

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

4
5 **Resolution Urging the Governor and State Legislators to Enact Increases**
6 **for Local Highway, Bridge and Culvert Programs to Respond to a 22 Percent**
7 **Increase in Construction Costs and Ongoing Funding Gaps**
8

9 **WHEREAS**, Governor Kathy Hochul proposed, and the Legislature approved, a record
10 \$1.228 billion investment in local road and bridge programs in the 2023 State Budget
11 that will improve safety for millions of motorists and create tens of thousands of jobs at
12 a critical time to promote economic recovery; and

13
14 **WHEREAS**, this new 5-year State Transportation Capital Plan provides unprecedented
15 support for local governments to maintain and improve roads and bridges highlighted
16 by the Consolidated Local Streets and Highway Improvement Program (CHIPS) funded
17 at \$538 million, BRIDGE-NY funded at \$200 million per year, PAVE-NY at \$150
18 million, and Extreme Winter Recovery and State Touring Routes Programs at \$100
19 million each; and

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21 **WHEREAS**, Governor Hochul also initiated a brand-new program, Operation Pave
22 Our Potholes (POP), to provide \$1 billion over 5 years with fifty percent of the funds to
23 be distributed annually to local governments to resurface and renew the state's worst
24 roadway pavements; and

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26 **WHEREAS**, however, these tremendous gains in resources for counties, towns, cities,
27 and villages are threatened by inflation and the rapidly rising costs of construction
28 inputs; and

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30 **WHEREAS**, the real value of local highway and bridge funding has been reduced by a
31 16.5 percent increase in construction costs in 2022 and is projected to be further eroded
32 by inflationary increases of 5.1 percent in 2023, according to the US Bureau of Labor
33 Statistics; and

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35 **WHEREAS**, the total 22 percent inflation-induced impact translates to a stunning
36 \$270 million reduction in state aid to municipalities throughout the state for critical
37 highway maintenance and pavement rehabilitation, and bridge and culvert projects; and

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39 **WHEREAS**, locally owned roads and bridges account for 87 percent of the State's
40 110,000 miles of roadways and 50 percent of the State's 18,000 bridges, and 46 percent
41 of the vehicle miles travelled in New York are on local roads so the state's contribution
42 to funding is a vital part of assuring the condition and resiliency of our statewide
43 transportation systems; and

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45 **WHEREAS**, this vast system of local roads, bridges and culverts requires a sustained
46 high level of funding immediately and in the future to continue to reverse the
47 deterioration of our aged and ailing transportation infrastructure and build up its

1 resistance to severe winter storms and other natural disasters due to climate change;
2 and

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4 **WHEREAS**, the New York State Association of Town Superintendents of Highways
5 commissioned a study released in November, 2013 and periodically updated since then,
6 finds that current expenditures on local roads is not keeping pace with pavement and
7 bridge needs, and that over \$2 billion in additional revenue is required annually to
8 address the accelerating deterioration of the pavement and bridge infrastructure that
9 will adversely impact the motoring public, system safety and the economic vitality of
10 New York state; and

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12 **WHEREAS**, a safe and efficient transportation infrastructure is necessary for trade,
13 economic development and revitalization, job creation and retention, schools,
14 agriculture, businesses, health and hospital facilities and emergency responders, as well
15 as the general traveling public.

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17 **NOW, THEREFORE, BE IT RESOLVED**, the New York State Association of
18 Counties (NYSAC) commends the Governor and the legislature for their ongoing
19 commitment to enhancing state investments in local roads, bridges, and culverts; and

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21 **BE IT FURTHER RESOLVED**, recognizing the impacts of cost inflation for such
22 highway construction inputs as steel, fuel and asphalt, state value of state funding to
23 local transportation funding programs is rapidly declining, meaning fewer critical road,
24 bridge and culvert projects are able to be undertaken; and

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26 **BE IT FURTHER RESOLVED**, the reported funding gap between what level of
27 funding is needed and what is made available from all sources is \$2 billion and getting
28 wider every year; and

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30 **BE IT FURTHER RESOLVED**, NYSAC looks forward to working with Governor
31 Hochul and the Legislature on significantly increasing state aid to local road and bridge
32 projects as deliberations on the state budget and adjustments to the Transportation
33 Capital Plan continues; 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**, 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.