



New York State Comptroller
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The Condition of Locally Owned Bridges in New York State

An Infrastructure Update

July 2024

Table of Contents



Introduction	3
Nationwide Comparison	5
Bridges in New York State	6
Local Bridges.....	8
Location of Local Bridges in Poor Condition.....	10
Age of Local Bridges	12
Local Bridges by Region	13
Maintenance and Planning	14
Bridge Improvement Funding	15
Federal Funding for Bridges	15
New York State’s Bridge NY Program	16
Conclusion	18
Appendix	19
Notes	20
Local Government and School Accountability Contacts	23

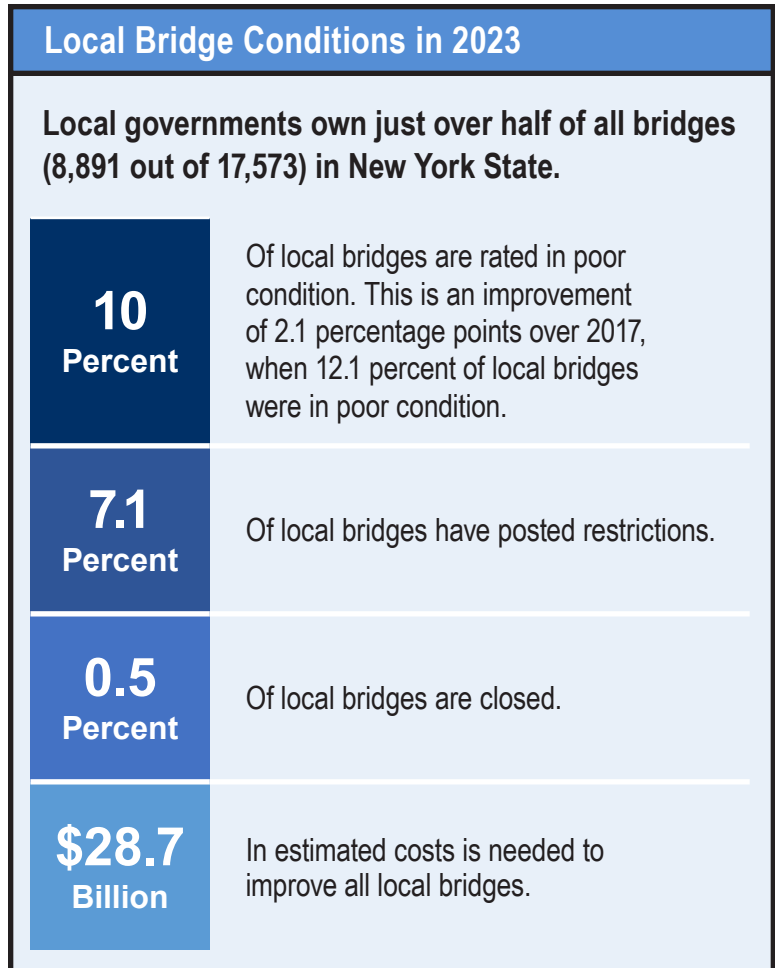
Introduction



Ensuring sound and reliable public infrastructure is an ongoing priority for local governments. It can be difficult for local governments to address long-term infrastructure needs while also maintaining day-to-day operations. When choices must be made, local governments sometimes postpone infrastructure spending in favor of short-term needs.

For some types of infrastructure, the consequences of underinvestment can be severe. Failing to invest in bridges, for example, involves risks, not just to public safety but also commerce, economic development and even national security. Because the stakes are high, the federal government monitors the condition of the nation's bridges. The Federal Highway Administration's (FHWA) *National Bridge Inventory (NBI)* maintains detailed data on all highway bridges across the nation. Highway bridges include bridges, culverts or interchanges longer than 20 feet located on public roads.¹ The data includes information on the bridges' location, condition, size, construction and the estimated cost for needed maintenance and repairs. As of 2023, New York State had 17,573 highway bridges, just over half of which (8,891) were locally owned by counties, cities, towns and other local authorities and agencies.

This report is an update of the Office of the New York State Comptroller's 2017 report **Local Bridges by the Numbers**. Using *NBI* data from 2017 to 2023, it provides a high-level assessment of how bridge conditions in New York compare to those in other states and focuses on the condition and status of New York's locally-owned bridges.² The report concludes with a discussion of recent investments in bridge repair and rehabilitation projects through the State's Bridge NY program.





Bridge Inspections, Ratings and Classifications in New York State

New York State requires that all bridges be inspected every two years at a minimum.³

All bridge inspection teams must be headed by licensed professional engineers. The New York State Department of Transportation (NYSDOT) inspects State-owned bridges, as well as local and certain other non-toll bridges, accounting for nearly 92 percent of all bridge inspections in New York.⁴ (Tolling authorities and commissions conduct their own bridge inspections and report their results directly to NYSDOT.)

When NYSDOT inspects a bridge, it assigns a rating or score – ranging from 0 (worst) to 9 (best) – to major bridge components based on their capacity to carry vehicular loads. Upon completion, the inspection data is forwarded to FHWA, which assigns an overall rating of “good”, “fair” or “poor” to each bridge, based on the component ratings. If any major component (deck, superstructure or substructure) receives a score of 4 or below, the bridge is rated “poor.” Bridges with the lowest component rating falling in either a 5 or 6 are determined to be in fair condition, while a good condition rating indicates that all component ratings are at or above a 7. Culverts also receive ratings.⁵



Nationwide Comparison



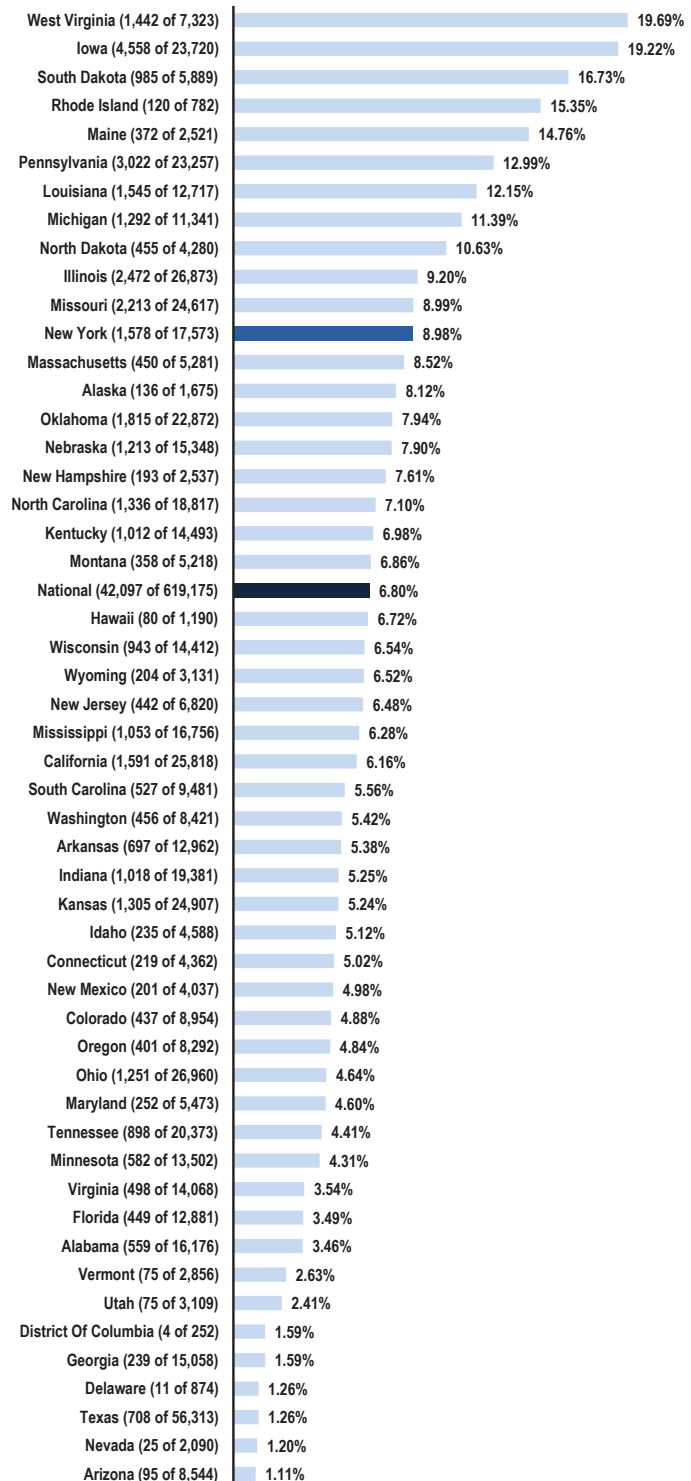
According to *NBI* data, nationwide, 6.8 percent of bridges were rated in poor condition in 2023. Arizona had the smallest percentage of bridges in poor condition (1.1 percent), while West Virginia had the largest (19.7 percent). (See Figure 1.)

