

Public Works – DPW
Department of Public Works
AGENDA
March 2, 2015 – 10:00am

Committee Members: *MERLINO, Conover, Wood, Taylor, Frasier, Dickinson, Simpson, Sokol, Vanselow*

I. Committee Meeting Call to Order..... Chairman Merlino

II. Motion to Approve Minutes of Prior Committee Meeting..... Chairman Merlino

III. Action Agenda/New Business

Page

- 1 New Contract – Callahan Ind. (Cold Milling- WC 9-15).... Jeff Tennyson
Rationale: Annual contract used for road projects
- 3 Amend Salary Schedule – Fiscal Manager (\$56,966)..... Jeff Tennyson
Rationale: Adjust Salary for new Fiscal Manager
- 4 Transfer of Funds – P&R Sal. to DPW Admin Sal.(\$4400). Jeff Tennyson
Rationale: To fund salary of Fiscal Manager
- 5 Auth to Attend Meeting – Local Roads Advocacy Day..... Jeff Tennyson
Rationale: County and Town highway advocacy

IV. Referral/Pending Items – NONE

V. Information for Discussion/Review

Page

- Salt usage impact this winter season

VI. Privilege of the Floor to discuss any additional items to come before the Committee

VII. Motion to Adjourn

Attachments

Page

- 8 DPW Overtime Report
- 9 DPW Fuel Usage Report
- 12 2015 Local Roads Matter advocacy information

RESOLUTION REQUEST FORM NO. 3

Request for New Contract

DEPARTMENT NAME: DPW

DATE: 3/2/15

- (a) Is this a Result of a Bid or Request for Proposal? Bid
- (b) Purpose of Contract: WC 9-15 Cold Milling
- (c) Name of Contractor: Callanan Industries, Inc
- (d) Address of Contractor: PO Box 15097, Albany, NY 12212
- (e) Contractor's Contact Person and Telephone Number: Michael Mastropietro (518)
374-2222
- (f) Has or will the Contract be provided, if so, please attach:
- (g) Commencement Date of Contract: Upon execution
- (h) Termination Date of Contract: December 31, 2015 with 2 possible 1 year
extensions
- (i) Payment Provisions:
 - i) lump sum amount
 - ii) hourly rate amount
 - iii) total amount not to exceed
 - iv) how will payments be made (i.e. monthly, quarterly,
upon completion of the project, etc. By LOA
- (j) Where are the Funds for this Contract? List Budget Code, (with title), Object
Code (with title), and Amount: OR Capital Project OR Capital Reserve Project
Number, and Title, and Amount: Various project or DPW budget as appropriate

WARREN COUNTY BID TABULATION SHEET

BID NO: WC 9-15 ITEM(S): COLD MILLING DATE: FEBRUARY 12, 2015 TIME: 3:00 P.M.		NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER	NAME & ADDRESS OF BIDDER
DESCRIPTION OF ITEM	DEPTH OF CUT	BID PRICE / SQ.YD.	BID PRICE / SQ.YD.	BID PRICE / SQ.YD.	BID PRICE / SQ.YD.	BID PRICE / SQ.YD.	BID PRICE / SQ.YD.
COLD MILLING OF BITUMINOUS CONCRETE PAVEMENT	2" OR LESS	\$0.40	\$0.47	\$0.49	\$0.51	\$0.67	\$0.85
	>2" TO 4"	\$0.50	\$0.50	\$0.55	\$0.57	\$0.77	\$1.00
	>4" TO 6"	\$0.62	\$0.56	\$0.67	\$0.70	\$0.97	\$1.75
	>6" TO 8"	\$0.70	\$0.64	\$0.72	\$0.75	\$1.17	\$2.50
COMMENTS:		2.2.2	2.17	2.43	2.53	3.53	6.10
		n/a	n/a	n/a	n/a	Above pricing is based on a minimum of 10,000 sq. yds of milling per mobilization (includes mobilization, 7ft milling machine w/2 man crew and water tank truck w/operator.	n/a
BID AWARDED TO:							
JULIE A. BUTLER PURCHASING AGENT		TERM OF BID: Date of Award through December 31, 2015					
RESOLUTION NO.		OF 2015					

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

**Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.
Please attach any backup information available and be as detailed as possible.*

DEPARTMENT NAME: DPW

DATE: 3/2/15

- (a) Purpose of Request: To amend Salary Schedule to reflect new DPW Fiscal Manager salary of \$56,966

- (b) Details: The Fiscal Manager position was authorized for backfill with a Salary TBD pending a salary review/study by HR Director. The HR Director recommended a salary range up to \$61,750. The Superintendent has completed the selection/hiring process and is recommending the 2015 Salary be set to \$56,966.

