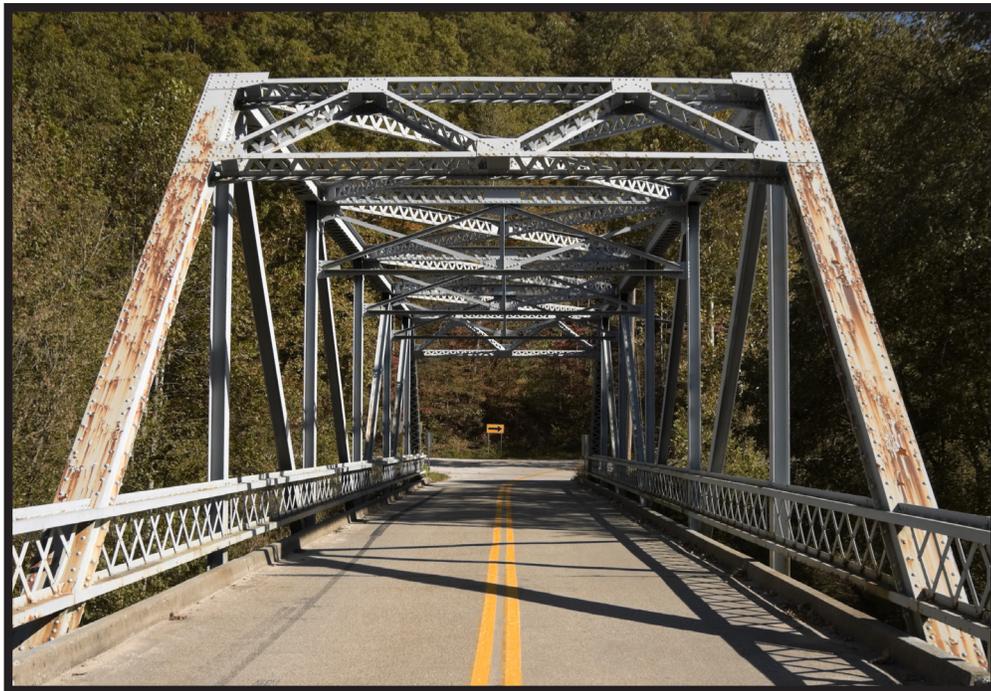


Office of the NEW YORK STATE
COMPTROLLER

Local Bridges by the Numbers



New York State Comptroller
THOMAS P. DiNAPOLI

OCTOBER 2017

Local Bridges by the Numbers

Addressing infrastructure needs is a major challenge for federal, state and local governments. Bridges are structures of chronic concern, both because of the degree to which we rely on them and the risks they pose should they fail. The federal government maintains data on highway bridges – which are bridges, culverts or interchanges longer than 20 feet located on public roads – across the country. According to the 2016 National Bridge Inventory, New York State has 17,462 highway bridges, over half of which (8,834) are owned by local governments or authorities.¹ Average daily traffic over these locally owned bridges totals nearly 33.4 million vehicles.

This report offers a quick look at New York’s local highway bridges (referred to simply as “bridges”), including those in New York City. In 2016, 11 percent of all New York bridges (State and local) were structurally deficient, according to federal standards. Structurally deficient bridges that remain open are not unsafe. However, they either have load-bearing elements in poor condition or are prone to repeated flooding.² Bridges owned by New York’s local governments and authorities are more likely than State-owned bridges to be structurally deficient (12.8 percent compared to 9.0 percent). On the whole, the percentage of bridges classified as deficient has been declining in recent years. However, some areas of the State and some types of local governments appear to be experiencing greater bridge infrastructure challenges than others.

Thanks to a wealth of data gathered through regular monitoring of the State’s bridges, it is not difficult to describe the status of local bridges. Finding funding to address the areas of concern revealed by this monitoring, however, is an ever-present concern.

Local New York Bridges

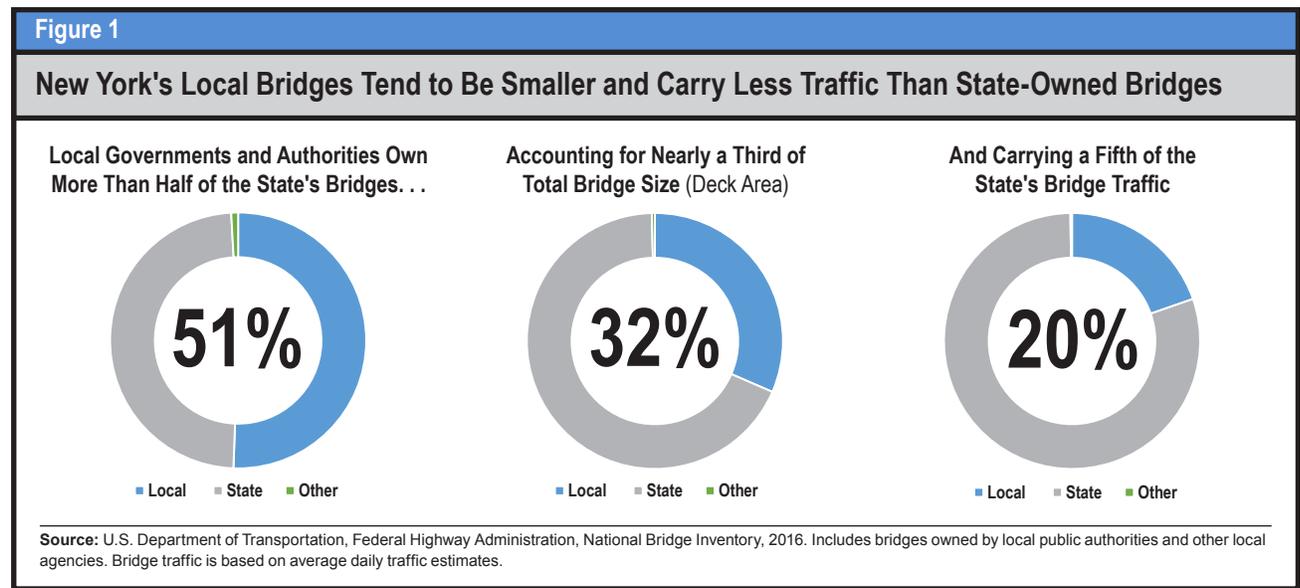
Local governments own over half of New York’s bridges (8,834 out of 17,462)