In New York, 9 percent of bridges were rated in poor condition. Overall, only 11 states had a higher percentage of bridges in poor condition than New York, including Rhode Island (15.3 percent), Maine (14.8 percent) and Pennsylvania (13 percent). New York was just slightly higher than Massachusetts (8.5 percent).

Meanwhile, 30 states and the District of Columbia had a lower percentage of bridges rated in poor condition than the nation as a whole.

The share of bridges in New York rated in poor condition decreased from 10.1 percent in 2017 to 9.0 percent in 2023, a decrease of 1.1 percentage points. This was slightly more than the nationwide decline of 0.9 percentage points (from 7.7 percent to 6.8 percent) over the same period.

FIGURE 1
Percentage of Bridges Rated in Poor Condition by State, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
 Note: Includes all 50 states and the District of Columbia. Includes all bridge owners.

Bridges in New York State

Local governments and the State owned nearly all of New York's 17,573 bridges in 2023, at 50.6 percent and 48.6 percent, respectively. There were 62 more local bridges in 2023 compared to 2017, an increase of 0.7 percent, while the number of State-owned bridges grew by 0.9 percent.⁶ The average daily traffic over local bridges declined by 4.2 percent, a decrease of 1.4 million trips since 2017.

As shown in Figure 2, the percentage of total bridges rated in poor condition decreased from 10.1 percent in 2017 to 9.0 percent in 2023. This was driven in large part by improvements to local bridges. The number of local bridges in poor condition decreased by 17.3 percent from 2017 to 2023 (from 1,070 to 885), compared to a decline of 1.2 percent for the State (from 667 to 659). A bridge rated in poor condition is not considered unsafe or in imminent risk of collapse, but it may be posted with certain capacity restrictions.⁷ Still, condition changes varied by owner type; local bridges were more likely to be in poor condition compared to State-owned bridges in both 2017 and 2023, although, as noted, local bridges had a larger decrease in the percentage rated poor over the period. (Changes in the overall percentage ratings of federal bridges were more variable because there are few federally owned bridges in the State.)

FIGURE 2
Bridge Condition by Owner in New York, 2017 and 2023

Owner	2017				2023									
	Poor Number	Poor Percent	Fair Number	Fair Percent	Good Number	Good Percent	Total Number	Poor Number	Poor Percent	Fair Number	Fair Percent	Good Number	Good Percent	Total Number
Local	1,070	12.1%	4,389	49.7%	3,370	38.2%	8,829	885	10.0%	4,523	50.9%	3,483	39.2%	8,891
State	667	7.9%	4,865	57.5%	2,934	34.7%	8,466	659	7.7%	5,133	60.1%	2,754	32.2%	8,546
Federal	12	24.5%	17	34.7%	20	40.8%	49	7	16.3%	20	46.5%	16	37.2%	43
Other	22	22.0%	42	42.0%	36	36.0%	100	27	29.0%	25	26.9%	41	44.1%	93
Total	1,771	10.2%	9,313	53.4%	6,360	36.5%	17,444	1,578	9.0%	9,701	55.2%	6,294	35.8%	17,573

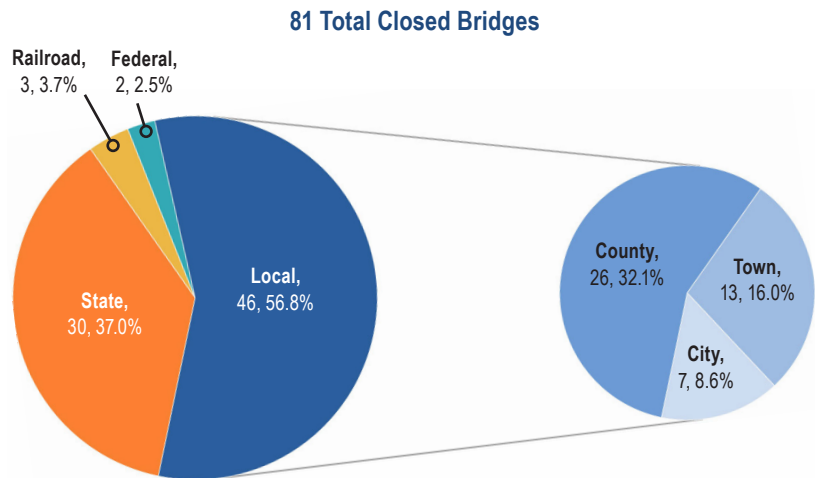
Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.

Note: "Other" includes railroad or privately owned bridges. "Local" includes bridges owned by counties, cities and towns, as well as other local authorities and agencies. Due to rounding, percentages may not add to 100. Does not include the 10 bridges which were unrated in 2017.



Based on NYSDOT inspection and analysis, bridges that are deemed unsafe or structurally unsound are closed.⁸ Bridges might also be closed temporarily due to repairs, maintenance work or environmental hazards. Repairs can take months or years to complete, depending on the complexity of the work and the extent of the restoration. A total of 81 bridges were closed in 2023, down from 95 in 2017, a 14.7 percent decrease. The majority were owned by either local governments or the State, at 56.8 percent and 37.0 percent, respectively. (See Figure 3.)

FIGURE 3
Number of Closed Bridges by Owner in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: Because this is point-in-time data, bridges that are closed after the data is submitted, or are closed temporarily and then reopen, would not be captured here.

Fewer than one in twenty New York bridges (4.8 percent) had posted restrictions in 2023, down from 5.7 percent in 2017. A bridge with posted restrictions (also known as a “posted bridge”) can have restrictions on load limits, speed and/or vehicle capacity, either because it is a temporary bridge or because one or more of the major components is in poor condition.

