



PRESIDENT

James A. Dussing
Town of Clarence – Erie Co.

VICE PRESIDENTS

Rob Cushing
Town of Manlius – Onondaga Co.

Theresa Burke
Town of Red Hook – Dutchess Co.

Kurt Allman
Town of Williamson – Wayne Co.

Chase Winton
Town of Sherburne – Chenango Co.

TREASURER

Tom Gschwind
Town of Cornwall – Orange Co.

SECRETARY

James Fletcher
Town of Canandaigua – Ontario Co.

PAST PRESIDENTS

Matthew Mustico
Town of Elmira – Chemung Co.

Greg Hallberg
Town of Ellery – Chautauqua Co.

EXECUTIVE COMMITTEE

Michael Farrell
Town of Peru – Clinton Co.

Gary Thorington
Town of Windham – Greene Co.

Steve Fedrizzi
Town of Venice – Cayuga Co.

Daniel Losquadro
Town of Brookhaven – Suffolk Co.

Nick DeVito
Town of Somers – Westchester Co.

Mike Monroe
Town of Wilton – Saratoga Co.

Derin Kraak
Town of Chenango – Broome Co.

Kurt VanWycke
Town of Carlton – Orleans Co.

Matthew Sech
Town of Champion – Jefferson Co.

New York State Association of Town Superintendents of Highways, Inc.

December 8, 2025

The Honorable Kathy Hochul
Governor of New York State
Executive Chamber
Capitol Building
Albany, NY 12224

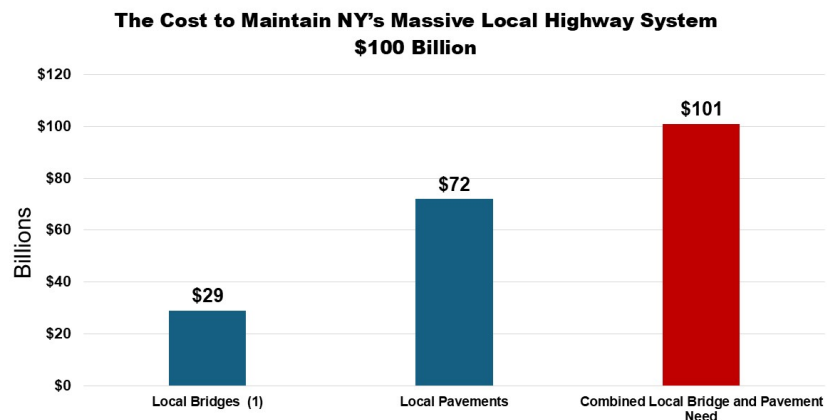
Re: Critical Need for Local Road, Bridge and Culvert Funding -- \$250M Increase to CHIPS

Dear Governor Hochul:

As you prepare for the submission of your 2026-2027 Executive Budget, it is critical that increases in funding for local highway departments be included in the next state spending plan. Our association and municipalities are united in urging an increase to the Consolidated Local Street and Highway Improvement Program (CHIPS) of \$250 million.

NYSAOTSOH is the state's largest transportation association, representing Highway Superintendents in 933 towns across New York. Our members are responsible for maintaining 60 percent of the state's road system, totaling over 65,000 centerline miles of roadway and 4,000 highway bridges.

The projected costs to properly maintain New York's massive local road and bridge system are staggering. According to the Federal Highway Administration (FHWA), the estimated cost for work needed on just locally owned bridges in 2023 was approximately \$29 billion. To put this unfunded need in perspective, from 2017 through 2024, the total combined federal and state investment through the local Bridge-NY program was \$1.7 billion. In the New York State Department of Transportation's (NYSDOT) last 20-year capital assessment the agency's engineers projected its pavement needs at 2.5 times those of its bridge needs. Using this same rationale the combined pavement and bridge needs of New York's local governments is more than \$100 billion.



*Source: 1. Federal Highway Administration (FHWA)
2. NYS Comptroller

Your continued support for local highway infrastructure investments in the 2026-2027 Executive Budget is essential. As you know, Erie County's municipalities have more deficient bridges than any other county in New York with 105 local bridges in need of replacement or significant repair. Erie County and its 26 Towns and 3 Cities have more deficient local bridges than Nassau, Suffolk, Monroe, Onondaga and Albany County combined. Unfortunately, Erie County's pavement conditions are even worse. According to a recent report from the Office of the State Comptroller, Erie County and its municipalities maintain nearly 4,000 lane miles of local roads. Incredibly, nearly 62 percent of its local federal aid eligible roads are in fair or poor condition, the most lane miles of poor roads of any county in New York.

We know you recognize that the primary cause of our local system's deterioration is the unprecedented spike in inflation impacting highway materials over the past few years. At your October 22, 2025, press conference you explained that when the state's five-year plan was first implemented in 2022, it did not foresee the supply chain issues and tariffs which have driven costs up. "Even though that was the largest capital investment in our entire state history, we realized more was needed. And that's why this year, we funded an additional \$800 million to cover the cost of asphalt, and concrete and steel, so our core highway and bridge construction projects can remain on track and make sure our momentum continues."

We applaud your leadership in providing the state highway system the funding it needs maintain its system. In the 2026-2027 Executive Budget we request that you similarly provide a \$250 million increase in CHIPS funding to the other 87 percent of the state road system owned and maintained by the state's municipalities.

NYSDOT Local Transportation Funding (in Million \$s)	SFY Enacted 2024-25	SFY Enacted 2025-26	SFY Request 2026-27
CHIPS	\$598.1	\$648.1	Combined CHIPS \$1,138.1 (+\$250M)
Extreme Winter Recovery	\$100	\$100	
State Touring Routes	\$140	\$140	
Local PAVE-NY	\$150	\$150	Combined POP \$250
Local Pave our Potholes	\$100	\$100	
Local BRIDGE-NY	\$200	\$200	\$200
Marchiselli	\$39.7	\$39.7	\$39.7
Total	\$1,327.8	\$1,377.8	\$1,627.8 (+\$250M)

There are currently seven local highway and bridge funding programs, we also ask that five of the seven programs be combined into two programs. We request that the CHIPS, Extreme Winter Recovery and State Touring Route Program be combined and distributed through the CHIPS program. And that the Local Pave-NY and Local Pave our Potholes programs be combined and distributed through the Pave our Potholes program. As you can appreciate, streamlining the current five programs into just two will save countless staff hours for the state's 1,607 municipalities that utilize these important programs.

Making critical, needs-based investments now will pay dividends for the next generation by modernizing and building resiliency into our aging and ailing statewide transportation system. CHIPS is the financial

lifeblood of New York's local highway departments, distributing vital state funding through a formula to every local government in the state.

NYSAOTSOH and the mutual constituencies and communities we serve appreciate your support and that of our elected and appointed officials at all levels of government who partner with us to ensure we all can "get the job done" when it comes to providing the public with a safe and functional statewide transportation system, one that supports jobs and economic growth for our communities.

Thank you for your consideration of our critical funding request.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Dussing', with a stylized, cursive script.

James A. Dussing
President NYSAOTSOH

cc:

Marie Therese Dominguez, Commissioner, NYS Department of Transportation

Blake G. Washington, Director, NYS Division of the Budget

David Ullman, Deputy Secretary for Transportation

Janet Ho, Assistant Commissioner for Finance & Integrated Modal Services, NYSDOT