- (c) Previous Resolution Number: NA

- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title* and Amount: A1490.110 DPW Admin Salaries - Regular

Sample: A.8021 470 Planning & Community Development – Contract

* as listed in budget and LOGOS

RESOLUTION REQUEST FORM NO. 10

Request for Transfer of Funds

TO: JOAN SADY, CLERK, WARREN COUNTY BOARD OF SUPERVISORS

FROM: DPW

Name of Department

SIGNED: *[Signature]* DATE: 3/2/15

<u>FROM CODE</u>	<u>TITLE</u>	<u>TO CODE</u>	<u>TITLE</u>	<u>AMOUNT</u>
A7110.110	P&R Salaries - Regular	A1490.110	DPW Admin Salaries - Regular	\$4,400

Please state reason for transfers requested: To fund salary adjustment of Fiscal Manager

CONTINGENT FUND TRANSFER REQUESTS

<u>FROM CODE</u>	<u>TITLE</u>	<u>TO CODE</u>	<u>TITLE</u>	<u>AMOUNT</u>
A.1990 439	Contingent Fund			

Please state reason for transfer request:

Please file original request with Clerk of the Board and retain copy for your records.

SCHEDULE "A"
AUTHORIZATION TO ATTEND MEETING OR CONVENTION

Check one:

- [X] In-State (needs Supervisory Committee authorization)
[] Out-Of State (needs Board resolution)

The DPW hereby authorizes Jeff Tennyson
(Supervisory Committee) (Employee Name)

to attend NYSCHSA & NYSAOTSOH 2015 Advocacy Day
(Name of meeting or organization)

at Albany Hilton and State LOB, Albany
(Address)

on 03-04 March 2015. Mode of transportation to be used County Vehicle
(Dates) (County Vehicle or Mass Transportation)

If the mode of transportation is not a county vehicle or mass transportation, please explain:

Meeting cost is sponsored by NYSCHSA

Proper documentation must be attached when submitting for approval.
(Please check documents attached)

[X] Notice of meeting or convention including cost. \$0. Meeting Cost

For Overnight Travel

- [X] Room rate \$139 GSA* Rate \$
[X] Meal costs - GSA*per diem rate \$ 61

*www.gsa.gov

Date: 3/3/15

Jeffrey E Tennyson
Department Head Signature

Date: 3/2/2015

Eugene J. Morehouse
Committee Chairman Signature

Please refer to the Warren County Travel Policy and County Vehicle Use Regulations for general policy guidelines.

Please check to request a fleet vehicle.

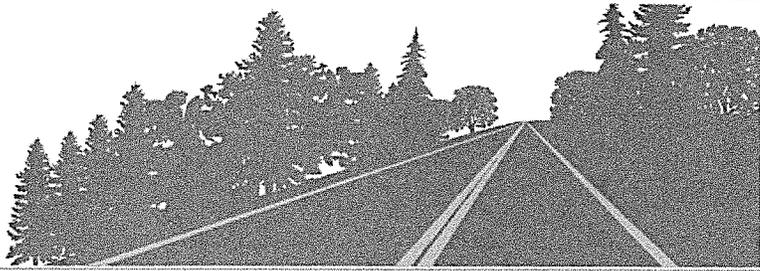
REQUEST FOR USE OF FLEET VEHICLE

Filing Instructions:

- 1. Original with voucher to Auditor.
2. Copy to Frank Morehouse if fleet vehicle is needed.
3. Copy to Clerk of the Board with Resolution Request form if out-of-state travel.
4. Copy to Purchasing with Purchase Order, if required.

local roads matter!

2015 Grassroots Advocacy Campaign
FOR LOCAL ROADS & BRIDGES



March 3–4, 2015 • Hilton Albany • Albany, NY

Co-hosted by



The New York State County
Highway Superintendents
Association, Inc.



NYS Association of
Town Superintendents
of Highways, Inc.

Advocacy Day
Details

Registration

Hotel

Directions

Sponsorship

Legislative
Center

Media Center

Thank You 2015 Event Sponsors

Local Roads Buffet Breakfast Sponsor

The Gorman Group

Leg Reception Sponsor

Suit-Kote Corp.

Name Badge Sponsor

Chemung Supply Corp.

