

**SENATOR TOM O'MARA
ASSEMBLYMAN PHIL PALMESANO**



Press Release

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FOR IMMEDIATE RELEASE
March 9, 2016

STATE LEGISLATORS, LOCAL LEADERS URGE STRONGER STATE COMMITMENT TO LOCAL ROADS AND BRIDGES

*Group calls on governor, legislative leaders to increase CHIPS
aid, create new multi-year fund for local bridges and culverts*

Albany, N.Y., March 9—A bipartisan group of 130 state legislators, organized by State Senator Tom O'Mara (R,C,I-Big Flats) and Assemblyman Phil Palmesano (R,C,I-Corning) and representing more than 60% of the Legislature's entire membership, today joined county and town highway superintendents and other local leaders from across New York to call for increased state support for local roads, bridges and culverts.

At a news conference in the Capitol, O'Mara, Palmesano and other state legislators, county and town highway superintendents and other local leaders called for increasing state funding for the Consolidated Highway Improvement Program, commonly known as CHIPS, by \$250 million to a total of \$688.1 million in the 2016-2017 state budget. They're also seeking the creation of a new, four-year, \$600-million "State Aid to Local Bridge and Culvert Program" to undertake locally designated bridge and culvert improvement projects statewide.

In a joint statement, O'Mara and Palmesano said, "Across-the-board parity in transportation funding is a top budget priority this year. Governor Cuomo and legislative leaders will be deciding how best to allocate billions of taxpayer dollars for upstate and downstate transportation infrastructure and we want to make sure that local roads, bridges and culverts throughout the state receive an equal and fair share of state assistance through CHIPS and other investments. The improvement and repair of locally maintained roads and bridges in every community across the state are going unmet year after year even though local motorists keep delivering billions of dollars in taxes and fees to the state every year that are supposed to be dedicated to maintaining local roads and bridges. Local roads and bridges, in every region of the state, are community and economic lifelines that are at risk from a severe lack of adequate, dedicated funding. A revitalized state commitment to local transportation is a wise use of taxpayer dollars. It's an investment in economic growth, job creation, property tax relief and motorist safety."

Local highway superintendents representing every region of the state have been in Albany this week as part of their annual "Local Roads Matter" advocacy campaign.

For the past three years, O'Mara and Palmesano have organized a bipartisan group of state legislators in the Senate and Assembly, together with county and town highway superintendents and other local leaders from across New York, to call for increased state support for local roads, bridges and culverts through the Consolidated Highway Improvement Program (CHIPS).

During this time, beginning with the 2013-2014 state budget, CHIPS funding, including a special category of "Winter Recovery" funding for the past two years, has been increased by approximately \$125 million to an overall level of \$438.1 million. As a result, counties, cities, towns and villages have seen funding increases.

This year's "Local Roads Matter" campaign is making the case for an even stronger state commitment to local roads, bridges and culverts. With the property tax cap and shrinking local revenues, the lawmakers argue, CHIPS funding is absolutely critical to helping local communities and taxpayers – noting that municipalities own and maintain 87% of the roads in the state, own and maintain 52% of New York's 18,000 bridges, and that 48% of the vehicle miles driven in the state are driven on local roads.

In his 2016-2017 Executive Budget, Cuomo has proposed to maintain this year's total CHIPS funding at last year's level of \$438.1 million while eliminating any additional winter recovery allocation.

The bipartisan coalition of legislators and local highway leaders are also continuing to stress the need for parity in funding for the five-year MTA Capital Plan and the statewide five-year DOT Capital Plan. They note that under Cuomo's 2016-17 proposed state budget, the MTA Capital Plan is funded at \$26 billion while the DOT Capital Plan is slated to receive \$20 billion. In a March 8th letter to the governor, legislative leaders and top Cuomo administration officials, the coalition emphasizes "that equitability, fairness and parity is essential when funding our state's infrastructure. We support and recognize the importance of funding for the five-year MTA Capital Plan as a critical infrastructure investment that is necessary to meet the transportation needs of residents, commuters and visitors for our downstate region. In addition, we believe just as strongly that funding for the five-year DOT Capital Plan is a necessary and critical investment for the residents, motorists and taxpayers of the State of New York, particularly for our upstate region. We are one state, with challenging infrastructure needs statewide, and therefore we believe it is critically important that the five-year capital plans for the MTA and the DOT should reflect true parity and equal funding -- as it was always achieved by previous Governors and legislatures prior to 2010."

A 2013 study conducted by the town highway superintendents association reported that New York needs to invest an additional \$1.3 billion per year on local roads and bridges to prevent them from becoming deficient. An earlier report from the state comptroller called 32% of New York's local bridges deficient and 40% of local roads fair or poor, and getting worse. A national transportation advocacy group, TRIP, has estimated that deteriorating roads cost New York motorists nearly an additional \$25 billion annually – nearly \$2,300 for the average driver in some areas -- in lost time, fuel costs, vehicle repairs and other expenses.

According to the New York State Association of Town Superintendents of Highways (NYSAOTSOH) and the State County Highway Superintendents Association (NYSCHSA), the fees and taxes paid by drivers approach \$5 billion annually yet only about \$2 billion of these revenues are dedicated to maintaining the state's transportation infrastructure. They argue that \$3 billion that the state annually

collects in motorist fees and taxes, which should be kept in the state's Dedicated Highway and Bridge Trust Fund, are being diverted to other, non-transportation related purposes.

In their March 8th letter, the coalition concludes, "We continue to value your commitment and leadership on this important issue and we ask for your support as we look ahead to the 2016-17 budget negotiations. We believe it is critically important to build on this past success and renew our commitment to addressing the tremendous, unmet needs and challenges facing our local roads, bridges and culverts in every region across New York State. We believe an even stronger commitment in this year's final budget to our locally maintained transportation infrastructure is not only feasible and justified, but also imperative to realizing our shared economic, fiscal and community development goals. Therefore, we are again proudly joining with our local leaders to urge you to support a multi-year strategy to address local infrastructure needs in order to help provide our citizens, local property taxpayers, tourists and motorists with the kind of local transportation system they need and deserve."

