

**Public Works and Capital Projects Committee
Meeting Minutes**

DATE & TIME: March 4, 2020 – 6:30 PM
LOCATION: COB, 6th Floor, K. L. Binder Library
PRESIDING OFFICER: Chair Dean Fabiano
LEGISLATIVE STAFF: Nettie Tomshaw
PRESENT: Legislators Greene, Cahill, Heppner, Litts
ABSENT: None
QUORUM PRESENT: Yes

OTHER ATTENDEES: Legislator Laura Petit, Deputy Exec. Marc Rider, DPW Commissioner Tom Jackson, DPW Deputy Comm. Finance Don Quesnell, UC Ag Society John Fitzpatrick & Grant DeWitt

Chair Fabiano called the meeting to order at 6:35 PM.
Pledge of Allegiance to the Flag.

Motion No. 1: **Moved to Approve Minutes of the March 4, 2020 Meeting**
Motion By: Legislator Litts
Motion Seconded By: Legislator Greene
Discussion: None
Voting In Favor: Legislators Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Minutes **APPROVED**

Resolutions for the March 17, 2020 Session of the Legislature

Resolution No. 59: Establishing Capital Project No. 564 – Purchase And Implementation Of A Real Property Tax Collection & Delinquency Enforcement System – Department Of Finance

Resolution Summary: This resolution establishes Capital Project No. 564 for the purchase and implementation of a Real Property Tax Collection & Delinquency software enforcement system. \$575K, A bond resolution will be required.

Motion No. 2: **Motion to Take No Action Resolution No. 59**
Motion By: Legislator Heppner
Motion Seconded By: Legislator Litts

Discussion: County Exec. Rider noted this resolution was to be withdrawn in the Ways & Means Committee. Committee took no action.

Disposition: **No Action Taken**

Resolution No. 93: Confirming Appointments To The Ulster County Electrical Licensing Board

Resolution Summary: This resolution confirms eight appointments to the UC Electrical Licensing Board. Seven members are appointed by the County Executive and are subject to confirmation by the County Legislature. One County Legislator appointment is designated by the Chairman of the Legislature.

Motion No. 3: **Motion to Discuss and Adopt Resolution No. 93**
Motion By: Legislator Heppner
Motion Seconded By: Legislator Greene

Discussion: None

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 100: Setting A Public Hearing On Proposed Local Law No. 2 Of 2020, A Local Law Establishing Construction Apprenticeship Training Requirements For Certain Construction Contracts In Excess Of \$350,000, And Repealing Local Law Number 2 Of 2015, To Be Held On Tuesday, April 14, 2020 At 6:05 PM

Resolution Summary: This resolution sets a public hearing on Proposed Local Law No. 2 of 2020, a local law establishing construction apprenticeship training requirement for certain construction contracts in excess of \$350K, and repealing Local Law No. 2 of 2015, to be held on Tuesday April 14, 2020.

Motion No. 4: **Motion to Discuss and Adopt Resolution No. 100**
Motion By: Legislator Cahill
Motion Seconded By: Legislator Heppner

Discussion: Legislator Heppner confirmed the changes with County Exec. Marc Rider, whereas LL No. 2 of 2015 required training for bridge projects over \$500K. This resolution will establish the threshold at \$350K, and expands it to all Public Works projects – not just bridge projects. The contract will also require the contractor training program have a graduation rate of 30 percent – closing previous loopholes. Orange County just passed a similar resolution.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 102: Approving Construction Project, By Licensee Ulster County Agricultural Society, Of Capital Repairs, A New Maintenance Shop And Agricultural Museum Improvements – Department of Public Works On Behalf Of The Ulster County Agricultural Society

Resolution Summary: This resolution approves a construction project by the Licensee UC Ag Society, of capital repairs for a new maintenance shop and Ag. Museum improvements. Financial Impact None.

