

NEW YORK (Gillibrand and Schumer)

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.

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 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:

- In the first 3 years of the DRIVE Act, NY will receive \$221,662,302 in addition to growth of the existing programs for freight.
- 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 country¹³

Long-term 6-year Certainty:

- Total share for first 3 years of DRIVE Act: \$7,399,855,352 that the state would not get otherwise.
- *Major Projects in jeopardy:*
 - 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 city¹⁴
 - 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 years¹⁵
- 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.

¹³ *ibid.*

¹⁴ <https://www.dot.ny.gov/i81opportunities>

¹⁵ <http://www.newnybridge.com/about/index.html>