



March 17, 2022

The Honorable Kathy Hochul
 Governor of New York State
 State Capitol
 Albany, New York 12224

The Honorable Andrea Stewart-Cousins
 Temporary President and Majority Leader
 New York State Senate
 907 Legislative Office Building
 Albany, New York 12247

The Honorable Carl Heastie
 Speaker
 New York State Assembly
 932 Legislative Office Building
 Albany, New York 12248

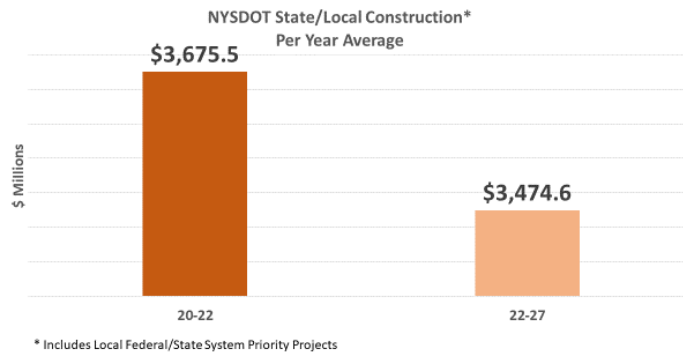
Dear Governor Hochul, Majority Leader Stewart-Cousins and Speaker Heastie:

When announcing the Bipartisan Infrastructure Investment and Jobs Act (IIJA), Senator Schumer said, “Local jobs, jobs, jobs are the top three reasons the Bipartisan Infrastructure Investment and Jobs Act is great news for New York.” On behalf of New York’s building trades and construction industry, we would not agree more.

We appreciate that the Executive Budget proposal included a record high \$32.8B five-year spending plan for the New York State Department of Transportation (NYSDOT) and the local road system. This is the first fully funded NYSDOT five-year capital program proposed by a Governor in nearly 12 years. It is important to our collective memberships that the State return to having a five-year program.

The proposed \$32.8B Capital Program includes \$7.12B in local highway and bridge assistance, \$4.15B for signature projects and \$13.224B for core highway construction. The increased funding levels to local highways and bridges and signature projects is in line with the spending levels we expected considering the systems’ needs, the additional \$4.6B in federal infrastructure New York will receive and the state’s \$24B record budget surplus.

Unfortunately, NYSDOT's core highway construction program declines under the Executive Budget proposal. Funding for the State/Local Construction category in the 2020/21- 2021/22 two-year funding program averaged \$3,675M. The proposed five-year FY2023-FY2027 plan's average is \$3,474M. This amounts to an approximate \$200M annual decline; or a \$1B five year decline. At this reduced funding level we believe the number of deficient bridges and lane miles of poor pavement will increase. Currently, New York already has 1,700 deficient bridges and more than 7,000 miles of highway in poor condition.



How can the Executive budget propose increasing NYSDOT's overall program by only 6.5 percent year over year and reduce core construction capital spending when the President and our Congressional delegation delivered a 52 percent federal funding increase and the State is projecting a record \$24B five year surplus?

Again, we believe the Executive Budget provides a strong foundation for NYSDOT's 2022-27 Five-Year Capital Program but as outlined above there is a real opportunity to make improvements to New York's road and bridges which should not be wasted.

Therefore, we were pleased to see that both houses of the Legislature have proposed additional resources for the NYSDOT Capital Program. Significantly, the Senate Majority has advanced a needs-based proposal to increase funding for the NYSDOT Capital Plan that includes \$2 billion in bonding authority to grow the program by \$10-12 billion over 5 years, as well as increases in funding for CHIPS and Emergency Winter Recovery (EWR). **We strongly support the Senate Majority's proposal, as we believe it seizes the generational opportunity presented by the federal infrastructure bill to move our roads and bridges to a state of good repair, put New Yorkers to work and spur economic recovery.**

This is truly a once-in-a-generation chance to move the condition of New York's roads and bridges to a state a good repair—and put people to work and spur economic recovery in the process. We look forward to collaborating to ensure our State's transportation systems are appropriately funded in Enacted Budget and our skilled workers are providing the travelling public with a safe and efficient means of travel.

On behalf our memberships, thank you very much for addressing these important issues.

Sincerely,

John T. Evers, PhD, President/CEO
American Council of Engineering
Companies of New York

Michael J. Elmendorf II, President & CEO
Associated General Contractors of New
York State

Paul Fernandes, Executive Director
CCA Metro – Carpenter Contractor Alliance
of Metropolitan New York

John T. Cooney Jr, Executive Director
Construction Industry Council of
Westchester and Hudson Valley Inc.

William Banfield, Assistant EST
North Atlantic States Region Council of
Carpenters

Joseph Geiger, Executive Secretary-
Treasurer
New York City & Vicinity District Council
of Carpenters

Robert Wessels, Executive Director
The General Contractors Association of
New York

Pat Purcell, Executive Director
Laborers Employers Cooperation
Education Trust

L. Todd Diorio, President
Hudson Valley Building and
Construction Trades Council

Jeffrey J. Loughlin, Business Manager
International Union of Operating Engineers
Laborers' Local 137

L. Todd Diorio, Business Manager
Laborers' Local 17

Anthony Ascencao, Business Manager
Laborers' Local 60

Sam Capitano, Business Manager
Laborers' Local 210

Dario Boccarossa, Business Manager,
Secretary, Treasurer
Laborers' Local 235

Edward Giardini, Business Manager
Laborers' Local 621

Stephen J. Reich, Business Manager
Laborers' Local 754

Gregory Lalevee, Business Manager
Laborers' Local 825

Marc Herbst, Executive Director
Long Island Contractors' Association

Marina O'Donnell, Political and Legislative
Director
New York State Conference of Operating
Engineers

John Duffy, Business Manager/Treasurer
Operating Engineers Local 138

Fred Hiffa
Rebuild NY Now

Louis A. Picani, President
Teamsters Local' 456

Edward J. Doyle, President
Westchester Putnam Building and
Construction Trades