Motion No. 5: **Motion to Discuss and Adopt Resolution No. 102**
Motion By: Legislator Heppner
Motion Seconded By: Legislator Greene

Discussion: Legislator Greene spoke to the Climate Smart Committee wanting to implement/increase climate emergency initiatives working with the UC Fair and Ag. Society.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 111: Authorizing The Chair of The Ulster County Legislature To Execute A Customer Project Commitment With The New York Power Authority (NYPA) For The Implementation Of Electric Bus Charging Infrastructure Phase I And Amending The 2020-2025 Capital Program And Establishing Capital Project 568 - Department Of Public Transportation (Ulster County Area Transit)

Resolution Summary: This resolution authorizes the Chair of the UC Legislature to execute a customer project commitment with the NY Power Authority for the implementation of electric bus charging infrastructure, Phase I and amending the 2020-2025 Capital Program and Establishing Capital Project No. 568. \$256.6K 100% NYS Reimbursed, A Bond Resolution will be required.

Motion No. 6: **Motion to Discuss and Adopt Resolution No. 111**
Motion By: Legislator Litts
Motion Seconded By: Legislator Greene

Discussion: Legislator Greene noted this is very encouraging.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 113: Establishing Capital Project Nos. 565 & 566 – 2020 DPW Bridge Program – Department Of Public Works (Highways And Bridges)

Resolution Summary: This resolution establishes Capital Project Nos. 565 & 566, 2020 DPW bridge program. \$390K A Bond Resolution will be required.

Motion No. 7: **Motion to Discuss and Adopt Resolution No. 113**
Motion By: Legislator Litts
Motion Seconded By: Legislator Cahill

Discussion: None

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 115: Amending Capital Project No. 550 - Fairground Improvements – Amending The 2020 Capital Fund Budget – Department Of Public Works (Buildings & Grounds)

Resolution Summary: This resolution amends Capital Project No. 550 for UC fairground improvements, amending the 2020 Capital Fund Budget. \$28.4K A Bond Resolution will be required.

Motion No. 8: **Motion to Discuss and Adopt Resolution No. 115**
Motion By: Legislator Litts
Motion Seconded By: Legislator Heppner

Discussion: None

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 117: Approving The Execution Of A Contract Amendment Causing The Aggregate Amendment Amount To Be In Excess Of \$50,000.00 Entered Into By The County – Pitingaro & Doetsch Consulting Engineers, P. C. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract amendment causing the aggregate amendment amount to be in excess of \$50K entered into by the county with Pitingaro & Doetsch Consulting Engineers, P.C. expanding the scope of services to include redevelopment of an existing campground on the north end, inspection of the septic tank and sand filter and remobilization to survey the north end campground – architectural and engineering services related to the fairground improvements. 100% County \$28.4K, A Bond Resolution will be required.

Motion No. 9: **Motion to Discuss and Adopt Resolution No. 117**
Motion By: Legislator Heppner
Motion Seconded By: Legislator Litts

Discussion: Fairground work.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 118: Approving The Execution Of A Contract Amendment In Excess Of \$50,000.00 Entered Into By The County – Town & County Bridge And Rail, Inc. – Department Of Public Works

Resolution Summary: This resolution approves the execution of a contract amendment with Town & County Bridge and Rail, Inc. exercising the first of two options to extend the term of agreement for shotcrete concrete repair services on various bridges and culverts. 100% County, Amended Amt. \$100K, Amended Term 4/1/20 – 4/30/21.

Motion No. 10: **Motion to Discuss and Adopt Resolution No. 118**
Motion By: Legislator Litts
Motion Seconded By: Legislator Greene

Discussion: Legislator Heppner confirmed the dollar amount increase with Don Quesnell.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

Resolution No. 120: Establishing Capital Project No. 567 – Navigation Response Vessel - Ulster County Sheriff

Resolution Summary: This resolution establishes Capital Project No. 567 to purchase a “Navigation Vessel” to expand patrol of the Hudson River. This purchase will be reimbursed by the Port Security Grant Program, FEMA up to \$350,691.00 in consideration of a 25% match. County share of \$116.9K will be reimbursed up to 50% by NYS Parks and Recreation. Final County share \$58.5K. A Bond Resolution will be required.

