# 2026

# STATE OF ENGINEERING


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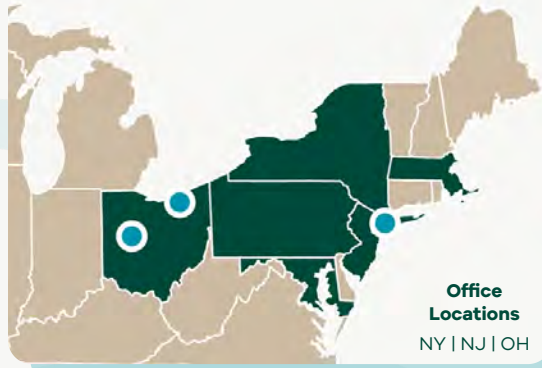


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# CHAIR, BOARD OF DIRECTORS GREETING

## Engineers love New York.

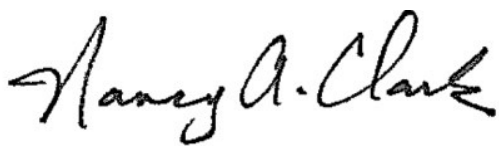
That's why the members of the American Council of Engineering Companies of New York (ACEC New York) worked together to develop our organization's first State of Engineering report, detailing the latest efforts to improve our infrastructure and the challenges we must overcome to ensure our communities are preserved and protected.

Thank you to our contributing members for your diligent work—and thank you to our President and CEO John Evers and his dedicated staff who have consistently raised the bar in showcasing the importance and impact of engineering on the lives of everyday New Yorkers. In an era of political and economic uncertainty, it is critical to take a moment to evaluate, analyze and discuss the state of our most important life-safety systems and what we need to do as industry leaders to make sure essential projects are fully funded, executed and completed.

As licensed professionals, we have a responsibility to educate New Yorkers about the evolving conditions of the built environment, and we have a duty to work with our partners in government to communicate our findings and our solutions. This report is a solid step forward in understanding the state of engineering in New York today, and I expect the compelling subject matter will foster a positive and productive dialogue among business, government and community leaders across the state.

Congratulations to all those who made this report a reality.

Sincerely,



**Nancy A. Clark, P.E., ENV SP**

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# PRESIDENT AND CEO GREETING

For more than 100 years, ACEC New York has championed the innovative work of the engineering community, steering industry leaders through periods of remarkable development, economic crisis and the advent of advanced technology that is poised to revolutionize the way we work, the way we live and the way we build in the years to come.

To better understand the state of our built environment—and our industry—we have produced our first State of Engineering report, which outlines the conditions of our infrastructure today, the latest projects designed to improve our communities and the priorities that industry stakeholders must address to ensure our colleagues can continue to succeed in the years ahead.

Throughout the year, members of ACEC New York gather at a variety of events to discuss the latest regulations, explore industry trends and share ideas that move the engineering community forward. This report is designed to summarize and document our progress together, as well as the challenges on the road ahead, and we believe its content will inform and inspire a wide range of decision-makers—in and outside of the industry—so we can create a safer, stronger and more sustainable environment for millions of New Yorkers.

Thank you to our contributing members who devoted their time, energy and enthusiasm to the creation of this important report. For New York State to continue to grow, we must work closely with our government partners to find ways to increase our talent pool, reduce unnecessary costs and encourage innovative building methods that accelerate safe development. The future of our economy depends on it.

Thank you for reading.

Sincerely,

John T. Evers

**John T. Evers, PhD**

# MISSION

The American Council of Engineering Companies of New York (ACEC New York) is a proactive coalition representing nearly 300 member firms who engage in every discipline of engineering related to the built environment including civil, structural, mechanical, electrical, environmental, and geotechnical. We are a diverse group of consulting engineering firms from across New York State, ranging from sole proprietors to multinational corporations that collectively employ about 33,000 New Yorkers and nearly ten times that number worldwide. Our shared goals are to further the business interests of our membership, enhance the quality and safety of the environment we live and work in, and help ensure the vitality of our communities.

ACEC New York is the unified voice for engineering professionals, for each other, their clients, and all levels of government in New York State and supports via education, advocacy, inclusion, partnering, and knowledge sharing.

**ACEC New York is the leading organization driving the business of professional engineering services ensuring safety, function, and value of the built and natural environments.**

# INTRODUCTION

## This is a pivotal moment for engineers.

As New York's population continues to increase, our decades-old infrastructure endures greater strains and new technologies advance the ways we live, work and build, there has never been a more important time to be an engineer.

*2025 ACEC New York Annual Meeting*

Our industry plays a critical role in construction projects, large and small, across the Empire State, designing and developing innovative solutions to the most needed infrastructure challenges—from improving water systems to expanding underground transportation. However, as government funding increases to support these projects, the number of our prospective engineers is shrinking. Fewer college students are pursuing engineering degrees today than at any other point in our history, and the shortage of licensed professionals is forcing some private firms and government agencies to scale back operations or not pursue specific areas of business.