- 12.8%

Of local bridges are structurally deficient
- 20.7%

Are functionally obsolete
- \$27.4

Billion in estimated costs to repair all locally owned New York bridges



Bridges in New York

Federal and state governments keep tabs on bridges through systematic inspections and data reporting. The New York State Department of Transportation (NYSDOT) is responsible for ensuring that all New York highway bridges are inspected at least every two years in accordance with State and federal mandates.³ NYSDOT conducts most of the inspections itself and collects detailed information on each bridge's location, age, construction, traffic and condition.⁴ Some of the data is reported to the U.S. Federal Highway Administration (FHWA), which maintains the National Bridge Inventory (NBI). The NBI data is used to identify bridges in need of replacement or repair and to inform decision making about investments in bridge infrastructure. Each bridge receives a status designation, indicating whether it is structurally deficient, functionally obsolete or not structurally deficient.⁵

National Bridge Inventory Status Classifications

Structurally Deficient

A bridge is classified as “structurally deficient” if important load-carrying elements are in poor condition, or if it is prone to repeated flooding resulting in traffic delays. The classification does not mean that the bridge is unsafe. However, structurally deficient bridges may be posted with weight limits in order to remain in service.⁶

Functionally Obsolete

“Functionally obsolete” does not refer to a bridge's structural integrity; rather, the classification indicates that a bridge does not meet current design standards for the amount of traffic it carries. For example, a bridge may be designated as functionally obsolete if it has inadequate lane or shoulder widths, low clearances or low load-carrying capacity.

Bridges that are both structurally deficient and functionally obsolete are classified as structurally deficient.



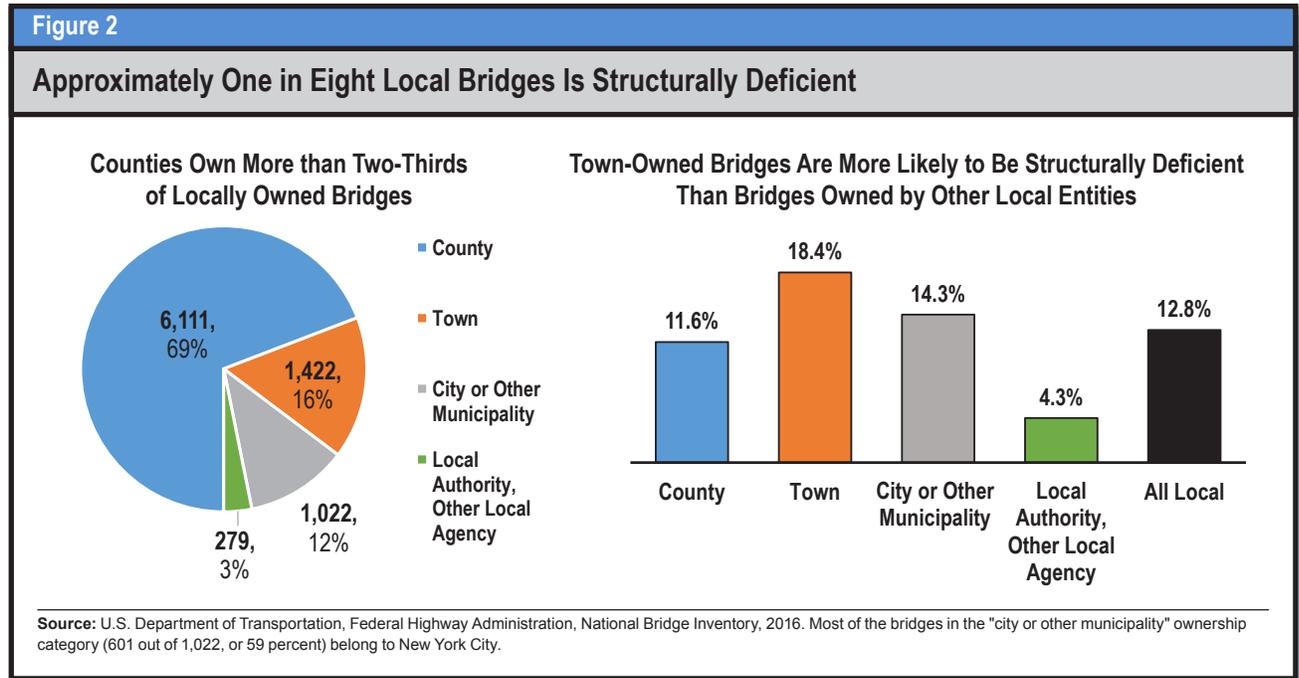
Structurally
Deficient



Functionally
Obsolete

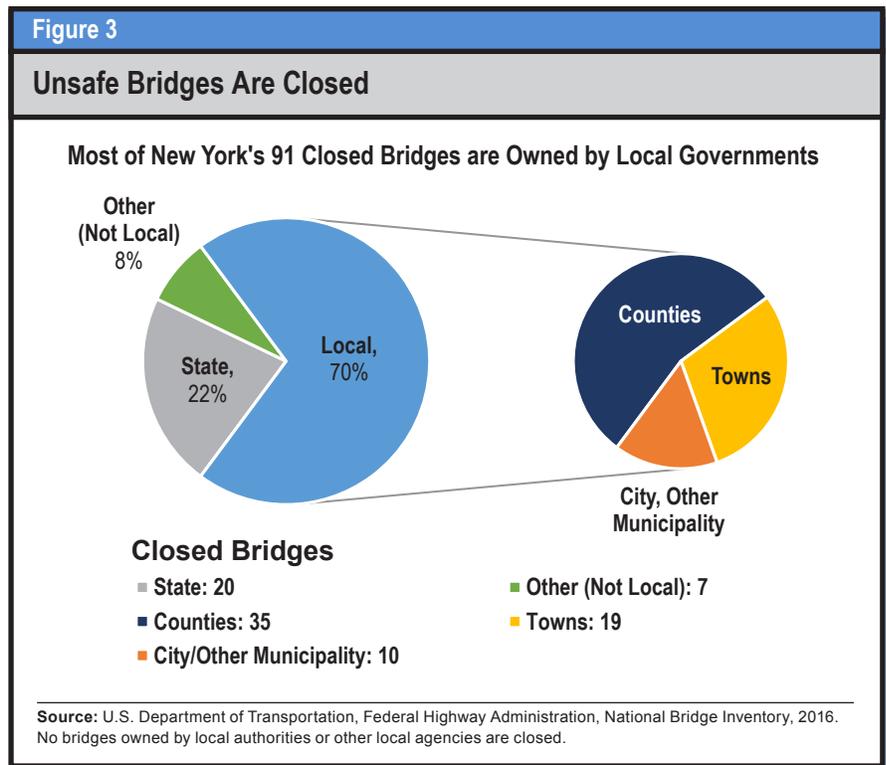
Bridge Condition Varies by Type of Owner

