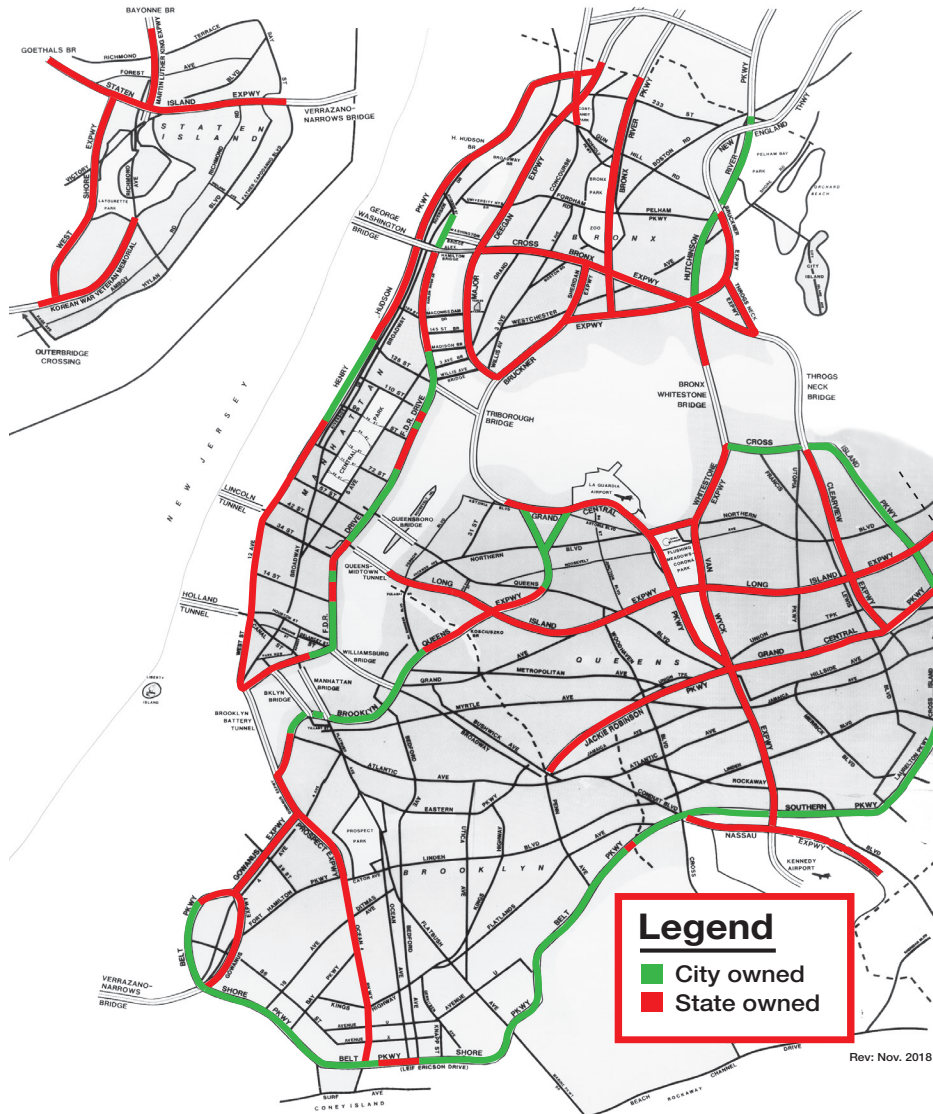


STATE FUNDING SHORTFALL



For Major Highway Structures in NYC

Approximately 30% of highway miles are owned by the City, and 70% are owned by the State. The State miles are known as the “built” system, while the City-owned highways are known as “unbuilt.”



The long-standing agreement of the built/unbuilt system was that the State would only take mileage into their inventory if it met state standards. Therefore, as the City and State rehabilitated sections of substandard, city-owned highway the State would then accept them into the “built” system.

Regardless of ownership, the City maintains all highway miles. This includes snow removal, pothole repair, pavement markings, grass-cutting, tree pruning, sand barrels, impact attenuators, debris removal, fencing, etc. The State reimburses the City at a rate of .85/square yard for this work, an amount that is woefully inadequate for the services provided. In total the City receives \$6.8M yearly under this reimbursement rate. In addition, in the 1990’s the State created the State Arterial Maintenance Program (SAMP) in order to increase funding to the City. Under SAMP, the City is reimbursed based on completion of specific tasks on specific State-owned highways, which is generally about \$7M yearly. The City actually spends approximately \$25M annually to maintain these assets in NYC, compared to the \$13.8M the State reimburses us.

Increase State Contributions to Major Highways

Over the last ten years, the City funded 67 percent of NYCDOT’s capital projects, the Federal government funded 24 percent—flowing mostly through the State—and the State itself contributed seven percent.

Traditionally, the State funded a 38% share of construction work on the highway system, but in recent years the State has decided to not allocate this funding. New York City requests deeper investment from the State for highway projects such as the Brooklyn Queens Expressway Triple Cantilever and other highway projects.

In the City’s current Ten Year Plan, the City has already funded \$4.4 billion for various major highway bridges, including the BQE Triple Cantilever. But we still need an additional \$1.9 billion, including \$1.4 billion for the BQE, \$277 million for Miller Highway, and \$123 million for Bronx Parkway bridges.

Bridges on Major Highways in Need of Reconstruction (in millions)

Project Description	Est. Total Cost	Currently Funded in TYP	Funding Need
BQE Triple Cantilever	\$3,122	\$1,716	\$1,406
Harlem River Drive	\$430	\$430	\$0
Miller Highway	\$277	\$0	\$277
Bronx Highway & Parkway	\$215	\$92	\$123
Henry Hudson Parkway	\$58	\$58	\$0
Belt Parkway over Bedford Ave.	\$42	\$48	\$0
Belt Parkway over Nostrand Ave.	\$48	\$42	\$0
Other Belt Parkway	\$101	\$35	\$66
Other Highway Bridges	\$95	\$25	\$70
Total	\$4,388	\$2,446	\$1,942

