

# Road and Bridge Conditions in New York

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TRIP

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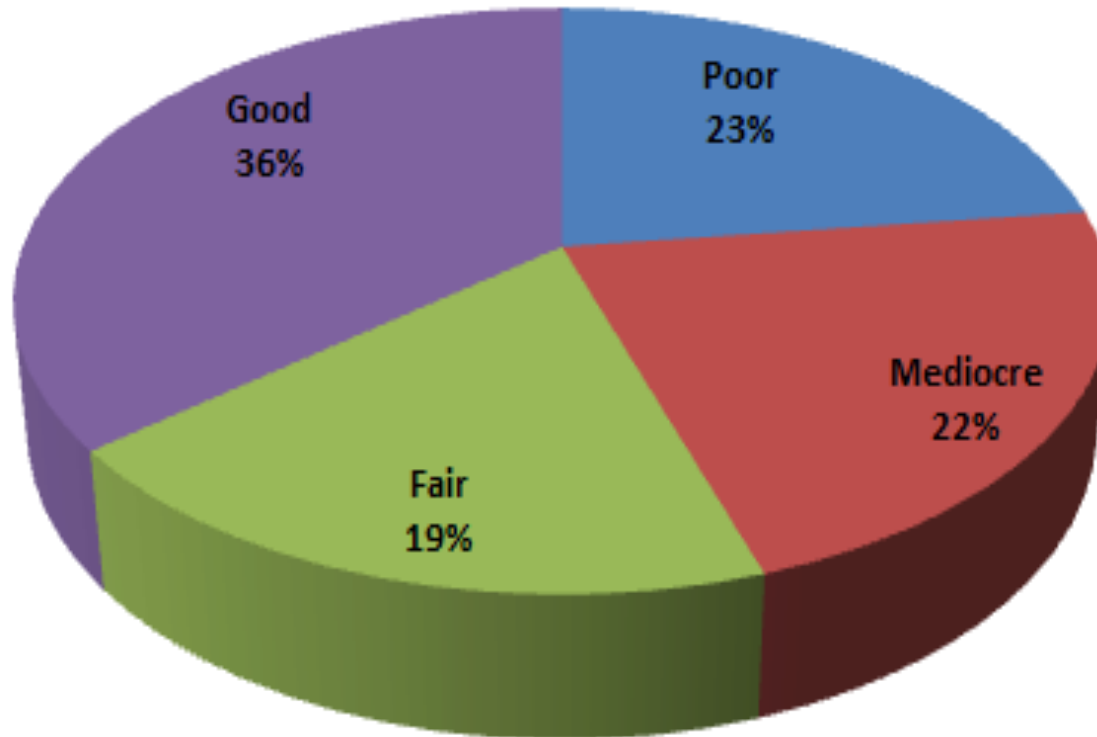


- Nonprofit transportation research organization based in Washington, DC
- Provides analysis on highway-related issues including road and bridge conditions, traffic congestion, traffic safety and transportation's impact on economic development.

# New York Transportation by the Numbers

- 2014 report reviewed latest statewide and regional data for road and bridge conditions, traffic congestion and traffic safety.
- Report based on latest data available from the U.S. Department of Transportation, based largely on data submitted to USDOT by NYDOT as well as additional data provided to TRIP from NYDOT.