Motion No. 11: **Motion to Discuss and Adopt Resolution No. 120**
Motion By: Legislator Litts
Motion Seconded By: Legislator Greene

Discussion: Chairman Fabiano noted the Law Enforcement and Public Safety Committee meeting tonight answered most of the committee’s questions, county cost, etc.

Voting In Favor: Legislator Fabiano, Greene, Cahill, Heppner, Litts
Voting Against: None
Votes in Favor: 5
Votes Against: 0
Disposition: Resolution **ADOPTED**

New Business

- Legislator Litts provided handouts regarding “Local Roads Matter” which is a grassroots advocacy campaign for local roads and bridges. They are trying to increase CHIPS funding and trying to make the \$65 million we’ve been getting become permanent. It was not included in this year’s budget, but now may be included for 2020. TBD.
- Chairman Fabiano would like to change his committee meeting to the first Thursday of the month, starting at 6:00 PM for committee efficiency. Legislator Litts will review his schedule and advise. (Legislator Litts confirmed Thursday at 6PM will work)

Old Business

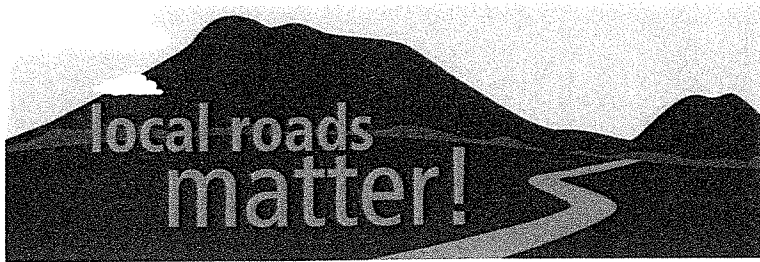
- Legislator Cahill thanked DPW for working with the Town of Ulster putting up the Otis Street signage. The problem appears to be corrected and the neighbors are appreciative. The online Apps have been corrected as well.
- Legislator Greene is anxious to receive the solar feasibility study.

Adjournment

Chair Fabiano asked if there was any other business, and hearing none;



Motion Made By: Legislator Litts
Motion Seconded By: Legislator Heppner
No. of Votes in Favor: 5
No. of Votes Against: 0

TIME: 6:55 PM
Respectfully submitted: Nettie Tomshaw, Legislative Staff
Minutes Approved: April 15, 2020



2020 Grassroots Advocacy Campaign FOR LOCAL ROADS & BRIDGES

March 3-4, 2020 • Hilton Albany • Albany, NY

Co-hosted by  The New York State County Highway Superintendents Association, Inc.  NYS Association of Town Superintendents of Highways, Inc.

SUPPORT AN ANNUAL \$150 MILLION INCREASE IN CHIPS AND THE RESTORATION OF \$65 MILLION EXTREME WINTER RECOVERY FUNDING

Dear Legislator:

The New York State County Highway Superintendents Association (NYSCHSA) and the New York State Association of Town Superintendents of Highways (NYSAOTSOH) appreciate your continued recognition that Local Roads Matter!

Local governments are responsible for 87% of New York State's highway mileage and more than half of all its bridges. A safe and efficient statewide highway infrastructure is necessary for trade, economic development and revitalization, our schools, businesses, health and hospital facilities, emergency responders, and the traveling public.

NYSCHSA and NYSAOTSOH urge the Legislature to make more state funding and resources available at levels that more closely reflect the critical needs of local roads and bridges. This year the Executive Budget proposes a Two-Year Transportation Capital Program with no increase in the base level for the Consolidated Local Streets and Highway Improvement Program (CHIPS). The last time that the CHIPS base level was increased was in 2013. This budget proposal holds CHIPS funding at \$438 million for what will be the eighth and ninth years. And while two vital local programs, BRIDGE-NY and PAVE-NY, are continued, they are also slated to have no increases. In addition, the Executive Budget does not renew \$65 million for Extreme Winter Recovery (EWR) funding that was added by the Legislature in each of the last three years. This funding is essential to help local governments recover financially from the devastating effects of harsh winters and severe weather events so prevalent in the Northeast, and your continued support for EWR is appreciated.