T-Shirt Sponsor

LADA

Bronze Sponsors

Barton & Loguidice, D.P.C

Erdman Anthony

Tectonic Engineering & Land

Surveying Consultants

Other

C&S Companies

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New York State
County Highway
Superintendents
Association

Registration

Registration & Cancellation Policy

Registration includes the legislative briefing, Local Roads reception & presentation, breakfast, and all materials. **There is no fee for registration!**

Online registration Open! or download the form here

Please note: Anyone who does not cancel in writing at least seven days prior to the start of the event will be billed a \$75 registration processing fee. Sorry, no exceptions.

SCHEDULE OF EVENTS

Tuesday, March 3

Hilton Albany

3:30-5:00pm Grassroots Campaign Check-In (North Foyer, Hilton Albany)

5:00-6:00pm Budget Briefing & Strategy Meeting (Ballroom, Hilton Albany)

- > Welcome Remarks—*Russell Page, (Town of Leicester), President, NYSAOTSOH*
- > Program Overview—*Kevin O'Brien, P.E. (Niagara Co.), President, NYSCHSA*
- > Political Update—*Legislative Representatives: Bruce Geiger, NYSCHSA and Fred Hiffa, NYSAOTSOH*
- > Local Roads Matter Presentation—*Legislative Committee Co-Chairs: Terrence J. Rice, P.E. (Monroe County), Dennis Davis (Oneida County) NYSCHSA and Marty Roberts, (Town of Reading), NYSAOTSOH*

6:00-7:30pm Local Roads Reception & Presentation (Ballroom, Hilton Albany)

7:30pm Dinner on Your Own

Wednesday, March 4

(Hilton Albany & Legislative Office Building-LOB)

7:30-8:30am Local Roads Buffet Breakfast (Ballroom, Hilton Albany)

7:30am Grassroots Campaign Information Table & Check-In Table Open (North Foyer, Hilton Albany)

8:00-8:30am NYS Highway and Bridge Organizational Meeting (Ballroom, Hilton Albany)

- > Welcome Remarks & Introductions—*Kevin O'Brien, P.E. (Niagara Co.), President, NYSCHSA*
- > Our Needs Today—Local Roads Matter Presentation—*Legislative Committee Chair: Terrence J. Rice, P.E. (Monroe County), Dennis Davis (Oneida County) NYSCHSA and Marty Roberts, (Town of Reading), NYSAOTSOH*
- > Closing Remarks—*Russell Page (Town of Leicester), President, NYSAOTSOH*

8:30am Buses Begin Leaving for LOB (Hilton Albany Traffic Circle)



> Buses run hourly between the Hilton Albany & the Madison Avenue side of the Legislative Office Building (LOB). Our buses are "Brown Coach Buses". The last bus leaving the LOB back to the hotel will be at 2:30pm.

9:00am-1:00pm Legislative Meetings (LOB), Superintendents and Business Partners meet with State Legislators

Any questions about the Grassroots Campaign should be directed to NYSCHSA Headquarters by calling Vicki Charbonneau at (518) 465-1694 or emailing info@countyhwys.org or NYSAOTSOH Headquarters by calling, Debbie Tulli-Cassale at (518) 426-1023 or emailing info@nystownhwys.org.



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DPW OVERTIME ALL DIVISIONS

(hours)

	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
2008	4180	4743	1796	301	940	889	707	343	1443	416	2919	1261	19938
2009	3155	1311	36	123	659	619	317	325	930	215	381	1813	9884
2010	1668	1462	89	205	120	489	390	251	1094	196	299	1147	7410
2011	2481	2238	1459	270	1464	1072	304	990	1482	866	396	577	13599
2012	1950	881	722	108	245	543	514	454	1073	356	366	2212	9424
2013	1279	1616	838	164	109	357	346	431	840	386	519	2054	8939
2014	2194	2042	1262	154	367	433	469	863	1131	289	973	1794	11971
2015	2063	2278											4341
Average	2371	2071	886	189	558	629	435	522	1142	389	836	1551	12215

Department of Public Works
 Diesel & Unleaded Fuel Expense
 for Period Ending
 1/31/2015