Counties own more than two-thirds of all local bridges – over 6,000 in total – while towns own 16 percent (See Figure 2). Cities and other municipalities own 12 percent, the majority of which are in New York City. Local authorities and other local agencies own the remaining 3 percent. Local authorities in New York City account for well over half of these (158 out of 279 bridges).



Town-owned bridges are more likely to be structurally deficient than those owned by other types of local governments: more than one in six (18.4 percent) is structurally deficient, compared to approximately one in eight (12.8 percent), overall.

Bridges deemed unsafe are closed. In 2016, statewide, 91 bridges were listed as closed. Most are local bridges. (See Figure 3.)



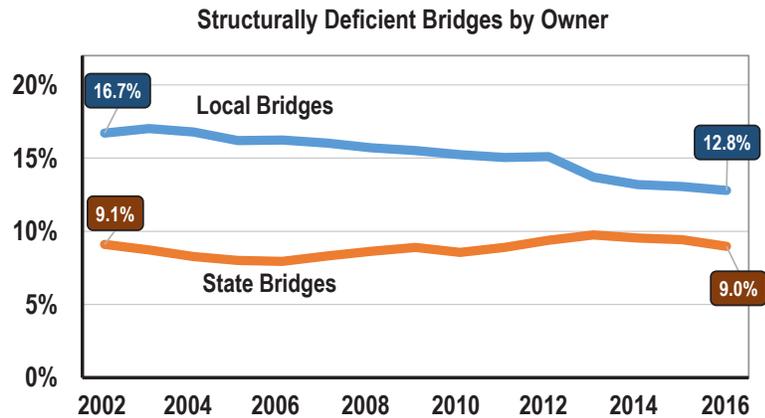
Local Bridge Condition Has Improved in Recent Years

In 2002, 13.2 percent of all highway bridges in the State were structurally deficient.⁷ By 2016, this share had dropped to 11.0 percent. From 2002 through 2016, the share of locally owned bridges that were structurally deficient fell from 16.7 percent to 12.8 percent, while for State bridges, it remained fairly steady at between 8 and 10 percent. (See Figure 4.)

Over the past 14 years, bridge conditions have improved for all types of local governments. However, there has been some fluctuation, particularly in the case of town-owned bridges. For the category including local authorities and other local agencies, the share of structurally deficient bridges fell by nearly two-thirds, from 12.0 percent in 2002 to just 4.3 percent in 2016. (See Figure 5.)

Figure 4

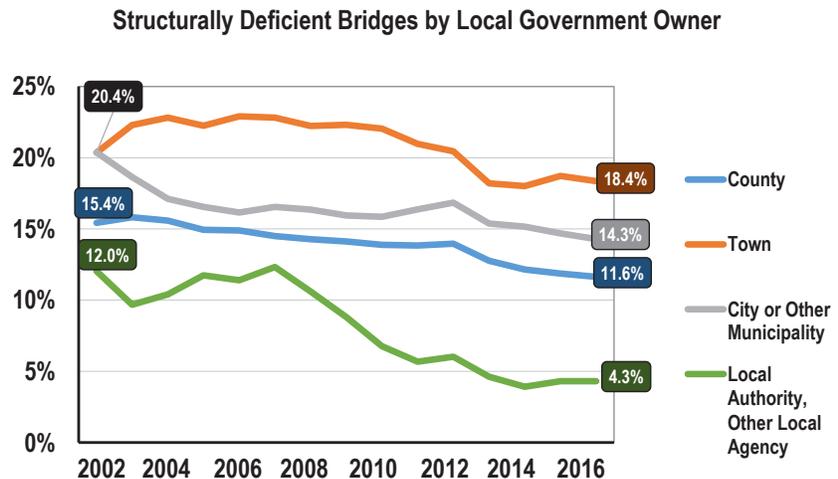
Local Bridges Show Improvement, but Remain More Likely Than State Bridges to Be Structurally Deficient



Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, 2002-2016.