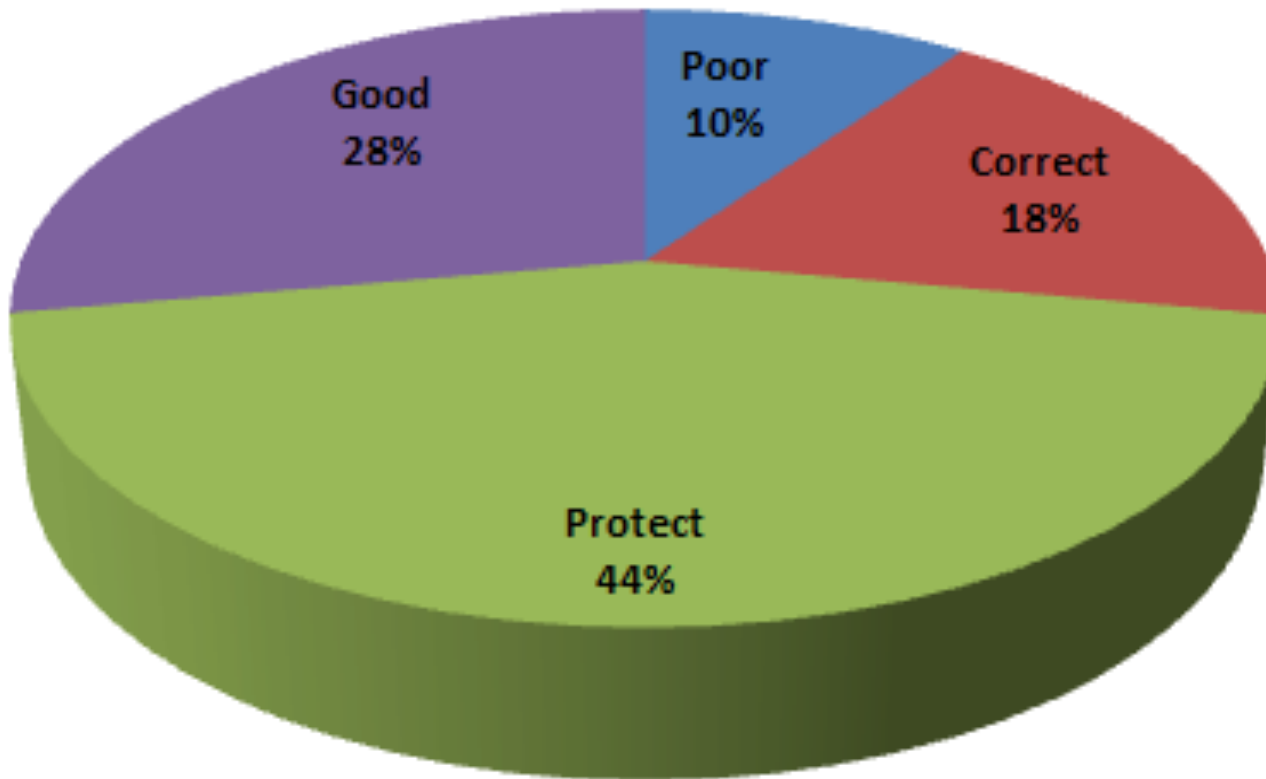
# New York State Pavement Conditions



# New York State Regional Pavement Conditions

<b>URBAN AREA</b>	<b>Good</b>	<b>Fair</b>	<b>Mediocre</b>	<b>Poor</b>
<b>Albany</b>	26%	23%	24%	27%
<b>Buffalo</b>	44%	21%	21%	14%
<b>New York City - Newark</b>	14%	11%	23%	51%
<b>Rochester</b>	43%	23%	17%	17%
<b>Syracuse</b>	43%	16%	16%	26%
<b>New York - Statewide Total</b>	36%	19%	22%	23%

# New York State Bridge Conditions



# New York State Bridge Conditions

URBAN AREA	Poor	Correct	Protect	Good
Albany	11.1	20.6	39.6	28.7
Buffalo	5.2	12.3	44.0	38.5
New York City - Newark	9.9	24.6	46.8	18.7
Rochester	11.4	13.8	49.1	25.7
Syracuse	11.1	15.3	47.4	26.2
New York - Statewide Total	9.6	17.9	44.7	27.8

# Congestion/Economic Development

- 72 % of the \$550 billion in goods shipped from state are delivered by truck and another by 22 percent by multiple modes including trucking.
- Congestion costs urban travelers as much as 59 hours annually of lost time.

URBAN AREA	Hours Lost
Albany	31
Buffalo	33
New York City - Newark	59
Rochester	28
Syracuse	22



# Traffic Safety in New York

- Average of 1,185 people killed in traffic crashes in state from 2008 to 2012.
- Annual traffic fatality rate in 2012 – 0.91 fatalities per 100 million VMT, below 1.13 national average.
- But rural, non-Interstate fatality rate in NYS is 2.13 -- 3 ½ times greater than on all other roads, and close to the national average of 2.21.

# Cost to New York Public of Deficient Roads

URBAN AREA	VOC	Congestion	Safety	TOTAL
Albany	\$479	\$682	\$ 461	\$1,622
Buffalo	\$316	\$718	\$ 459	\$1,493
New York City - Newark	\$673	\$1,281	\$ 328	\$2,282
Rochester	\$319	\$590	\$ 376	\$1,285
Syracuse	\$393	\$450	\$ 460	\$1,303
New York - Statewide Total	\$4.9B	\$9.5B	\$5.9B	\$20.3B

# New York Local Roads and Bridges Needs

- 2013 report by NYS town highway superintendents found local road and bridge needs are \$35 billion through 2013.
- Cornell Road Program report found that every \$1 in deferred maintenance costs \$4 to \$5 in future needed repairs.

