

Meeting called to order by Gary A. Eppolito, Town Supervisor

Roll Call

Invocation delivered by _____

Pledge of Flag led by _____

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1. **Approval of Minutes**
 - a) **Work Session 12/10/15**
 - b) **T/BD Mtg 12/10/15**
 - c) **Special T/BD Mtg 12/16/15**
 2. **Public Comment**
 3. **Monthly Reports:**
 - a) **Judge Gibbin – November 2015 report**
 - b) **Judge Frank -- November 2015 report**
 4. **New Business:**
 - a) **Planning Board Appoint George Donhauser & Karl Lux**
 - b) **CIDA Appoint Kiril Popovski & Deborah King**
 - c) **Assessment Review Appoint Daniel Greene**
 - d) **Local Transportation Funding Resolution**
 5. **Old Business:**
 6. **Consent Agenda:**
 7. **Executive Session**
 - a) **Personnel Discussion**
 8. **Councilman Notes**
 9. **Motion To Adjourn In Memory Of:**

LOCAL TRANSPORTATION FUNDING RESOLUTION

WHEREAS, a reliable transportation infrastructure is vital for the safety of New York's travelling public and its economy; and

WHEREAS, 85 percent of New York's roads and bridges are maintained by local governments; and

WHEREAS, despite well timed and targeted preventative maintenance treatments, the age and condition of many of our locally-owned transportation assets means that they are beyond preservation and in need of much more costly rehabilitation and reconstruction; and

WHEREAS, estimates by the State Comptroller, DOT and independent studies show a large portion of road mileage is deteriorating and many bridges in the state are rated structurally deficient and functionally obsolete; and

WHEREAS, the State Comptroller estimates that there will be \$89 billion in unmet local infrastructure needs over the next 20 years; and

WHEREAS, the New York State Association of Town Superintendents of Highways commissioned its own fifteen year analysis that indicates an annual funding gap of \$1.3 billion for the local system (excluding NYC) alone; and

WHEREAS, funding for our local system has been far short of what is needed and we've fallen further and further behind in maintaining the vast and aging transportation infrastructure over this long period with severe consequences for conditions ratings; and

WHEREAS, the New York State Consolidated Local Street and Highway Program (CHIPS) provides essential funding for every municipality in the state and is part of the New York State Department of Transportation (NYSDOT) capital program; and

WHEREAS, in the early 1990's the Governor and Legislature created the Dedicated Highway and Bridge Trust Fund (DHBTF) to pay for the NYSDOT capital program and the Dedicated Mass Transit Trust Fund (MDTTF) to assist with the Metropolitan Transportation Authority (MTA) and other transit systems' capital programs; and

WHEREAS, when the DHBTF was created, it was agreed that the NYSDOT and MTA five-year capital programs would be similar in size and would be negotiated concurrently; and

WHEREAS through 2005-09, both five-year capital programs were similar in size and adopted within months of each other; and

WHEREAS, in 2010 the Executive and Legislature broke traditional parity and enacted a five-year capital program for the MTA but not the DOT;

NOW, THEREFORE, BE IT

RESOLVED, that the Town of Concord calls upon the Governor and the state Legislature to make additional state funding and resources available at levels that accurately reflect the critical needs of local roads and bridges; and increase CHIPS funding in the 2016-17 state budget; and

BE IT FURTHER RESOLVED, that the Town of Concord calls upon the Governor and members of the state Legislature to fully fund and submit a new NYSDOT five-year transportation capital plan; and

BE IT FURTHER RESOLVED, that the Town of Concord calls upon the Governor and members of the state Legislature to recognize the equality of roads, bridges and transit by restoring funding equality between the MTA and NYSDOT five-year programs and by voting on the plans simultaneously.