



2.15.22

Good afternoon, Senator Krueger, Assemblymember Weinstein and other members of the Legislature. Rebuild NY Now appreciates the opportunity to discuss the New York State Department of Transportation (NYSDOT) Five Year Capital Program as proposed in the Governor's 2022-23 Executive Budget. More specifically, the capital plan's funding levels and its impact on the conditions of the state and local highway systems.

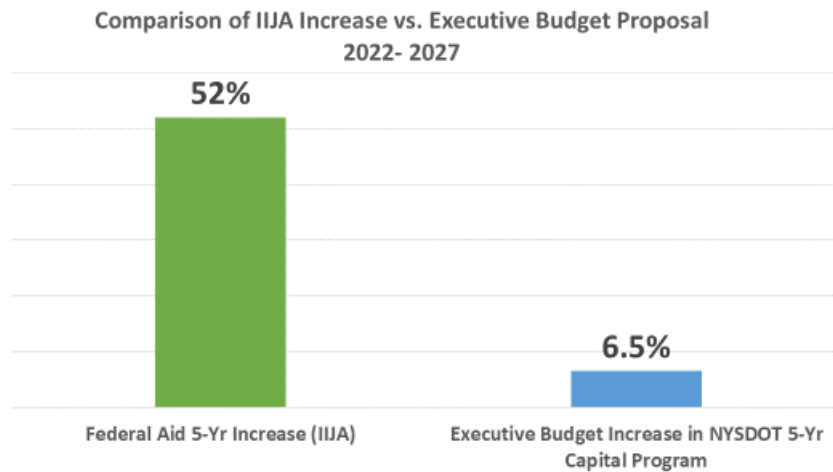
My name is Fred Hiffa, I am here today representing the Rebuild NY Now Coalition. Previously, I worked in state service for two decades, rising to the position of First Deputy Commissioner of the NYSDOT. In that and other roles at the NYSDOT, I helped develop and implement the agency's capital program. Since leaving the state I have represented transportation interests in almost every major sector of the industry.

The New York State Highway System is a complex network of roadways owned by the State and maintained by the New York State Department of Transportation. The system is comprised of approximately 39,000 lane miles of roads and over 7,000 bridges. According to the federal government almost one trillion dollars in goods are shipped annually by truck to and from sites located in New York State. This is in addition to the daily travel of our 20 million residents and the pre-pandemic 265 million visitors annually. State highways are critical to the economic well-being of New York State.

President Biden singled out New York when he announced his support for the Senate's passage of the Infrastructure Investment and Jobs Act (IIJA), the largest long-term investment in our infrastructure in nearly a century. He noted for decades that infrastructure in New York has suffered from a systemic lack of investment and that the American Society of Civil Engineers had given New York a C- grade on its infrastructure report card. His announcement cited that New York has 1,702 bridges and over 7,292 miles of highway in poor condition. Also, that since 2011, commute times have increased by 7.4% in New York, and on average, each driver pays \$625 per year in costs due to driving on roads in need of repair.

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The IIJA really delivered for New York, it increases federal funding for our roads and bridges by \$4.6B bringing the federal investment up to \$13.4B, an incredible 52 percent increase over the next five years.