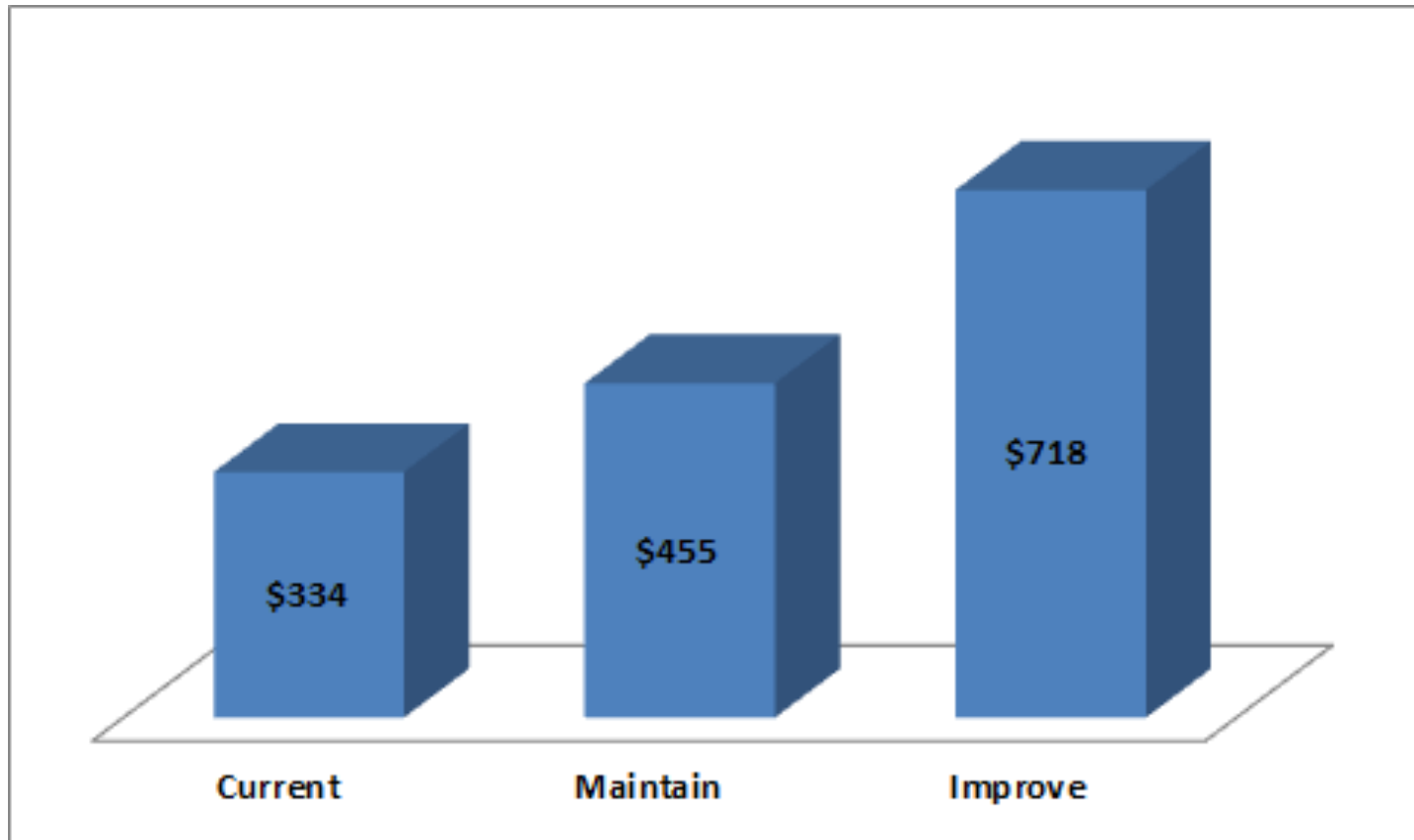
# New York Local Roads and Bridges Needs

- October 2014 TRIP local road and bridge reports based on survey responses from 42 out of state's 62 counties found significant deficiencies.

	<b>Local Roads</b>	<b>Local Bridges</b>
<b>Poor</b>	<b>15%</b>	<b>4%</b>
<b>Correct</b>	<b>32%</b>	<b>24%</b>
<b>Good</b>	<b>34%</b>	<b>31%</b>
<b>Excellent</b>	<b>19%</b>	<b>38%</b>

# Average County Spending on Roads and Bridges in NYS vs. Needed

(in millions)



# Rough Roads Ahead

- 2014 report from the Oregon Department of Transportation looks at the economic consequences through 2035 of current levels of funding in road and bridge preservation.
- Report finds that the state's roads and bridges will suffer significant deterioration over the next 20 years at current rates of investment.
- Pavement quality to decline and posted bridges to increase under current funding.

# Rough Roads Ahead

- Oregon Report looked at how state's economy will perform if state's roads and bridges are maintained in good condition versus how it will perform if system is allowed to deteriorate.

# Rough Roads Ahead: Impact of Deteriorated Roads and Bridges

- Increased vehicle operating costs.
- Reduced travel efficiency due to weight-restricted bridges.
- Increased congestion because lack of adequate preservation will increase long-term repair costs, crowding out modernization projects.
- Will result in reduced business productivity.



# Rough Roads Ahead: Impact of Deteriorated Roads and Bridges

- Forecast road and bridge deterioration will reduce Oregon GDP by \$94 billion through 2035.
- Overall job creation in Oregon will be reduced by 100,000 jobs by 2035.
- Road and bridge deterioration in Oregon could be halted by increasing investment by \$8 billion through 2035.
- Return on investment would be 12-1.

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