Funding Increases Needed for Local Transportation Infrastructure

Local highway departments continue to struggle to meet the needs of their systems under current funding levels.

In 2017, NYSDOT estimated 1,075 local bridges will become deficient within the next five-year period--nearly doubling the number of deficient bridges in just eight years--if proper preventative maintenance treatments are not applied in a timely manner. Failure to do preventative maintenance would eventually require costlier actions to restore conditions. Round II of the local portion of BRIDGE-NY which includes the last two years' appropriation for the program made available \$262M designated specifically for local bridge and culvert work. In Round II, 259 bridge applications and 514 culvert applications were submitted by counties, towns, cities and villages throughout the state. Yet only 86 bridges and 79 culvert projects were awarded. In both Round I and Round II, the number and value of project applications far exceeded what was available for each region of the state.

Local road conditions are no better. Nearly half of our local roads are in fair or poor condition and, excluding New York City, localities will need to spend an additional \$1.7 billion annually just to catch up with maintenance needs.

Local Roads Matter! We know that you recognize the importance of a well maintained and functioning transportation system that promotes mobility, job creation and economic development in our communities. Increases in base funding for CHIPS is desperately needed. A \$150 million increase in funding for local roads, bridges and culverts could result in up to 4,200 highway construction-related jobs fueling local economies. We urge that you and your colleagues make adequately funding our local transportation system a top budget priority.

As public officials charged with ensuring the maintenance of the local highway and bridge system and the safety of the traveling public, we stand ready as always to work with our State elected representatives to meet this tremendous obligation to our mutual constituents.

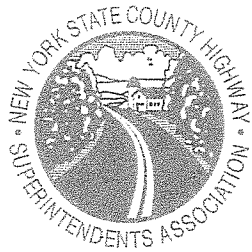
Sincerely,



Todd Gadd, President NYSCHSA



Joel Kie, President NYSAOTSOH



local roads matter!



2020 Grassroots Advocacy Campaign FOR LOCAL ROADS & BRIDGES

NEW TWO-YEAR TRANSPORTATION CAPITAL PROGRAM CONTINUES SOME VITAL LOCAL PROGRAMS, BUT NO INCREASED FUNDING

SUPPORT A \$150 MILLION INCREASE IN CHIPS BASE FUNDING

Executive Budget Includes No Increases to CHIPS Base Aid; No Extreme Winter Recovering Funding

The Executive Budget proposes a 2-year, \$11.9 billion Transportation Capital Program. It increases funding by \$3 billion over the next two years—33% over the last two years of the current 5-Year Transportation Capital Program.

BRIDGE-NY and PAVE-NY, two vital local road, bridge and culvert programs are among the programs scheduled to be continued under the Executive Budget. Despite the demonstrated need however, the Executive Budget proposes NO base aid increases in the Consolidated Highway Improvement Program (CHIPS) and Marchiselli program and NO Extreme Winter Recovery (EWR) funding. CHIPS, the financial life blood of local highway departments, is proposed to remain at \$438 million for the eighth consecutive year. The last time that the CHIPS base level was increased was when the legislature championed a \$75 million addition back in 2013.

Considering the increase in the overall Transportation Capital Program, we are urging that this be the year for a long overdue increase in the CHIPS base and restoration of EWR.

RESTORE EXTREME WINTER RECOVERY FUNDING AND ADD TO CHIPS BASE

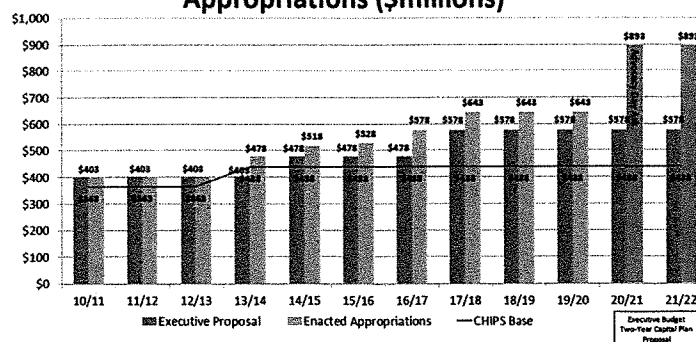
Executive Budget Cuts \$65 Million Extreme Winter Recovery Funds

The Executive Budget does not renew \$65 million for Extreme Winter Recovery (EWR) funding that was added by the legislature in each of the last three years. This funding is essential to help local governments recover financially from the devastating effects of harsh winters and severe weather events so prevalent in the Northeast.