Despite the lack of engineers, there is much work to be done in every corner of the state, and there are hundreds of projects moving forward across our roads, bridges and landscapes, enhancing the built environment and our quality of life. These projects are not only improving the safety of our infrastructure but generating billions of dollars in economic activity in our cities and communities, supporting thousands of jobs for New Yorkers and providing revenue streams for local businesses. This report is designed to provide a detailed overview of the engineering community in New York State, a look at the most important projects being conducted today, as well as the challenges facing industry leaders and the key areas where more attention is needed.

**Our top priority is ensuring the safety of all New Yorkers, now and in the future, and we believe this report can serve as a guide to protecting generations to come.**

# RECOMMENDATIONS

ACEC New York is one of the most active and experienced industry organizations in New York, and from Buffalo to Brooklyn, our members work side-by-side with elected officials and government agency leaders to develop new code regulations, refine new policies and reduce challenges in order to improve the built environment.

Throughout the year, ACEC New York hosts numerous meetings with industry stakeholders to share new ideas and discuss emerging trends, and as a result, the organization recommends these seven major policy initiatives in order to protect New York's infrastructure, facilitate economic development and ensure a safer society for all.

*2025 ACEC New York Annual Meeting*

1

## Expand Talent Pool

Expand the number of engineers and engineering students by facilitating access to engineering studies and reducing obstacles for foreign professionals who seek to work in the United States.

2

## Increase Education Focus

Increase the educational focus in New York State's high schools and colleges to further encourage the next generation of students to pursue careers in engineering, such as expanding targeted curriculum, hosting industry career fairs and increasing access to industry materials.

## 3 Establish Sustained Funding Streams

Establish reliable funding programs to ensure our roads, bridges and tunnels are better protected as the heavy demand on our infrastructure continues to grow and our economy relies on safe and improved transportation networks.

## 4 Streamline Construction Processes

Accelerate the construction process by reducing unnecessary oversight, expand the responsibilities of licensed professionals and eliminate obstacles to safe, affordable and efficient construction operations.

## 5 Reduce Unnecessary Costs

Seek legislation reform to identify, reduce and/or eliminate unnecessary construction-related costs, including liability insurance costs, that present challenges to the growth of the construction industry.

## 6 Support Government Recruitment

Facilitate the hiring of qualified and experienced engineers in key government agency roles to manage and oversee important infrastructure projects and work with the members of the private industry.

## 7 Encourage New Building Methods

Support the implementation of innovative building methods, such a design-build and modular construction, to accelerate construction timelines, reduce overall costs and increase productivity.

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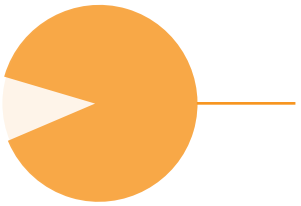
# WORKFORCE DEVELOPMENT

A nationwide shortage of engineers—including in New York State—continues to impact our industry, forcing a concerning backlog of projects and unfilled positions at engineering firms across the United States. According to a 2025 national survey by the American Council of Engineering Companies (ACEC),



**89% of engineering firms have at least one opening—**

with the median number of open positions remaining at five. ACEC also reports, **on average, eight percent of positions remain unfilled.** Over half of the firms indicated a current backlog of one year or more, ACEC stated.

## With nearly 300 member firms, ACEC New York is addressing the need for a stronger, more robust workforce with several initiatives, including:

Engaging with New York's junior colleges to encourage a wide range of male and female students to pursue careers in engineering;

Creation of a workforce development committee to collaborate with other industry stakeholders including architects and contractors;

Support and emphasize early education in STEM as a priority to encourage exploration of engineering as pathway to an engineering career; and