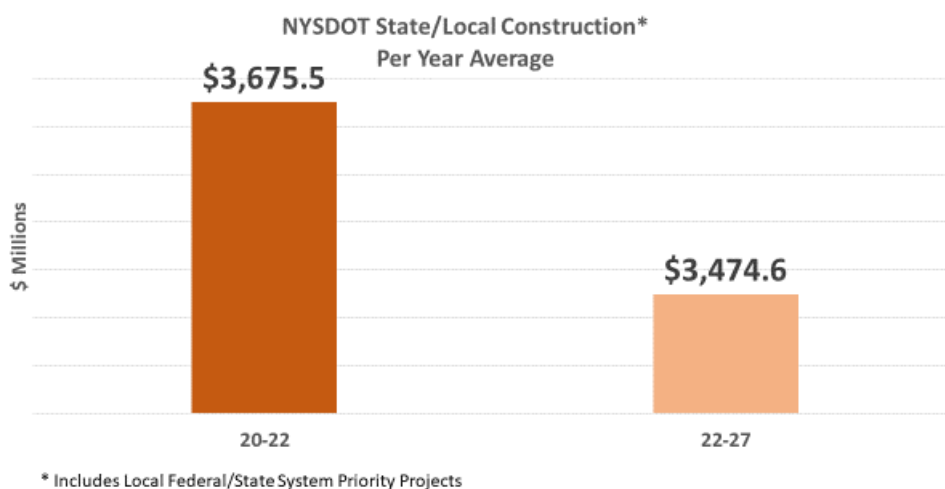
The Executive Budget includes a \$32.8 billion five-year spending plan for the New York State Department of Transportation (NYSDOT) and the local road system. We certainly appreciate having a fully funded NYSDOT five-year capital program but it only spends on average of 6.5 percent more per year than the NYSDOT's current (FY21-22) program.

**Transportation Capital Obligations
FY2021 through FY2027**

NYSDOT Capital Program (in Million \$)	SFY Enacted 2020-21	SFY Enacted 2021-22	SFY 2022-23	SFY 2023-24	SFY 2024-25	SFY 2025-26	SFY 2026-27	Total 2022-2027
State/Local Construction/Signature	\$3,601	\$3,750	\$3,425	\$3,899	\$4,503	\$2,779	\$2,767	\$17,373
Engineering/Administration	\$894	\$732	\$1,039	\$1,041	\$1,042	\$1,043	\$1,045	\$5,210
Preventative Maintenance	\$360	\$360	\$391	\$391	\$391	\$391	\$391	\$1,955
Right of Way	\$37	\$67	\$75	\$75	\$75	\$75	\$75	\$375
Facilities/Equipment	\$32	\$32	\$37	\$37	\$37	\$37	\$37	\$185
Other Federal	\$25	\$25	\$26	\$26	\$26	\$26	\$26	\$131
Rail	\$72	\$72	\$90	\$90	\$90	\$90	\$90	\$450
Aviation	\$17	\$17	\$27	\$27	\$27	\$27	\$27	\$135
Non-MTA Transit	\$125	\$85	\$160	\$160	\$140	\$120	\$120	\$700
CHPS/Marchiselli	\$477.8	\$577.8	\$577.8	\$577.8	\$577.8	\$577.8	\$577.8	\$2,889
Local PAVE-NY	\$100	\$150	\$150	\$150	\$150	\$150	\$150	\$750
Local POP	-	-	\$100	\$100	\$100	\$100	\$100	\$500
EWB	\$65	\$100	\$100	\$100	\$100	\$100	\$100	\$500
Local BRIDGE-NY	\$100	\$100	\$200	\$200	\$200	\$200	\$200	\$1,000
Local State Touring Routes Program	-	\$100	\$100	\$100	\$100	\$100	\$100	\$500
Airport Program	\$100	-	\$150	\$0	\$0	\$0	\$0	\$150
NYSDOT Plan Total	\$6,106	\$6,168	\$6,648	\$6,974	\$7,559	\$5,816	\$5,806	\$32,800