Year	January	February	March	April	May	June
2008	\$ 41,643.00	\$ 51,796.00	\$ 27,756.00	\$ 27,519.00	\$ 33,621.00	\$ 43,618.00
2009	\$ 31,901.00	\$ 19,323.00	\$ 14,152.00	\$ 14,041.00	\$ 15,832.00	\$ 20,211.00
2010	\$ 20,251.00	\$ 21,890.00	\$ 18,052.00	\$ 20,409.00	\$ 21,826.00	\$ 24,286.00
2011	\$ 41,395.00	\$ 42,921.00	\$ 40,756.40	\$ 21,979.34	\$ 36,389.79	\$ 43,952.57
2012	\$ 40,027.00	\$ 25,334.00	\$ 31,974.00	\$ 28,001.77	\$ 29,323.87	\$ 33,578.02
2013	\$ 35,917.67	\$ 33,902.19	\$ 29,065.23	\$ 22,110.54	\$ 22,994.76	\$ 27,007.62
2014	\$ 41,102.85	\$ 44,193.73	\$ 34,664.00	\$ 21,869.40	\$ 27,397.04	\$ 31,902.50
Seven Year Ave	\$ 36,033.93	\$ 34,194.27	\$ 28,059.95	\$ 22,275.72	\$ 26,769.21	\$ 32,079.39
Ave. Minus high/low	\$ 38,068.70	\$ 33,648.18	\$ 28,302.25	\$ 22,777.46	\$ 27,032.53	\$ 32,078.43
Actual 2015	\$ 28,161.88					

Year	July	August	September	October	November	December	Year Total
2008	\$ 41,711.00	\$ 36,772.00	\$ 36,849.00	\$ 33,330.00	\$ 20,615.00	\$ 34,086.00	\$ 429,316.00
2009	\$ 20,694.00	\$ 20,001.00	\$ 20,226.00	\$ 19,534.00	\$ 14,865.00	\$ 35,580.02	\$ 246,360.02
2010	\$ 21,243.00	\$ 22,945.00	\$ 21,119.00	\$ 18,731.00	\$ 18,193.00	\$ 24,298.00	\$ 253,243.00
2011	\$ 25,992.71	\$ 34,175.23	\$ 37,901.04	\$ 29,037.34	\$ 33,796.55	\$ 25,754.67	\$ 414,051.64
2012	\$ 30,915.85	\$ 31,184.24	\$ 30,933.55	\$ 35,501.21	\$ 22,835.91	\$ 37,425.63	\$ 377,035.05
2013	\$ 28,081.00	\$ 29,777.32	\$ 29,089.41	\$ 29,968.97	\$ 25,563.08	\$ 35,684.95	\$ 349,162.74
2014	\$ 32,737.06	\$ 25,894.24	\$ 34,375.73	\$ 29,062.57	\$ 26,566.80	\$ 28,610.78	\$ 378,376.70
Seven Year Ave.	\$ 28,767.80	\$ 28,678.43	\$ 30,070.53	\$ 27,880.73	\$ 23,205.05	\$ 31,634.29	\$ 349,649.31
Ave. Minus high/low	\$ 27,793.92	\$ 28,795.21	\$ 30,473.34	\$ 28,186.58	\$ 22,754.76	\$ 31,943.28	\$ 354,373.83
Actual 2015							\$ 28,161.88

Budget Balance after January Expense \$ 379,838

Less: Projected Additional Expense \$ 248,865

Projected Budget Overage or (Shortage) @ current rates \$ 130,973

**Department of Public Works
Diesel Fuel Used (Gallons)
for Period Ending January 2015**

Year	January	February	March	April	May	June
2008	10159	13655	5861	5145	6221	7891
2009	10599	6650	4841	5260	5787	6958
2010	5893	6673	4558	5435	6311	7306
2011	10891	10687	8845	3703	7415	10142
2012	8954	4932	6757	5843	6383	8165
2013	7366	6947	5836	4268	4990	6359
2014	9224	10222	7695	4164	5900	7281
Seven Year Ave.	9012	8538	6342	4831	6144	7729
Ave. Minus high/low	9260	8236	6198	4854	6120	7520
Actual 2015	9160					
Projected 2015	8236	6198	4854	6120	7520	

Year	July	August	September	October	November	December	Year Total
2008	7298	6746	7082	6934	6088	10618	93698
2009	6756	6580	6297	6382	4344	7906	78360
2010	5241	7121	6401	5031	4576	6062	70608
2011	5480	7377	9046	6592	7705	5256	93139
2012	7420	6833	6799	7548	4470	8035	82139
2013	6213	6478	6465	6513	5681	8175	75291
2014	7732	5910	8767	7460	7240	8258	89853
Seven Year Ave.	6591	6721	7265	6637	5729	7759	83298
Ave. Minus high/low	6633	6752	7103	6776	5611	7687	83756
Actual 2015							
Projected 2015	6633	6752	7103	6776	5611	7687	73490