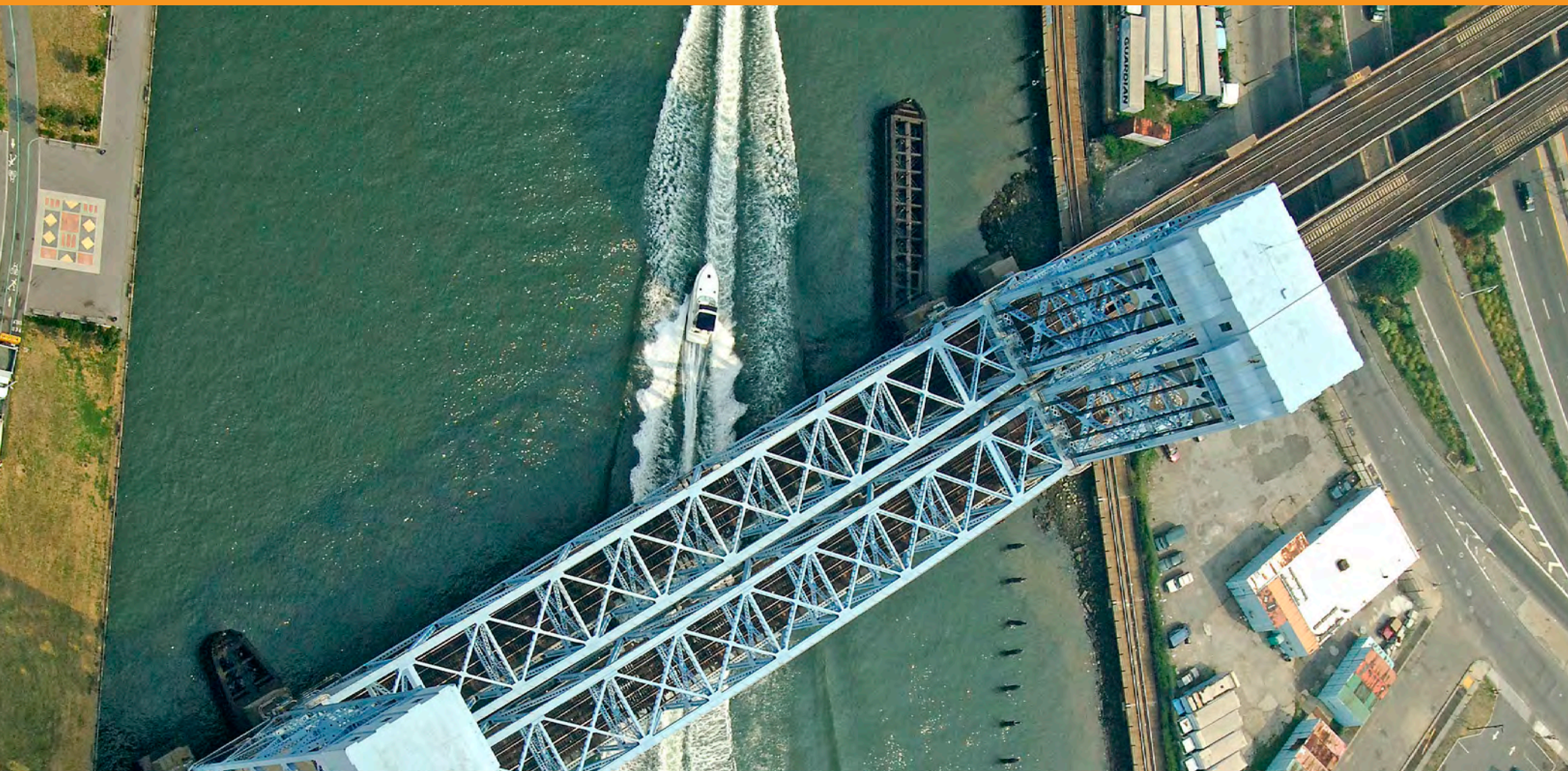
Expand our scholarship program to support students in junior colleges. Our program has distributed scholarships totaling more than $1.4 million to more than 470 students since 2002.

## With a lack of trained personnel, H-1B visa applications play a key role in daily operations for many engineering firms in New York and across the nation.

For some time now, the ACEC New York Workforce Development Committee has been working with officials at ACEC National to determine ways to improve the H-1B process.

Engineering firms are seeking to expand access to this vital program and retain the experienced talent that has been secured through the program. ACEC New York has discussed the importance of this program with our congressional leaders, and given the recent announcements regarding fees related to new H-1B visa applications, our leaders are working diligently to communicate with industry leaders in Washington, D.C., and eliminate any potential obstacles to future projects and talent acquisition.

# HIGHWAYS AND BRIDGES



As bridges throughout New York State are aging and traffic demands are steadily increasing, significant projects are being planned to enhance public safety, reduce congestion and support economic growth in 2026. Today, our heavily traveled roads and bridges are in desperate need of substantial repairs, regular maintenance and new upgrades. This is costing New Yorkers billions of dollars annually in lost time, wasted fuel and extra vehicle operating costs.

According to the 2024 Annual Highway Pavement and Bridge Conditions Report,

> **nearly 11,400 lane miles—about 65 percent—of the State's bridges are in fair or poor condition, and 17,000 lane miles—about 40 percent—are in fair or poor condition.**

As for the economic impact on motorists, the recent National Transportation Research Nonprofit (TRIP) report estimates that the combined costs from road conditions, congestion, and accidents amount to about $3,500 per motorist in terms of lost time, fuel, and auto maintenance and repair.

To address these concerns, New York State continues to invest heavily in bridge construction and highway infrastructure repair, with millions of dollars allocated to modernizing the nation's busiest transportation network. Rehabilitation and reconstruction is the focus today and in the short-term future. Funding and community support are the primary drivers to ensure ongoing maintenance and success of New York bridges.