[see the attached letter and list of Senate and Assembly signees]

Tracy J. Eldridge, President of the NYS County Highway Superintendents Association (NYSCHSA), and Superintendent of Highways for Hamilton County, said, "This year's budget proposal sets a record \$6 billion gap between the MTA and DOT five-year capital program. True parity means equal funding levels for the MTA and the DOT; both at \$26.1 billion. With true parity, CHIPS can be funded at appropriate levels consistent with need. The additional funding can also be used to support a state aid to local bridge program at \$150 million per year for local bridge and culvert projects with a fair regional distribution of funds and local highway department participation in project evaluation and selection decisions."

Jeff Griswold, Superintendent of Highways for the Town of Preble in Cortland County and current President of the NYS Association of Town Superintendents of Highways (NYSAOTSOH), said, "Eighty-seven percent of the roads and half of the bridges in this state are owned by local governments. Drivers depend on us to maintain local roads and bridges in a safe and affordable manner. Local taxpayers cover the vast majority of the cost of maintaining the local highway system. The state's contribution is through the CHIPS program which distributes only a fraction of the gas taxes and drivers fees the state collects from drivers on the local system. We urge the legislature to restore parity between the MTA and the DOT capital programs to finally give localities their fair share of transportation infrastructure funding."

Stephen J. Acquario, Executive Director of the New York State Association of Counties (NYSAC), said, "The state needs to prioritize its commitment to road and bridge infrastructure as an asset of this state. This investment is critical to ensuring the safety of the traveling public and will lend itself towards attracting and maintaining its businesses. We implore the legislature to properly fund the infrastructure needs of this state."

Peter A. Baynes, Executive Director of the New York State Conference of Mayors (NYCOM), said, "At a time when infrastructure investment in New York is lacking but is also widely recognized as a key to revitalizing our communities and our State, the need for a substantial increase in CHIPS funding is more critical than ever. NYCOM thanks Senator O'Mara, Assemblyman Palmesano and their bipartisan group of legislators for their leadership on this critically important issue. NYCOM fully supports an increase of \$250 million in CHIPS, as well as the creation of a four-year, \$600 million aid program for local bridges and culverts."

Gerry Geist, Executive Director of the Association of Towns of the State of New York, said, "On behalf of our members across the state, the Association of Towns would like to thank Senator O'Mara and Assemblyman Palmesano for their work for local governments and their current infrastructure needs. We agree with their call for an enhancement to the CHIPS program, the creation of a funding mechanism for additional bridge and culvert assistance and parity between the MTA and DOT capital plans. Whether the measure is fiscal stress or road and bridge conditions, local governments clearly need a strong partnership with the state; the plan provided by Senator O'Mara and Assemblyman Palmesano is a partnership the Association of Towns wholeheartedly supports."

Mike Elmendorf, President and CEO of the Associated General Contractors of NYS, said, "It is crucial that the 2016-2017 State Budget restore parity between the NYSDOT and MTA capital programs. While we fully support the proposed \$26.1 capital plan for the MTA, the \$20.1 billion proposed plan for the NYSDOT would amount to the largest disparity ever between the two programs. Our local communities rely on this funding to help maintain and improve roads and bridges in every corner of our state. I thank the coalition of lawmakers who have come together today to fight for increased CHIPS funding and am hopeful that by working together, we will restore transportation parity in the upcoming budget."

Jeff Williams, New York Farm Bureau Public Policy Director, said, "The parity in upstate-downstate road and bridge infrastructure funding remains a priority for farmers across the state. They need access to safe, well-maintained roads and bridges in order to move equipment to farm fields and transport their goods to market. Our rural communities can't afford to be left by the side of the road when it comes to keeping our state's infrastructure in good shape."

Gib Gagnon, Chairman of Rebuild NY Now, said, "CHIPS funding allows local communities around the state to make the necessary repairs and upgrades to keep our roads and bridges in good working order. We remain encouraged that Governor Cuomo pledged to restore parity in his State of the State and Budget Address, and hope that the legislature and Governor fulfill that pledge in the final budget by fully funding a \$26.1 billion capital plan for both the NYSDOT and MTA. Making that investment would go a long way to helping local communities, through CHIPS, provide safe and reliable infrastructure statewide."



NEW YORK STATE LEGISLATURE

March 8, 2016

Hon. Andrew M. Cuomo
Executive Chamber
State Capitol, Second Floor
Albany, NY 12224

Hon. Matthew J. Driscoll, Commissioner
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Hon. John J. Flanagan
Senate Temporary President & Majority Leader
Senate Coalition Co-Leader
Room 330 Capitol
Albany, NY 12247

Hon. Carl E. Heastie
Speaker of the Assembly
Room 932
LOB
Albany, NY 12248

Hon. Jeffrey A. Klein
IDC Conference Leader
Senate Coalition Co-Leader
Room 913 LOB
Albany, NY 12247

Hon. Andrea Stewart-Cousins
Democratic Conference Leader
Room 907
LOB
Albany, NY 12247

Hon. Brian Kolb
Assembly Minority Conference Leader
Room 933 LOB
Albany, NY 12248

Hon. Joseph Morelle
Assembly Majority Leader
Room 926 LOB
Albany, NY 12248

Hon. Joseph E. Robach, Chair
Senate Transportation Committee
Room 803 LOB
Albany, NY 12247

Hon. David Gantt, Chair
Assembly Transportation Committee
Room 830 LOB
Albany, NY 12248

Dear Governor Cuomo and Legislative Leaders:

As we have for the past three years, we once again appreciate and welcome the opportunity to contact you on behalf of local transportation leaders, municipalities and taxpayers from throughout our respective legislative districts and across New York State, concerning critical funding for our local roads, bridges and culverts.