Current Price \$2.57
Projected Cost \$188,869

**Department of Public Works
Unleaded Fuel Used (Gallons)
for Period Ending January 31, 2015**

Year	January	February	March	April	May	June
2008	3725	3406	3359	3117	3252	3235
2009	3960	3465	3229	2824	2914	3341
2010	2587	2606	3063	3149	2849	3069
2011	3959	3528	3927	3002	3414	3459
2012	3174	2562	2486	2274	2646	2727
2013	2940	2498	2678	2672	2489	2432
2014	3460	2826	2719	2515	2825	2854
Seven Year Ave	3401	2984	3066	2793	2913	3017
Ave. Minus high/low	3452	2973	3010	2826	2897	3045

Actual 2015	2782
Projected 2015	2973
	3010
	2826
	2897
	3045

Year	July	August	September	October	November	December	Year Total
2008	3524	3342	3533	3835	2863	4170	41361
2009	3294	3032	3293	2845	2317	3081	37595
2010	3019	2832	3224	2803	2833	3269	35303
2011	2588	3279	2855	2616	2511	2773	37911
2012	2644	2949	2583	3012	2377	2751	32185
2013	2940	2918	2616	2899	2438	2973	32493
2014	2685	2503	2696	2630	2326	2765	32804
Seven Year Ave	2956	2979	2971	2949	2524	3112	35665
Ave. Minus high/low	2916	3002	2937	2838	2497	2972	35221

Actual 2015	2916	3002	2937	2838	2497	2972	31913
Projected 2015	2916	3002	2937	2838	2497	2972	31913

Current Price \$ 1.88
Projected Cost \$ 59,996





local roads matter!



2015 Grassroots Advocacy Campaign FOR LOCAL ROADS & BRIDGES



Crumbling bridge



Roadway with potholes



Falling concrete structure

Local Roads Matter!

Local roads matter to every New Yorker. The State's massive highway infrastructure is our economic backbone, and New York's local governments own and maintain 87% of the highway mileage and 52% of the bridges. New York's local roads and bridges carry nearly half of all vehicle miles of travel. Without this major contribution to mobility, New York would literally come to a halt.

Local roads generate jobs and support employment. Thousands of New York citizens are employed through the road and bridge construction and maintenance industry. Millions rely on local roads to take them to and from their place of employment every day.

Local roads matter because hundreds of thousands of daily trips allow New Yorkers and visitors to be part of a great state and an even greater community. These trips aren't made exclusively on state roads or local roads or interstate highways. People use both state and local roads and bridges to take them to work, school, doctor's offices, airports, restaurants, and ball games. Truckers go where the goods need to be delivered: every corner of New York State. Tourists visit our cities and explore the back roads. Agriculture depends on local roads and bridges to get products to market. A seamless, well-maintained transportation system is essential to keeping New York State moving.

Local roads are crucial to New York's mobility. Families, truckers, farmers and tourists need to get around safely using well-maintained roads and bridges. The obligation to provide a first-rate highway system is shared by all transportation officials in New York State. Fulfilling the commitment to mobility and safety is a major undertaking...one that requires good resource allocation and sound partnerships.

LOCAL ROADS MATTER TO ALL OF US. LOCAL ROADS NEED YOUR CONTINUED SUPPORT!

local roads matter!

2015 Grassroots Advocacy Campaign FOR LOCAL ROADS & BRIDGES

Increase State Aid to Local Roads, Bridges, and Culverts

The New York State County Highway Superintendents Association (NYSCHSA) and the New York State Association of Town Superintendents of Highways (NYSATSOH) urges the Legislature and the Governor to make more state funding and resources available at levels that adequately address the critical needs of local roads and bridges.

- ▶ We strongly advocate for at minimum a \$200 million increase in CHIPS funding to \$638 million per year.
- ▶ We further support the establishment of a \$500 million state aid to Local Road, Bridge and Culvert Program that distributes \$100 million per year for the next five years to all NY's municipalities utilizing the same distribution process as that of the Extreme Winter Recovery Capital Grant Program which used the CHIPS formula so they can fund critical road, bridge and culvert projects based primarily on local needs.

This state aid to Local Road, Bridge and Culvert Program could be funded by a portion of the \$5.4 billion foreign bank settlement funds or from other available sources.