## The New York FY 2026 Enacted Budget supports a number of programs to address these infrastructure concerns, including:

**$150M**
for local highway aid through PAVE NY

**$100M**
for Extreme Winter Recovery

**$200M**
to fund Pave Our Potholes

**$140M**
for State Touring Routes

# $800M

for core projects as part of the NYSDOT Capital Program

# $688M

for the CHIPS and Marchiselli local highway and bridge programs

# $200M

to fund local bridge projects from the BRIDGE NY program

# Today, there are a number of relevant projects in process statewide, according to the New York State Department of Transportation (NYSDOT), including:

## REIMAGINING I-787

This project focuses on revitalizing the I-787 highway that runs along Albany and the Hudson River. It aims to enhance safety and connectivity between neighborhoods while providing better access to the Hudson River. The next phase of this project has received $35 million in funding for planning and environmental impact studies.

## I-81 VIADUCT PROJECT

This initiative is designed to create an improved corridor through Syracuse, addressing transportation needs while enhancing urban connectivity.

## QUEEN CITY FORWARD

Located in Buffalo, this project plans to create a tunnel over part of the existing expressway, with green space above it, contributing to urban renewal and environmental sustainability.

## LIVINGSTON AVENUE BRIDGE UPGRADE

A significant upgrade costing $634 million is underway to replace a Civil War-era rail bridge, improving transportation infrastructure in the Capital Region.

## REHABILITATION OF PARK AVENUE VIADUCT

Led by the Metropolitan Transportation Authority (MTA), this project includes rehabilitating an elevated steel structure that carries four Metro-North Railroad tracks along Park Avenue between East 110th Street and the Harlem River Lift Bridge in Manhattan. Phase 1 began in 2023 and will replace the viaduct from East 115th Street to East 123rd Street and is expected to be completed in 2026. Phase 2 began in 2024 and will replace the viaduct from East 127th Street to mid-block between East 131st Street and East 132nd Street and is expected to be completed in 2027.

## REHABILITATION OF ROBERT F. KENNEDY BRIDGE

Led by the MTA, this project includes a design-build rehabilitation in New York City to widen walkways to create shared-use paths, replace roadway barriers, address strengthening of anchorage cable bents and miscellaneous repairs, improve bridge maintenance using structural health monitoring, dehumidification of main cables and anchorage eyebars, bridge painting, and installation of architectural lighting.

## REHABILITATION OF THE BQE

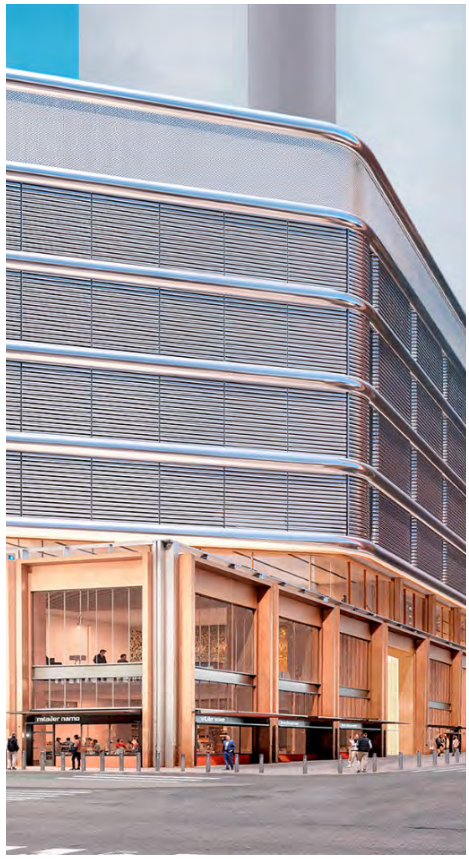
Led by the New York City Department of Transportation, this project repairs 1.5 miles of the Brooklyn-Queens Expressway (BQE)/I-278 in Brooklyn. This stretch is supported by 21 bridges, including a 0.4 mile long triple cantilever structure. Urgent repairs are ongoing, as needed. Major reconstruction work is expected to begin in 2029 and extend through 2032.

*State Street Reconstruction Project in Rochester, NY, LaBella Associates, D.P.C.*

# NOTABLE NEW CONSTRUCTION PROJECTS


## Penn Station Access

Led by the MTA, this project will extend the Metro-North's New Haven Line to Penn Station in Manhattan and includes four bridge rehabilitations. MTA broke ground in December 2022 in the Bronx and the project is estimated to be completed in 2027.



## Midtown Bus Terminal Replacement

Led by the Port Authority of New York and New Jersey, this is a federally supported project which includes a unique ramp helix bridge structure to serve the terminals. Construction began in 2025 and is expected to be completed in 2032.

## Interborough Express

The MTA is in the planning phase of an Interborough Express between Brooklyn and Queens, servicing an estimated 115,000 weekday riders and cutting travel time by 40 minutes. The MTA and the community have selected light rail as the mode for this 14 mile stretch that will connect up to 17 different subway lines as well as the Long Island Rail Road.

