

RESOLUTION NO.

URGING STRUCTURAL REFORM OF THE STATE DEDICATED HIGHWAY AND BRIDGE TRUST FUND (DHBTF)

WHEREAS, local governments are responsible for an increasing proportion of the statewide highway and bridge system, including eighty-seven percent of the State's 110,000 miles of roadways and fifty percent of the State's 18,000 bridges; and

WHEREAS, a safe and efficient highway infrastructure is necessary for trade, economic development and revitalization, job creation and retention, schools, agriculture, businesses, health and hospital facilities, emergency responders, as well as the general traveling public; and

WHEREAS, The New York State Comptroller has for two years in a row issued reports calling for the reform and restructuring of the Dedicated Highway and Bridge Trust Fund as taxpayers have paid billions in taxes and fees into a fund that was created to keep our roads and bridges in good repair and 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; and

WHEREAS the State's Dedicated Highway and Bridge Trust Fund was originally designed in 1991 as a pay-as-you-go financing method to support the state's transportation programs and purposes, using revenue from highway taxes, motor vehicle taxes and fees, petroleum business taxes and a number of smaller resources; and

WHEREAS, in an analysis of the State Budget, the State Comptroller reveals that less than 24 percent of the state's Dedicated Highway and Bridge Trust Fund (DHBTF)—originally established to fund transportation on a pay-as-you-go basis—is actually available for transportation capital this fiscal year. This is because total debt service on state bonding paid from the DHBTF is over 40 percent of all DHBTF disbursements; and

WHEREAS, State operations costs also consume an enormous share of the fund: nearly \$1.6 billion in the last fiscal year, including the costs of snow and ice removal by the Department of Transportation and day-to-day staff expenses at the Department of Motor Vehicles and other non-capital expenditures; and

WHEREAS, the structural deficit in the DHBTF will require a state general fund transfer reaching \$787.5 million in State Fiscal Year 2017-18, according to state budget documents; and

WHEREAS, legislation has been introduced in both houses of the Legislature seeks to reform the DHBTF by ensuring that money dedicated through the fund be used for highway and bridge construction and repairs and not diverted for non-capital uses; and a bill to enhance revenues to the DHBTF from heretofore uncommitted state gasoline tax receipts is being considered by the Senate; and

WHEREAS, dedicated revenue enhancements must be considered to insure the long term financial stability of the DHBTF and to attain adequate levels of state support to local roads and bridges; now, therefore be it

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RESOLVED, that Kendall Central School Board of Education does hereby urge the Governor and the Legislature of the State of New York to develop a multi-year plan to return structural balance to the DHBTF in order to ensure its ability to meet the State's highway and bridge capital needs today and in the future by, among other actions, adopting the aforementioned legislative initiatives; and be it

FURTHER RESOLVED, that we encourage a long term capital plan to provide scheduled road and highway maintenance to ensure that our roads and bridges are safe and available to be used in transporting our children to and from school without causing additional costs to school districts in re-routing long distance routes that will entail a large amount of additional miles on our buses; and be it

FURTHER RESOLVED, that copies of this resolution be sent to Orleans County School Districts, Monroe County School Boards Association, and the New York State School Boards Association encouraging them to enact similar resolutions; and be it

FURTHER RESOLVED, that copies of this resolution shall be forwarded to Governor Andrew M. Cuomo, State Senator George Maziarz, and Assembly Member Stephen Hawley, Orleans County Legislature, and all others deemed necessary and proper.

Motion made by Christopher Gerken and seconded by Charles Patt.
Nadine Hanlon, Christopher Gerken, Charles Patt, Chaley Swift and Martin Goodenbery each voted yes.

Unanimous adoption of resolution on August 27, 2014.