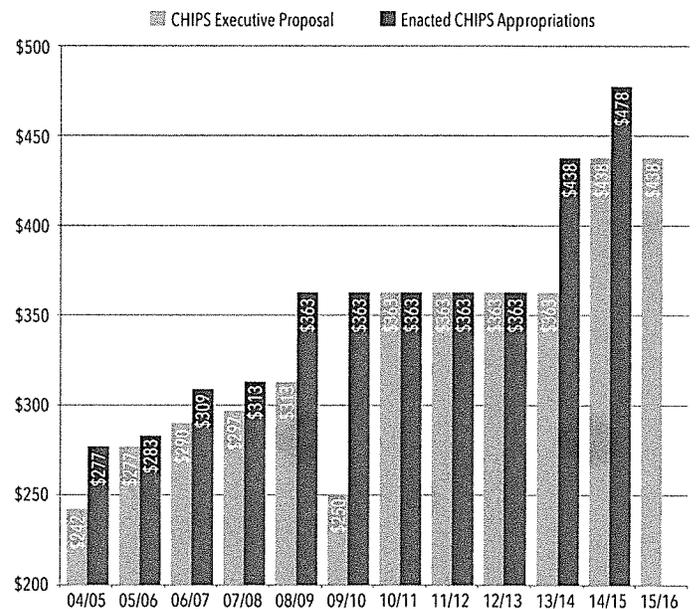
Executive Budget Decreases Funding for Local Roads and Bridges

NYSCHSA and NYSATSOH call on state leaders to strengthen investment in local roads and bridges. Incredibly, at a time when the state is running a surplus, and there is over \$5.4 billion in foreign bank settlement money available for infrastructure, the Executive Budget proposes a **decrease** in state aid to local transportation projects from the previous fiscal year.

Consolidated Highway Improvement Program (CHIPS) is the life blood of local highway departments and an effective means for quickly delivering state aid to local governments to support much-needed road, bridge and culvert improvements. Before the enactment of the 2013-14 Budget, state funding for CHIPS had been frozen for five consecutive budgets at \$363.1 million. Also, the Marchiselli program continues to be held at a level of \$39.7 million for nearly a decade. Highway professionals throughout the state know that this level of funding over this long period for the local transportation system has had severe

consequences on condition ratings, especially after recent years of harsh winter weather and major storms. Yet the Executive Budget proposal eliminates the \$40 million Extreme Winter Recovery Capital Grant Program that was provided in the 2014-2015 enacted budget

2015-16 Executive Budget Proposes to Cut CHIPS Funding!
CHIPS Appropriations (\$millions)



No Significant Improvements In Local Transportation Conditions

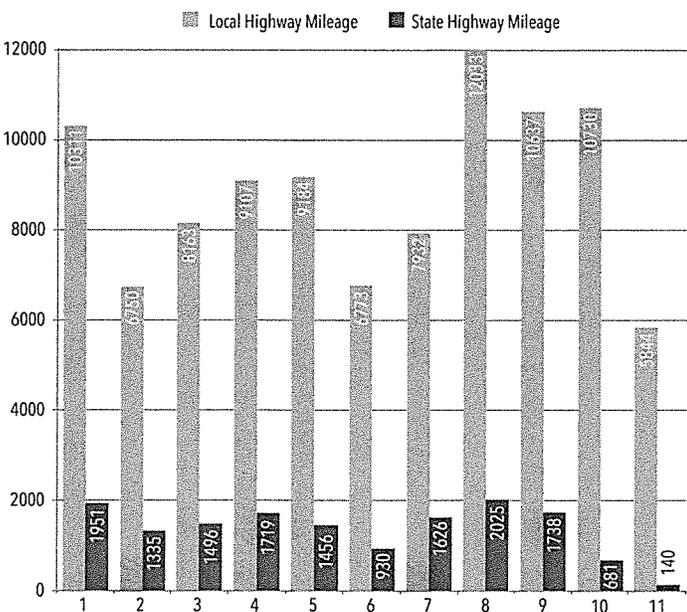
The numbers are compelling...and disturbing. Local roads and bridges account for 87% of NYS roads, and about one half of bridges, making them a vital part of our transportation infrastructure. **Investing in local roads and bridges is crucial to New York's economic viability.** Yet year after year, New York State fails to adequately invest in local transportation infrastructure. The result: necessary local road and bridge work is underfunded by \$1.3 billion annually. Making matters worse, federal transportation aid to NY (MAP-21) is primarily directed to the National Highway System (interstates, principal arterials, and expressways)—which means even less funding getting to the local systems.