We first would like to take this opportunity to emphasize that equitability, fairness and parity is essential when funding our state's infrastructure. We support and recognize the

importance of funding for the five-year MTA Capital Plan as a critical infrastructure investment that is necessary to meet the transportation needs of residents, commuters and visitors for our downstate region. In addition, we believe just as strongly that funding for the five-year DOT Capital Plan is a necessary and critical investment for the residents, motorists and taxpayers of the State of New York, particularly for our upstate region. We are one state, with challenging infrastructure needs statewide, and therefore we believe it is critically important that the five-year capital plans for the MTA and the DOT should reflect true parity and equal funding -- as it was always achieved by previous Governors and legislatures prior to 2010.

As we focus on working to improve our statewide infrastructure, we would like to take this opportunity to highlight an important achievement from our last three enacted state budgets that has made a great difference for so many communities, economies and motorists statewide: the much-needed and long-overdue increase in state funding for the Consolidated Highway Improvement Program (CHIPS) which, over the last two years, was combined with the Winter Recovery funding distributed through the CHIPS formula.

We continue to value your commitment and leadership on this important issue and we ask for your support as we look ahead to the 2016-17 budget negotiations. We believe it is critically important to build on this past success and renew our commitment to addressing the tremendous, unmet needs and challenges facing our local roads, bridges and culverts in every region across New York State.

We believe an even stronger commitment in this year's final budget to our locally maintained transportation infrastructure is not only feasible and justified, but also imperative to realizing our shared economic, fiscal and community development goals.

Therefore, we are again proudly joining with our local leaders to urge you to support a multi-year strategy to address local infrastructure needs in order to help provide our citizens, local property taxpayers, tourists and motorists with the kind of local transportation system they need and deserve.

First, we are seeking a \$250-million increase to the CHIPS base aid program, which would bring total state aid to \$688.1 million. This proposed funding would restore the \$50 million in Winter Recovery funds that are eliminated in the 2016-2017 Executive Budget proposal and include it in the CHIPS base aid. We would also provide for an additional \$200-million increase to the CHIPS base to help meet the increasing infrastructure needs of our local communities.

Secondly, we propose a multi-year "State Aid to Local Bridge and Culvert Program" distributed fairly and regionally with local control and decision making to ensure that every region of our state benefits from this important and needed infrastructure investment. Specifically, we are seeking a four-year, \$600-million commitment (\$150 million per year) to improve our local bridges and culverts throughout communities statewide.

As we work together to finalize our five-year MTA and DOT capital plans to improve New York State's overall infrastructure, we have a tremendous opportunity to work within the

context of this year's budget proposal to readily meet this commitment to our local roads, bridges and culverts. We believe we can and we should share a portion of this unparalleled infrastructure commitment with our local municipalities through the CHIPS program, as well as the proposed Local Bridge and Culvert Program. This will provide the critical flexibility and funding localities need to help meet their growing and challenging infrastructure demands.

We not only believe there's a compelling case for New York State to take these proposed steps to address these urgent local transportation and infrastructure shortcomings, we also believe it's simply the right thing to do. Please consider these points, which we have mentioned before, as you consider our request:

- Local governments are responsible for maintaining nearly 87 percent of the roads in New York State, and one-half of the state's 18,000 bridges;
- Drivers on local roads contribute nearly half of the gas taxes collected in New York State;
- 48 percent of the vehicle miles traveled in New York are on local roads, yet less than 12 percent of the taxes and fees paid to the state by these drivers go back to maintaining local roads;
- Federal transportation aid to New York (FAST Act) is primarily directed to the National Highway System (interstates, principal arterials and expressways) which means even less funding getting to the local systems;
- In 2012, the state-owned system benefited from a \$1-billion accelerated bridge and pavement program – a program credited with improving or replacing more than 100 bridges and repairing 2,000 miles of state-owned roads, among other public works projects. A similar state investment must now be given to our local needs, particularly for critical pavement, bridge and culvert work;
- Estimates by the State Comptroller, state DOT and other independent studies have shown a large number of local road mileage deteriorating and many local bridges rated structurally deficient or functionally obsolete;
- 32 percent of bridges are deficient and 40 percent of road pavements are rated fair or poor, and getting worse;
- According to TRIP, a national transportation advocacy group, roads and bridges that are deficient, congested or lack desirable safety features cost New York motorists an additional \$24.9 billion statewide annually – nearly \$2,300 per driver in some areas – due to higher vehicle operating costs, traffic accidents and congestion-related delays;
- Although much has been mentioned about choosing projects that have a statewide economic development impact, we contend that businesses locate in towns, villages and cities and it is equally important to ensure local roads and bridges are maintained to spur economic

development and job creation, while helping to control property taxes for individuals and businesses in local communities;

- Every \$1 invested in the CHIPS program is \$1 less the local property taxpayer has to pay. Furthermore, every \$1 invested in the CHIPS program can save from \$6-\$14 in long-term rehabilitation costs;

- Safety – how many of our first responders travel over our local roads and bridges to get to an emergency or crisis? How many of our children and grandchildren are placed on school buses every morning and travel over local roads and bridges? It is beyond comprehension that we continue to risk tragic accidents involving our children, first responders, families, farmers and motorists overall because we are not making the critical and necessary safety improvements to address this growing crisis to fix our local roads and bridges;

- Our nationally and internationally recognized agriculture and tourism industries are equally dependent upon a well-maintained and viable local infrastructure. Going from a well-conditioned state road to a deteriorating local road or deficient bridge does not send the right message to our local visitors and farmers;

- Locally administered highway projects will result in business for local contractors and work crews that will provide local employment and economic opportunities;

- The State Comptroller further estimates there will be \$89 billion in unmet local infrastructure needs over the next 20 years, with much of this shortfall on the already deteriorating local transportation system; and

- According to an analysis by the NYS Association of Town Superintendents of Highways, the local highway system faces an annual funding gap of \$1.3 billion. Adding to the alarming urgency of all of the above, we also have to recognize that local governments continue to struggle to address budgetary demands in the face of the state-imposed property tax cap and freeze, rising pension and healthcare costs, unfunded state mandates, and stagnant Aid to Municipalities (AIM). This clearly demonstrates the incredible challenge facing our local municipalities to meet the critical investment level needed to improve local roads, bridges and culverts. A stronger state-local partnership is the only answer.

