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FRONT PAGE

Roads costing drivers over \$40B annually



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New York's deteriorating roads cost state drivers over \$40 billion each year, [up \\$2 billion from 2025](#), according to a [newly released report](#) from National Transportation Research nonprofit TRIP.

The average New York driver spends up to \$718 in additional vehicle operating costs like accelerated vehicle depreciation and increased tire wear annually, TRIP says. When coupled with the financial cost of traffic crashes and the cost of lost time and wasted fuel due to congestion, the state's bad road conditions result in costs of \$40.3 billion statewide.

And while the need for repairs to state roads is growing, capital investment by the New York State Department of Transportation is decreasing and inflation costs are continuing to go up, according to TRIP. But they are issues the nonprofit says the state needs to address.

"Modernizing New York's transportation system is critical to quality of life and economic competitiveness in the Empire State," the report states. "Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect New York's economic competitiveness and quality of life."

Here's what to know about New York's roadways and bridges.

How are New York's roads?



A flag marks the end of a retaining wall, part of a small bridge that spans Thomas Creek on North Main Street in the Village of Fairport Monday, March 31, 2025. The small bridge is one of many across Monroe County and the Rochester region that are in need of replacing according to national data from the Federal Highway Administration's National Bridge Inventory and a report released by New York State Comptroller Thomas DiNapoli in July 2024.

Shawn Dowd/Rochester Democrat And Chronicle
Over 70% of state-maintained roads need attention, TRIP says, which equals an estimated cost of \$7.76 billion in repairs.

Statewide, drivers spend \$8.8 billion annually on additional vehicle operating costs as a result of driving on rough roads. Here's how much TRIP reports the average driver in certain parts of the state spends each year.

- **New York-Newark-Jersey City:** \$728
- **Poughkeepsie-Newburgh-Middletown:** \$612
- **Albany-Schenectady-Troy:** \$575
- **Binghamton:** \$558

- **Syracuse:** \$537
- **Buffalo-Niagara Falls:** \$498
- **Rochester:** \$438
- **Utica:** \$413

How are New York's bridges?

Over 1,700 of New York's bridges, or 10%, are rated in poor or structurally deficient condition, meaning the bridge's deck, supports or other major components have significant deterioration, according to TRIP.

Here's how many bridges TRIP reports are in poor condition in certain parts of the state, listed in order of the highest-to-lowest share of bridges in poor condition compared to how many the region has in total.

- **Poughkeepsie-Newburgh-Middletown:** 129 bridges (16%)
- **Rochester:** 156 bridges (12%)
- **Utica:** 58 bridges (12%)
- **Syracuse:** 95 bridges (11%)
- **Albany-Schenectady-Troy:** 82 bridges (10%)
- **Buffalo-Niagara Falls:** 104 bridges (9%)
- **New York-Newark-Jersey City:** 435 bridges (7%)
- **Binghamton:** 28 bridges (4%)

Hundreds of NY bridges in disrepair: [Here's why fixing them is so hard](#)

How much did New York spend on its roads and bridges in 2024 and 2025?

The state Department of Transportation improved nearly 4,000 lane miles along state and local highways and replaced, rehabilitated or improved over 3,600 bridges statewide in 2025, equaling \$3.4 billion, according to a DOT spokesperson. However, TRIP says capital spending decreased in six of the agency's 11 regions from 2023 to 2024 with one region seeing up to 70% less funding. Here's how much each of the state's regions received in bridge, pavement, safety and mobility spending in 2024, according to TRIP.

- **Region 1, Albany:** \$211.21 million (70% less than 2023)
- **Region 2, Utica:** \$94.37 million (89% more than 2023)
- **Region 3, Syracuse:** \$684.08 million (70% more than 2023)
- **Region 4, Rochester:** \$171.42 million (33% more than 2023)
- **Region 5, Buffalo:** \$274.98 million (19% more than 2023)
- **Region 6, Hornell:** \$56.17 million (10% less than 2023)



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Tax season is here



A flag marks the end of a retaining wall, part of a small bridge that spans Thomas Creek on North Main Street in the Village of Fairport. The bridge is one of many across Monroe County and the Rochester region that are in poor condition, according to a new report. *Shawn Dowd/Rochester Democrat and Chronicle*

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Trump: Kennedy Center will be closed for 2 years

James Powell
USA TODAY

President Donald Trump intends to close the recently renamed Trump Kennedy Center in the nation's capital for two years, saying that it is necessary for renovations.

Trump called the center "tired, broken, and dilapidated" in a Truth Social post Feb. 1. "Financing is coming in and all is in place" for the building's renovation, he added.

The building, formerly called the John F. Kennedy Center for the Performing Arts before the board voted unanimously on Dec. 16 to rename the venue The Donald J. Trump and John F. Kennedy Center for the Performing Arts, has been renamed and the center's online presence have been overhauled to reflect the change, but officially changing the name of the institution requires an act of Congress.

- **Region 7, Watertown:** \$69.10 million (34% less than 2023)
- **Region 8, Poughkeepsie:** \$636.83 million (114% more than 2023)
- **Region 9, Binghamton:** \$133.88 million (11% less than 2023)
- **Region 10, Long Island:** \$255.29 million (11% less than 2023)
- **Region 11, New York City:** \$509.20 (46% less than 2023)

Although Gov. Kathy Hochul's five-year capital plan has increased by the agency's investment by \$1.6 billion since its start in 2022, according to the state DOT, TRIP estimates inflation has eroded \$3.8 billion of New York's core construction funding within the last five years based on the Consumer Price Index and the department admits more funding is necessary. "The TRIP report highlights the need for continued federal partnership and continued commitment to a long-term national strategy to address infrastructure needs – particularly as we are in the last year of the federal Bipartisan Infrastructure Law," the state DOT said in an email. "Support for roads and bridges is critical to the economic competitiveness of New York and the northeast, as this region faces unique challenges that other states do not face, including the age of the existing infrastructure, extreme weather and high traffic volumes."

Emily Barnes reports on consumer-related issues for the USA TODAY Network's New York Connect