Figure 5

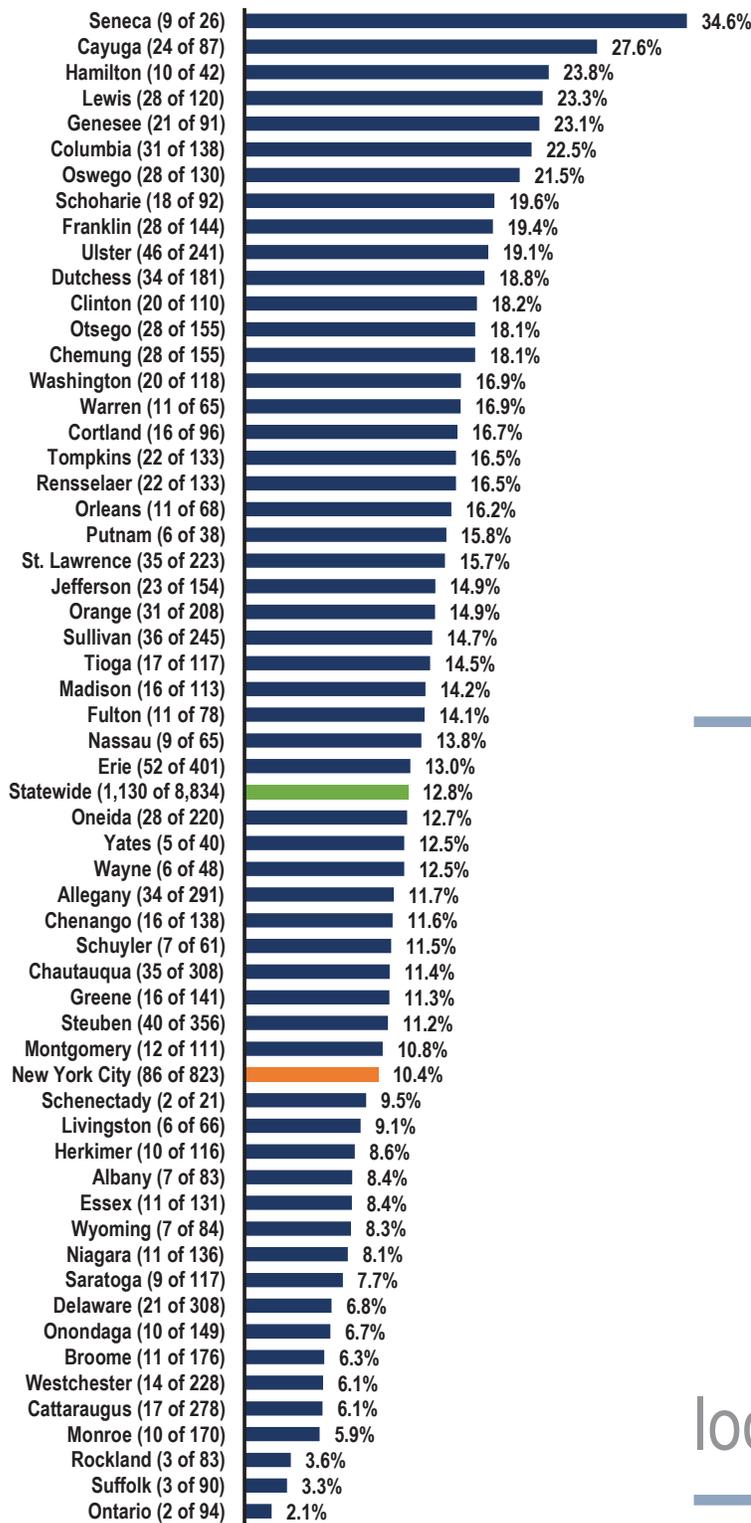
Since 2002, Bridge Condition Has Generally Improved for All Types of Local Governments



Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory.

Figure 7

The Number of Local Bridges and the Share that are Structurally Deficient Vary Considerably by County



Every part
of the
State has
structurally
deficient
local bridges.

Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, 2016.

Regional Variation in the Local Bridge Inventory

Downstate Local Bridges Tend to Be Older and Are More Likely to Be Functionally Obsolete

The distribution of bridge ages by region shows that downstate local bridges tend to be older than those upstate. (See Figure 8.) New York City has the oldest local bridges, with an average age of 75 years. As a region, it has one of the smallest shares of structurally deficient bridges (10.4 percent). However, it has the highest proportion of functionally obsolete bridges (75.9 percent). As noted in the textbox on page 2, functionally obsolete bridges are not structurally unsound; rather, that status indicates that the bridge does not meet current design standards given the amount of traffic it carries. The high proportion of functionally obsolete local bridges in New York City speaks to the challenges of improving very old infrastructure in a heavily developed area with little available space to expand structures to meet current design standards and increased traffic flows.

Other downstate regions also have old and obsolete local bridges: Long Island's local bridges have an average age of 59 years; 40.6 percent are functionally obsolete. In the Mid-Hudson Region, the average age for local bridges is 52 years, and more than one in four is functionally obsolete (26.9 percent).

Upstate local bridges tend to be newer; however, the average age for an upstate bridge is 44 years. In the I-90 Corridor (comprising the Capital, Central New York, Finger Lakes, and Mohawk Valley regions), the average age for local bridges is 48 years. In the North Country, it is 45 years. The Southern Tier and Western New York regions (combined for this analysis) have the newest local bridges, with an average age of 41 years.

Most regions show a particularly large number of bridges that were built during the 1930s, a period when the federal government responded to unemployment during the Great Depression with a wide variety of public works projects, including infrastructure, art, parks and other civic projects. In New York State, the federal Works Progress Administration (WPA) funded the construction or improvement of 892 bridges and 16,748 culverts.⁸ As these and even older structures continue to age, they will require significant investments to keep them in service.

Relatively New Bridges May Be Classified as Functionally Obsolete, Especially in New York City and Long Island

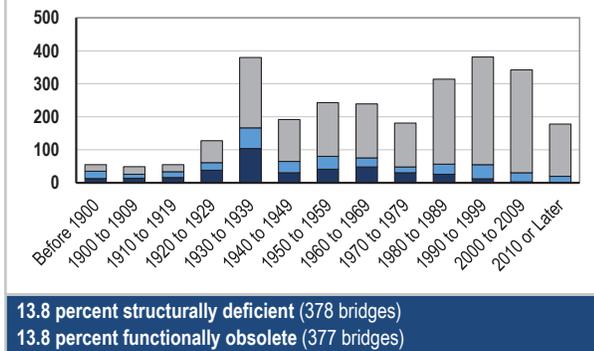
Figure 8 shows that even newer bridges can be classified as functionally obsolete. In fact, 180 local bridges built since 2000 (11.6 percent) are functionally obsolete. Long Island and New York City have the highest percentages of newer bridges classified as functionally obsolete, with 4 of 9 and 3 of 5, respectively. In some cases, this is because replacement bridge designs fail to meet current standards due to constraints involving the nature of the site or historic preservation concerns. In other cases, planners may have underestimated bridge traffic.

