



# MAKE THE COMMITMENT TO FIX ROADS AND BRIDGES AND SUPPORT MIDDLE-CLASS JOBS

Thanks to U.S. Senate Majority Leader Schumer and the NYS Congressional Delegation, New York State is receiving more than \$13.4 billion, a 52% increase, for the NYSDOT Highway and Bridge Program. **This results in a \$4.615B increase in federal funding for our state's roads and bridges – but the Executive Budget only increases the NYSDOT capital program by about 6%, or \$2 billion.**

### What is needed to bring our roads and bridges back to a state of good repair?

Increase the proposed five year NYSDOT capital program 28 percent from \$32.8 billion to \$44 billion.

### MAKE THE COMMITMENT!

Governor Hochul and State Legislators must make the commitment to increase the state share of funding in the NYSDOT capital program by leveraging \$2.5B of New York's record budget surplus. **A \$44 billion five year capital program is necessary to help improve New York's road infrastructure conditions.**

### A Once in a Lifetime Opportunity

Historic federal infrastructure funding has provided Governor Hochul and State Legislators with a once in a lifetime opportunity to fix our roads and bridges and support strong middle-class jobs.

### Roads & Bridges Will Continue Deteriorating

Despite the historic federal funding, the proposed five-year NYSDOT capital program spends LESS on state roads and bridges because it supplants the state share with federal funding resulting in continued deterioration of road and bridges. In 2019 DOT spent \$2.521B on bridge and road construction and the first year of the proposed five year plan spends \$2.575B – virtually the same amount – less if you take into consideration inflation.

### Support not Supplant

New York State should not simply supplant its' responsibility to fund the NYSDOT capital program with the federal infrastructure funding from Senator Schumer and the NYS Congressional Delegation.

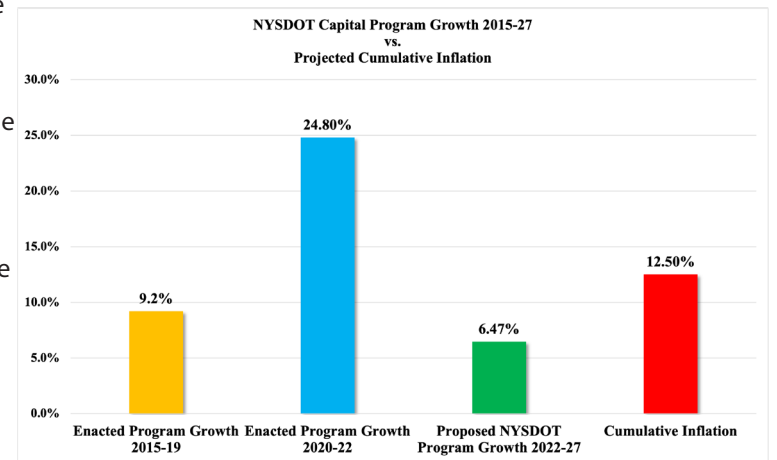
### Increase State Share

Only a state share increase to the NYSDOT capital program will improve roads and bridges and support middle-class jobs.

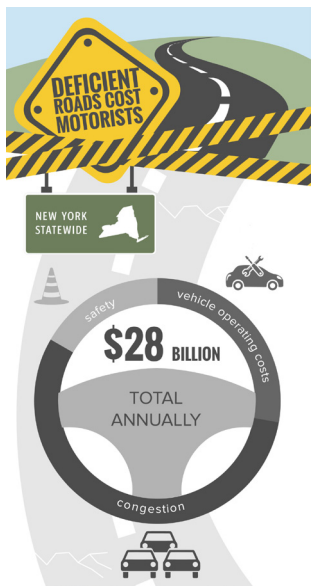
### Seize the Surplus

Governor Hochul and State Legislators must seize this opportunity by leveraging the record budget surplus to increase the state share of the NYSDOT capital program.

### What about inflation?

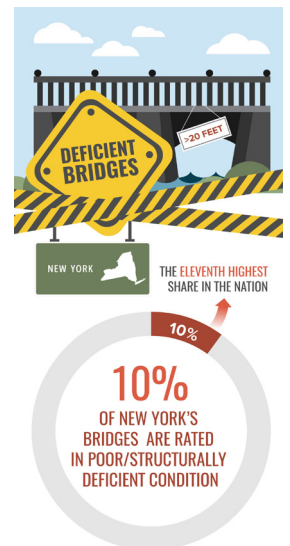


## Declining pavement conditions are costing New York drivers BILLIONS annually...



A National Transportation Research Nonprofit

Location	VOC	Safety	Congestion	TOTAL
Albany-Schenectady-Troy	\$423	\$531	\$796	\$1,750
Binghamton	\$244	\$559	\$377	\$1,180
Buffalo-Niagara Falls	\$420	\$402	\$1,044	\$1,866
New York-Newark-Jersey City	\$759	\$326	\$2,107	\$3,192
Poughkeepsie-Newburgh-Middletown	\$513	\$668	\$658	\$1,839
Rochester	\$375	\$540	\$832	\$1,747
Syracuse	\$568	\$628	\$409	\$1,605
Utica	\$313	\$558	\$382	\$1,253
<b>New York Statewide</b>	<b>\$7.7 Billion</b>	<b>\$4.6 Billion</b>	<b>\$15.4 Billion</b>	<b>\$28 Billion</b>



Source: 2022 TRIP Report - <https://tripnet.org/reports/new-york-transportation-by-the-numbers-january-2022/>

