NEW YORK

Current Condition:

- 37% of state's major urban roads are in poor condition[1]
  - $6.3B a year in cost to motorists from driving on roads in need of repair, which is $563 per year for each motorist[2]
  - A total of 5,892 people died on highways from 2009 through 2013[3]
- New York's population grew by 9% between 1990 and 2013[4]
- Vehicle travel on state highways increased by 21% from 1990 to 2013[5]
- 45% of state's urban highways are congested[6]
- Congestion costs motorists $121B a year in wasted time and fuel costs[7]

Commerce:

- 72% of the $550 billion worth of commodities delivered annually from sites in New York is transported by trucks on the state's highways.[8]

Need for Federal Investment:

- 54% Federal Share of NY Highway Capital program.[9]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[10]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

DRIVE Act ⟶ ***What this does for New York***

Prioritize Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
  - NY's 2,012 structurally deficient bridges[11]
  - 39 % of the state's bridges are structurally deficient or functionally obsolete[12]

Improving Commerce:

- FY16 dedicated funding for Freight Program: $84,442,782
- Prioritizing federal spending on interstate for projects in the national economic interest
  - I-90 at I-290 in Buffalo-Niagara Falls, NY is the 17th largest Freight Bottleneck in the country[13]

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[1] TRIP
[2] Ibid.
[3] FHWA
[4] US Census
[5] TRIP
[6] Ibid.
[7] Ibid.
[8] Ibid.
[9] ARTBA
[10] AASHTO and FHWA
[11] FHWA
[12] Ibid.

Long-term 6-year Certainty:

- Total FY16 share; $1,739,308,420
- *Major Projects in jeopardy:*
    - I-81Viaduct Project: Hopes to improve the I-81 viaduct in Syracuse, NY to better support Syracuse and the surrounding region by enhancing mobility in the city[14]
    - The New NY Bridge: Hoping to be completed in 2018, the new bridge would replace the Tappan Zee bridge, meaning less congestion for motorists, quick and accessible emergency lanes, and construction designed to last 100 years[15]

- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase NY's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on NY's ability to properly plan and budget for transportation projects.
- DRIVE gives NY the ability to prepare for the next 50 years. With a focus on innovation, NY can better deploy technology to improve the state transportation network.

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[13] Ibid.
[14] https://www.dot.ny.gov/i81opportunities
[15] http://www.newnybridge.com/about/index.html