It is widely recognized that our state's transportation system is facing a funding crisis. Substantial and recurring new

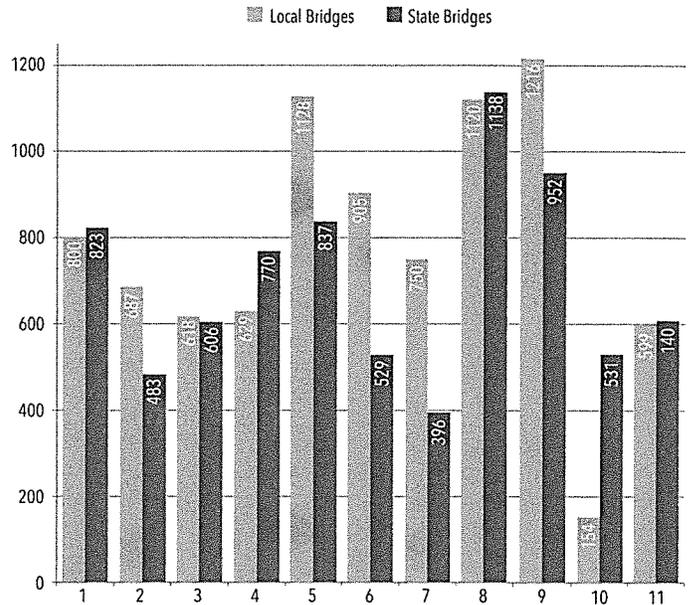
state resources are required to prevent and reverse the further deterioration of our local transportation assets. CHIPS increases help every local government in the state to keep up with the ever-increasing costs of maintaining and reconstructing aging roads, bridges and culverts. Local pavement preservation programs are falling far short of what is necessary to keep the roads in good condition--as fewer miles are able to be treated each year.

Today, local governments treat only a fraction of the road mileage they did just a few years ago. Despite well-timed and targeted preventative maintenance treatments, the age and condition of many of our locally-owned transportation assets are beyond preservation. They are in need of much more costly rehabilitation and reconstruction. Due to deferred maintenance, the previous positive trends in the condition of local bridges is unlikely to continue in the future without enhanced funding, according to the State Comptroller. At current funding levels (unadjusted for inflation), the percentage of deficient local bridges will grow to 45% by 2030. Estimates by the State Comptroller, DOT and independent studies show a large number of road mileage is deteriorating and many bridges in the state are rated structurally deficient and functionally obsolete—34% of bridges are deficient and 48% of road pavements are rated fair or poor and getting worse. Our own fifteen year analysis indicates an annual funding gap of \$1.3 billion for the local system (excluding NYC) alone.

Almost 9 out of 10 Miles of Roads in NYS are maintained by Local Governments!
Local and State Jurisdiction Centerline Mileage by NYSDOT Region
 Total: 97,464(87% Local) vs. 15,097(13% State)



More than Half the Bridges in NYS are Maintained by Local Governments!
Local and State Jurisdiction Highway Bridges by NYSDOT Region
 Total: 8,606(53% Local) vs. 7,674(47% State)



The Dedicated Highway and Bridge Trust Fund Is Broke and In Need of Immediate Repair

In 2014, State Comptroller Tom DiNapoli released a report which found that the Dedicated Highway and Bridge Trust Fund (DHBTf) no longer serves its original purpose of assuring reliable and predictable investment in New York's transportation infrastructure.

The report says, "The dollars from New York's motor fuel tax and other dedicated revenue sources, ostensibly intended for new transportation-related capital investment, are instead going primarily to repayment of debt from prior years and current day-to-day operational expenses." The DHBTf is now spending 78 percent of its money on operations (DMV administration, snow and ice removal) and debt.

"Taxpayers have paid billions in taxes and fees into a fund that was created to keep our roads and bridges in good repair. Now, more than three-quarters of this money is siphoned off to pay for borrowing and operating costs of state agencies, leaving fewer dollars for improving our infrastructure." NYS Comptroller Tom DiNapoli Feb 5, 2014

Bills have been introduced in both houses of the Legislature designed to reform the State's Dedicated Highway and Bridge Trust Fund and enhance revenues. Since 2007, Senator

Thomas Libous has been leading this effort by his sponsorship of the **Bridge and Road Investment and Dedicated Fund Guaranteed Enforcement (BRIDGE) Reform Act (S.909/A.4376)**. This bill phases out over five years the use of the DHBTF for non-capital expenses. Assembly Majority Leader Joseph Morelle is the sponsor of the BRIDGE Reform Act in that house.