In the past year, industry leaders successfully completed several major projects across the state, and each one has significantly improved traffic flow, increased road safety and improved the quality of life for residents in these areas:

- $13.9 Million Multi-Modal Project Along Route 9 In Westchester County;
- $30 Million Project to Modernize State Routes 17A and 94 in Orange County;
- $42 Million for roadway projects in Schoharie and Otsego Counties on Interstate 88; and
- $9.6 Million Pavement Rehabilitation in Gates and Rochester, Monroe County.

Despite the increase of NYSDOT's budget this year, our elected and government leaders must consider implementing a long-term, adequately funded NYSDOT capital program to better ensure the safety and efficiency of our roads, bridges, and public transportation systems across the State. The NYSDOT proposed 2050 Master Plan is a step in this direction with focuses on community-centered transportation, safe transportation and accessible and affordable transportation choices, as well as environmental stewardship and protection. The anticipated reauthorization of the Surface Transportation Act would help New York State add additional resources for highway, public transportation and airport construction projects.

Since the Infrastructure Investment and Jobs Act (IIJA) was enacted in 2021, federal funding for highways and bridges has been strong—with more than $715 billion invested for federal highway, transit, highway safety and rail programs. Recent federal initiatives such as the Better Utilizing Investments to Leverage Development (BUILD) grant program and the Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies—SAFE ROADS—initiative also have focused attention on roads and bridges.

According to the USDOT Federal Highway Administration, apportionments and funding for the Federal-aid Highway program, Bridge Formula Program, National Electric Vehicle Infrastructure Formula Program and Appalachian Development Highway System Under the Infrastructure Investment and Jobs Act, are **estimated at $2,806,220,036 for FY 2025 and $2,853,420,386 for FY 2026 including design and construction.**

However, recent federal budget summaries indicate a move to cancel the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Grants Program—with more funding being appropriated to the highway safety improvement program. Congestion pricing is also being proposed as part of the MOVE NY Plan.

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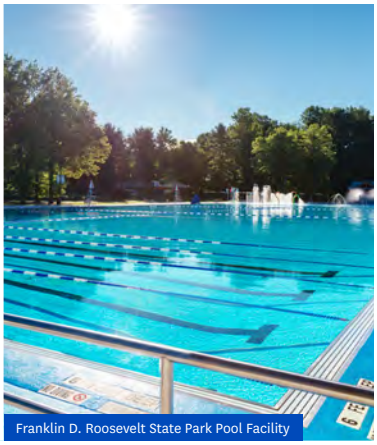

Franklin D. Roosevelt State Park Pool Facility

Albany International Airport Central Terminal Passenger Screening

County Road Bridge, Erie County

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# TUNNELS

New York State is making progress at maintaining and expanding its inventory of aging tunnels, but continued funding and political support is critical to build upon recent successes. We have identified several priority areas necessary to improve our quality of life, better ensure public safety and prevent our infrastructure from falling into further disrepair.

## Transit Tunnels

Repair, maintenance and upgrades of transit tunnels in New York City, including New York City Transit tunnels, PATH tunnels and Metro North's Park Avenue tunnels.

## Increased Access

Install step-free access paths to 30 additional New York City Transit stations and platforms.

## Utility Capacity

Tunnels for electrical power and natural gas, by various providers, to increase capacity and reliability of the existing systems.

## Stormwater Relief Tunnels

Led by the New York City Department of Environmental Protection (NYC DEP), these upcoming projects will provide combined-sewage storage tunnels at Newtown Creek and Flushing Bay to improve water quality of our shorelines and reduce neighborhood flooding.

## Cross Harbor Freight Tunnel

Reduce road congestion and improve air quality in New York City and Long Island.

## AMTRAK'S EAST RIVER TUNNELS

Provide rail access to New York City for the Northeast Corridor, New Jersey Transit and Long Island Rail Road. The 100-year-old tunnels were damaged by flooding during Superstorm Sandy and are being repaired in sequence.

## DELAWARE AQUEDUCT

NYC DEP's Delaware Aqueduct supplies drinking water to New York City. A leaking section of tunnel under the Hudson River is being bypassed by the new Rondout West bypass tunnel. Work was delayed by the 2024 drought, and completion is now anticipated to occur after 2027.

## HUDSON TUNNEL PROJECT

Led by the Gateway Development Commission, this project will construct two new rail tunnels between New Jersey and New York City to augment the two existing rail tunnels. Once complete, this project will expand capacity and allow the existing tunnels to be repaired. Major construction is underway on both sides of the Hudson River.

## SECOND AVENUE SUBWAY

Led by the MTA, this project is extending the subway line to 125th Street in Manhattan. Utility relocations are underway, and major construction contracts were awarded this year.