A higher percentage of local bridges were posted compared to State-owned bridges in both 2017 and 2023. However, the share of local posted bridges experienced a steeper decline over this same period.

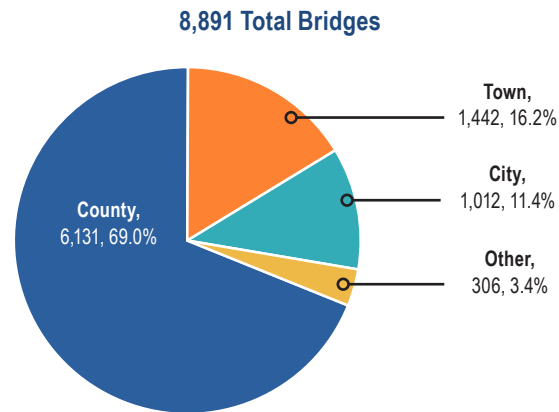


Local Bridges

Most local bridges in New York are owned by counties (69.0 percent), followed by towns (16.2 percent) and cities (11.4 percent). “Other” local authorities or agencies (as classified by FHWA), including the Metropolitan Transportation Authority and the Port Authority of New York and New Jersey, own 3.4 percent of all local bridges.⁹ (See Figure 4.)

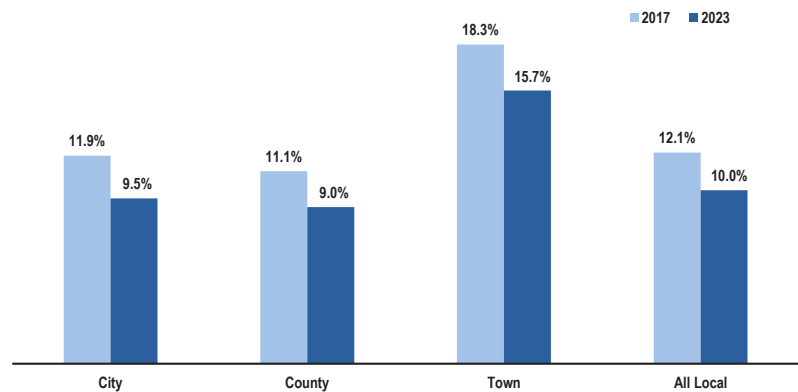
In 2023, a total of 885 local bridges (10 percent) were rated in poor condition, a decline of 2.1 percentage points from 2017. As Figure 5 shows, counties, cities and towns all experienced a decline in the percentage of bridges classified in poor condition, with towns experiencing the steepest decline. Despite this decline, towns continued to have the highest percentage of bridges rated in poor condition compared to the other types of local government.

FIGURE 4
Local Bridges by Owner in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: “County” includes one New York City-owned bridge. “City” includes 596 New York City-owned bridges. Of the 306 bridges in the “Other” category, 247 are in New York City. They include bridges owned by the Metropolitan Transportation Authority, the Port Authority of New York and New Jersey and other local entities.

FIGURE 5
Percentage of Local Bridges Rated in Poor Condition by Major Class of Local Government in New York, 2017 and 2023

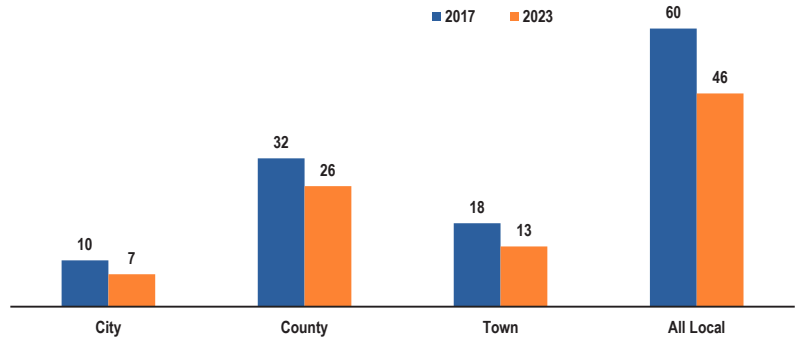


Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: Not included in the above chart are the bridges owned by local authorities and agencies.



Local governments also saw a drop in the number of bridges that were closed from 60 in 2017 to 46 in 2023, a decline of 23.3 percent. While counties, which owned the most closed bridges (26) in 2023, had six fewer bridges closed that year compared to 2017, towns experienced the steepest decline in closed bridges at 27.8 percent. (See Figure 6.)

FIGURE 6
Closed Local Bridges by Major Class of Local Government in New York, 2017 and 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: Not included in the above chart are the bridges owned by local authorities and agencies.



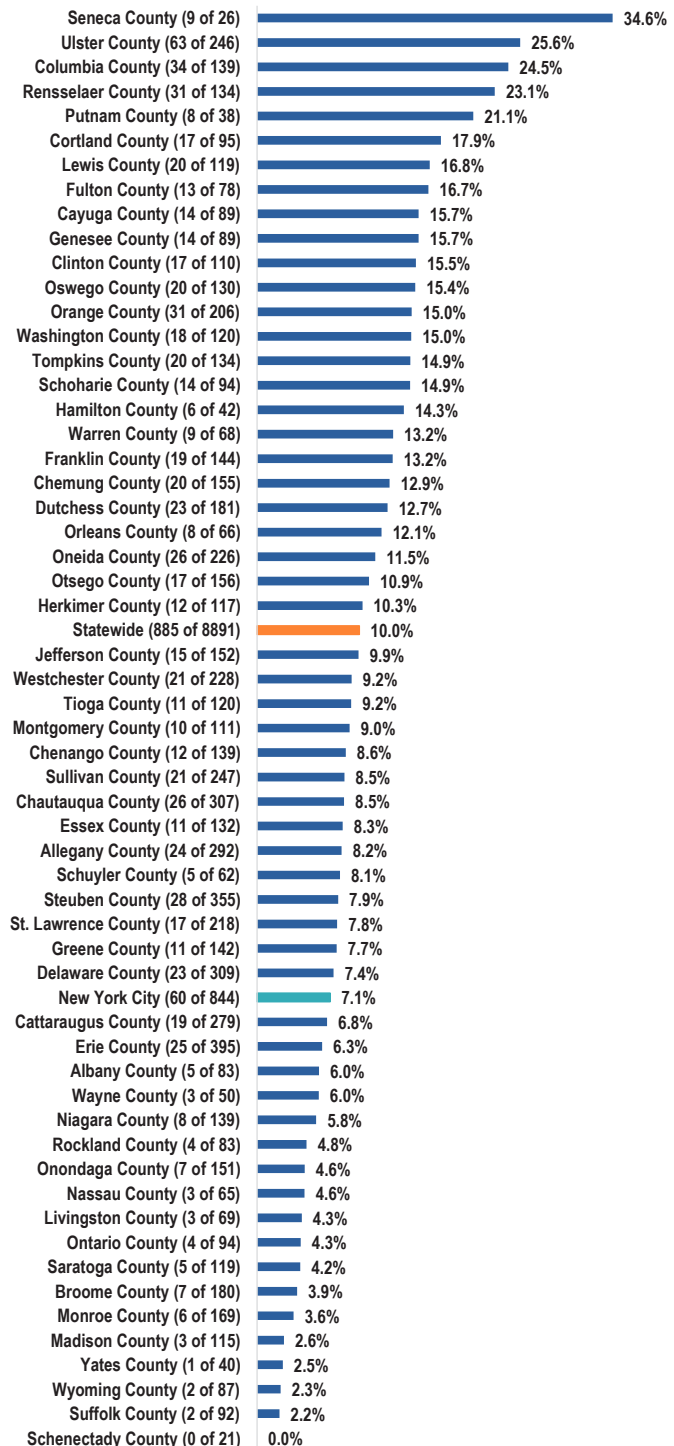


Statewide, 10 percent of all local bridges were rated in poor condition in 2023. However, the share varied by county. For instance, 13 counties had less than 5 percent of local bridges in poor condition, while a handful of counties had more than 20 percent.