The deep freezing and thawing conditions this winter have led to more instances of flood damage and ice jams and will certainly create more potholes in roads that will need to be repaired in the spring. Our local crews must respond to these weather conditions to keep roads passable and safe regardless of whether the funding is in the local budgets. The EWR program as administered allows all local governments to apply for reimbursement for extraordinary capital and materials costs to benefit the statewide transportation system.

We urge the \$65 million EWR funding be restored and added to the CHIPS base so that it is reoccurring.

CHIPS/Marchiselli/EWRF/PAVE-NY Appropriations (\$millions)



MOST ROADS AND BRIDGES ARE LOCALLY OWNED

Local governments are responsible for ensuring the safe operation of 87 percent of the state's public roads, half of its bridges and plowing not only our huge local system but also over a quarter of New York State Department of Transportation (NYSDOT) roads. Every time there is a severe weather event, the hardworking men and women on our local crews ensure New York's drivers get to and from work, homes, schools, hospitals and other destinations safely. We need more funding if we are to continue to get this massive job done.

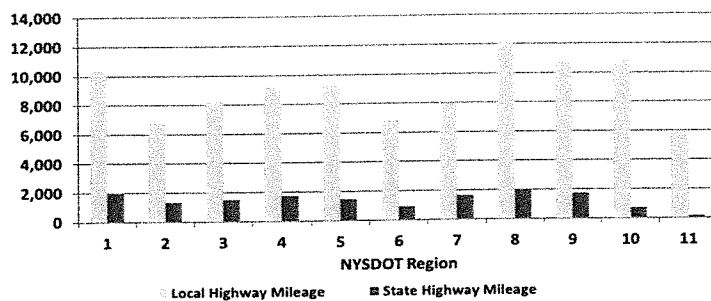
CHIPS is an effective program that quickly delivers critical funding through a state aid formula to all local governments throughout New York to support much-needed road, bridge and culvert improvements to our ailing and aging local transportation infrastructure. This funding is not only used to improve the statewide transportation system on behalf of the traveling public, but also helps keep down local property taxes and supports local construction jobs.

A CHIPS base funding increase is needed and long overdue. CHIPS funding has not been increased since 2013.

Almost 9 out of 10 Miles of Roads in NYS are Maintained by Local Governments!

Local and State Jurisdiction Highway Centerline Mileage by NYSDOT Region

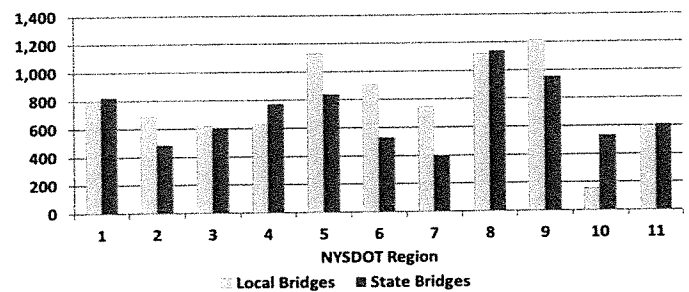
Total: 97,584 (87% Local) vs. 15,124 (13% State)



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)

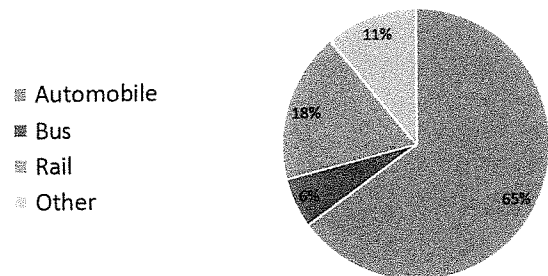


DRIVER TAXES AND FEES DIVERTED

The Dedicated Highway and Bridge Trust Fund (DHBTF) which funds the New York State Department of Transportation and local CHIPS capital programs is insolvent. According to the Executive Budget the DHBTF will average over a \$675 million deficit annually from 2021-2025.