Figure 8

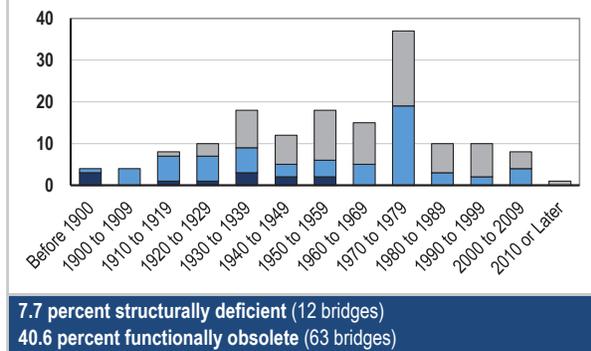
Aging Bridges Will Require Continued Attention in Coming Years

Distribution of Local Bridges by Year Built, Region and Status, 2016

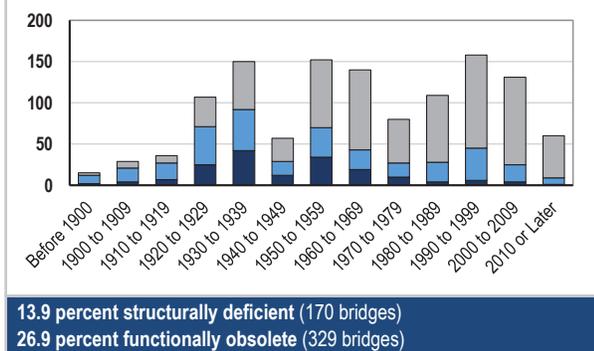
I-90 Corridor
2,737 local bridges • Average bridge age: 48 years



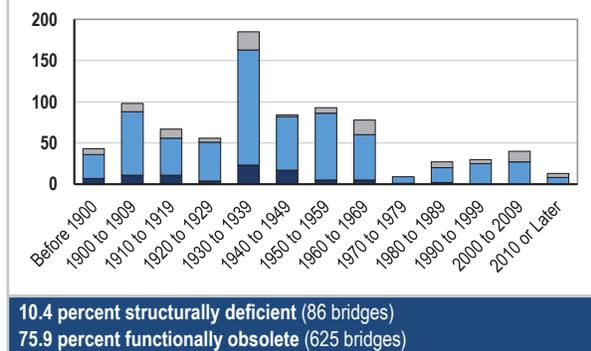
Long Island
155 local bridges • Average bridge age: 59 years



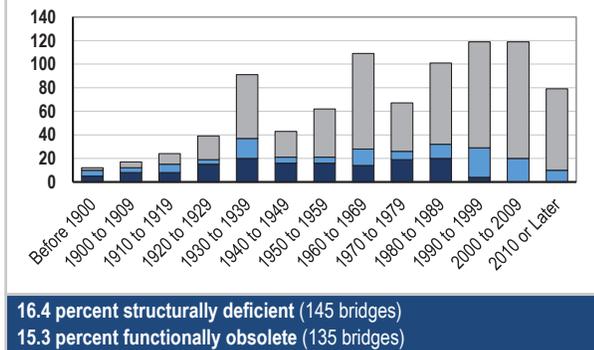
Mid-Hudson
1,224 local bridges • Average bridge age: 52 years



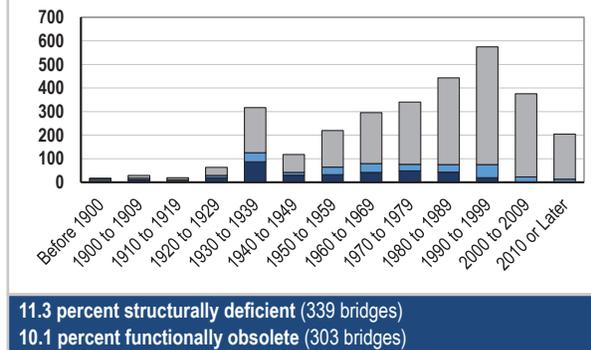
New York City
823 local bridges • Average bridge age: 75 years



North Country
882 local bridges • Average bridge age: 45 years



Southern Tier and Western NY
3,013 local bridges • Average bridge age: 41 years



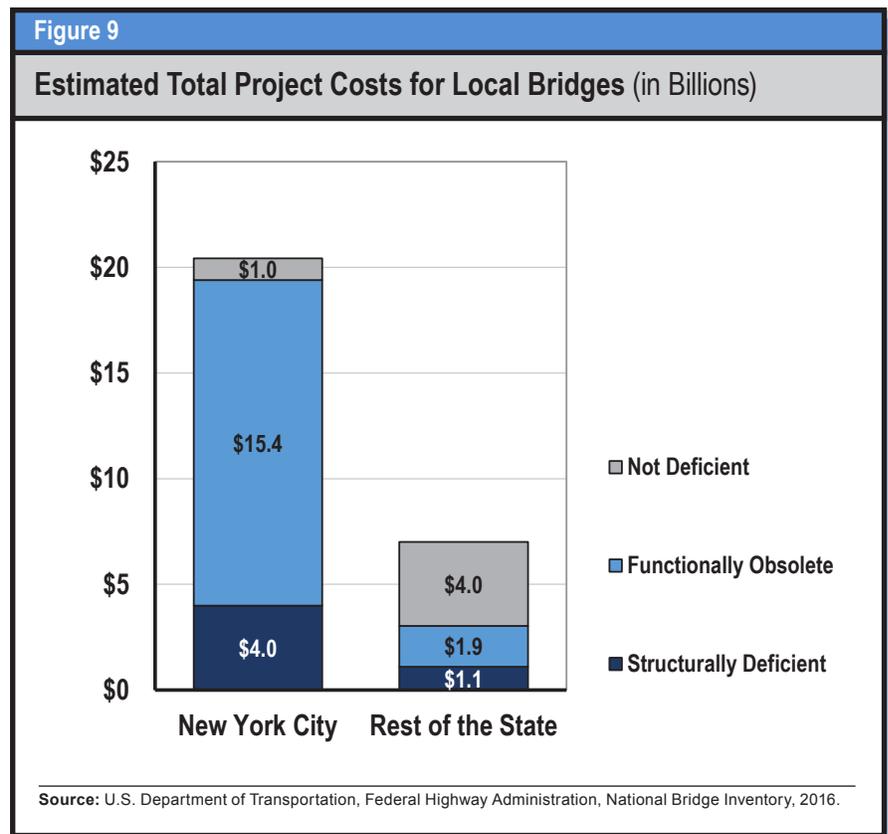
Structurally Deficient
 Functionally Obsolete
 Not Deficient

Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, 2016, with OSC calculations. These figures include bridges owned by counties, other municipalities, local authorities and other local agencies. The year built may be the year of the most recent major reconstruction rather than the year the bridge was originally built. The I-90 corridor includes the Capital, Central New York, Finger Lakes, and Mohawk Valley regions.

Billions Needed for Local Bridges

The National Bridge Inventory includes estimates of the funding needed to keep each bridge in acceptable condition. For New York bridges, these estimates are based on data provided by NYSDOT, or by toll authorities in the case of bridges owned by those entities. The reported figures do not reflect specific planned projects. Rather, they are estimates based on bridge size and type, condition of key components, and regional variations in costs for labor and materials.

