



NEW YORK STATE SENATOR

Patrick M. Gallivan

Senator Gallivan Calls for Increased Funding for Local Roads & Bridges

JIM RANNEY February 16, 2024

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Executive Budget Proposal Cuts Transportation Funding

Senator Patrick M. Gallivan, (R-C, Elma) is calling on Governor Hochul and Legislative leaders to increase funding for transportation and infrastructure projects in the 2024-25 state budget. Under the governor's proposed spending plan, transportation funding would be cut drastically, including a \$60 million reduction in the Consolidated Local Street and Highway Improvement Program (CHIPS), the state's primary source of funding for local roads, bridges,

and culverts.

In a letter to the governor, leaders of the Senate and Assembly, and the commissioner of the Department of Transportation, Senator Gallivan and more than 50 of his legislature colleagues are calling for the proposed \$60 million cut in CHIPS funding to be restored and base funding for the program to be increased by an additional \$200 million. The changes would bring total CHIPS funding to \$798 million.

The lawmakers are also asking that funding for other transportation programs, such as PAVE-NY, Extreme Winter Recovery, BRIDGE-NY, and Pave our Potholes, be maintained at current levels.

“State support of local highway departments is critical, especially as higher construction costs make it more difficult to maintain roads, bridges, and culverts,” Senator Gallivan said. “This is not the time to cut funding for CHIPS and other transportation programs. Investing in local infrastructure has a direct impact on public safety, our economy, and the quality of life of our residents. The state has an obligation to ensure adequate and equitable funding is available to municipalities across New York.”

The latest analysis by the New York State Association of Town Superintendents of Highways has found that the local highway system outside of New York City faces an annual funding gap of over \$2 billion. The 27th Annual Highway Report from the Reason Foundation, released last April, ranked New York State’s highway system at 49th in the nation.

According to the latest analysis from TRIP, a national transportation advocacy group, roads and bridges that are deficient, congested, or lack desirable safety features, cost New York motorists an additional \$36.7 billion annually, up to \$3,697 per driver in some areas, due to

higher vehicle operating costs, traffic accidents, and congestion related delays.