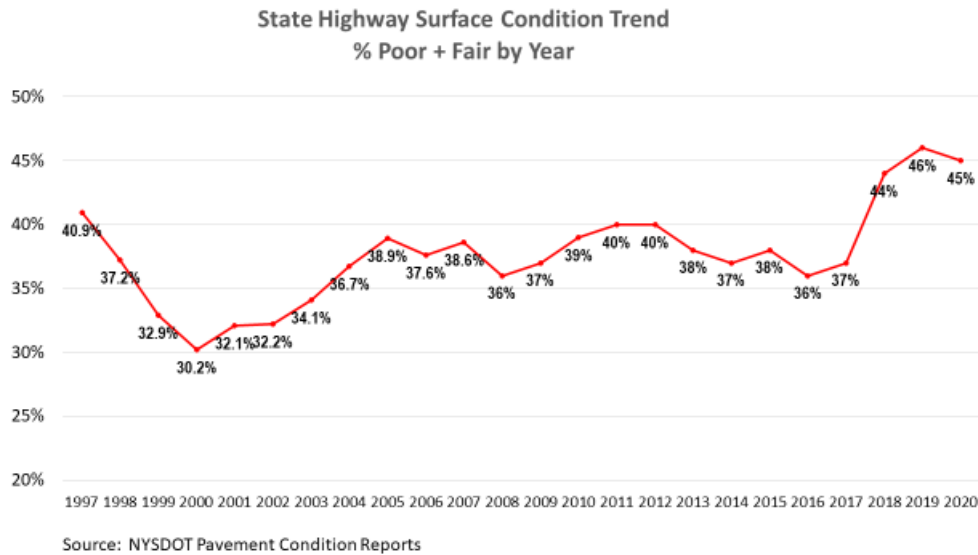
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The funding for the program is broken into multiple categories. Historically, we have considered the capital program's expenditures on state roads and bridges and federal aid to the local system the State/Local Construction program. Signature projects were also included in this category (State/Local Construction) beginning in the 2015-19 NYSDOT capital program. Unlike the MTA which has two separate budgets (capital and operating), NYSDOT only has one budget that combines both capital and operations. *State/Local Construction/Signature* represents the NYSDOT's core capital program. Funding for the State/Local Construction/Signature projects category in the 2020/21- 2021-22 two-year program funding averaged \$3,675 million. The Executive's proposed five-year FY2023-FY2027 plan's average is \$3,474 million. This amounts to approximately a \$200 million annual decline; a \$1 billion five year decline.

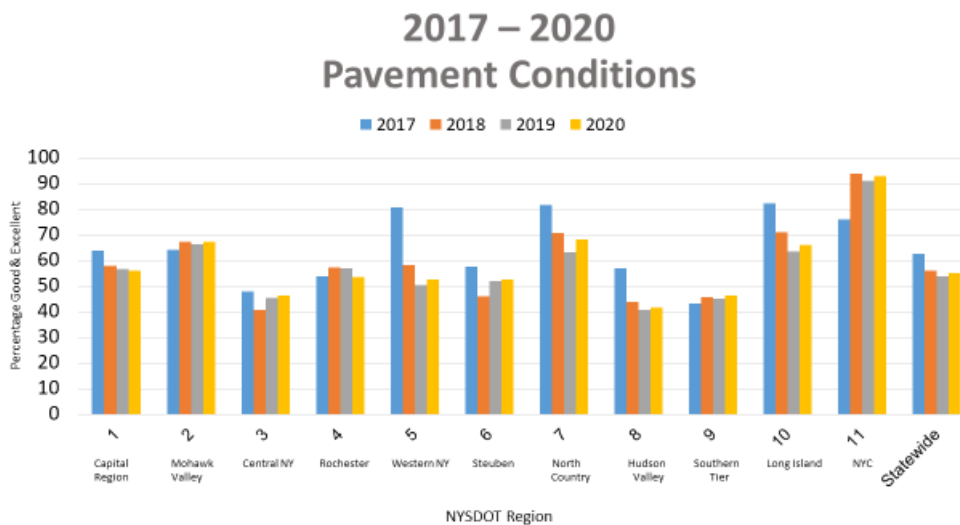


I'm not here today to ask the obvious question - how can the Executive propose increasing NYSDOT's overall program by only 6.5 percent year over year and reduce core capital spending when the President and our Congressional delegation delivered a 52 percent federal funding increase and the State is projecting a record \$24 billion five year surplus?

Instead, I'm here to ask you to look at the needs of this critical system and provide the necessary level of funding to not only stop its deterioration but also to bring the system back to a state of good repair. Undoubtedly, with the funding levels proposed in the Executive's budget the system will see further declines in its conditions.



The decline in pavement conditions is unprecedented. From 2016 to 2019 fair and poor pavements have increased from 36% of the system to 46%, representing an additional 3,880 lane miles of roads are now in fair or poor condition. According to these reports 17,667 lane miles (46%) of the state's roads are now in need of repair. We have been saying for years the DOT's capital highway program is underfunded and these reports show the devastating impact it is having on the condition of the State's roads.



