New York Grades

Aviation **C+**	Bridges **C-**	Dams **C-**
Drinking Water **C-**	Ports **C+**	Public Parks **C+**
Rail **C**	Roads **D+**	Solid Waste **C+**
Stormwater **D**	Transit **D+**	Wastewater **D+**

C- OVERALL GPA

About the Grades

The 2026 Report Card for New York's Infrastructure wwas written by a committee of more than 60 civil engineers across New York who volunteered their time to collect and analyze data, prepare and review their findings and present their conclusions. The committee worked with staff from ASCE National and ASCE's Committee on America's Infrastructure to provide a snapshot of our state's infrastructure, as it relates to us locally and on a national level. The Report Card Sections are graded based on the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience and innovation. ASCE defines these grades as follows:

A	B	C	D	F
Exceptional, Fit for the Future	Good, Adequate for Now	Mediocre, Requires Attention	Poor, At Risk	Failing/ Critical, Unfit for Purpose

Solutions to Raise the Grade

Six shared priorities emerged from the individual chapters to help improve New York's infrastructure grades.

1. **Establish sustainable, long-term funding.** Provide predictable funding for capital improvements, operations, and maintenance. Align investments with full lifecycle costs and address funding gaps through dedicated revenues, grants, and appropriate public-private financing partnerships.

2. **Prioritize maintenance and rehabilitation.** Use comprehensive asset inventories, data-driven condition assessments, and lifecycle-based management plans to guide and encourage preventive maintenance, reduce repair backlogs, timely rehabilitation, whenever possible prioritize preservation and adaptive reuse over premature replacement.

3. **Strengthen the infrastructure workforce.** Expand recruitment, internships, technical education, and certification programs for engineers, technical staff, operators and maintenance staff to stay current and be aware of new technologies. Support retention and succession planning to preserve the expertise needed to operate, maintain, and oversee infrastructure.

4. **Build safer, more resilient, and sustainable systems.** Incorporate climate risks, emergency preparedness, and safety improvements into planning and design. Integrate new technology into the systems where appropriate and provide value.

5. **Improve coordination, accountability, and innovation.** Strengthen collaboration among agencies, utilities, and communities; improve data collection, sharing, and transparent reporting; and adopt proven technologies and efficient project delivery methods. Educate the public about infrastructure needs, costs, and benefits to reduce potential consequences in the event of failure.

6. **Plan for adequate capacity and reliable service.** Assess current and projected demand, identify capacity constraints and service gaps, and prioritize improvements that maintain reliable infrastructure. Coordinate expansion with rehabilitation, resource efficiency, and connections between systems to meet long-term community needs.

About ASCE-New York

The ASCE New York State Council was founded in 1963 to be the unified voice of the approximately 7,400 ASCE Members and other Civil Engineers in New York. As a clearinghouse of information and opinion, the New York State Council provides it's members with opportunities to engage in government relations, community service, and issues confronting the profession. Our members include engineering students, working professionals, and some of the foremost experts in the world in the field of Civil Engineering.

How You Can Get Involved

Get the full story behind this Report Card at www.infrastructurereportcard.org/NewYork.

Ask your elected leaders what they're doing to keep up with your neighborhood's infrastructure. Use your zip code to get your list of elected officials at www.infrastructurereportcard.org/take-action.

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2026

REPORT CARD FOR
NEW YORK'S
INFRASTRUCTURE

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

INFRASTRUCTURE MATTERS

New York's infrastructure supports one of the largest and most complex economies in the world. The State is home to more than 19 million residents, serves as a major gateway for domestic and international commerce, and operates extensive transportation, water, and waste management systems that are critical to public health, economic competitiveness, and quality of life. Continued investment over the past several years has helped maintain system performance, but has not produced measurable improvements, and substantial challenges remain. New York State's infrastructure received an overall grade of C-, down from the C earned in 2022. Significant investment will be required to address aging assets, growing demand, climate resilience challenges, and long-term funding needs.

Although a majority of the State's maintained highways are rated in good or excellent condition, many roadway assets require rehabilitation or reconstruction. The combination of rough roads and congestion costs every driver on average an additional $718 annually. Of the state's more than 17,600 highway bridges, roughly 10% are in poor condition, and recent trends show an increase in poor condition bridges alongside declines in good condition structures. Public transportation has experienced a strong recovery following the COVID-19 pandemic, but transit systems remain highly dependent on federal assistance, creating uncertainty regarding long-term capital planning and project delivery.