In closing, we believe the 2016-17 New York State budget provides a tremendous opportunity to resume true parity for New York's transportation infrastructure and transform this critical sector of our state-local partnership. The commitment and investment we are seeking, through the CHIPS program and the proposed State Aid to Local Bridge and Culvert Program, will build on the foundation we have successfully made in the last three state budgets and further solidify our fundamental belief that "Local Roads Matter."

With the renewed, vigorous state investment we have outlined we will finally move toward the safe and reliable local infrastructure we envision, an infrastructure that will serve as the catalyst for future economic development and job creation throughout our local communities.

As always, we thank you for your leadership and thoughtful consideration of this very important request. We look forward to working with you once again to achieve these critical goals and thereby make the 2016-17 New York State budget truly transformative for our local transportation system.



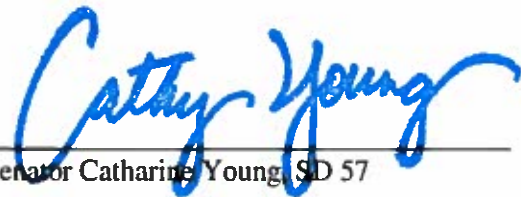
Senator Thomas F. O'Mara, SD 58



Assemblyman Philip A. Palmesano, AD 132



Senator Joseph E. Robach, SD 56



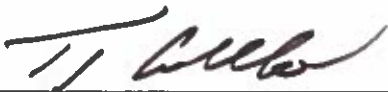
Senator Catharine Young, SD 57



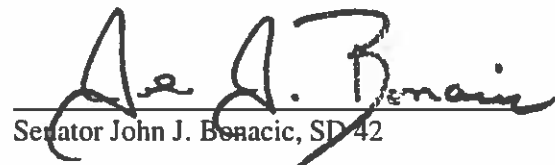
Senator Frederick J. Akshar II, SD 52



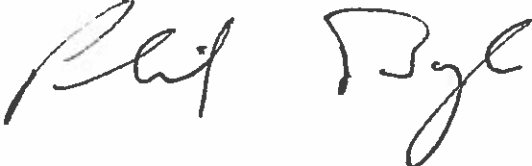
Senator George A. Amedore, Jr., SD 46



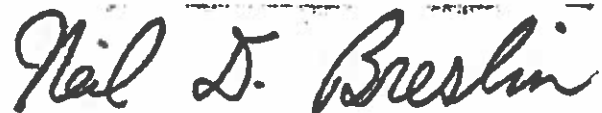
Senator Tony Avella, SD 11



Senator John J. Bonacic, SD 42



Senator Phil Boyle, SD 4



Senator Neil Breslin, SD 44



Senator David Carlucci, SD 38



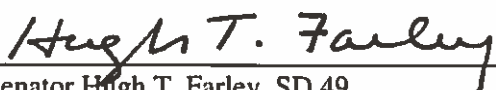
Senator Thomas D. Croci, SD 3



Senator John A. DeFrancisco, SD 50




Senator Martin Malave Dilan, SD 18


Senator Hugh T. Farley, SD 49

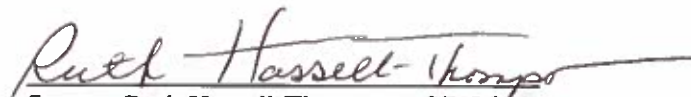

Senator Simcha Felder, SD 17


Senator Rich Funke, SD 55


Senator Patrick M. Gallivan, SD 59



Senator Joseph A. Griffo, SD 47


Senator Kemp Hannon, SD 6



Senator Ruth Hassell-Thompson, SD 36


Senator Timothy M. Kennedy, SD 63


Senator Andrew Lanza, SD 24


Senator William J. Larkin, Jr., SD 39


Senator George S. Latimer, SD 37

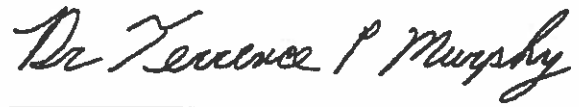

Senator Betty Little, SD 45


Senator Carl L. Marchione, SD 9

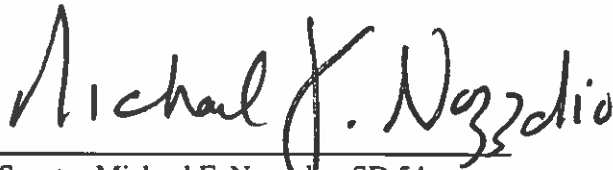

Senator Kathleen A. Marchione, SD 43



Senator Jack M. Martins, SD 7



Senator Terence Murphy, SD 40




Senator Michael F. Nozzolo, SD 54



Senator Robert G. Ort, SD 62



Senator Marc Panepinto, SD 60



Senator Kevin S. Parker, SD 21



Senator Michael H. Ranzenhofer, SD 61



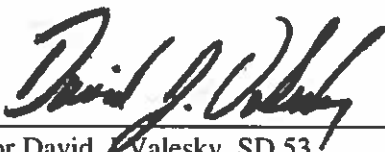
Senator Patricia A. Ritchie, SD 48



Senator Sue Serino, SD 41



Senator James L. Seward, SD 51



Senator David J. Valesky, SD 53

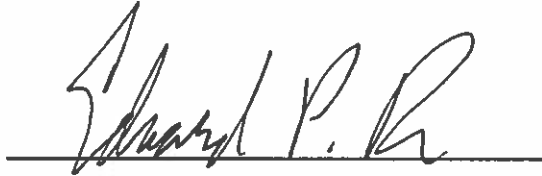


Senator Michael Venditto, SD 8

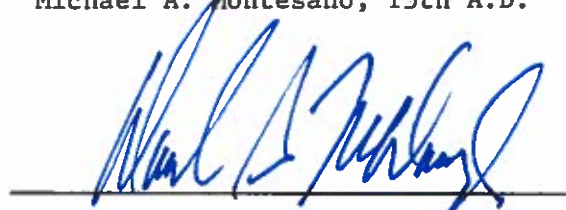
CHIPS/BRIDGE FUNDING LETTER



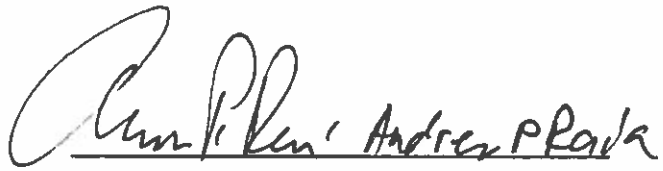
Michael A. Montesano, 15th A.D.



