

“During these last few years, we have seen the fruits of this historic investment in our infrastructure, as many of our major arteries have finally been resurfaced. I look forward to continuing this effort as I work with the Administration on preventing these freshly paved streets from being torn up and improperly restored.”

-BP ODDO

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In a Staten Island Advance Op-Ed piece in December of 2014, BP Oddo wrote:

“No, Mayor de Blasio did not create this problem, but he can be the mayor who solves it. He can take a step towards building his own legacy by being the mayor who actually faced the problem head-on and attempted to cure it by using something more than a Band-Aid.

“He can create New York City’s own ‘Marshall Plan’ for our roads—a plan that would ensure that sufficient resources are committed over the next three budget cycles to not just to meet the thousand lane-mile mark, but to exceed it in a meaningful way.”

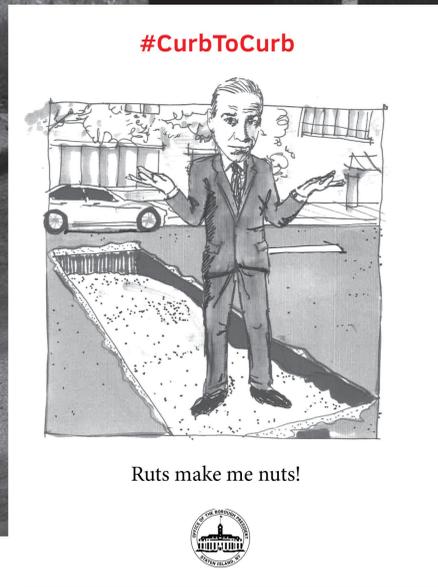
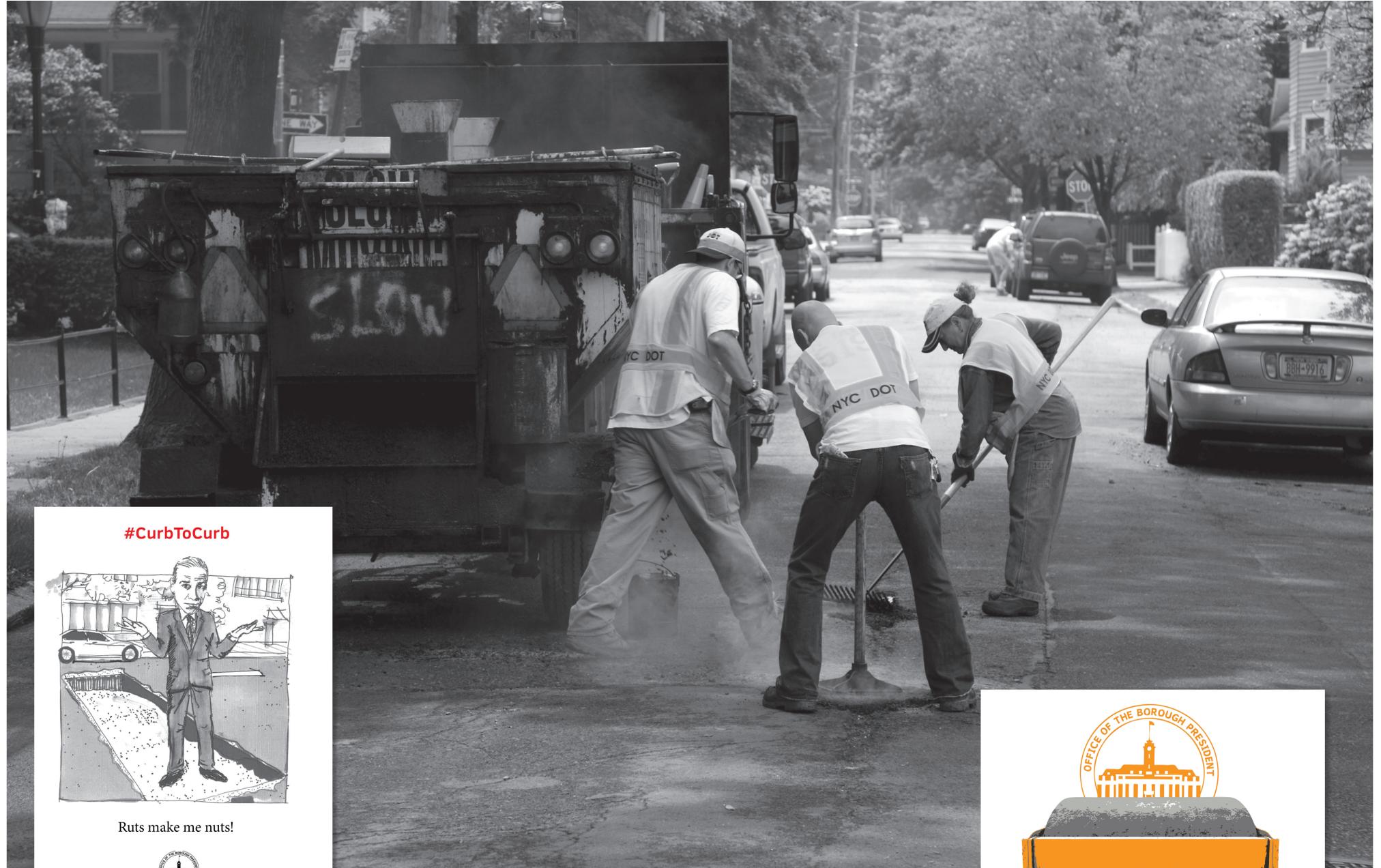
This marked the beginning of what would ultimately become our successful “Pave, Baby, Pave” initiative. After much lobbying both privately and publicly, Mayor de Blasio announced \$242.1 million to do just what we asked—exceed the thousand lane-mile mark in a meaningful way.

By now we have all seen the fruits of Pave, Baby, Pave, with more asphalt activity in the last several years than at any time in recent memory.

Despite this success, there are threats to all this progress—mainly, street cuts. Unfortunately, newly paved streets get trenched and dug into for a variety of reasons, and if they are improperly repaired, are never the same again. We have seen it over and over again.

That is why the next step in the Pave, Baby, Pave campaign is happening now. BP Oddo is working with the de Blasio Administration to change the rules to ensure better coordination between utilities and DOT, so planned work is performed BEFORE a street is paved. The new rules would also call for better procedures to repair streets after necessary work is completed.

We don’t want to see the investment by city taxpayers in our roads, brought on by Pave, Baby, Pave, go to waste.



Pave, Baby, Pave

& THE AGGRAVATING RETURN OF STREET CUTS