# DO THE MATH

NYS's pavement is steadily deteriorating – 45% of statewide pavement is rated “fair + poor,” up from 30% in 2000. *Instead of going back 20 years in just the past four years, drivers have seen nearly a 25 percent increase in the state's poor and fair roads*

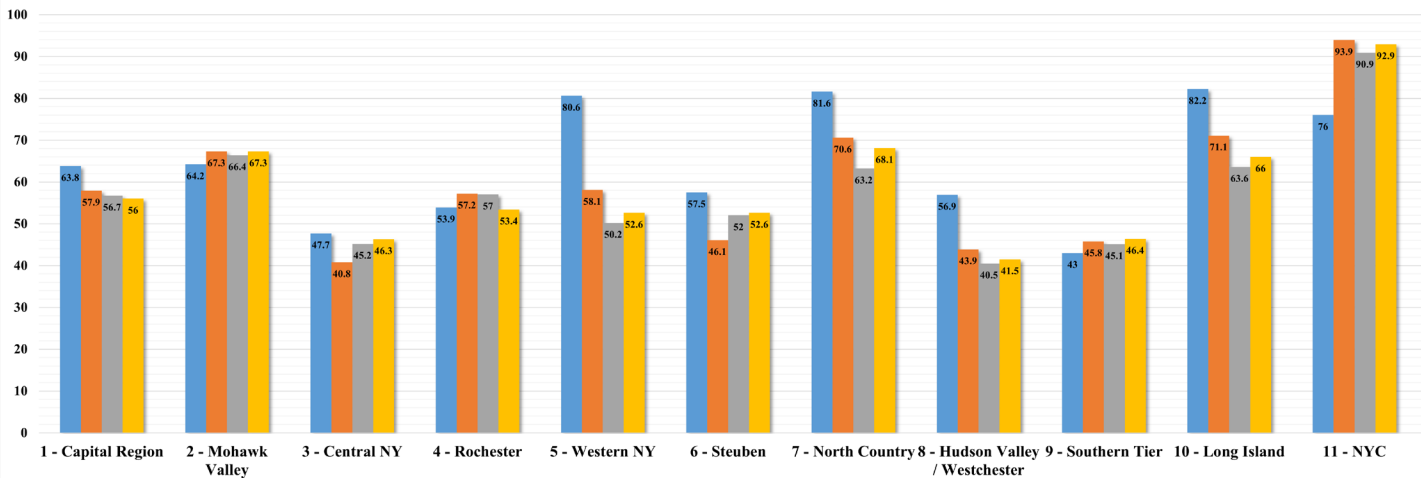
DOT reports a **paving cycle of 15.7 years** – that is how long it takes to resurface or repair its entire road network. Then you compare that to the average life of the treatment DOT is using – unfortunately the **average treatment life was only 9.4 years** - so it takes DOT nearly six years longer to get back to repair a road than the treatment lasts.

**If left unabated, the amount of poor pavement on NY's national highway system will more than double in the next ten years.**

## How does your region measure up?

2017 - 2020 Pavement Conditions by NYSDOT Region  
Percent Good & Excellent  
(Source: NYSDOT Pavement Condition Reports)

■ 2017 ■ 2018 ■ 2019 ■ 2020

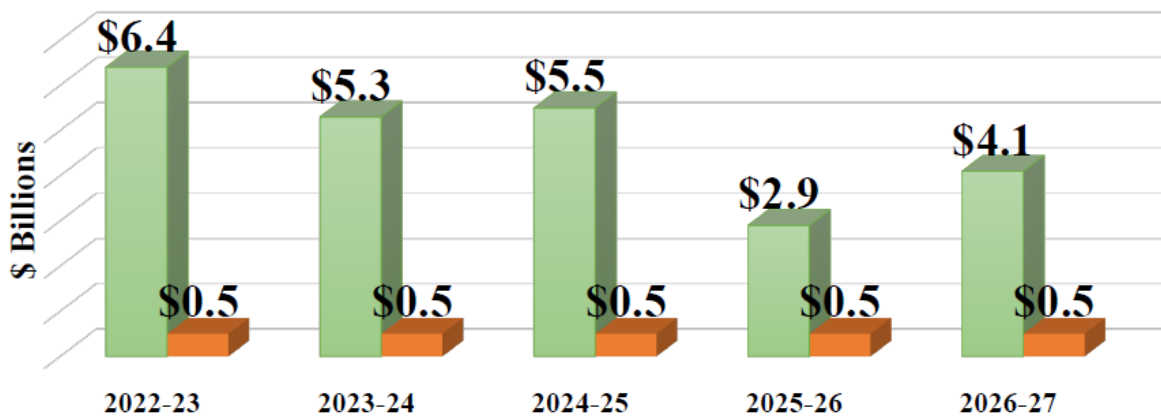


**New York can bring our roads and bridges into a state of good repair with \$10 billion in additional investment by leveraging approximately \$2.5 billion in cash over the course of the 5 year capital program...**

### NY Budget Surplus

vs.

### Cash Necessary to Fund NYSDOT Capital Program Bonding for State of Good Repair



Founded in 1988, the New York Roadway and Infrastructure Coalition (NYRIC) is a statewide coalition of New York's highway, mass transit, and water infrastructure builders, trade unions, and project designers. Our mission is to improve and expand the State's transportation and clean water infrastructure. We work closely with our federal and state elected officials and public industry professionals in advocating for needed infrastructure funding.



Rebuild NY Now is a partnership of supporters seeking to raise public awareness about the issues impacting New York State's infrastructure. The coalition actively engages federal and state elected officials to support public policies that promote safe roads, bridges, schools, hospitals, and other vital infrastructure.