

**MARTIN MALAVÉ DILAN**  
**SENATOR, 18TH DISTRICT**

**ASSISTANT MINORITY LEADER**  
FOR POLICY AND ADMINISTRATION

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LEGISLATIVE TASK FORCE ON DEMOGRAPHIC  
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RULES

February 27, 2014

Honorable Andrew M. Cuomo  
Governor, New York State  
NYS Capitol Building  
Albany, NY 12224

Dear Governor Cuomo:

The adoption of the Complete Streets law in 2011 has developed significant momentum for pedestrian and bicycle projects at the local level in our state. Communities across New York are eager to invest in pedestrian and bicycle projects, knowing that these projects improve their community's quality of life, promote a healthier population, revitalize downtowns, increase real estate values and business activity, provide more equitable and affordable transportation choices, and reduce air pollution.

However, these goals are all trumped by the need to improve safety on New York's streets, roads and highways. In 2012, New York State was ranked worst in the nation for pedestrian and bicycling safety—27% of the fatalities on our roads were pedestrians and bicyclists. And yet currently, our state only spends a couple pennies on our transportation dollar to protect these vulnerable users.

Unfortunately, recent reductions in funding, on a state and federal level, greatly reduce the ability of communities to realize their goals of building bicycle and pedestrian paths, sidewalks, and other infrastructure that makes it possible for persons of all ages and abilities to safely engage in bicycling and walking.

The new federal transportation law, MAP-21, cut dedicated federal dollars for bicycle and pedestrian infrastructure by 30 percent, about \$12 million a year. Additionally, New York State Department of Transportation's (NYSDOT) new Preservation First policy categorically excludes new pedestrian and bicycling infrastructure from 80% of the spending in the state. A recent analysis<sup>1</sup> of the State Transportation Improvement Plan showed that NYSDOT plans to spend less money on these types of projects than they spent before passage of the Complete Streets Law—at least \$20 million less annually. The recent distribution of \$67 million dollars from the Transportation Enhancements Program was a welcome shot in the arm for communities, but it came after four years of drought in which there were no solicitations for this funding program, and it does not reflect the reduced level of funding that will be available under MAP-21.


<sup>1</sup> Tri-State Transportation Campaign, October 2013: <http://blog.tstc.org/2013/10/23/nys-passes-complete-streets-law-then-slashes-funding-for-pedestrian-and-bicycle-infrastructure/>

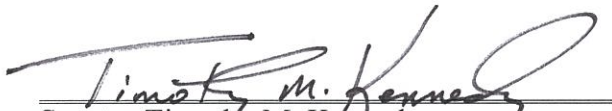


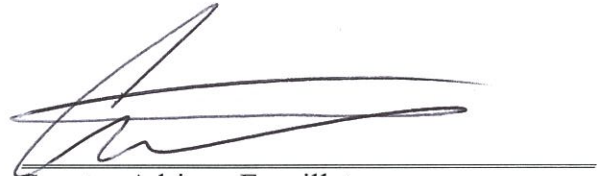
We are asking you to ensure that pedestrian and bicycle infrastructure projects receive a continuous, dedicated level of funding in SFY 2014-2015 and beyond. \$20 million in additional funds will, at a minimum, bring us back to the level enjoyed in New York before the federal government reduced dedicated funding by 30%. This does not need to be "new funding." MAP-21 provides the flexibility that enables states to utilize existing federal transportation dollars to meet this need.

We believe that we can and should do better to help protect our State's vulnerable users.


Sincerely,

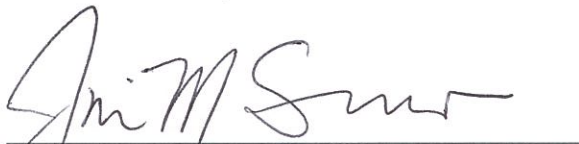
  
Martin Malavé Dilan, Ranker  
New York State Senate Transportation Committee

  
Senator Timothy M. Kennedy

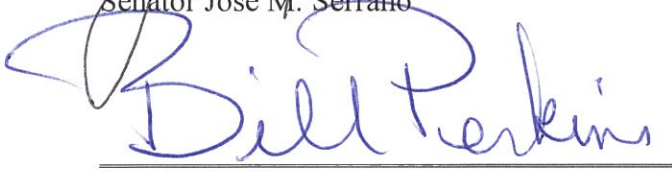
  
Senator Adriano Espaillat

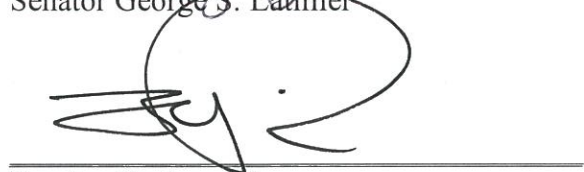
  
Senator Brad Hoylman

  
Senator Kevin S. Parker

  
Senator Jose M. Serrano

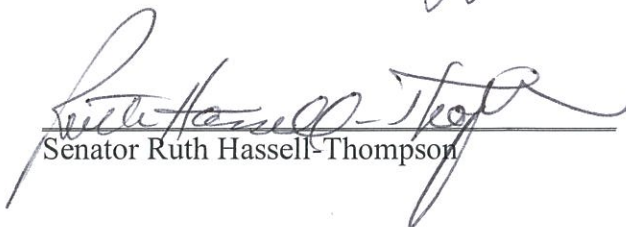
  
Senator George S. Latimer

  
Senator Bill Perkins

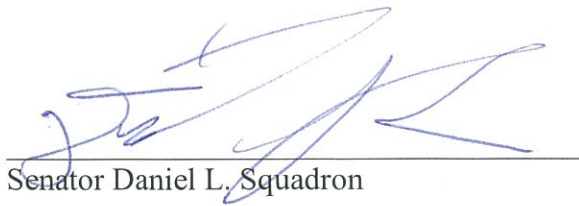
  
Senator Gustavo Rivera

  
Senator Cecilia Tkaczyk

  
Senator Neil D. Breslin

  
Senator Ruth Hassell-Thompson

  
Senator Toby A. Stavisky



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Senator Daniel L. Squadron



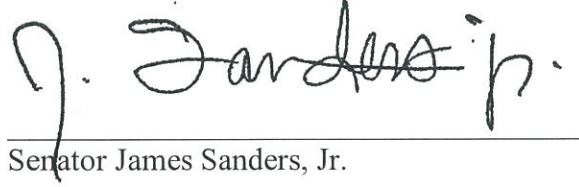
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Senator Velmanette Montgomery



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Senator Terry Gipson



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Senator James Sanders, Jr.



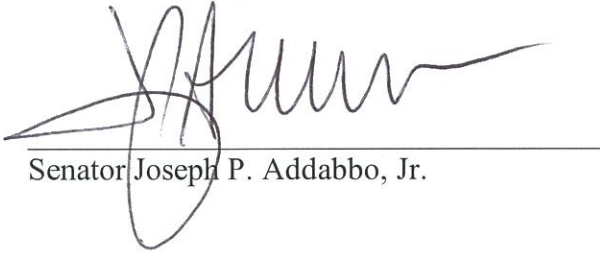
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Senator Ted O'Brien



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Senator Michael Gianaris



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Senator Joseph P. Addabbo, Jr.

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