



SHELLEY MAYER  
Assemblymember 90<sup>th</sup> District

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

CHAIR  
Subcommittee on Students  
with Special Needs  
COMMITTEES  
Children & Families  
Cities  
Education  
Health  
Labor  
Social Services  
MEMBER  
Task Force on Legislative  
Women's Caucus  
Puerto Rican/Hispanic  
Task Force

October 7, 2015

The Honorable Andrew Cuomo  
Governor  
State of New York  
Executive Chamber - The Capitol  
Albany, New York 12224

Dear Governor Cuomo:

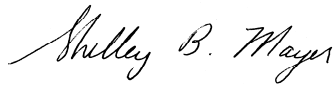
We write in support of a fully-funded MTA capital plan and to reiterate the importance of the plan to the state's economy, from Long Island to Plattsburgh. We believe that a fully-funded MTA Capital Program -- which includes crucial projects like the completion of the Second Avenue Subway, East Side Access, construction of Metro-North's Penn Station Access project, and the purchase of thousands of new rail cars and buses, as well as significant improvements for Metro North Railroad and the Long Island Railroad, will have a significant impact on the economy of the entire state. The economic importance of a financially stable MTA with a fully-funded capital plan now and in the future cannot be overstated.

As you know, the MTA's need for new railcars, buses, and other infrastructure components has led to the development of significant industrial economic activity both within and well beyond the MTA region. Rolling stock manufacturers such as Bombardier, Nova Bus, and Prevost in Plattsburgh; Kawasaki in Yonkers; and their supporting suppliers such as New York Airbrake in Watertown, CAF Railway Solutions in Elmira, BAE Systems in Endicott, Cannon Industries in Rochester, and Alstom in Hornell collectively employ thousands of workers whose livelihoods depend on a steady stream of work from the MTA's Capital Plan. All told, there are thousands of jobs as well as spin-off and value-added services and smaller companies that support and work in concert with the manufacturers who depend on a fully-funded MTA capital plan.

A fully-funded 2015-2019 capital plan holds the potential of not just helping the private sector expand its presence in our communities, but also of keeping hundreds of workers throughout the state in well-paying, high-skilled jobs for years to come. For example, the capital plan calls for thousands of new vehicles for the MTA, including 940 R-211 subway cars, 1,844 new buses, and between 88 and 164 new M-9 cars for the Long Island Rail Road. These orders would keep the manufacturing lines in Yonkers, Hornell, and Plattsburgh humming with activity for years and provide the companies running them with an assured baseline of revenue off of which they could expand their already considerable export business. Time is of the essence—these procurements were supposed to have happened this fall, but now won't happen until we have a funded plan.

We look forward to working with your administration and all affected parties to help maintain New York's competitive advantage, to the benefit of upstate and downstate alike. The MTA's Capital Plan must be considered and approved as soon as possible, and must not undermine the agency's future with more unsupported debt. Your leadership in this regard is essential.

Sincerely,



Shelley B. Mayer



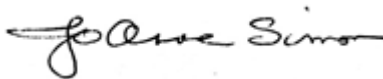
Nily Rozic



Donna A. Lupardo



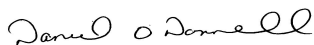
John McDonald



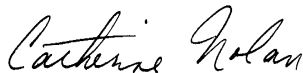
Jo Anne Simon



Fred Thiele, Jr.



Daniel O'Donnell



Cathy Nolan

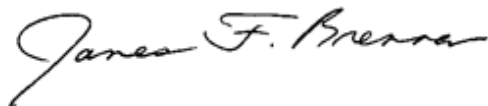


Dan Quart

Barbara Clark



Patricia Fahy



James F. Brennan



Felix Ortiz



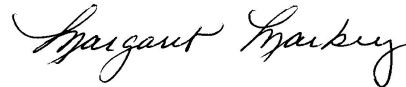
Steve Otis



Walter T. Mosley



Michael Benedetto



Margaret Markey



Sandy Galef



Matthew Titone



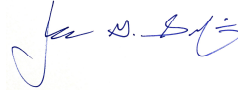
Rebecca A. Seawright



Vivian E. Cook



Michelle Schimel



James G. Skoufis



Robert J. Rodriguez

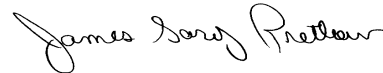


David Buchwald

Phillip Steck



Addie J. Russell



J. Gary Pretlow



Steve Englebright



Michaelle Solages



Ellen C. Jaffee