

NEW YORK

Current Condition:

- 37% of state's major urban roads are in poor condition¹
 - \$6.3B a year in cost to motorists from driving on roads in need of repair, which is \$563 per year for each motorist²
 - A total of 5,892 people died on highways from 2009 through 2013³
- New York's population grew by 9% between 1990 and 2013⁴
- Vehicle travel on state highways increased by 21% from 1990 to 2013⁵
- 45% of state's urban highways are congested⁶
- Congestion costs motorists \$121B a year in wasted time and fuel costs⁷

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.

FAST Act **→** *What this does for New York*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - NY's 2,012 structurally deficient bridges¹¹
 - 39 % of the state's bridges are structurally deficient or functionally obsolete¹²

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.

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NY will receive \$265,994,763 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, NY, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-year Certainty:

- Total share over 5 years of the FAST Act: \$16,379,840,675 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - I-81 Viaduct Project: Hopes to improve the I-81 viaduct in Syracuse, NY to better support Syracuse and the surrounding region by enhancing mobility in the city¹³
 - 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 years¹⁴
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on NY's ability to properly plan and budget for transportation projects.
- 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.
- FAST 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.

¹³ <https://www.dot.ny.gov/i81opportunities>

¹⁴ <http://www.newnybridge.com/about/index.html>