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& Hudson Valley, Inc.

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International Union of
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Patrick Purcell
LECET - NYS Laborers

Robert G. Wessels
General Contractors Association of
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New York Roadway and Infrastructure Coalition

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New York State Joint Legislative Hearing on 2026 - 2027 Executive Budget

Topic: Transportation

**Tuesday, February 3, 2026, 9:30 AM
Hearing Room B**

Legislative Office Building

Albany, New York

Dear Chairs Krueger, Pretlow, Cooney and Magnarelli:

The New York Roadway Infrastructure Coalition (NYRIC) is a statewide organization that unites industry, labor, business, and community support groups in advocating for increased capital funding to address New York State's vast transportation needs. For decades, NYRIC has promoted long-term, reliable capital improvement programs that ensure the safety and efficiency of roads, bridges, and public transportation systems across the State.

First, thank you for securing an additional \$800 million in the current state budget to reinforce the State Department of Transportation's Capital Plan. Under your leadership this investment will improve public safety through critical transportation infrastructure, enhancing quality of life for all New Yorkers.

This infrastructure investment is a great step toward moving our system from a state of substantial decline. To prevent further deterioration and lay a solid foundation for economic development across the state, NYRIC urges you to incorporate the following recommendations into the 2026-27 Executive Budget submission and subsequent negotiations:

1. **Acknowledge the Ongoing Inflationary Pressures on the Upcoming Year of the NYSDOT Capital Plan:** To counter the unprecedented inflation impacting construction costs, allocate an additional \$950 million for ‘core’ projects and an additional \$250 million for CHIPS in the SFY 2026-27 Executive Budget. This funding will sustain programmed projects outlined in the Capital Plan’s Memorandum of Understanding, aim to slow and reverse the decline in condition of NYSDOT road and bridge assets and restore the purchasing power assumed when the plan was developed.
2. **Adopt a formal Twenty-Year Needs Assessment Process for NYSDOT:** Based off the structure that best identifies the continuing capital needs of the MTA system, NYSDOT should adopt a similar approach to capturing and addressing future system needs.
3. **Advance Article VII legislation:** In addition to these fiscal recommendations, NYRIC urges you to advance Article VII legislation that enhances transportation worker safety and transportation worker assault.

The justification for the aforementioned needs have been made clear from current departmental reporting. In 2021, you signed landmark legislation that mandates enhanced transparency from the New York State Department of Transportation (NYSDOT), requiring annual reports on capital program accomplishments as well as the conditions of highways and bridges. These transparency reports underscore, despite generational transportation funding authorized under the federal Infrastructure Investment and Jobs Act (IIJA) and the State’s five-year Capital Plan for NYSDOT, both pavement and bridge conditions are deteriorating at an alarming rate. By the end of the current historic NYSDOT Capital Plan, New York is projected to have the worst pavement and bridge conditions in decades.

Forty Five percent of major state and locally-owned roads and highways in New York are in poor or mediocre condition. Driving on rough roads costs the average New York driver \$733 annually in additional vehicle operating costs – a total of \$8.9 billion statewide.

Nine percent (1,664 of 17,642) of New York’s bridges are rated in poor/structurally deficient condition, the tenth highest share in the nation. Bridges that are rated poor/structurally deficient have significant deterioration of the bridge deck, supports or other major components. Fifty-five percent of the state’s bridges are rated in fair condition and the remaining 35 percent are in good condition.

In conclusion, the decline of New York's transportation infrastructure poses a serious risk to public safety and the state's economic competitiveness. Without adequate funding in the upcoming budget proposal, these challenges will only escalate, leading to more costly repairs and diminished quality of life for New Yorkers. We urge you to prioritize the necessary investments to reverse these trends and ensure a sustainable, safe transportation network for the future.

Sincerely,

Marc Herbst
President
Long Island Contractors Association – LICA



Ross Pepe
President-emeritus



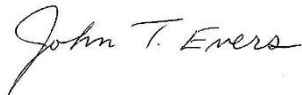
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