

1 **2024 NYSAC Fall Seminar**  
2 **Standing Committee on Transportation and Public Works**  
3 **Resolution #3**

4  
5 **Resolution Urging the Governor and State Legislators to Adjust the State’s**  
6 **5-Year Transportation Capital Plan**

7  
8 **WHEREAS**, the State’s 5-Year Transportation Capital Plan provides significant  
9 support for local governments to maintain and improve roads and bridges highlighted  
10 by the Consolidated Local Streets and Highway Improvement Program (CHIPS),  
11 BRIDGE-NY, PAVE-NY, Extreme Winter Recovery (EWR), State Touring Routes, and  
12 Operation Pave Our Potholes (POP) programs; and

13  
14 **WHEREAS**, each year the Governor presents to the legislature in January an Executive  
15 Budget that routinely appropriates funding for these programs at levels commensurate  
16 with the levels established by the plan, which was the case again for the third year in the  
17 SFY 2025 budget; and

18  
19 **WHEREAS**, unprecedented inflationary impacts continue to place enormous pressure  
20 on local governments to maintain existing levels of transportation construction,  
21 maintenance, and service on what constitutes 87 percent of the State’s 110,000 miles of  
22 roadways, 50 percent of 18,000 bridges, and 46 percent of the vehicle miles traveled in  
23 New York; and

24  
25 **WHEREAS**, the cost of highway and bridge projects has continued to skyrocket, as  
26 costs have increased by well over 60 percent since the end of 2020, according to the  
27 Federal Highway Administration’s National Highway Construction Cost Index which  
28 shows that inflation in this sector is more extreme than in the general economy, eroding  
29 more than \$1 billion in the value of local construction budgets, resulting in fewer critical  
30 road, bridge, and culvert projects that are able to be undertaken; and

31  
32 **WHEREAS**, the Federal Infrastructure and Jobs Act provides New York State with an  
33 additional \$4.6 billion from 2022-2027; however, the vast majority (nearly 90 percent)  
34 of local roads are not eligible to receive these federal highway funds; and

35  
36 **WHEREAS**, this vast system of local roads, bridges and culverts now requires  
37 incremental increases in levels of funding each year over the next 2 years just to hold  
38 local governments harmless from the loss of buying power to reverse the deterioration  
39 of our aged and ailing transportation infrastructure, account for inflation and build up  
40 the systems’ resiliency and resistance to severe storms and other natural disasters; and

41  
42 **WHEREAS**, local highway departments are under pressure to do more to address  
43 environmental concerns, transition construction vehicles and equipment to zero  
44 emissions, follow stricter guidelines for doing bridge and culvert work in streams,

1 adopting more aggressive smart growth and complete street principles, and utilizing  
2 green construction materials in projects, requiring significant additional funding; and

3  
4 **WHEREAS**, a safe and efficient transportation infrastructure is necessary for trade,  
5 economic development and revitalization, job creation and retention, schools,  
6 agriculture, businesses, health and hospital facilities and emergency responders, as well  
7 as for the general traveling public.  
8

9 **NOW, THEREFORE, BE IT RESOLVED**, that the New York State Association of  
10 Counties (NYSAC) is urging Governor Kathy Hochul to recognize the critical situation  
11 facing our transportation infrastructure resulting from unprecedented construction  
12 inflation and increasing infrastructure needs by adjusting the 5-Year Capital Plan levels  
13 for local transportation programs over the next two fiscal years starting with the SFY  
14 2026 Executive Budget proposal; and

15  
16 **BE IT FURTHER RESOLVED**, that NYSAC supports a \$500 million increase in  
17 CHIPS and other state aid to local transportation programs in the next state budget as a  
18 necessary first step in restoring the purchasing power originally contemplated in the 5-  
19 Year Transportation Capital Plan for local projects; and

20  
21 **BE IT FURTHER RESOLVED**, that copies of this resolution be sent to the counties  
22 of New York State encouraging member counties to enact similar resolutions; and

23  
24 **BE IT FURTHER RESOLVED**, that NYSAC shall forward copies of this resolution to  
25 Governor Kathy Hochul, the New York State Legislature and all others deemed  
26 necessary and proper.