Edward P. Ra, 19th A.D.



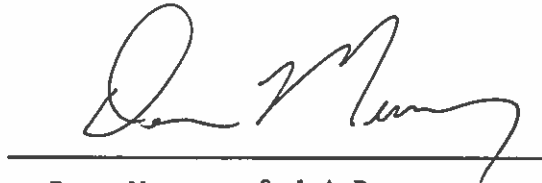
David G. McDonough, 14th A.D.



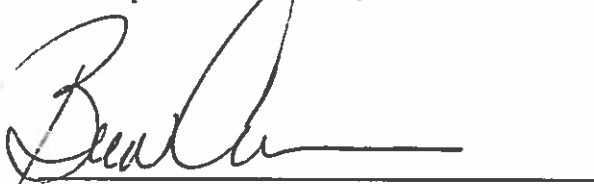
Andrew P. Raia, 12th A.D.



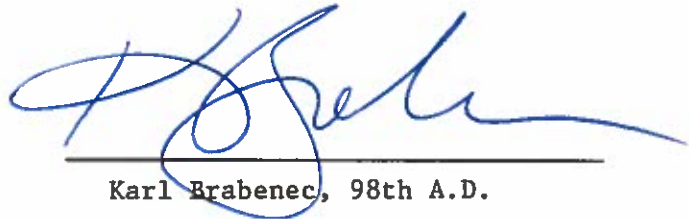
Joseph S. Saladino, 9th A.D.



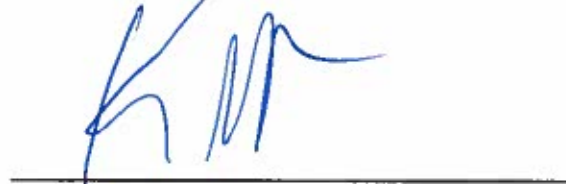
Dean Murray, 3rd A.D.



Brian F. Curran, 21st A.D.



Karl Brabenec, 98th A.D.



Kieran M. Lalor, 105th A.D.



Andrew Goddell, 150th A.D.



Thomas McKevitt, 17th A.D.



Chad A. Lupinacci, 10th A.D.

CHIPS/BRIDGE FUNDING LETTER



Francisco P. Moya, 39th A.D.



Steven Englebright, 4th A.D.




Robin L. Schimminger, 140th A.D.



Ron Kim, 40th A.D.



Harry B. Bronson, 138th A.D.



Felix W. Ortiz, 51st A.D.



Didi Barrett, 106th A.D.



Margaret M. Markey, 30th A.D.



Anthony H. Palumbo, 2nd A.D.



Charles D. Lavine, 13th A.D.

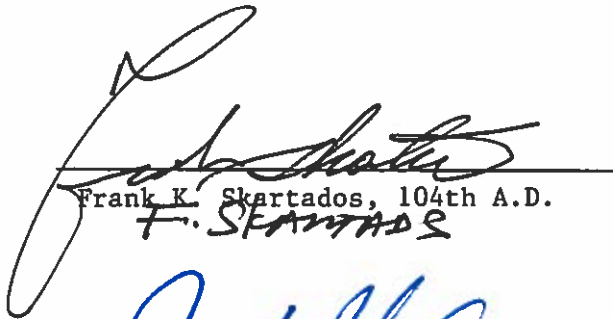


Sandra R. Galef, 95th A.D.



Daniel Quart, 73rd A.D.

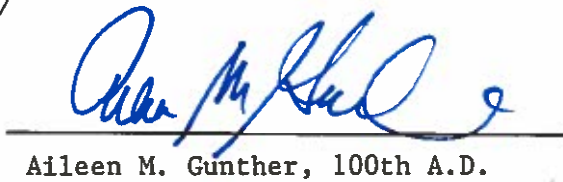
CHIPS/BRIDGE FUNDING LETTER




Frank K. Skartados, 104th A.D.
F. SKARTADOS



Albert Seipe, 127th A.D.
ALBERT SEIPE



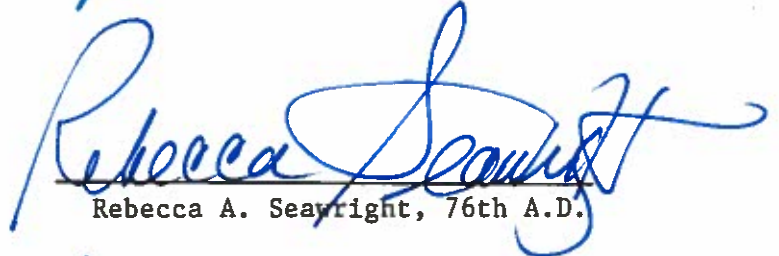
Aileen M. Gunther, 100th A.D.



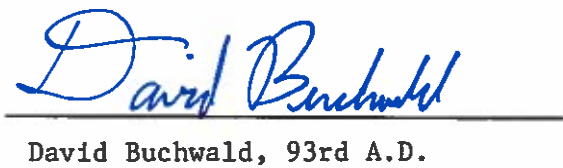
James F. Brennan, 44th A.D.



Edward C. Braunstein, 26th A.D.



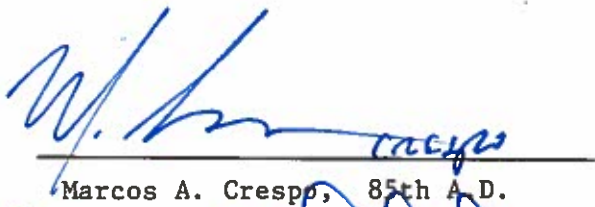
Rebecca A. Seayright, 76th A.D.