New York maintains one of the Northeast's most extensive freight transportation networks. More than 3,700 miles of active freight rail track supports interstate commerce, industrial development, and port operations. Maritime systems continue to support critical state industries as well as national and international trade. Despite recent investments, aging infrastructure, climate-related risks, and growing capital needs continue to challenge safe and reliable operations.

Water, waste, and recreational infrastructure directly affect public health and community well-being but often receive less public attention than transportation systems. The State maintains more than 9,000 public drinking water systems and more than 35,000 miles of sewer infrastructure, with many wastewater systems operating beyond their intended design life and require significant rehabilitation or replacement. These aging systems must manage stricter regulatory requirements, emerging contaminants, and climate-related risks. Similarly, many of the state's dams were constructed before modern engineering standards were established and now must address age-related deficiencies and changing risk conditions.

Solid waste systems remain functional, but currently, 48 lined solid waste landfills are operating with an estimated remaining permitted capacity of 16 years as of 2024. Expanding waste reduction, recycling, organics diversion, and sustainable materials management practices will be critical to extending facility life and reducing future disposal demands. New York's parks visitation has increased by approximately 5% year-over-year, demonstrating the increasing importance of recreational assets to residents and visitors alike. Despite this growth, aging facilities, workforce shortages, and uneven funding continue to strain the system.

Since the 2022 Report Card, several infrastructure sectors have experienced stagnant or declining conditions or increased risks despite ongoing investment. The State faces a critical period marked by aging infrastructure, workforce constraints, inflationary pressures, and funding uncertainty. Strategic investment, effective asset management, research and innovation, public education and outreach, and long-term planning will be essential to maintaining public safety, supporting economic growth, enhancing resilience and sustainability, and meeting the infrastructure needs of future generations.

The 2026 Report Card on New York's Infrastructure

gave the state an overall G.P.A. of C-. New York's civil engineers studied twelve infrastructure categories. Of those twelve, eight infrastructure categories are in mediocre condition, and four categories are in poor condition.

The good news is there are solutions to all these challenges, and we can raise the grades of New York's infrastructure. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.

Aviation — C+

New York State has 510 aviation facilities, of which 118 are public-use airports. These facilities contribute to the state's economy as job centers, critical infrastructure for emergency response, and international gateways to the U.S. Notably, LaGuardia Airport (LGA), John F. Kennedy International Airport (JFK), and New York Stewart International Airport (SWF) are owned and operated by the Port Authority of New York and New Jersey (PANYNJ) and play a large role in the state's aviation activity. However, since 2022, smaller airports in the state have made newsworthy improvements to their terminals and hangar capacity.

New York is a leader in innovation with respect to electric and vertical take-off and landing aircraft. Consistent funding must be available to maintain New York's place on the cutting edge of technology.

New York State's general aviation activity has increased, largely due to favorable aircraft ownership tax treatment from the New York Aviation Jobs Act (NYAJA). New airfield, terminal, and hangar improvements across the state have shown that funding and grants are exercised to keep up with projected passenger and air cargo growth.

Bridges — C-

New York State operates one of the nation's largest highway bridge networks, with over 17,600 highway bridges supporting critical transportation needs. As of 2025, 10% are in poor condition, higher than the national average, reflecting a continued need for rehabilitation and replacement. Furthermore, the number of poor condition bridges has increased, while good condition bridges has declined, and fair condition bridges has increased.

Between 2023 and 2026, over $18 billion has been invested statewide, alongside major capital programs from state agencies and authorities, which has accelerated some repairs.

However, despite this funding, aging infrastructure, frequent extreme weather events, and inconsistent resilience standards present challenges. Emphasis on preventive maintenance, implementation of new materials and technologies, and expansion of innovative contracting methods are improving asset management, but sustained funding and broader adoption of resilient and sustainable practices will be critical to meeting future demands.

Dams — C-

New York State dams provide water supply, flood protection, hydroelectric power, irrigation, navigation, fish and wildlife habitats, and recreational spaces.