## BAY PARK CONVEYANCE

Led by the New York State Department of Environmental Conservation and Nassau County, this project will improve water quality in the Western Bays of Long Island. All 3.6 miles of 6-ft diameter tunnels are complete and are expected to come online in 2026.

*Bay Park Conveyance Project, WSP*

# ENGINEERING BY THE NUMBERS

**64**

number of New York Power Authority current projects that are expected to generate a total of nearly 7 GW, including solar, wind, and storage

**65%**

of New York State's bridges are in fair or poor condition

**$1.4M+**

in college scholarships distributed by ACEC New York since 2002

**$200M**

in New York State's FY2026 Budget dedicated to pothole repair

**40%**

of New York State's 35,000 miles of sewers are over 60 years old

**90%**

of MTA's $68.4B capital plan is dedicated to state-of-good-repair projects

**89%**

of engineering firms nationwide have at least one job opening (ACEC)

**17,000**

**LANE MILES**

of New York State's roads are in fair or poor condition

**2FT**

of sea-level rise is projected for New York City by the 2050s

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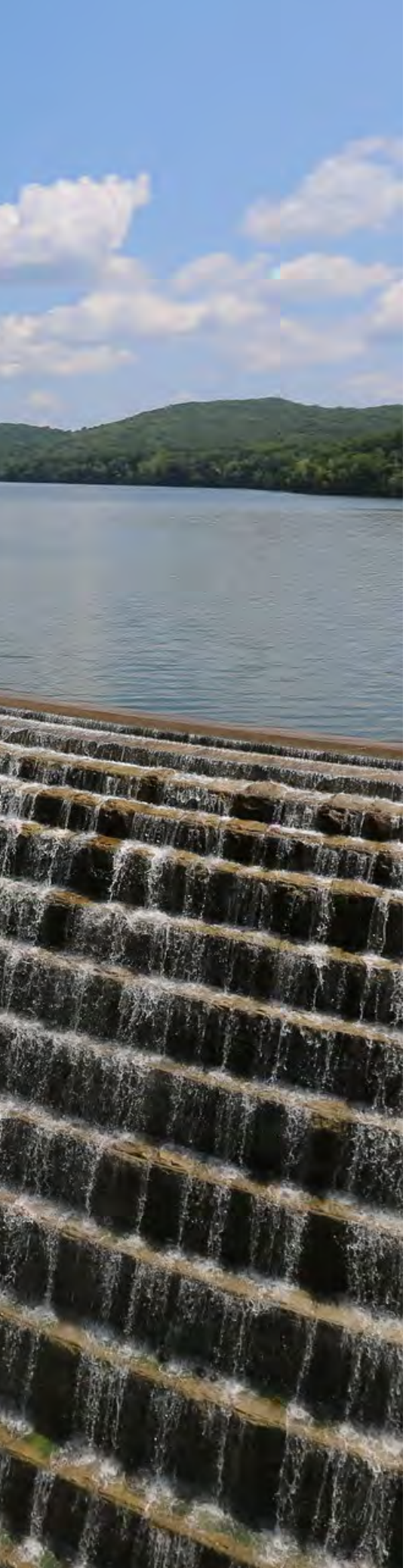
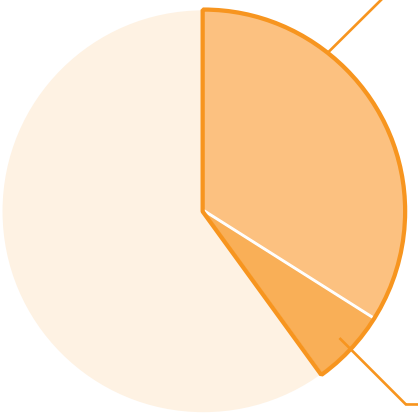
# WATER INFRASTRUCTURE



New York State's water and wastewater infrastructure is among the oldest in the country with dams built before modern design standards. That creates significant concerns as populations increase statewide. Demand has outpaced investment while system revenue has struggled to keep pace with inflation, leaving many improvements going unfunded. With increasingly stringent water quality regulations, as well as aging water treatment and distribution systems, there is a growing need to support critical repair projects.

To understand and prioritize future needs, utilities of large and medium size systems have completed risk and resilience assessments while utilizing limited capital funds. The state's estimated 20-year need for drinking water is $44.2B. New regulations surrounding environmental contaminants (like PFAS) will also shape capital improvement projects at these aging systems.

## New York State has about 35,000 miles of sewers



## with 40% that are over 60 years old.

## Of those, about 10% were constructed before 1925.

This aging wastewater infrastructure is prone to infiltration and inflow, broken pipes, clogging, exfiltration and equipment failures, stressing systems close to capacity and causing combined sewer overflows. To address these concerns—with an estimated 10 times that amount invested over the next 20 years to repair existing systems, meet increasing demand, and meet new quality standards—**at least $38B in investment is needed.** This does not include the aging onsite wastewater systems, servicing 25% of the state's population which also need maintenance.