Schenectady County had the fewest local bridges (21), none of which were in poor condition. Still, having a small number of bridges does not ensure that all are adequately maintained. For example, 9 of the 26 (34.6 percent) local bridges in Seneca County, as well as 8 of the 38 (21.1 percent) local bridges in Putnam County, were rated in poor condition. (See Figure 8.)

In five counties, over one fifth of local bridges are in poor condition.

FIGURE 8
Percentage of Local Bridges Rated in Poor Condition by County (including New York City), 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
 Note: The figures for each county include all local owner types: counties, towns, cities and other municipalities, local authorities and other local entities.



Age of Local Bridges

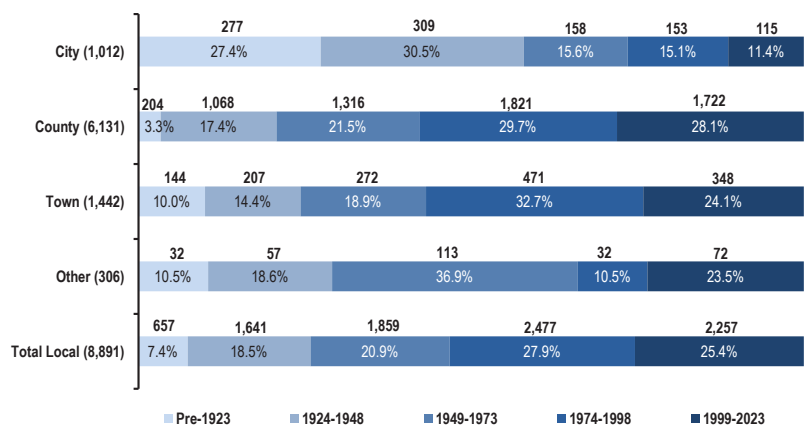
Nearly half (46.8 percent) of all local bridges in the State were built before 1974, making them more than 50 years old.

Cities own the greatest percentage of local bridges built before 1923 and the smallest percentage of bridges built in the past 25 years.

County bridges, on the other hand, tend to be newer, with more than a quarter of their local bridges constructed after 1998 (28.1 percent). (See Figure 9.)

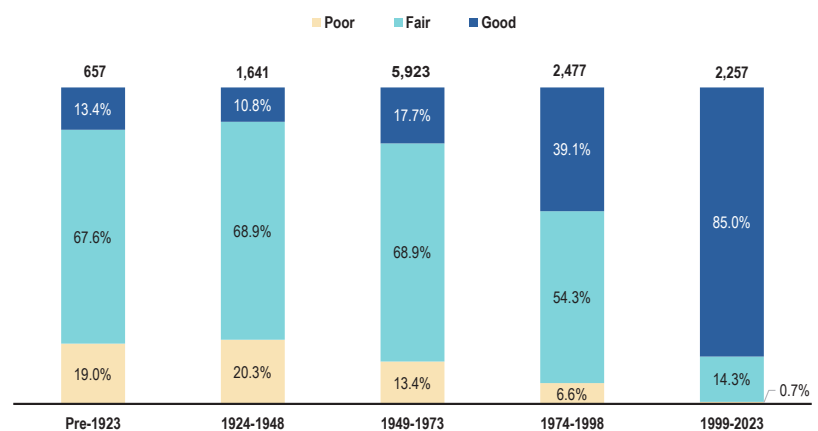
As expected, newer local bridges tend to be in better condition, with 85 percent of those constructed in the last 25 years rated in good condition and less than 1 percent in poor condition. (See Figure 10.) Older bridges, which have been subjected to extended wear and tear, are more likely to be rated in poor condition.

FIGURE 9
Local Bridges by Year Built and Owner Type in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: "County" total includes one New York City-owned bridge. "City" total includes 596 New York City-owned bridges. Of the 306 bridges in the "Other" category, 247 are in New York City. They include bridges owned by the Metropolitan Transportation Authority, the Port Authority of New York and New Jersey and other local entities.

FIGURE 10
Local Bridges by Condition and Year Built in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.



Local Bridges by Region

Regionally, the Southern Tier (1,610), Western New York (1,412) and Mid-Hudson (1,229) are home to the most local bridges, while Long Island (157) and Central New York (580) have the fewest.¹¹

New York City has the largest share of local bridges built before 1949 (59.7 percent). As of 2023, over 80 percent of the City's local bridges were built before 1974, close to twice the statewide percentage (46.8 percent), while the Western New York region has the smallest share (33.7 percent). (See Figure 11.)

The North Country and Finger Lakes regions have the largest percentage of local bridges built after 1998, at 33 percent and 31.3 percent, respectively.

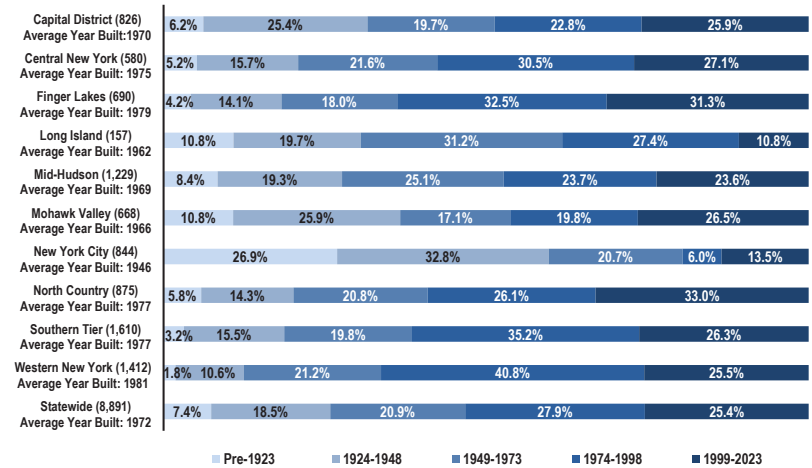
The regions with the highest percentage of local bridges rated in poor condition are the Mid-Hudson (13.9 percent) and Capital District (13.7 percent). (See Figure 12.)

The North Country, Finger Lakes and Western New York regions have the highest share of local bridges rated in good condition (50.1 percent, 48.7 percent and 45.4 percent, respectively).

The Long Island region had the lowest percentage of bridges rated in poor condition (3.2 percent) and the lowest percentage of bridges rated in good condition (24.2 percent) – nearly 73 percent of the region's bridges were in fair condition.