In 2016, the total estimated cost to make needed repairs to all highway bridges in the State came to \$75.4 billion. For local bridges, it was \$27.4 billion.⁹ Maintaining and repairing bridges timely is important, as deferring repairs can lead to further deterioration and greater costs in the long run. As Figure 9 shows, local bridges located in New York City have the highest estimated costs: \$20.4 billion, or nearly three-quarters of the amount estimated for all local bridges. Less than half of this total (\$9.7 billion) is for bridges owned by the City itself; the remainder (\$10.7 billion) is for bridges owned by local authorities and other local agencies.



Outside of New York City, the majority of estimated costs are for bridges classified as not deficient. This serves as a reminder that even bridges in acceptable condition need substantial ongoing investments.

Estimated costs for county-owned bridges total \$4.6 billion, while those for town-owned bridges total \$832 million. (See Figure 10.)

NYSDOT expects the need for spending on bridges to remain substantial. Based on its own rating system (which rates bridges using a 7-point scale), NYSDOT anticipates that 974 local bridges will become deficient within five years if preventive maintenance work is not performed in a timely manner.¹⁰

Determining how much local governments are spending on their bridges is difficult. Local government financial reports do not always distinguish bridge expenditures from highway spending, more generally.¹¹

Figure 10

Total Estimated Project Costs for All Local Bridges by Owner Type (Figures in Millions)

Economic Region	County	Town	City or Other Municipality	Local Authority or Other Local Agency	Total
Capital District	\$606.9	\$52.1	\$212.3	N/A	\$871.3
Central New York	\$264.7	\$35.5	\$75.0	N/A	\$375.2
Finger Lakes	\$350.8	\$31.2	\$132.6	N/A	\$514.6
Long Island	\$430.6	\$33.1	\$13.4	\$34.7	\$511.7
Mid-Hudson	\$825.4	\$243.1	\$100.6	\$127.8	\$1,297.0
Mohawk Valley	\$271.3	\$81.5	\$50.3	\$3.1	\$406.2
New York City	\$10.9	\$0.0	\$9,690.5	\$10,730.2	\$20,431.6
North Country	\$482.4	\$23.7	\$56.9	\$264.1	\$827.0
Southern Tier	\$710.9	\$221.6	\$117.1	\$46.1	\$1,095.6
Western New York	\$639.5	\$110.7	\$228.9	\$135.3	\$1,114.4
Total	\$4,593.4	\$832.5	\$10,677.5	\$11,341.4	\$27,444.7

Source: U.S. Department of Transportation, Federal Highway Administration, National Bridge Inventory, 2016. Figures may not sum due to rounding.



Meeting the Need: Funding for Local Bridges

Federal Funding for Local Bridges

Local governments are responsible for bridge repair and improvement costs within their jurisdictions; however, the federal government may provide aid for a significant portion of many local bridge projects, most frequently in the form of grants but also as subsidized loans. Although not all local bridges are eligible for federal highway aid programs, those that are may receive substantial federal funding.

Federal highway aid is generally allocated to states using formulas set in federal law. Federal highway programs are typically structured as matching programs, where the federal government provides 80 percent of eligible costs, with a state and/or local match of 20 percent.¹² Funds for projects generally flow to eligible local entities through state Departments of Transportation (DOTs), which are heavily involved in administering federal highway programs.¹³

Most federal support for bridges and highways comes from the federal Highway Trust Fund, which gets a majority of its funds from the federal motor fuels tax. Since 1993, the federal motor fuels tax rate has been flat at 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Over the past quarter-century, inflation has eroded the purchasing power of these revenues. At the same time, increases in fuel efficiency have resulted in lower fuel consumption per mile driven, so bridges and roads get more wear per dollar of fuel tax revenue raised.¹⁴ The Highway Trust Fund suffers from chronic shortfalls: the Congressional Budget Office notes that, “Since 2001, the revenues credited to the [Fund’s] highway account each year have consistently fallen short of outlays from that account [...] Since 2008, lawmakers have addressed the funding shortfall by supplementing revenues dedicated to the trust fund with several transfers, primarily from the Treasury’s general fund.”¹⁵ Given limited federal funding, the burden falls on state and local governments to find additional funding sources for bridge and highway projects.

The Federal Emergency Management Agency provides grant funding for roads and bridges that are damaged by declared natural disasters or emergencies and not otherwise eligible for federal aid. The funding can be used for emergency work as well as permanent repairs or replacement of damaged bridges.¹⁶

Local Officials on Infrastructure and Fiscal Stress

A recent survey of New York State officials from cities, counties, towns and villages across the State found that:

80%

Say that infrastructure needs contribute to local fiscal stress

86%

Say fiscal stress affects local infrastructure budgeting

So local governments feeling fiscal stress are likely both to see substantial needs for infrastructure investment and to defer addressing them.¹⁷

Funding constraints make prioritizing infrastructure investments an essential ongoing concern. To ensure a broad consideration of needs and interests, effective transportation infrastructure planning involves a wide range of stakeholders. In urbanized areas with over 50,000 residents, federal law mandates that, in addition to DOTs, metropolitan planning organizations (MPOs) be involved in the planning process.¹⁸ Each MPO develops its own Transportation Improvement Program that manages the project list for its area. New York State has 14 MPOs.¹⁹

Future levels of federal support for roads and bridges are uncertain. The current administration has signaled a desire to rethink roles and responsibilities and “seek long-term reforms on how infrastructure projects are regulated, funded, delivered and maintained.”²⁰

New York’s Five-Year Transportation Capital Program

NYSDOT has a Five-Year Transportation Capital Program that runs from State Fiscal Years 2015-16 through 2019-20. The list of planned construction projects in the Capital Program is available online.²¹ It contains many types of State and local transportation projects, including bridge projects, administered through a number of different programs, many of them supported, in large part, with federal funds.

Selected New York State Programs for Local Bridges

Marchiselli Aid

The Municipal Streets and Highway Program, more commonly known as the Marchiselli Program, provides State funds that may be used for up to 75 percent of the nonfederal share of many types of local highway projects, including bridge projects.²² Since the 2001-02 State Fiscal Year, funding for the Marchiselli Program has remained flat at \$39.7 million. These State funds, used in conjunction with \$13.2 million in local funds, serve to leverage roughly \$212 million per year in federal funding.²³

The Consolidated Local Street and Highway Improvement Program (CHIPs)

Another State program, the Consolidated Local Street and Highway Improvement Program (CHIPs), provides formula-based funding to municipalities for local highways, bridges and other facilities.²⁴ Since the 2014-15 State Fiscal Year, CHIPs has been funded at \$438 million per year. In some years, the State budget included additional funding, distributed based on the CHIPs formula, to help localities address damage due to severe winter weather. The 2017-18 State budget included \$65 million for severe winter weather.²⁵

BRIDGE NY

In 2016, the Executive announced funding for a new program, BRIDGE NY, specifically to fund local bridges and culverts.²⁶ It awards funding through a competitive application process. Bridge projects awarded funding under the BRIDGE NY program are federally-aided, and must be eligible for federal funding in order to receive a grant under this program.²⁷ Project selection for bridges is based on the resiliency of the structure, its condition, the amount of traffic it gets, its impact on commerce and other considerations.²⁸ As of January 2017, in a first round of funding, NYSDOT had made awards totaling \$200.4 million to fund 132 local bridge and culvert projects across the State.²⁹ The maximum award for bridge projects in this round was \$5.0 million and the program could fund up to 95 percent of bridge project costs. BRIDGE NY could award up to 100 percent of culvert projects, up to a maximum of \$1.0 million.³⁰

Bridge Management as a Model for Strategic Data-Driven Capital Asset Management

Functional, structurally sound bridges are critically important, not only to provide a safe means of transportation, but also to support economic health by facilitating commerce. The data on local bridge conditions has both worrisome and encouraging implications. On the one hand, the number of structurally deficient bridges is significant. A 2015 report from the American Society of Civil Engineers gave New York State a grade of D+ for its bridge infrastructure.³¹ Improving that grade will require sustained efforts over the long term. Even simply maintaining the current overall condition of aging bridges is a costly proposition, and those costs may increase as the bridge inventory continues to age and repair costs rise over time. Weighing these needs against those of maintaining other public infrastructure and providing other services will require difficult choices on the part of federal, State and local government officials.

On the other hand, the percentage of structurally deficient local bridges has declined in recent years, and the wealth of information available on bridges makes it possible to be strategic in managing them. Indeed, the ability to present these findings is due to consistent and substantial investments in monitoring bridges at both the federal and State levels. In place for decades now, this practice of regular inspections and data collection has proven its value in supporting infrastructure planning. This information helps stakeholders understand the magnitude of the needs they face and facilitates planning and prioritization of bridge infrastructure investments.

In fact, this systematic, data-driven performance-oriented approach to capital asset management could serve as a model for managing other types of public infrastructure. Developing, implementing and sustaining such practices requires a long-term vision and leadership. Federal and State leaders, professional associations involved with infrastructure, local government associations and other stakeholders should support efforts to promote thoughtful, informed infrastructure planning.

For their part, local officials can help ensure that local government infrastructure will meet residents' needs by maintaining an up-to-date inventory of all of their capital assets and making multiyear plans that anticipate and address all of their infrastructure needs. The Office of the State Comptroller has a variety of resources to help local officials with capital planning and asset management.³²

Notes

- ¹ This report uses data from the National Bridge Inventory (NBI) maintained by the United States Federal Highway Administration (FHWA). Except where otherwise noted, all of the information and analysis of New York's bridges used in this report, including the type of entity that owns each bridge, is based on the data reported in the NBI. The data is available at: www.fhwa.dot.gov/bridge/britab.cfm and the owner classifications are set forth at: www.fhwa.dot.gov/bridge/mtguide.pdf, p. 12. The analyses include only highway bridges, as defined by the National Bridge Inspection Standards (NBIS) regulations. New York State's Department of Transportation (NYSDOT) collects additional data on bridges and has its own rating system for bridge condition, which it uses in its annual reports on bridge management and inspection programs. Recent NYSDOT annual reports, called Graber reports, are available at: www.dot.ny.gov/divisions/engineering/structures/manuals. Highway bridges, pursuant to the NBIS regulations, are defined as all publicly owned highway bridges longer than twenty feet located on public roads. Railroad and pedestrian structures that do not carry highways are not covered by the NBIS regulations. Similarly, the NBIS does not apply to inspection of sign support structures, high mast lighting, retaining walls, noise barrier structures and overhead traffic signs. Tunnels, since they are not bridges, are also not covered by the NBIS. See "Questions and Answers on the National Bridge Inspection Standards 23 CFR 650 Subpart C," available at: www.fhwa.dot.gov/bridge/nbis/; see also 23 Code of Federal Regulations Section 650.305.
- ² NYSDOT, "New York State's Bridge Program in Brief." Available at: www.dot.ny.gov/main/bridgedata. Bridges found to be unsafe are closed. Flooding can result in "scouring," or erosion of the riverbed surrounding piers and other bridge supports. This can compromise a bridge's structural integrity. Floods also carry debris that can damage bridge supports and block culverts.
- ³ See NYSDOT, "New York State's Bridge Program in Brief," *op. cit.*; and 17 New York Codes, Rules and Regulations 165.4.
- ⁴ Public authorities and commissions are responsible for their own inspections, but they must report their inspection data to NYSDOT. NYSDOT inspects approximately 94 percent of the highway bridges in the State ("New York State's Bridge Program in Brief," *op. cit.*).
- ⁵ See "New York State's Bridge Program in Brief," *op. cit.*, and U.S. Department of Transportation, *2015 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance*, "Highlights," p. xl.
- ⁶ New York State Department of Transportation (NYSDOT), "New York State's Bridge Program in Brief," *op. cit.*
- ⁷ This includes privately owned bridges, but excludes bridges for which ownership information is not available.
- ⁸ The Federal Works Agency, *Final Report on the WPA Program, 1935-1943*, Washington, DC: U.S. Government Printing Office, 1946, p. 135. Available at: <http://lcweb2.loc.gov/service/gdc/scd0001/2008/20080212001fi/20080212001fi.pdf>. Nationally, the WPA funded 124,011 bridges and 1.79 million culverts (both new structures and improvements to existing ones). The WPA was established in 1935 and ended in 1943.
- ⁹ Cost figures are as reported in the NBI. NYSDOT and local authorities may use different methods to estimate costs.
- ¹⁰ This figure excludes bridges owned by local public authorities. See NYSDOT, *State Fiscal Year 2015-16 Annual Report: Bridge Management and Inspection Programs [Graber Report]*, p. 8 (figure). Available at: www.dot.ny.gov/divisions/engineering/structures/repository/manuals/Graber_Report_SFY_2015-16_Final.pdf.
- ¹¹ The annual financial reports (known as Annual Update Documents, or AUDs) that cities, counties, towns and villages file with OSC may include information about expenditures on bridge maintenance using an accounting expenditure code specific to bridges. However, local governments may also choose to use other, more general, highway-related expenditure codes to report bridge spending. Also, some local governments pay other local governments to do highway and bridge work for them. Consequently, the expenditure figures may significantly underestimate or alternatively double-count some bridge spending. In addition, New York City and local authorities would not be included in any total, as they do not file AUDs with OSC.
- ¹² United States Government Accountability Office (GAO), *Highway Bridges: Linking Funding to Conditions May Help Demonstrate Impact of Federal Investment (GAO-16-779)*, September 2016, p. 5, n. 9; see also FHWA, *Federal-Aid Program Overview: Funding Basics and Eligibility* (August 2012), p. 2. Available at: www.fhwa.dot.gov/federal-aidessentials/companionresources/44funding.pdf.
- ¹³ FHWA, *Federal-Aid Program Overview: Funding Basics and Eligibility*, *op. cit.*, pp. 2-3.
- ¹⁴ American Society of Civil Engineers, *2017 Infrastructure Report Card*, "Roads," n.p. Available at: www.infrastructurereportcard.org/wp-content/uploads/2017/01/Roads-Final.pdf.

