

Roads, bridges in New York costing Albany residents billions - Albany Business Review



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Paul Brennan

The condition of New York's roads cost the average driver nearly \$2,000 a year — and may cost businesses considerably more, according to a study released today by a Washington, D.C., think tank.



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In total, poorly maintained roadways and bridges in the state's urban areas cost drivers a total of \$24.9 billion a year thanks to higher vehicle operation costs, crashes and delays from traffic congestion.

That's [according to the study from TRIP](#), a nonprofit that researches, analyzes and distributes data on transportation issues. The group is funded by insurance companies and construction and business groups.

The report highlights one of the themes of Gov. [Andrew Cuomo](#)'s State of the State address last week, in which he proposed [a \\$22 billion infrastructure spending plan](#) over the next five years.

According to [TRIP's](#) data, 30 percent of roads in the Albany area are in poor condition, and 10 percent of the region's bridges are structurally deficient.

Statewide, 38 percent of major urban roads are in poor condition and 12 percent of bridges are rated deficient. Those roads carry \$550 billion in goods shipped from sites in New York, and another \$597 billion in goods shipped to the state, according to the report.

Roads rated as poor have rutting, cracks and potholes, and in some instances, are too worn down to be resurfaced and must be rebuilt.

In the Albany area, the roads cost the average driver \$1,999 a year in costs and lost time. That's the second highest cost in the state, behind New York City (\$2,798) and Poughkeepsie-Newburgh (\$2,282).

Increased spending on upstate infrastructure is a [priority for several business groups](#), who say downstate outlays have far outpaced money coming upstate.

For more on the State of the State and infrastructure spending — both for roadways and the region's water supply — see tomorrow's cover story in print and online. We'll have a closer look at the cost of repairing and improving the region's infrastructure.

Kehoe is The Business Review's research director.