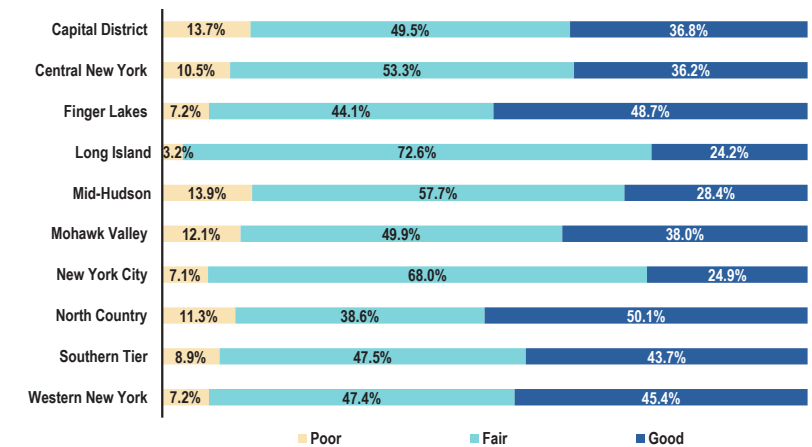
For more regional statistics on local bridges, see the Appendix.

FIGURE 11
Local Bridges by Year Built and Region in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: The figures for each region include all local owner types: counties, towns, cities and other municipalities, local authorities and other local entities. For more information on Office of the State Comptroller regions, see endnote 11. Due to rounding, totals may not equal 100 percent.

FIGURE 12
Local Bridges by Condition and Region in New York, 2023



Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.
Note: The figures for each region include all local owner types: counties, towns, cities and other municipalities, local authorities and other local entities. For more information on Office of the State Comptroller regions, see endnote 11. Due to rounding, totals may not equal 100 percent.



Maintenance and Planning

Keeping up with necessary bridge repairs and maintenance requires a significant allocation of resources. However, not keeping up can be more expensive in the long run. The *NBI* reports on estimated costs for maintaining bridges in acceptable condition. For New York’s bridges these estimates are based on data provided by NYSDOT (or by the respective tolling authority or commission who conducted the bridge inspection). In 2023, the total estimated cost for upkeep on all local bridges in New York was nearly \$29 billion.¹² Most of these improvement costs are for bridges in New York City (\$19.1 billion, or 66.7 percent), because it has some of the largest and most expensive local bridges to maintain in the State.¹³

Excluding New York City, estimated improvement costs for the rest of the State’s local bridges are \$9.6 billion. By local owner, counties have the highest estimated improvement costs (\$6.3 billion), followed by cities (\$1.3 billion) and towns (\$1.0 billion). (See Figure 13.) Costs are likely to increase as infrastructure continues to age and may be compounded by additional factors, such as climate change-related storms and flooding, which can accelerate deterioration and, in some cases, have destroyed bridges and culverts.¹⁴

FIGURE 13

Estimated Improvement Cost for Local Bridges by Region in New York (in Millions)

Region	County	City	Town	Other	Total
Capital District	\$562.4	\$88.7	\$48.9	N/A	\$700.1
Central New York	\$280.0	\$115.1	\$40.6	N/A	\$435.7
Finger Lakes	\$439.3	\$212.7	\$48.6	N/A	\$700.6
Long Island	\$581.6	\$13.9	\$65.9	\$89.8	\$751.2
Mid-Hudson	\$1,609.2	\$145.8	\$245.7	\$128.8	\$2,129.6
Mohawk Valley	\$267.7	\$61.4	\$78.0	\$6.9	\$413.9
New York City	\$8.6	\$10,459.4	N/A	\$8,654.8	\$19,122.8
North Country	\$494.5	\$42.9	\$23.1	\$484.0	\$1,044.4
Southern Tier	\$906.2	\$194.1	\$227.5	\$36.4	\$1,364.2
Western New York	\$1,204.9	\$434.9	\$192.9	\$191.1	\$2,023.8
Total	\$6,354.4	\$11,768.8	\$971.3	\$9,591.7	\$28,686.1

Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.

Notes: Total estimated project cost includes bridge and deck repairs, as well as incidental costs. The county column for New York City consists of one bridge assigned to the county of Queens in the *NBI* rather than the City Department of Transportation. “Other” includes bridges owned by the Metropolitan Transportation Agency and the Port Authority of New York and New Jersey. For more information on Office of the State Comptroller regions, see endnote 11.

Bridge Improvement Funding



Federal Funding for Bridges

The federal government has historically served as a major source of transportation infrastructure funding for state and local governments. In 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted. The IIJA provides New York with approximately \$38.1 billion in infrastructure funding from fiscal years 2022-2026.¹⁵ The bill reauthorized existing capital formula programs while introducing new capital investments in bridges and other programs.

The IIJA established the Bridge Formula Program (BFP), which allocates formula-based funding to the 50 States, the District of Columbia, and Puerto Rico based on the relative costs of replacing bridges classified as in poor condition and the cost of rehabilitating bridges in fair condition. The IIJA authorizes \$2.0 billion in BFP funding for New York over federal fiscal years 2022 through 2026.¹⁶ The funds can be used to improve state, local, and tribal bridges.¹⁷

As part of the IIJA, the federal Bridge Investment Program (BIP) was also established to help repair bridges in poor condition or those at risk of falling into poor condition. The BIP is a discretionary program allocating \$9.6 billion for large bridge projects through a grant program open from FY 2023-2026 for state, county, city, town, special district and other local governments.¹⁸ So far New York has been awarded \$22.6 million from the BIP program, with additional funding potentially available in future years.¹⁹

To promote accountability for how states allocate federal investments in transportation infrastructure, federal law requires states to develop comprehensive multi-year Statewide Transportation Improvement Programs (STIPs).²⁰ The STIP reports how federal transportation dollars are spent in a state on a project-level basis.

In New York, the current STIP covers the period from October 1, 2022, to September 30, 2026, and includes all transportation projects that receive federal transportation funding across the State. New York's STIP is a compilation of 14 regional Transportation Improvement Programs adopted by Metropolitan Planning Areas combined with the transportation projects from non-metropolitan areas of the State.²¹ The result is a comprehensive list of all projects utilizing federal funds. In metropolitan areas, transportation plans are developed in collaboration with state and local governments with input from local transportation providers and tribal governments (where appropriate). In rural areas, NYSDOT regional offices consult directly with local officials on the planning process.

The STIP is adjusted as the program of projects and funding evolve. STIP project listings include federal funding sources for each project along with any state or local matching funds.²² According to New York's STIP Summary, "State matching funds are typically provided from the State Dedicated Fund and NY Works. [...] Local matching funds are provided from municipal budgets and adopted by resolution when committed to federal-aid projects."²³

Further, states may create their own programs and initiatives for allocating federal transportation infrastructure funding as part of their STIPs. New York's current STIP includes five State initiatives for assisting local governments with transportation infrastructure: the Extreme Winter Recovery (EWR), State Touring Routes, Operation Pave Our Potholes (POP), Pave NY and Bridge NY programs.