Seven of NYSDOT's regions have seen significant declines in their pavement conditions over the past four years. Western NY (Region 5) saw the largest decline with nearly a quarter of its total pavements moving from good/excellent to fair/poor. During that same period the Hudson Valley

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(Region 8) and Syracuse (Region 3) regions had the worst overall conditions in the State with nearly 60 percent of their pavements in fair and poor condition.

Life Cycle Management



According to NYSDOT, it costs sixteen times more to repair a road that has been allowed to deteriorate to poor condition than it costs to maintain a road that is in good condition. According to President Biden, 7,200 miles (18 percent) of New York's road system is in poor condition and another 26 percent of the system is rated as fair.

2019 NYSDOT Paving Program (Shufon Model)

	2019 Program Level
Lane miles (LM) Resurfaced	2,445
LM Renewal / % of Program	122/5%
LM Correct. Maint. / % of Program	1,149/47%
LM Prevent. Maint. / % of Program	1,149/48%
Paving Cycle (Years)	15.7
Avg. Treatment Life (Years)	9.4
Resource Needs (\$ millions)	431

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NYSDOT has developed a model to determine what types of treatments its pavements need and the cost to bring them into a state of good repair by reestablishing a twelve-year paving cycle, the industry standard. The model compares the paving cycle, which is the number of years necessary to resurface or repair its system to the average treatment life, which is the weighted average service life of all pavement treatments in its paving program. In 2019, the last year NYSDOT reported these numbers, they had a paving life of 15.7 years and a treatment life of 9.4 years. Therefore, the agency only had the resources to repair its pavements every 15.7 years but was using treatments that last only 9.4 years. This is why we are seeing the significant declines in the State's pavement conditions.

In June of 2019, NYSDOT released its most recent Transportation Asset Management Plan , [Microsoft Word - Draft Final TAMP for June Submission June 26 \(ny.gov\)](https://www.dot.ny.gov/programs/repository/multimodal%20investment%20needs.pdf), a 146 page document that projects the system's bridge and pavement conditions based on the level of funding. **For bridges, the plan projects the agency would have to triple its current expenditures through 2028 to bring them up to a state of good repair. For just New York's National Highway System (NHS) pavements, it calculates the expenditures would need to be increased by two and half times over the next ten years to bring them up to a state of good repair.** Sixty percent of the total lane miles in New York are Non-NHS pavements. Based on this report and NYSDOT's 20-Year Transportation Capital Needs Report, <https://www.dot.ny.gov/programs/repository/multimodal%20investment%20needs.pdf>, below is RBNYN's funding request which is necessary for the NYSDOT five-year capital program to begin to bring its road and bridge system back to state of good repair.

NYSDOT Capital Program (in Million \$s)	SFY 2022-2027 Executive Proposal	SFY 2022-2027 Need
State/Local Construction/Signature Projects	\$17,374	\$26,785
State Pavement	Category	(\$12,365)
State Highway Bridges	Breaks	(\$5,590)
Local Highway Bridges	Not	(\$4,330)
Signature Projects	Provided	(\$4,500)
Engineering/Administration	\$5,210	\$5,210
Preventative Maintenance	\$1,955	\$1,825
Right of Way	\$375	\$516
Facilities/Equipment	\$185	\$450
Other Federal	\$131	\$125
Rail	\$449	\$457
Aviation	\$135	\$187
Non-MTA Transit	\$698	\$440
CHIPS/Marchiselli/Local PAVE-NY/EWR/POP	\$4,640	\$6,139
Local BRIDGE-NY	\$1,000	\$1,000
Local State Touring Routes Program	\$500	\$500
Airport Program	\$150	\$500
NYSDOT Plan Total	\$32,802	\$44,134

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In conclusion, I like to reiterate that the Governor's Executive Budget provides a strong foundation for NYSDOT's 2022-27 Five-Year Capital Program but as outlined it requires some adjustments. We look forward to working with you to ensure each of our State's transportation systems are getting the funding they need. Again, on behalf of the Rebuild New York Now membership, thank you very much for addressing these important issues.