David Buchwald, 93rd A.D.



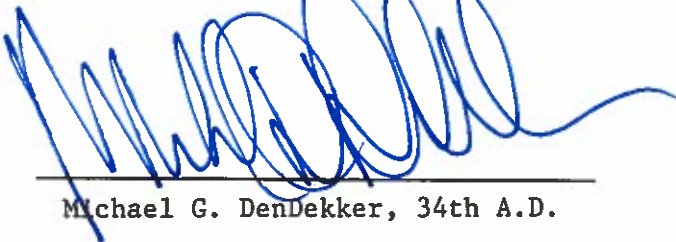
Carrie Woerner, 113th A.D.
WOERNER



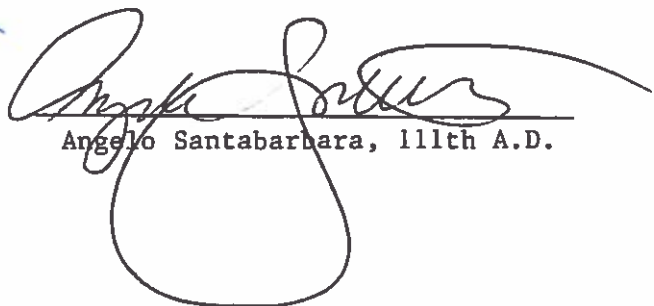
Marcos A. Crespo, 85th A.D.
CRESPO



Steven Otis, 91st A.D.
OTIS



Michael G. DenDekker, 34th A.D.



Angelo Santabarbara, 111th A.D.

CHIPS/BRIDGE FUNDING LETTER



Phillip Steck, 110th A.D.



Robert J. Rodriguez, 68th A.D.



Thomas J. Abinanti, 92nd A.D.



Fred W. Thiele, Jr., 1st A.D.



Michael P. Kearns, 142nd A.D.



William Magee, 121st A.D.



Andrew D. Hevesi, 28th A.D.



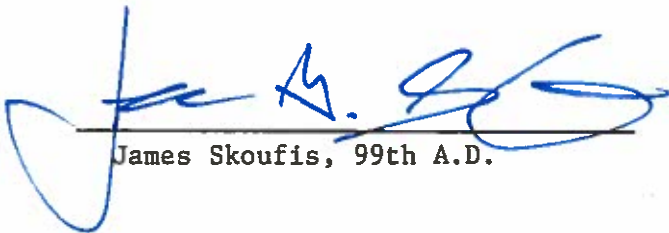
Michael A. Simanowitz, 27th A.D.



Kevin A. Cahill, 103rd A.D.



John T. McDonald, III, 108th A.D.



James Skoufis, 99th A.D.

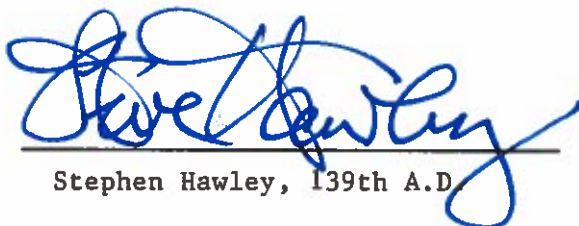


John Ceretto, 145th A.D.

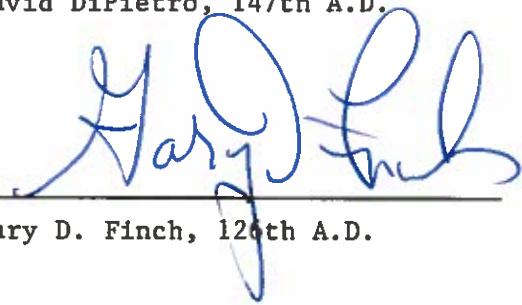
CHIPS/BRIDGE FUNDING LETTER



David DiPietro, 147th A.D.



Stephen Hawley, 139th A.D.



Gary D. Finch, 126th A.D.



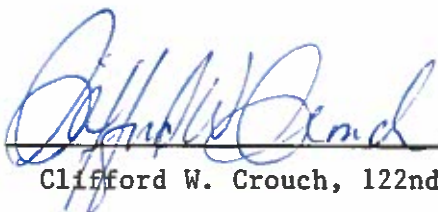
Andrew R. Garbarino, 7th A.D.



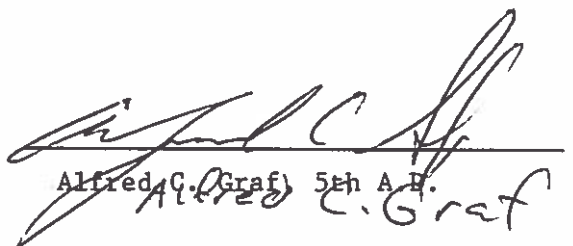
Janet L. Duprey, 115th A.D.



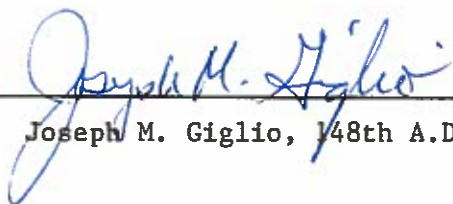
William A. Barclay, 120th A.D.



Clifford W. Crouch, 122nd A.D.



Alfred C. Graf, 5th A.D.



Joseph M. Giglio, 148th A.D.



Steve Katz, 94th A.D.

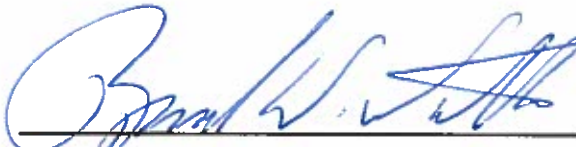


Angela M. Wozniak, 143rd A.D.

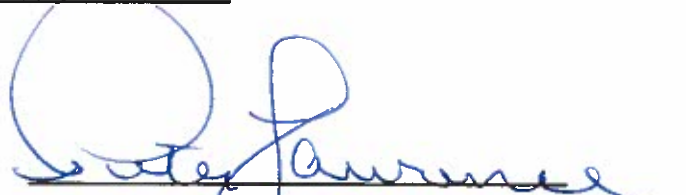


Robert C. Oaks, 130th A.D.


CHIPS/BRIDGE FUNDING LETTER



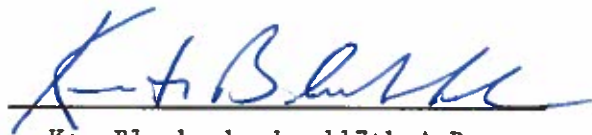
Raymond W. Walter, 146th A.D.



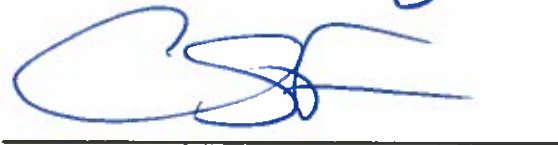
Peter Lawrence, 134th A.D.



Peter D. Lopez, 102nd A.D.



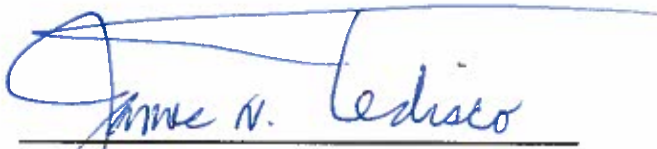
Ken Blankenbush, 117th A.D.




Christopher S. Friend, 124th A.D.



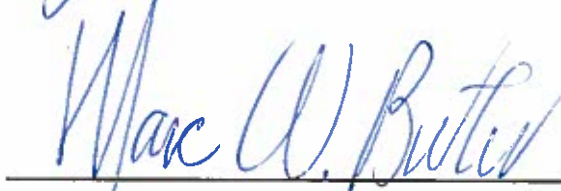
Dan Stec, 114th A.D.




James Tedisco, 112th A.D.




Steven F. McLaughlin, 107th A.D.




Marc C. Butler, 118th A.D.



Claudia Tennes, 101st A.D.



Bill Nojay, 133rd A.D.

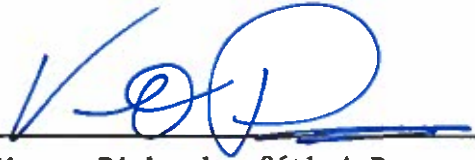


Mark Johns, 135th A.D.

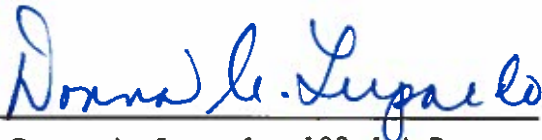
CHIPS/BRIDGE FUNDING LETTER



Jane L. Corwin, 144th A.D.



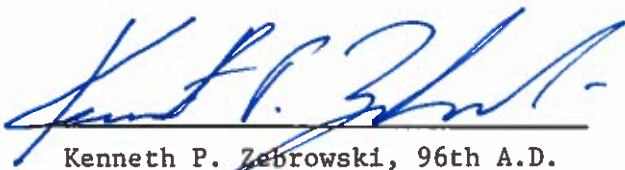
Victor Pichardo, 86th A.D.



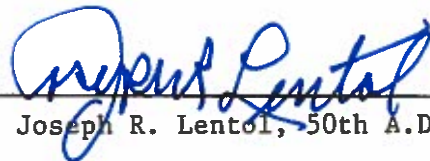
Donna A. Lupardo, 123rd A.D.



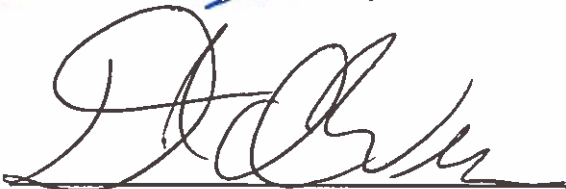
Sean M. Ryan, 149th A.D.



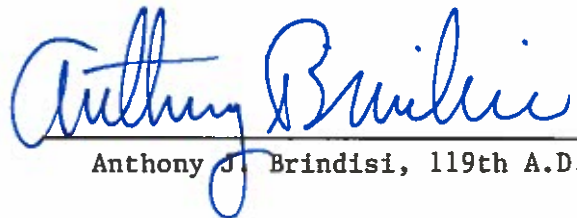
Kenneth P. Zebrowski, 96th A.D.



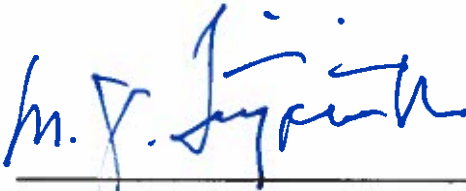
Joseph R. Lentol, 50th A.D.



David I. Weprin, 24th A.D.



Anthony J. Brindisi, 119th A.D.



Michael J. Fitzpatrick, 8th A.D.



Nily Rozic, 25th A.D.



Nicole Malliotakis, 64th A.D.



Patricia A. Fahy, 109th A.D.

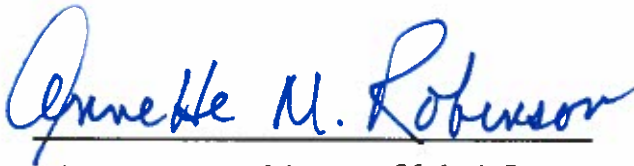
CHIPS/BRIDGE FUNDING LETTER



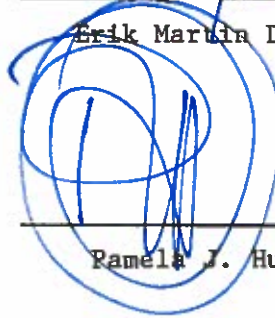
Amy R. Paulin, 88th A.D.



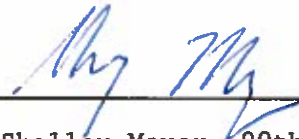
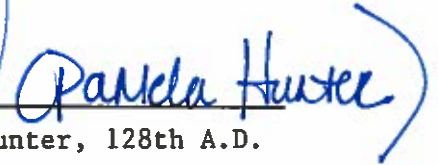
Erik Martin Dilan, 54th A.D.



Annette M. Robinson, 56th A.D.



Pamela J. Hunter, 128th A.D.



Shelley Mayer, 90th A.D.



Minority Leader Brian Kolb, 131st A.D.

Summary of Senate Signees ~ CHIPS/Bridge/Culvert Funding

Senators:

Frederick J. Akshar II, 52nd SD
George A. Amedore, Jr., 46th SD
Tony Avella, 11th District
John J. Bonacic, 42nd SD
Phil Boyle, 4th SD
Neil D. Breslin, 44th SD
David Carlucci, 38th SD
Thomas D. Croci, 3rd SD
John A. DeFrancisco, 50th SD
Martin Malave Dilan, 18th SD
Hugh T. Farley, 49th SD
Simcha Felder, 17th SD
Rich Funke, 55th SD
Patrick M. Gallivan, 59th SD
Joseph A. Griffo, 47th SD
Kemp Hannon, 6th SD
Ruth Hassell-Thompson, 36th SD
Timothy M. Kennedy, 63rd SD
Andrew J. Lanza, 24th SD
William J. Larkin Jr., 39th SD
George Latimer, 37th SD
Betty Little, SD 45
Carl L. Marcellino, 5th SD
Kathleen A. Marchione, 43rd SD
Jack M. Martins, 7th SD
Terrence Murphy, 40th SD
Michael F. Nozzolio, 54th SD
Thomas F. O'Mara, 58th SD
Robert G. Ortt, 62nd SD
Marc Panepinto, 60th SD
Kevin S. Parker, 21st SD
Michael H. Ranzenhofer, 61st SD
Patty Ritchie, 48th SD
Joseph E. Robach, 56th SD
Sue Serino, 41st SD
James L. Seward, 51st SD
David J. Valesky, 53rd SD
Michael Venditto, 8th SD
Catharine Young, 57th SD

Summary of Signatures for CHIPS/Bridge Funding

Assemblymembers:

Thomas J. Abinanti 92nd A.D.
Will Barclay 120th A.D.
Didi Barrett 106th A.D.
Kenneth D. Blankenbush 117th A.D.
Karl Brabenec 98th A.D.
Edward Braunstein 98th A.D.
James Brennan 44th A.D.
Anthony Brindisi 119th A.D.
Harry Bronson 138th A.D.
David Buchwald 93rd A.D.
Marc W. Butler 118th A.D.
Kevin A. Cahill 103rd A.D.
John D. Ceretto 145th A.D.
Jane L. Corwin 144th A.D.
Marcos Crespo 85th A.D.
Clifford W. Crouch 122nd A.D.
Brian Curran 21st A.D.
Michael DenDekker 34th A.D.
Erik Martin Dilan 54th A.D.
David J. DiPietro 147th A.D.
Janet L. Duprey 115th A.D.
Steven Englebright 4th A.D.
Patricia Fahy 109th A.D.
Gary D. Finch 126th A.D.
Michael J. Fitzpatrick 8th A.D.
Christopher Friend 124th A.D.
Sandra R. Galef 95th A.D.
Andrew Garbarino 7th A.D.
Joseph M. Giglio 148th A.D.
Andrew Goodell 150th A.D.
Alfred C. Graf 5th A.D.
Aileen M. Gunther 100th A.D.
Stephen Hawley 139th A.D.
Andrew Hevesi 28th A.D.
Pamela J. Hunter 128th A.D.
Mark Johns 135th A.D.
Steven Katz 94th A.D.
Michael P. Kearns 142nd A.D.
Ron Kim 40th A.D.
Brian M. Kolb 131st A.D.
Kieran Lalor 105th A.D.
Charles Lavine 13th A.D.
Peter Lawrence 134th A.D.
Joseph Lentol 50th A.D.
Peter Lopez 102nd A.D.
Donna A. Lupardo 123rd A.D.
Chad Lupinacci 10th A.D.

William Magee 121st A.D.
Nicole Malliotakis 64th A.D.
Margaret M. Markey 30th A.D.
Shelley Mayer 90th A.D.
John T. McDonald III 108th A.D.
David McDonough 14th A.D.
Thomas McKevitt 17th A.D.
Steven F. McLaughlin 107th A.D.
Michael Montesano 15th A.D.
Francisco Moya 39th A.D.
Dean Murray 3rd A.D.
Bill Nojay 133rd A.D.
Robert C. Oaks 130th A.D.
Felix Ortiz 51st A.D.
Steven Otis 91st A.D.
Philip A. Palmesano 132nd A.D.
Anthony H. Palumbo 2nd A.D.
Amy R. Paulin 88th A.D.
Victor Pichardo 86th A.D.
Daniel Quart 73rd A.D.
Edward Ra 19th A.D.
Andrew P. Raia 12th A.D.
Annette M. Robinson 56th A.D.
Robert Rodriguez 68th A.D.
Nily Rozic 25th A.D.
Sean Ryan 149th A.D.
Joseph S. Saladino 9th A.D.
Angelo Santabarbara 111th A.D.
Robin L. Schimminger 140th A.D.
Rebecca A. Seawright 76th A.D.
Michael A. Simanowitz 27th A.D.
Frank Skartados 104th A.D.
James Skoufis 99th A.D.
Daniel Stec 114th A.D.
Philip Steck 110th A.D.
Albert Stirpe 127th A.D.
James N. Tedisco 112th A.D.
Claudia Tenney 101st A.D.
Fred W. Thiele Jr. 1st A.D.
Raymond W. Walter 146th A.D.
David Weprin 24th A.D.
Carrie Woerner 113th A.D.
Angela Wozniak 143rd A.D.
Kenneth P. Zebrowski A.D.