Sixty-five percent of New Yorkers drive to work daily, six percent take buses and eighteen percent take subways and/or rail. With 7 out of 10 New Yorkers driving to work we believe it is critical that the automobile fees and gas taxes paid by these drivers go toward maintaining the state's roads and bridges. Only a fraction of the driver fees collected are being deposited in the DHBTF. In 2019 over \$3 billion was collected from drivers through just the Motor Fuel Tax, Motor Vehicle Fees and Petroleum Business Tax yet only \$2.1 billion of these driver fees were deposited into the DHBTF. Additionally, the enacted New York City congestion pricing plan will direct all the fees paid by motorists (estimated at \$1.5 billion annually) to the MTA.

7 out of 10 New Yorker's Drive to Work



NYSCHSA and NYSAOTSOH respectfully request the significant long-term capital needs of the state's vital highway system receive a comparable 70% funding increase that the MTA capital program received. All transportation infrastructure throughout the state needs more state investment.

SIGNIFICANT DETERIORATION IN STATE AND LOCAL TRANSPORTATION CONDITIONS

Highway professionals and elected officials throughout the state know that this level of funding for the local transportation system has not been enough to improve poor condition ratings especially due to the aging infrastructure and climate in the Northeast. While providing a reliable base amount of state funding for local roads and bridges, CHIPS funds fall short of what is needed to keep the locally-owned ailing and aging transportation system from falling further into a state of disrepair. Our own fifteen-year analysis indicates an annual funding gap of \$1.7 billion for the local pavement and bridge system (excluding NYC) alone.

Today, funding shortages mean many local governments' preventive pavement preservation strategies—to apply well-timed and targeted maintenance treatments—fall short of what is necessary to avoid more costly major rehabilitation or reconstruction down the road. Pavement and bridge conditions in our state are getting worse.

FUNDING FOR ROADS, BRIDGES AND CULVERTS IS WELCOME!

The Executive Budget contains a \$200 million two-year commitment to PAVE NY. This program is funded at \$100 million for local pavement projects.

Also included in the Executive Budget is a two-year \$200 million funding commitment for BRIDGE NY. Projects are awarded via a competitive solicitation where municipalities can apply directly for eligible bridge and culvert projects.

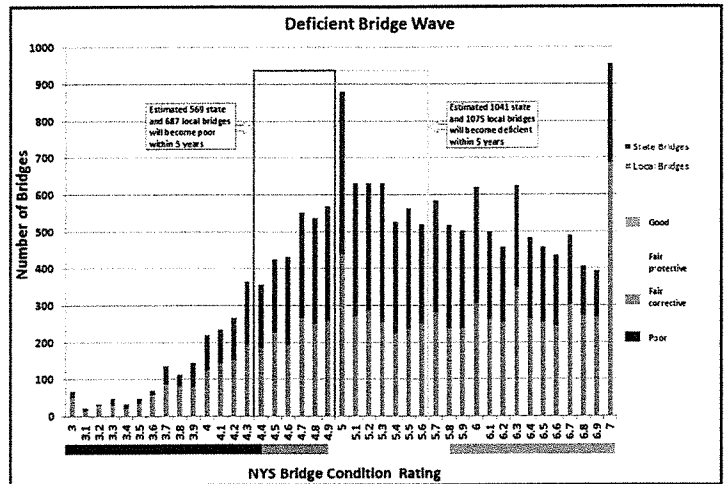
Year	Amount \$ Available	Applications	Funded
2016	\$200M (\$20M dedicated to culverts)	Round I: 229 bridges, 366 culverts	93 bridges, 39 culverts
2018	\$262M (\$50M dedicated to culverts)	Round II: 259 bridges, 514 culverts	86 bridges, 79 culverts

As you can see, in both Round I and Round II of BRIDGE-NY, the number of project applications far exceeded what was available for each region of the state. Also, in Round 1 and Round II, there were limits to the number of applications each municipality could submit as well as financial thresholds per project.