However, this critical infrastructure averages 86 years old, well beyond the national average of 65 years old. Even more troubling, New York's High Hazard and Significant Hazard dams have an average age of 98 and 92 years, respectively. When built, these dams held less risk to human life, but the increasingly populated areas are leading to growth in the number of High Hazard dams. This demands greater attention and investment in measures that reduce risks to public safety and economic assets.

State dam safety programs inspect existing dams, oversee remediation of deficient dams, and work with local officials and dam owners on emergency preparation. However, many state programs lack adequate budgets, staff and authority to ensure public safety.

Drinking Water — C-

Approximately 95% of New Yorkers are served by one of the 9,000 public water systems across the state. New York State's (NYS) drinking water infrastructure provides essential public health protection and reliable service but faces growing challenges from aging assets, funding constraints, evolving regulations, emerging contaminants, and climate-related risks. Many systems operate infrastructure beyond its intended service life, including some components over a century old. Together with increasing maintenance costs, a significant rehabilitation and replacement backlog exists. Utilities also face rising energy, material, treatment, and operating costs while revenues remain constrained by variable water consumption and population changes. Although state and federal funding provides critical support, resources remain insufficient, particularly for smaller systems. Sustained investment, proactive asset management, financial planning, and resilient infrastructure are essential to ensure long-term reliability.

Ports — C+

New York's maritime transportation system supports international commerce, domestic freight, manufacturing, agriculture, energy, construction, tourism, and national security. New York Harbor is the State's principal international maritime gateway, while Hudson River ports, the Canal System, and Great Lakes and St. Lawrence ports extend the system throughout Upstate New York and into Canadian and domestic markets.

Since the 2022 Report Card, terminal modernization, freight mobility, waterfront redevelopment, clean-energy infrastructure, and economic-development investments have strengthened portions of the system. However, aging marine infrastructure still requires maintenance and rehabilitation, climate and operational risks are increasing, and long-term capital needs remain substantial. But, on a more positive note, strong cargo performance, continued public and private investment, multimodal connectivity, and ongoing modernization demonstrate measurable progress.

Public Parks — C+

New York's public parks and open spaces form an essential statewide network for recreation, ecological health, cultural heritage, and community well-being. Visitation continued its year-over-year 5% growth, yet the system faces mounting pressures: aging infrastructure, uneven funding across jurisdictions, workforce shortages, and increasing demands on fragile landscapes. Local governments dedicate only a small share of their budgets to parks—about 1.2% at the county level and 3.9% to 7.2% for cities, towns, and villages—while the State system carries a $4 billion backlog in capital needs. At the same time, routine maintenance is often deferred; new facilities are added without corresponding operating support, and climate-driven storms are placing additional strain on vulnerable sites. Without strategic investment, improved asset management, and a renewed focus on equitable access and long-term stewardship, New York's parks will struggle to meet public demand and protect the natural and cultural resources that define them.

Rail — C

In recent years record-breaking capital investments and a focus on state-of-good-repair initiatives, have improved the rail infrastructure in New York. New York State operates the largest passenger and commuter rail system in the United States, serving intercity, regional, and daily commuter travel markets. Passenger rail is provided through Amtrak's intercity services—most notably along the Empire Corridor, Northeast corridor and through extensive commuter rail operations managed by the Metropolitan Transportation Authority (MTA). The freight rail system consists of approximately 3,700 miles of active track statewide. Key achievements include the successful opening of Grand Central Madison and completing the LIRR Main Line Expansion, which delivered 9.8 miles of new third track between Floral Park and Hicksville, eliminated eight grade crossings, and modernized five stations to enable bi-directional peak service. The system has also seen broad station and ADA-compliance upgrades across the LIRR and Metro-North networks. Simultaneously, progress continues transformative projects like the Penn Station Access initiative for East Bronx service. Major efforts also advance the Gateway Program to address trans-Hudson capacity, alongside critical rehabilitation of the Park Avenue Viaduct and the Livingston Avenue Bridge to modernize century-old assets. Supported by a robust 2025–2029 MTA Capital Plan, these collective improvements mark a pivotal shift toward a more resilient, accessible, safer and higher-capacity rail network for all New Yorkers.

