozen at \$438 million for  
33 what will be the eighth and ninth year, and other state aid to local road and bridge  
34 programs are proposed to have no increases, and the Extreme Winter Recovery program  
35 cut to zero over the next two years—this despite local governments being responsible for  
36 87% of the road mileage in the state and over 50% of the bridges; and

37 **WHEREAS**, to create a faster, more accessible, more reliable public transportation  
38 system for downstate New York, the Metropolitan Transportation Authority (MTA)  
39 approved a historic 2020-2024 Capital Program totaling \$51.5 billion that provides a  
40 70% increase to capital investments for subways, buses, Metro-North Railroad and Long  
41 Island Railroad over the previous five-year program; and

1 **WHEREAS**, New York elected officials must make a similar commitment to roads,  
2 bridges and culverts and other critical local transportation infrastructure by similarly  
3 increasing funding for the next NYSDOT 5-Year Transportation Capital Program to  
4 address the annual unmet needs of the entire state and local transportation system; and

5 **NOW, THEREFORE, BE IT RESOLVED**, the New York State Association of  
6 Counties calls on the Governor and the State Legislature to develop a Transportation  
7 Capital Program that meets the needs of the local transportation; and

8 **BE IT FURTHER RESOLVED**, that the final adopted budget includes major  
9 enhancements to state aid to local transportation programs including CHIPS, PAVE NY,  
10 BRIDGE NY, Extreme Winter Recovery, Aviation Capital Grant Program and the Airport  
11 Economic Development and Revitalization Competition Initiative at funding levels that  
12 close the current and future funding gaps between the needs of our aging and ailing  
13 local transportation infrastructure and what is proposed by the Executive Budget; and

14 **BE IT FURTHER RESOLVED**, that copies of this resolution be sent to the counties  
15 of New York State encouraging member counties to enact similar resolutions; and

16 **BE IT FURTHER RESOLVED**, that NYSAC shall forward copies of this resolution to  
17 Governor Andrew M. Cuomo, the New York State Legislature and all others deemed  
18 necessary and proper.