# FUNDING

## $3.6B

In October 2024, the USEPA announced over $3.6B in new funding under the Biden-Harris Administration's Bipartisan Infrastructure Law (BIL). Funding focused on water infrastructure upgrades and community safety.

## $340M

In March 2025, Governor Kathy Hochul announced $340M in financial assistance for New York State water infrastructure improvement projects. Funding helped municipalities finance critical infrastructure projects while reducing financial burdens on taxpayers, a growing concern in the 2025 economic climate. It included a mix of low-cost financing and grants to support new/ongoing projects to improve drinking water quality, upgrade wastewater treatment facilities, and provide communities access to safe, affordable water (a goal echoed in DEP's Mission and Vision). Drivers for other funded projects included replacing aging infrastructure, enhancing resiliency, and protecting public health.

## $450M

New York State received over $450M for drinking water and wastewater improvements. Funded projects will upgrade essential water infrastructure to safely manage wastewater, protect local freshwater resources, and deliver safe drinking water. The $450M also includes $274.6M for New York's BIL Clean Water General Supplemental funds, $23.7M for Emerging Contaminants (such as PFAS), and $35.6M for the Drinking Water Emerging Contaminant Fund.

## $250M

New York City received $250M for three drinking water projects, including a $100M loan for the Kensico-Eastview Connection project. Funding included over $22M in grants through the Water Infrastructure Improvement Program and additional support from the Clean Water and Drinking Water State Revolving Funds.

Across the Empire State, there is a trend of growing urgency to modernize stormwater and wastewater systems due to intensifying climate change and rises in sea levels. A major goal is to leverage available federal infrastructure funding and maximize the impact of each dollar spent throughout the state.

In 2025, the New York City Department of Environmental Protection noted that New York City's rainfall in 2023 was 9" above the average followed in 2024 by a notable autumn drought, leading NYC to declare the first drought warning in 22 years. By the 2030s, New York City is projected to experience increases in extreme heat, including up to three times as many days above 90°F and up to four times as many heat waves, along with modest increases in annual precipitation relative to historical averages. By 2100, annual precipitation is projected to increase by as much as 30%. The increased frequency and intensity of storms will direct infrastructure investments to mitigate localized flooding in communities throughout the state.

In 2020, the City's climate was reclassified from "coastal temperate" to "humid subtropical" by the US National Climate Assessment. According to the State's Climate Impact Assessment, by 2050 "temperatures in NYC are projected to increase between 4°F and 6°F." Increased temperatures are correlated to more frequent intense storms.

Similarly, sea levels are predicted to rise by up to 2 feet during the same timeframe (2050s), and by over 5 feet by 2100. This notable rise can exacerbate storm surge and tidal flooding. Today, nearly 1/6th of the City's land is in the 100-year floodplain, but as sea levels rise this floodplain will move further inland. **Infrastructure investments to protect the public and wastewater assets will continue to be needed as DEP notes that a critical flood could cause $1.1B in damage to wastewater assets.**

# ENGINEERING SAFETY

Safety is fundamental to engineering—especially in New York State, where infrastructure intricacies, population density and public transportation complexities demand constant care and innovation. From bridges and tunnels to buildings and energy systems, and from country roads to shorelines, engineering safety impacts public and financial welfare and the State's ability to meet future challenges.

> **Safe design protects workers, end-users, and the public, while reducing long-term costs through smarter risk management and creating durable systems.**

However, there are some universal challenges the engineering industry continues to face, along with our industry partners in architecture and construction. Skilled labor shortages demand a need to invest in training and development programs for employees for emerging technologies, and some firms are struggling to retain current talent as older generations retire. As the digital transformation offers boundless opportunities for improved designs, communication and safety, there are growing concerns regarding a skills gap, as well as standardization of such technologies. Industry leaders continue to monitor rising costs and inflation as it impacts budgets which ultimately complicate long-term planning and goals.

# INDUSTRY TRENDS

The growing use and implementation of Building Information Modeling (BIM) and digital twin technology allows for better visualization of design altogether, including identifying potential issues or concerns before construction even begins. The evolution of these tools continually works to minimize guesswork in design and go beyond digital renderings. Safety hazards can be identified sooner to make for better project planning, along with improved workflow planning (including clash detection), improved communication, cost estimates, and sustainability.

Aside from increasing advancements in technology, regulations, codes, and standards are measures in which local municipalities and New York State establishes and enforces universal guides, expectations, and accountability. International Building Code (IBC) standards, along with city- and state-specific requirements like Local Law 196 in NYC (requiring additional safety training for construction workers), are examples of this.

# SUCCESSES IN SAFETY

## Many 2025 ACEC New York Engineering Excellence award-winning projects across New York State exemplify the integration of safety into engineering design and execution.