Another bill historically championed by Senator Libous and Assemblyman Philip Palmesano is the **Dedicated Highway Fund Sales Tax Deposit bill (A.4359)** that requires an increasing portion of the motor fuel state sales tax drivers pay to be directed to the DHBTF. When fully enacted, these measures would provide the DHBTF with a more than **\$1 billion increase** annually to be available for transportation infrastructure as was originally intended.

In addition to the above bills, the legislature must examine how existing motor vehicle taxes and fees are currently being distributed, and consider a more equitable distribution. These critical measures should be included in the final budget agreement.

We Must Restore Parity Between the DOT and MTA Capital Programs!

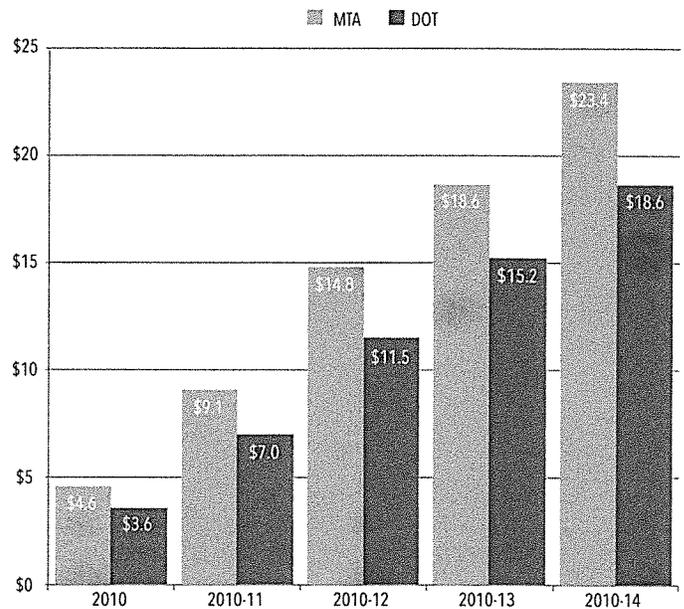
Since the Dedicated Highway and Bridge Trust Fund (DHBTF) was created in the early 1990's, both the Metropolitan Transportation Authority (MTA) and New York State Department of Transportation (NYSDOT) have had parity in their five year capital programs. This ended in 2010 when, for the first time, the two capital programs were uncoupled. As a result, under the 2010-15 capital programs, the share for highways and bridges fell nearly \$5 billion behind.

The Legislature responded in 2013 and 2014 by issuing a Memorandum of Understanding (MOU) which included a directive that the NYSDOT recommend and submit a five year capital plan for SFYs 2015 through 2020 for the state and local highway and bridge systems as well as other transportation modes. In the fall of 2014, the MTA submitted a detailed \$28.9 billion core program request for 2015-20 and we haven't seen any such request from the DOT, which is unprecedented.

In the fall of 2009, NYSDOT submitted a \$26.8 billion five year capital plan to stabilize state and local highway and bridge conditions. The MTA's concurrently proposed program was

a similar size. During the past five-years, the MTA received approximately 92 percent of what they said they needed while the DOT received only 72 percent of their request.

We Need Parity Restored between Highway and Transit!
MTA vs. DOT Five-Year Capital Program Comparison (\$billions)



The 2015-16 Executive Budget funds the MTA at nearly \$5 billion while the DOT is only funded at \$3.5 billion. Every capital dollar going to the MTA is needed and we fully support that system being brought up to and maintained at a state of good repair. We are urging that New York's 11.2 million drivers and other highway users deserve the same level of commitment from Albany for maintaining the state's 113,000 miles of roads and 17,400 bridges. Both programs are essential to the economy of New York State and should be provided for equally.

A fully funded five year capital plan is critical to maintaining an efficient and cost effective state and local highway program. Many highway projects can take up to seven years from project identification to completion. If funds aren't available and project construction dates are pushed off further, the entire project may need to be redesigned, further increasing the project's cost. This is happening to many projects now. Project designs may very often have a limited shelf life for a variety of reasons including: changing material, specifications, and costs, economic growth along the corridor, and other local conditions.

local roads matter!



NYS County Highway Superintendents Association, Inc.
136 Everett Road
Albany, NY 12205
518.465.1694 ph
518.465.1942 fax
info@countyhwys.org
www.countyhwys.org



NYS Association of Town Superintendents of Highways, Inc.
125 State Street
Albany, NY 12207
518.426.1023 ph
518.426.3838 fax
info@nystownhwys.org
www.nystownhwys.org