Roads — D+

New York's 116,000 miles of roadways connect communities and are vital for the economy. Recent funding boosts from federal and state sources have been positive, but inflation and outdated revenue mechanisms limit progress. The combination of rough roads and congestion costs the average driver in New York an additional $718 annually. While 61% of New York's state-maintained highways are rated in excellent or good condition, a significant amount of mileage requires rehabilitation or reconstruction, and the needs on locally-owned roadways are not accounted for. The most recent data indicates that New York's roadway fatality rates are below the national average, though still above 2019 state levels. Vulnerable road users, including pedestrians, bicyclists, and motorcyclists, remain a concern. Sustaining progress will require reliable condition data, modernized funding, innovation in materials, efficient asset management and project delivery, improved resilience strategies, stronger safety outcomes, and strengthened workforce capacity to maintain and upgrade New York's extensive roadway network.

Solid Waste — C+

The proper management of municipal solid waste (MSW) is significant for the public health of a region. New York's state government, local governments, and private companies have developed facilities and programs over the past fifty years to protect the public health of its citizens and the environment, while also establishing sustainable recycling trends. As of the 2024, there are 48 lined landfills in the state with approximately 16 years of remaining capacity. New York residents generate about 5.12 pounds of MSW per person per day, a rate 4% higher than nationally at 4.9 pounds per person per day. As reported in the 2022 Report Card for New York's Infrastructure, the recycling rates have leveled off or even decreased slightly, and this trend has continued. An increased focus on public education including details on available New York State programs, as well as efforts to promote the reduction, reuse, and recycling of materials before they become waste should be enacted to address this rate.

Stormwater — D

New York's stormwater systems capture and treat runoff from rain and snowmelt, and protect drinking water, aquatic habitats, and communities from flooding. More than 500 regulated stormwater programs operate statewide, with NYSDOT running the state's largestsystem, with roughly 16,000 outfalls across 13,000 lane miles of highway.

Stormwater carries pollutants into surface waters, a leading cause of water-quality impairment. In fact, EPA finds roughly half of the nation's impaired waterways are due to stormwater. New York has responded with growing investment in green infrastructure, which treats runoff at its source. Even so, more than half of the state's impaired waterbodies still lack an active cleanup plan.

The scale of unmet need remains large; an estimated $5 billion in stormwater infrastructure investment is needed statewide over 20 years.

Transit — D+

New York has the highest transit ridership in the nation, with an estimated 4.3 billion passenger trips across all modes statewide in 2025. Though significant, this total represents just 85% of pre-pandemic ridership levels. The condition of the state's transit infrastructure has not substantially improved from the last report card and remains a concern, as only 68% of the Metropolitan Transportation Authority's (MTA) $1.5 trillion asset portfolio is in a state of good repair, and 20% of the approximately 20,000 revenue vehicles statewide are operating past their useful service life. Transit agencies remain heavily dependent on state and federal funding, though congestion pricing has the potential to significantly augment existing funding sources. To raise the current C- grade, New York must escalate its capital expenditure to reduce its maintenance backlog and fund essential modernizations, including signal automation and fleet electrification.

Wastewater — D+

New York State's wastewater infrastructure is essential to protecting public health and water quality but faces increasing challenges from aging assets, wet weather impacts, evolving regulatory requirements, and climate-related risks. With more than 35,000 miles of sewers statewide and approximately 40% over 60 years old, many systems are operating beyond their intended design life. Although publicly owned treatment works (POTWs) generally demonstrate high compliance with State Pollutant Discharge Elimination System (SPDES) permits, significant issues remain with combined sewer overflows (CSOs), sanitary sewer overflows (SSOs), and failing onsite wastewater systems particularly during periods of heavy rainfall and snowmelt. Addressing these challenges will require sustained investment through fully funded State Revolving Funds and grant programs administered by the New York State Department of Environmental Conservation (NYSDEC) and the New York State Environmental Facilities Corporation (EFC), expanded use of asset management and Long Term Control Plans, and continued support for workforce development, retainage, and innovation. Ensuring wastewater revenues support the full cost of service, including operations, maintenance, capital investment, and long term resilience, will be critical to maintaining reliable, compliant, and resilient wastewater systems across New York State.

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