New York State's Bridge NY Program

The Bridge NY program is administered by NYSDOT. The program allocates federal and State funding for local governments to build or repair bridges and culverts. The program serves as a significant source of funding for bridge rehabilitation and replacement projects for New York's local governments. All municipalities eligible to receive and administer state and federal transportation money may submit project applications.²⁴ The current STIP identifies addressing poor structural conditions, mitigating detours, facilitating economic development, and reducing flood risk as some of the primary goals for Bridge NY. It is worth noting that while bridge projects are federally aided, culvert projects under Bridge NY are primarily State-aided.²⁵

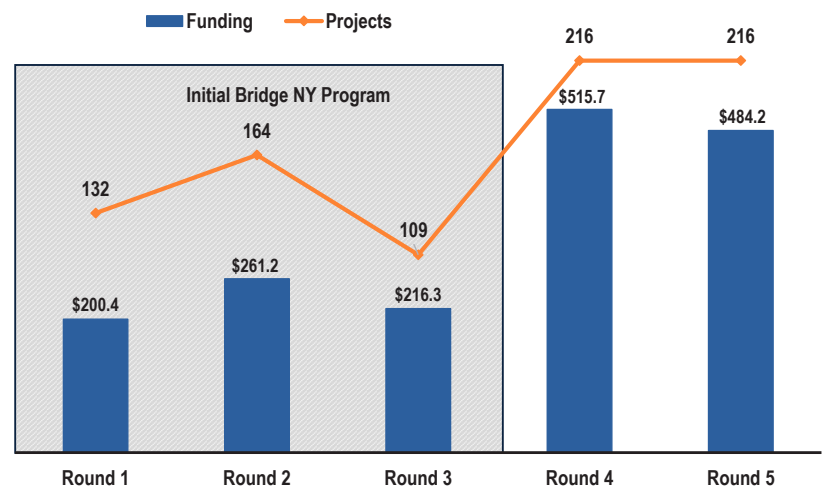
As a significant resource for local governments since 2016, Bridge NY has funded more than 800 projects across the State with a total investment of nearly \$1.7 billion in State and federal funds. The funding has been implemented over five rounds, with fifth-round awards announced in 2024.²⁶ (See Figure 14.)

Counties, cities, towns and villages, as well as other entities, such as tribal governments and public benefit corporations, can apply for Bridge NY funding.

The funds can be used for bridge or culvert projects, provided the projects are eligible

for federal transportation aid, with limited exceptions.²⁷ Prospective projects are evaluated by teams of local and NYSDOT reviewers on a variety of factors, including delivery risk, infrastructure need, and the bridge's role in supporting the economy. Applicants may request feedback on their applications before final submission.²⁸

FIGURE 14
Bridge NY Funding and Projects by Round (in Millions)



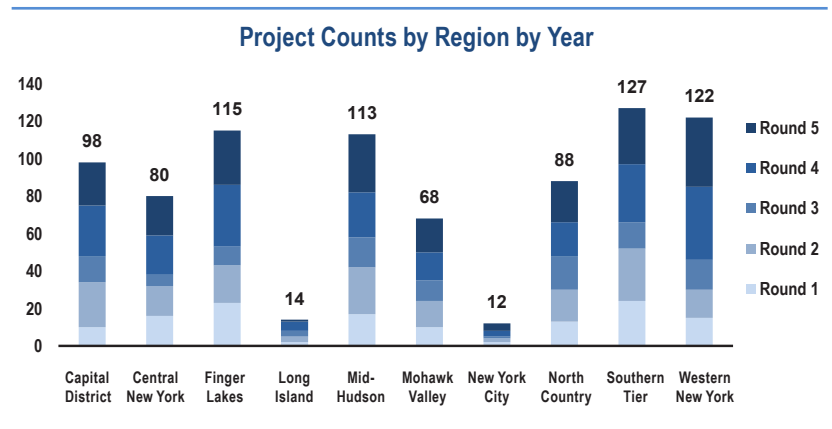
Source: New York State Department of Transportation, Bridge NY program.
Note: Each round covers multiple State Fiscal Years of funding.



As shown in Figure 15, the largest number of projects awarded Bridge NY funding over the lifetime of the program to this point are from the Southern Tier (127), Western New York (122) and Finger Lakes (115) regions. New York City and Long Island had the fewest funded projects (12 and 14, respectively). Though New York City has the fewest projects of any region, it has received the largest amount of total funding (\$250.8 million), followed by the Southern Tier and Mid-Hudson regions at \$231.5 million and \$213.3 million, respectively. (See Figure 16.)

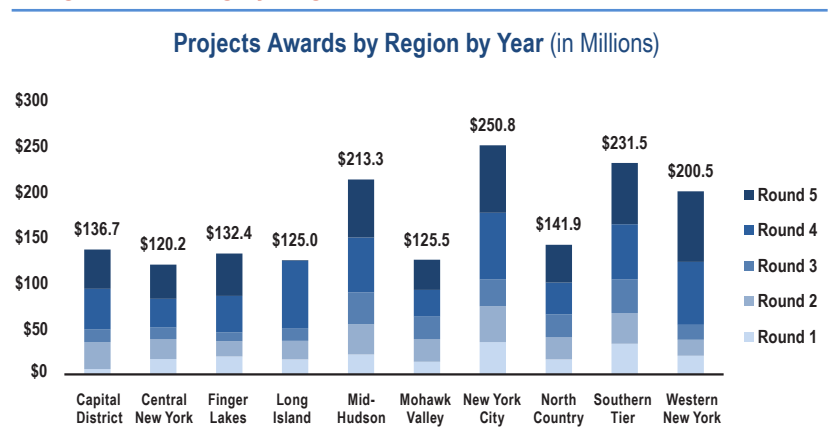
Of the nearly \$1.7 billion in infrastructure funding allocated through Bridge NY since 2017, nearly one-third (\$515.7 million, or 30.7 percent) was issued in the fourth round (SFY 2023-2027), with an additional \$484 million awarded in the fifth round (SFY 2024-2027). Bridge NY has been a substantial investment, and local bridges have improved as a result. However, the full effects of the program may not be seen for several years due to the time it takes to complete projects and see the improvements reflected in the bridge inspection data.

FIGURE 15
Number of Bridge NY Projects by Region 2017-2022



Source: New York State Department of Transportation, Bridge NY program.
 Note: For more information on Office of the State Comptroller regions see endnote 11.

FIGURE 16
Bridge NY Funding by Region 2017-2022 (in Millions)



Source: New York State Department of Transportation, Bridge NY program.
 Note: For more information on Office of the State Comptroller regions see endnote 11.

Conclusion

With average daily traffic of more than 162 million vehicles, New York's 8,891 local bridges are a vital component of the State's transportation infrastructure.²⁹ While the data shows that most local bridges are operational, maintenance and repair require substantial investments. Overall, local bridges in New York are in better condition in 2023 than they were in 2017. The number of closed local bridges decreased by nearly one quarter over the period.

Major investments have helped improve local bridge conditions, with Bridge NY directing nearly \$1.7 billion in federal and State funding toward bridge repair and replacement for local governments. Despite these investments, there are still many local bridges across the State rated in poor condition and continued investment is needed.

As local officials look toward the future, ongoing planning for infrastructure maintenance costs is essential. Deferring needed investments can cost more in the long term. The Infrastructure Investment and Jobs Act will provide billions in funding across New York over the next several years for highways and bridges, some of which will be made available to local governments through grant programs. Local officials should be proactive in applying for funding opportunities and working with their federal and State funding partners to maintain and improve local bridges.

