

## PANEL SENDS WAKE-UP CALL ON STATE'S CRUMBLING INFRASTRUCTURE

The Associated General Contractors of New York State announced that it supports the findings and recommendations of the NYS Advisory Panel on Transportation Policy for 2025 (<http://www.utrc2.org/publications/assets/16/troubleahead1.pdf>), which was presented to NYSDOT Commissioner Joseph Boardman today.

“The findings outlined in this report should serve as a wake up call to every citizen that ‘Transportation Trouble Lies Ahead.’ The Panel validates our assertions that the primary vehicle used to fund roads and bridges – the Dedicated Highway and Bridge Trust Fund – is broke and broken. It has become structurally unsound and functionally obsolete,” said AJ Castelbuono, President & CEO of the Associated General Contractors of New York State.

“For far too long, our state leaders have relied on borrowing rather than pay-as-you-go revenue sources and the result is escalating debt service of over \$1 billion annually. We must fix this problem as well as make major new investments in improving and expanding our system.”

AGC endorses the Panel’s finding that without bold leadership and adequate funding, the state’s infrastructure will continue to deteriorate, the economy will falter, jobs will be lost and our quality of life will suffer dramatically. Our governmental leaders must pass a strategic multi-year funding plan that is substantial, sustainable, predictable and flexible this legislative session. Our previous reliance on adequate federal funding has come to an end.

“We further applaud the Panel for recommending that NYS must examine all possible sources of revenue to our transportation network, including user fees, taxes, tolls and private investment,” said Mr. Castelbuono.

“We are at the END OF THE ROAD. We, as a State, must address this crisis NOW.”

While AGC considers the report to be a good stepping stone to the debate, its failure to publish a specific needs number quantifying the magnitude of the problem is disappointing. Many organizations and associations believe, based on previous private studies, that the State is spending half of what it needs to repair our roads and bridges. The public should demand that figure to convince the leadership of New York to examine the question, “When the kids are ready for the roads, will the roads be ready for the kids?” Don’t let your kids pay for our current roads. Don’t mortgage their future.

“We commend the hard work and dedication of the Panel in their efforts to educate the public, the Legislature and the media about the dire straits of our transportation system and the rewards to be reaped by overcoming these challenges,” said Mr. Castelbuono.

Founded in 1926, the New York State Chapter, Inc., Associated General Contractors is the largest statewide highway construction organization in New York.

Highlights from the report include:

The system needs investments of tens of billions of dollars over the next five years (page 1);

New York must consider all possible sources of revenue for transportation investments, including user fees, taxes, tolls and private investments (page 3);

The percent of pavement rated fair or worse is currently more than 34 percent. (page 10);

Thirty-seven percent of New York's bridges are structurally deficient or functionally obsolete (page 10);

Debt service payments are eclipsing current revenues into the Dedicated Fund – in 1995 New York paid \$73 million for highway debt and by 2002 that amount had risen to \$715 million (page 13);

The State Dedicated Highway and Bridge Trust Fund, which was intended to fund New York's capital construction, is financially broke (page 13);

New York must develop a new strategy that provides substantial, sustainable and predictable funding dedicated to transportation (page 23).