

America's infrastructure is the foundation upon which our economy is built and without continued investment, we risk falling behind the rest of the world and harming our economic competitiveness. New York's infrastructure challenges are unique in many ways. Our infrastructure is rapidly deteriorating as it continues to age. Almost half of our major roads are in poor or mediocre condition and a third of our bridges are deficient or obsolete. These conditions pose a risk not only to safety of the travelling public, but also to our economic well-being.

Reauthorizing the federal highway and transit programs will go a long way towards addressing these needs.

As Vice Chairman of the Highways and Transit Subcommittee in Congress, I support a long-term reauthorization of our federal highway and transit programs that refines the federal role, streamlines project delivery, and includes innovative financing methods that encourage and leverage private sector investment. This bill will provide states and local governments with the certainty they need to plan for the kinds of large-scale, long-term projects needed to modernize, maintain, and upgrade our ailing infrastructure in New York State. Furthermore, it will put thousands of New Yorkers back to work and revitalize our economy. According to the Federal Highway Administration, each \$1 billion in highway investment plus the state match supports 34,000 jobs.

I am also working to include language in this legislation that will allow rural communities more formal input in deciding where our limited transportation dollars are spent. Our communities Upstate face stiff competition for this money and should have the same level of input as their counterparts in larger metropolitan areas—we deserve our fair share.

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