Appendix



Age and Condition of Local Bridges by Region, 2023

Region	Condition Rating	Pre-1923		1924-1948		1949-1973		1974-1998		1999-2023		Total	
		657 Bridges		1,641 Bridges		1,859 Bridges		2,477 Bridges		2,257 Bridges		8,891 Bridges	
Capital District Average Year Built: 1970	Poor	17	33.3%	51	24.3%	30	18.4%	15	8.0%	0	0.0%	113	13.7%
	Fair	31	60.8%	132	62.9%	101	62.0%	110	58.5%	35	16.4%	409	49.5%
	Good	3	5.9%	27	12.9%	32	19.6%	63	33.5%	179	83.6%	304	36.8%
	Total	51	100.0%	210	100.0%	163	100.0%	188	100.0%	214	100.0%	826	100.0%
Central New York Average Year Built: 1975	Poor	8	26.7%	27	29.7%	12	9.6%	12	6.8%	2	1.3%	61	10.5%
	Fair	21	70.0%	58	63.7%	94	75.2%	106	59.9%	30	19.1%	309	53.3%
	Good	1	3.3%	6	6.6%	19	15.2%	59	33.3%	125	79.6%	210	36.2%
	Total	30	100.0%	91	100.0%	125	100.0%	177	100.0%	157	100.0%	580	100.0%
Finger Lakes Average Year Built: 1979	Poor	4	13.8%	22	22.7%	18	14.5%	5	2.2%	1	0.5%	50	7.2%
	Fair	15	51.7%	62	63.9%	90	72.6%	113	50.4%	24	11.1%	304	44.1%
	Good	10	34.5%	13	13.4%	16	12.9%	106	47.3%	191	88.4%	336	48.7%
	Total	29	100.0%	97	100.0%	124	100.0%	224	100.0%	216	100.0%	690	100.0%
Long Island Average Year Built: 1962	Poor	2	11.8%	2	6.5%	1	2.0%	0	0.0%	0	0.0%	5	3.2%
	Fair	15	88.2%	28	90.3%	43	87.8%	28	65.1%	0	0.0%	114	72.6%
	Good	0	0.0%	1	3.2%	5	10.2%	15	34.9%	17	100.0%	38	24.2%
	Total	17	100.0%	31	100.0%	49	100.0%	43	100.0%	17	100.0%	157	100.0%
Mid-Hudson Average Year Built: 1969	Poor	22	21.4%	56	23.6%	57	18.5%	32	11.0%	4	1.4%	171	13.9%
	Fair	73	70.9%	171	72.2%	215	69.8%	186	63.9%	64	22.1%	709	57.7%
	Good	8	7.8%	10	4.2%	36	11.7%	73	25.1%	222	76.6%	349	28.4%
	Total	103	100.0%	237	100.0%	308	100.0%	291	100.0%	290	100.0%	1,229	100.0%
Mohawk Valley Average Year Built: 1966	Poor	20	27.8%	33	19.1%	19	16.7%	9	6.8%	0	0.0%	81	12.1%
	Fair	45	62.5%	114	65.9%	71	62.3%	68	51.5%	35	19.8%	333	49.9%
	Good	7	9.7%	26	15.0%	24	21.1%	55	41.7%	142	80.2%	254	38.0%
	Total	72	100.0%	173	100.0%	114	100.0%	132	100.0%	177	100.0%	668	100.0%
New York City Average Year Built: 1946	Poor	20	8.8%	30	10.8%	9	5.1%	1	2.0%	0	0.0%	60	7.1%
	Fair	160	70.5%	214	77.3%	156	89.1%	29	56.9%	15	13.2%	574	68.0%
	Good	47	20.7%	33	11.9%	10	5.7%	21	41.2%	99	86.8%	210	24.9%
	Total	227	100.0%	277	100.0%	175	100.0%	51	100.0%	114	100.0%	844	100.0%
North Country Average Year Built: 1977	Poor	14	27.5%	24	19.2%	30	16.5%	30	13.2%	1	0.3%	99	11.3%
	Fair	30	58.8%	82	65.6%	93	51.1%	97	42.5%	36	12.5%	338	38.6%
	Good	7	13.7%	19	15.2%	59	32.4%	101	44.3%	252	87.2%	438	50.1%
	Total	51	100.0%	125	100.0%	182	100.0%	228	100.0%	289	100.0%	875	100.0%
Southern Tier Average Year Built: 1977	Poor	13	25.5%	52	20.8%	40	12.5%	33	5.8%	5	1.2%	143	8.9%
	Fair	37	72.5%	173	69.2%	205	64.3%	306	54.0%	43	10.2%	764	47.5%
	Good	1	2.0%	25	10.0%	74	23.2%	228	40.2%	375	88.7%	703	43.7%
	Total	51	100.0%	250	100.0%	319	100.0%	567	100.0%	423	100.0%	1,610	100.0%
Western New York Average Year Built: 1981	Poor	5	19.2%	36	24.0%	33	11.0%	26	4.5%	2	0.6%	102	7.2%
	Fair	17	65.4%	96	64.0%	213	71.0%	302	52.4%	41	11.4%	669	47.4%
	Good	4	15.4%	18	12.0%	54	18.0%	248	43.1%	317	88.1%	641	45.4%
	Total	26	100.0%	150	100.0%	300	100.0%	576	100.0%	360	100.0%	1,412	100.0%

Source: U.S. Department of Transportation Federal Highway Administration, *National Bridge Inventory*, 2023.

Notes: For more information on Office of the State Comptroller regions, see endnote 11. Due to rounding, totals may not equal 100 percent.

Notes

- ¹ FHWA, “Table of Frequently Requested *NBI* Information,” at www.fhwa.dot.gov/bridge/britab.cfm.
- ² All bridge data is from the Federal Highway Administration’s *National Bridge Inventory (NBI)*. *NBI* data is available at www.fhwa.dot.gov/bridge/nbi/ascii.cfm. *NBI* data contains information on highway bridges and culverts located on roads under the jurisdiction of public authorities and open to public travel. Highway bridges are public vehicle structures more than 20 feet in length that span an obstruction or depression. Culverts, as differentiated from bridges, are generally covered with terrain, and are composed of structural material around the entire perimeter. The Office of the New York State Comptroller’s (OSC) 2017 report used *NBI* data from 2002 to 2016. Shortly after the release of the report, however, the FHWA made changes to its bridge condition classification system. Notably, the classifications of “structurally deficient” and “functionally obsolete,” which were covered in OSC’s 2017 report, were archived and are no longer used. That is why this update covers 2017 to 2023, except for references to the 2017 report. For more information, see www.fhwa.dot.gov/bridge/britab.cfm.
- ³ New York State Department of Transportation (NYSDOT), “New York State’s Bridge Program in Brief,” at www.dot.ny.gov/main/bridgedata; and Title 17 of the New York Codes, Rules and Regulations, Section 165.4.
- ⁴ Other bridges include commission and authority bridges, including railroad bridges, canal bridges, Department of Environmental Conservation access bridges, and others. See www.dot.ny.gov/main/bridgedata.
- ⁵ FHWA, “Bridges & Structures: Definitions,” at www.fhwa.dot.gov/bridge/britab.cfm.
- ⁶ Does not include railroad or other privately owned bridges.
- ⁷ NYSDOT, “**New York State’s Bridge Program in Brief.**”
- ⁸ NYSDOT, “**New York State’s Bridge Program in Brief.**”
- ⁹ For more information on the Metropolitan Transit Authority’s assets, see the State Comptroller’s report *A Review of Capital Needs at the Metropolitan Transportation Authority*, October, 2023, www.osc.ny.gov/files/reports/osdc/pdf/report-18-2024.pdf.
- ¹⁰ Although Schenectady County had no local bridges rated in poor condition in 2023, it did have seven State-owned bridges and three railroad bridges in poor condition.
- ¹¹ For the purpose of this report, each region consists of the following counties: Capital District region includes Albany, Columbia, Greene, Rensselaer, Saratoga, Schenectady, Warren and Washington; Central New York region includes Cayuga, Cortland, Madison, Onondaga and Oswego; Finger Lakes region includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming and Yates; Long Island includes Nassau and Suffolk; Mid-Hudson region includes Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster and Westchester; Mohawk Valley region includes Fulton, Hamilton, Herkimer, Montgomery, Oneida and Schoharie; North Country region includes Clinton, Essex, Franklin, Jefferson, Lewis and St. Lawrence; Southern Tier region includes Broome, Chemung, Chenango, Delaware, Otsego, Schuyler, Steuben, Tioga and Tompkins; and Western New York region includes Allegany, Cattaraugus, Chautauqua, Erie and Niagara. New York City includes the five boroughs of Brooklyn, Manhattan, Queens, Staten Island and The Bronx. For more information on OSC’s Economic Development Regions, see web.osc.state.ny.us/localgov/web-entity-map/.