Notes

- ¹⁵ Congressional Budget Office, *Options for Reducing the Deficit*, “Chapter 3: Discretionary Spending Options” (Option 18: Limit Highway Spending to Expected Highway Revenues), (December 2016), pp. 101-02. Available at: www.cbo.gov/publication/52142. The Fund has separate highway and mass transit accounts.
- ¹⁶ See Federal Emergency Management Agency, “Public Assistance: Local, State, Tribal and Private Non-Profit,” available at: www.fema.gov/public-assistance-local-state-tribal-and-non-profit#.
- ¹⁷ Austin M. Aldag, Mildred E. Warner and Yunji Kim, *What Causes Local Fiscal Stress? What Can Be Done About It?* Cornell University: Department of City and Regional Planning (May 2017), pp. 3-4.
- ¹⁸ For a basic description of the planning process for FHWA’s Federal Aid Program, see, *Project Development: Required Approvals*, “Projects and Statewide Planning Requirements,” (August 2012), available at: www.fhwa.dot.gov/federal-aidessentials/companionresources/66statewide.pdf.
- ¹⁹ Metropolitan Planning Organizations (MPOs) are the transportation planning entities for urban areas with populations over 50,000. MPOs are federally mandated and authorized by New York State Transportation Law Section 15-a. NYSDOT is a member of each MPO in New York State. Each MPO is responsible for its metropolitan area’s Regional Transportation Plan (RTP), Unified Planning Work Program (UPWP), Long Range Plan (LRP) and the Transportation Improvement Program (TIP). See NYSDOT’s *Procedures for Locally Administered Federal-Aid Projects Manual*, available at: www.dot.ny.gov/plafap. For a list of New York’s MPOs, see the website of the New York State Association of Metropolitan Planning Organizations: <http://nysmpos.org/wordpress/>.
- ²⁰ The White House, Budget Fact Sheets, “Fact Sheet: 2018 Budget: Infrastructure Initiative,” p. 1. Available at: www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/fact_sheets/2018%20Budget%20Fact%20Sheet_Infrastructure%20Initiative.pdf.
- ²¹ Lists of projects are available at: www.dot.ny.gov/programs/capital-plan.
- ²² NYSDOT, *Procedures for Locally Administered Federal Aid Projects*, “Introduction” (revised March 2016), p. 13. Available at: www.dot.ny.gov/plafap; see also Highway Law Section 80-b.
- ²³ This assumes Marchiselli Aid constitutes 75 percent of a required 20 percent State/local match.
- ²⁴ NYSDOT, *Procedures for Locally Administered Federal Aid Projects*, “Chapter 3” (revised February 2016), *op. cit.*, p. 31; see also NYSDOT, *Consolidated Local Street and Highway Improvement Program (CHIPS)*, available at: www.dot.ny.gov/programs/chips?nd=nysdot, and Highway Law Section 10-c.
- ²⁵ Office of the New York State Comptroller, *Report on the State Fiscal Year 2017-18 Enacted Budget*, p. 43. Available at: www.osc.state.ny.us/reports/budget/2017/2017-18-enacted-budget-report.pdf.
- ²⁶ Governor Andrew Cuomo, press release, “Governor Cuomo Announces \$200 Million Bridge NY Program to Rehabilitate and Replace Bridges Throughout the State” (July 5, 2016). Available at: www.governor.ny.gov/news/governor-cuomo-announces-200-million-bridge-ny-program-rehabilitate-and-replace-bridges.
- ²⁷ NYSDOT, *BRIDGE NY Frequently Asked Questions*, September 6, 2016, available at: www.dot.ny.gov/BRIDGENY/repository/FAQs_Final_BRIDGE_9-6-16.pdf.
- ²⁸ NYSDOT, *BRIDGE NY Program Solicitation*, available at: www.dot.ny.gov/bridgeny.
- ²⁹ NYSDOT, *BRIDGE NY Award List*, (January 2017), available at: www.dot.ny.gov/bridgeny/repository/BRIDGENY_Award_List_2017.pdf.
- ³⁰ NYSDOT, *BRIDGE NY Notice of Funding Availability*, (July 5, 2016), available at: www.dot.ny.gov/bridgeny.
- ³¹ American Society of Civil Engineers (ASCE), *2015 Report Card for New York’s Infrastructure* (September 2015) available at: www.infrastructurereportcard.org/state-item/new-york/. The ASCE advocates for increased infrastructure spending.
- ³² A variety of OSC planning resources for local officials are available at: www.osc.state.ny.us/localgov/planbudget/index.htm.

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