The need for additional pavement, bridge and culvert funding is clearly justified. NYSCHSA and NYSAOTSOH urge that consideration be given to increased funding for the PAVE- NY and BRIDGE- NY programs as part of future state transportation capital plans.

WITHOUT INCREASED INVESTMENT 1075 LOCAL BRIDGES WILL BECOME DEFICIENT

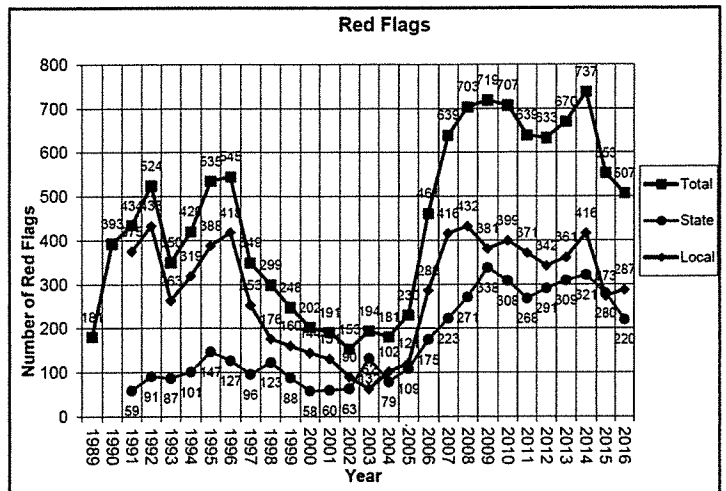
NYS DOT estimates 1075 local bridges will become deficient within the next five years if proper preventive maintenance treatments are not applied in a timely manner. Failure to do preventative maintenance would eventually require costlier actions to restore conditions. For the same time period, an additional 687 local bridges will transition into the "poor" category. These bridges are already showing signs of significant deterioration. The poor category is the population of bridges most likely to have load postings, red structural flags, and/or unplanned closures.



**State Fiscal Year 2016-17 Annual Report Bridge Management and Inspection Programs
New York State Department of Transportation

287 LOCAL BRIDGES RED FLAGGED MORE THAN DOUBLE THE NUMBER FROM A DECADE AGO

NYS DOT uses a system of colored flags to identify the structural condition of bridges. Red flags identify potentially hazardous structural conditions, requiring the owner to take prompt, certified, corrective actions within 6 weeks to resolve the flag condition. These actions include repair, posting, or closure.



**State Fiscal Year 2016-17 Annual Report Bridge Management and Inspection Programs
New York State Department of Transportation

SUPPORT PROVISION FOR ADDITIONAL HIGHWAY WORKER SAFETY

NYSAOTSOH and NYSCHSA support Part D of the Executive Budget TED Article VII bill which would increase penalties for assaulting highway workers and requires the Governor's Traffic Safety Committee to implement a public education and outreach program on the importance of highway work zone safety.

We urge that this language be included in the enacted budget; any provision that will increase the safety of our highway department personnel is of the utmost importance.

ADDITIONAL COST SAVING/FLEXIBILITY FOR LOCAL GOVERNMENTS

NYSAOTSOH and NYSCHSA support Part A of the Executive Budget TED Article VII bill which would amend Highway Law § 10-c (4)(e) to increase the competitive bidding threshold for CHIPS work from \$250,000 up to \$750,000. This would create more opportunities for local governments to pursue options to bid out or perform in-house projects less than \$750,000, minimizing costs to taxpayers.

SUPPORT the enactment of legislation which would give municipalities engaged in snow and ice removal or maintenance the option to install green lights or alternating green and amber lights on their vehicles in order to increase visibility.

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. It is estimated that each \$150 million increase in funding for local roads, bridges and culverts results in up to 4,200 highway construction-related jobs. Millions rely on local roads every day to take them to and from their place of employment.

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. Better roads reduce costly auto repairs putting more money back in people's pockets. Better roads make people more productive. Better roads reduce traffic congestion that saves valuable time for people so they can spend more time with their families and on recreational activities. 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!**



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