Notes



- ¹² According to the *NBI*, each state is encouraged to use its own best practices to calculate these estimates. For this report “Bridge Improvement Cost” was used as the cost value; for more information see www.fhwa.dot.gov/bridge/mtguide.pdf, pp. 64-65. This data only includes construction costs and excludes costs related to roadways, rights of way, detours, demolition and preliminary engineering, among other things. In New York these estimates are based on bridge size, type, condition of key components, as well as regional variations in costs for labor and materials. \$2.3 billion is needed for improving all local bridges rated in poor condition, including \$78 million to repair the 46 closed local bridges throughout the State in 2023.
- ¹³ New York City’s bridges have an average deck area of 2,889 square meters. Long Island is next in terms of deck area with an average of 996 square meters. FHWA, *National Bridge Inventory*, 2023.
- ¹⁴ For more information on climate change impacts see the Office of the State Comptroller report, *New York’s Local Governments Adapting to Climate Change: Challenges, Solutions and Costs*, April, 2023, www.osc.ny.gov/files/local-government/publications/pdf/climate-change-2023.pdf.
- ¹⁵ Federal Funds Information For States (FFIS), *IJA State Allocations Spreadsheet*, <https://ffis.org/>, accessed June 28, 2024.
- ¹⁶ FHWA, *Fact Sheet – Bridge Formula Program (BFP)*, February 2022, www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm. For state-level allocations of BFP funds, see, www.fhwa.dot.gov/bipartisan-infrastructure-law/bridge_5year_funding_by_state.cfm; accessed on July 9, 2024.
- ¹⁷ BFP funding can be used for all bridges in the *NBI*. See FHWA, “Bridge Formula Program (BFP) Questions and Answers”, www.fhwa.dot.gov/bridge/bfp/qanda.cfm, accessed on July 10, 2024.
- ¹⁸ FHWA, “Bridge Investment Program,” www.fhwa.dot.gov/bridge/bip/, accessed on July 10, 2024.
- ¹⁹ FHWA, *Bridge Investment Program Awarded Projects*, <https://www.fhwa.dot.gov/bridge/bip/recipients/index.cfm>, accessed on July 19, 2024.
- ²⁰ NYSDOT, *Statewide Transportation Improvement Program Summary*, p. 1. www.dot.ny.gov/programs/stip/files/2023_STIP_Narrative.pdf.
- ²¹ NYSDOT, *Statewide Transportation Improvement Program Summary*, p. 1. Metropolitan Planning Areas are defined by NYSDOT. For more information see *Metropolitan Planning Area (MPA) Boundaries*, www.dot.ny.gov/divisions/policy-and-strategy/darb/dai-unit/tss/mpo?nd=nysdot.
- ²² NYSDOT, *STIP Project Listings - Latest Monthly Downloads*, www.dot.ny.gov/programs/stip/stip-project-rpt. See also, “How to Read the STIP Project List” at www.dot.ny.gov/programs/stip/files/HTR.pdf.
- ²³ NYSDOT, *Statewide Transportation Improvement Program Summary*, p. 7. www.dot.ny.gov/programs/stip/files/2023_STIP_Narrative.pdf.
- ²⁴ NYSDOT, “BRIDGENY: 2023 Bridge NY Program,” at: www.dot.ny.gov/BRIDGENY.

Notes

²⁵ NYSDOT, *Statewide Bridge Conference: Bridge NY '22/23-'26/27*, October 25, 2023, slide 18, at www.dot.ny.gov/divisions/engineering/structures/bridgeny/repository/BridgeNY_LBC_presentation_10-25-23.pdf.

²⁶ For more information on the Bridge NY program see NYSDOT, “Bridge NY,” at www.dot.ny.gov/divisions/engineering/structures/bridgeny. For round 1 awards see BridgeNY 2016, for round 2 awards see BridgeNY 2018, for round 3 awards see BridgeNY 2021. For round 4 awards see, *Governor Hochul Announces More Than \$516 Million in Bridge NY Funding to Rehabilitate and Replace Local Bridges and Culverts*, July 5, 2023, www.governor.ny.gov/news/governor-hochul-announces-more-516-million-bridge-ny-funding-rehabilitate-and-replace-local. For round 5 awards see, *Governor Hochul Announces More Than \$484 Million in Bridge NY Funding to Rehabilitate and Replace Local Bridges and Culverts*, July 11, 2024, www.governor.ny.gov/news/governor-hochul-announces-more-484-million-bridge-ny-funding-rehabilitate-and-replace-local.

²⁷ For more information, see NYSDOT’s “Frequently Asked Questions (FAQ’s)” at www.dot.ny.gov/divisions/engineering/structures/bridgeny.

²⁸ NYSDOT, *Statewide Bridge Conference: Bridge NY '22/23-'26/27*, conference presentation, October 25, 2023, slide 13, at www.dot.ny.gov/divisions/engineering/structures/bridgeny/repository/BridgeNY_LBC_presentation_10-25-23.pdf.

²⁹ FHWA, *National Bridge Inventory*, 2023, with OSC calculations.



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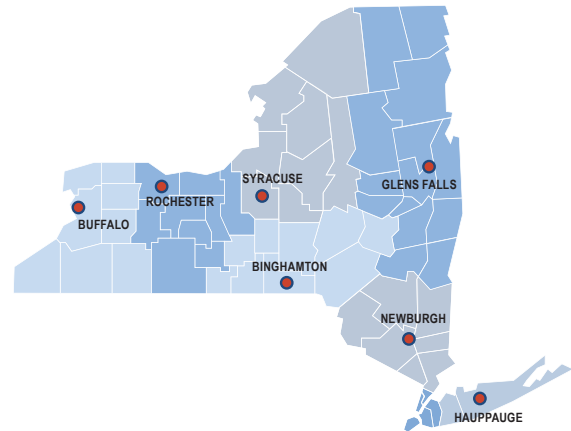
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