### OCEAN BEACH FLOOD MITIGATION AND RESILIENCY PROJECT *Fire Island*

This initiative upgraded the village's sanitary and stormwater infrastructure to address severe flooding and groundwater infiltration, enhancing public health and safety in a high-risk coastal area.

### LIVING BREAKWATERS *Tottenville, Staten Island*

Funded with $111 million from Superstorm Sandy recovery money, this project installed artificial reefs to reduce wave force, prevent erosion, and restore marine ecosystems, demonstrating a multifaceted approach to coastal safety.

### SPENT DEICING FLUID RECYCLING FACILITY

*Syracuse Hancock International Airport (SYR), Syracuse, NY*

SYR is the site of world's first on-airport glycol recycling evaporator, capable of treating spent deicing fluid as low as 0.25% glycol to water.

Under-skilled employees, short-staffed teams, failing to keep up with advancements in technology, and cutting corners to reduce costs can all be contributing factors in oversights in safety. To continue meaningful growth while keeping safety at the forefront, government and business leaders must embrace change, understand and invest in emerging technologies, and mentor and develop younger workforces and their skillsets. Safer designs create smarter projects, sustainable systems and healthier communities.

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# TRANSIT AND RAIL

The transit and rail system in New York City is entering a period of unprecedented capital investment.

Funded, in part, by the state's congestion pricing plan—which was both designed and supported by ACEC New York leadership—the 2025-2029 MTA Capital Plan prioritizes state-of-good-repair projects with investments in new railcars, signal modernization, maintenance facility upgrades, power system renewal, and station improvements, while advancing a single transformative expansion, the Interborough Express. The capital plan is the largest in the agency's history, reflecting the growing need for improvements.

> **New York Metro is set to experience approximately $20 billion in planned capital expenditures through 2026 by the same investment type.**

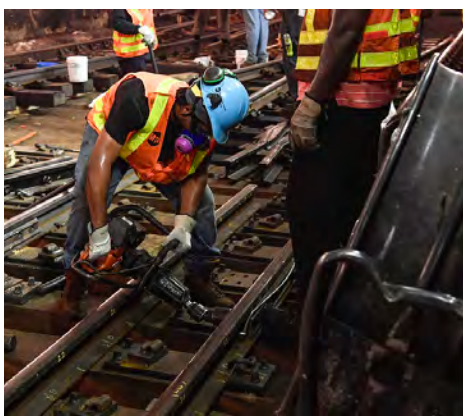
With the Gateway Program projects, station accessibility upgrades and record national ridership, these investments reflect strong demand for rail and the need to modernize aging infrastructure. Timelines and high-value items to watch include the IBX, Grand Central Artery rehabilitation, Gateway Program bridge projects, and station accessibility upgrades. However, timely execution and securing complementary federal funding will also determine whether these projects deliver the promised improvements in reliability, accessibility and capacity.

*Left image: NYC Eastbound Re-Route Project: Harold Interlocking, GFT and Mueser Rutledge Consulting Engineers, PLLC*

# CAPITAL PROJECTS, STATE OF GOOD REPAIR AND FINANCIAL TRENDS

**The resubmission of MTA's Capital Plan report highlights the massive $68.4B MTA capital plan for 2025-2029 with over 90% dedicated to state-of-good-repair projects.** MTA's agencies and specifically New York City Transit's various business units are due to release a number of critical infrastructure design and construction solicitations i.e. Line Structure, Line Equipment, Shops, Yards & Facilities, and Wayside Power.

## MTA's Major State-of-Good-Repair Initiative

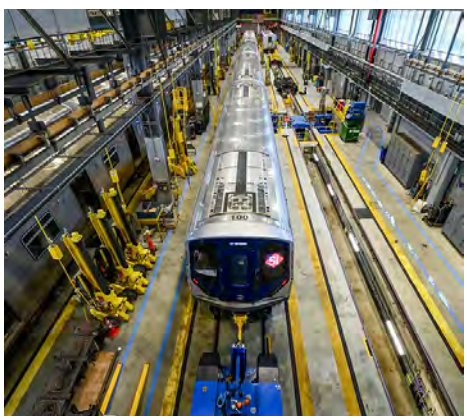


### Track and Switch Renewal

Replace ~60 miles of mainline track and 250 mainline switches to maintain safety and allow future signal upgrades.

### Line Equipment Renewal

Rehabilitate pump rooms, fan plants and tunnel lighting to improve climate resilience; upgrade pump capacity to manage more frequent torrential rains.



### Shops and Yards

Rebuild or reconfigure multiple maintenance shops (e.g., Livonia and 240th Street) and repair yards like Brewster Yard (Metro-North) and Hillside Facility (Long Island Rail Road).


*Grand Central—42nd Street Station Pedestrian Tunnel, STV*

## Power and Substations

Replace or upgrade more than 200 power substations, many of which are in poor or marginal condition, to reduce delays and support newly anticipated power needs through climate resiliency.

## