



The Honorable Kathy Hochul
 New York State Governor
 Executive Chamber
 The State Capitol
 Albany, NY 12224

November 23, 2021

Dear Governor Hochul:

December marks four years when progress came to a screeching halt.

In 2010, the State of New York celebrated a groundbreaking for the New York Route 347 Safety, Mobility and Environmental Improvements Projects with grand celebration and fanfare. That was the beginning of a multi-phase construction project designed to improve a 15-mile corridor in Suffolk County. Regrettably, in 2017 with only a third of the highway project completed, the state abandoned the work zone, ending union construction jobs and riddling daily commuters with sustained traffic congestion and safety concerns along the remaining unfinished portions.

After a long suspension of progress, your new administration immediately sought public bids for the next stage. Thanks to your initiative and bold leadership, Long Islanders now look forward to workers resuming construction on the next phase of the Route 347 project. The lowest responsible bidder, Peter Scalamandre & Sons, anxiously awaits breaking ground once we pass the coming Spring's thaw. **Thank you!**

Further, we strongly urge you to reinstate vital components that we believe the state eliminated primarily because of past funding constraints. For example, initially proposed in 2002, the original design included overpasses, specifically at both Middle Country Road and Nicolls Road. These improvements could dramatically reduce traffic congestion, minimize harmful air pollutants, increase energy efficiency while enhancing traffic flow safety.

We trust the recent passage of the federal Infrastructure & Investment Jobs Act will allow the state to responsibly fund a seamless succession to complete the remaining phases of the Route 347 project. We ask that your administration highlight this as a priority for the Long Island region.

Again, we thank you for your responsive leadership. We stand ready to assist you in building a better New York.

Sincerely,

Marc Herbst, Executive Director
 Long Island Contractors' Association



John Durso, President
LI Federation of Labor, AFL-CIO



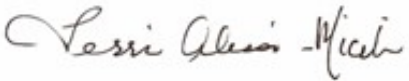
Kyle Strober, Executive Director
Association for a Better Long Island



Matthew Aracich, President
Building and Construction Trades Council of Nassau & Suffolk Counties, AFL-CIO



Mitch Pally, Chief Executive Officer
Long Island Builders Association



Terri Alessi-Miceli, President & CEO
Hauppauge Industrial Association-Long Island



Matthew Cohen, President & CEO
Long Island Association

cc: Honorable Mario Mattera, New York Senate
Honorable Steven Englebright, New York Assembly
Honorable Michael Fitzpatrick, New York Assembly
Commissioner Marie Therese Dominquez, NYDOT



February 14, 2018

Governor Andrew M. Cuomo
 Senator John J. Flanagan
 Speaker Carl Heastie
 c/o New York State Capitol
 Albany, New York

Dear Governor Cuomo, Senator Flanagan and Speaker Heastie:

More than 70,000 drivers who take Route 347 daily are now indefinitely “stalled” – stuck in the void between state promises and state funding that never materialized to complete this critical corridor.

In August 2010, after more than a decade of study and exhaustive engagement with stakeholders, the New York State Department of Transportation finally broke ground on the “Greener NY Route 347” project. This event was nothing less than historic as it has long been recognized that viable and safe roads ensure the future of a region.

Since the initial contract was awarded for the project’s first phase, the state has awarded successive projects so that this transformation could progress toward completion. However, the most recent phase (Phase 4) was completed in December 2017 and since then, this project has come to a halt. It is particularly chilling to realize that the state’s current five-year capital program does not even suggest any funding to support the remainder of the project.

As a result, only about 4.3 miles of the approximate 15-mile corridor has been reconstructed and it appears it may remain this way for the foreseeable future unless action is taken. Typical of the loss of transportation efficiency for this road, is the fact that while the posted speed limit for its length is 55 mph, average speeds are roughly half of that during peak travel times. That reduction has a direct and adverse impact on every driver, their productivity, fuel consumption and more.

Given this untenable situation, the Long Island Contractors’ Association (LICA) and supporting organizations listed below, are urging that funds be appropriated to restart the reconstruction of Route 347, a road which has not only cars and trucks riding on it, but the region’s economic future.

Sincerely,

Long Island Contractors’ Association
 Marc Herbst, Executive Director

Laborers Local 1298
 George F. Truicko, Jr., Business Manager

New York State Laborers’ PAC
 John Hutchings, Executive Director

I.U.O.E. Local 138
 John Duffy, Business Manager

Teamsters Local 282
 Thomas Gesualdi, President

LI Federation of Labor-AFL-CIO
 John R. Durso, President

Northeast Regional Council of Carpenters
 William Banfield, Southeast Regional Manager

Northeast Regional Council of Carpenters
 Anthony Macagnone, Local 290 Team Leader

Local 46 Metallc Lathers
 Michael Anderson, Business Agent

Long Island Chapter, National
 Electrical Contractros Association
 Michael Bender, President

Building and Construction Trades Council
 of Nassau & Suffolk Counties, AFL-CIO
 Matthew Aracich, President

Long Island Builders Institute
 Mitchell H. Pally, CEO

Association for a Better Long Island
 Kyle Strober, Executive Director

Hauppauge Industrial Association
 Terri Alessi-Miceli, President & CEO

Long Island Board of Realtors
 Joseph Mottola, CEO

AAA New York State
 John Corlett, Director

Long Island Metro Business Action
 Ernest Fazio, Chairman

American Council of Engineering
 Companies (ACEC) New York
 Jay Simson, President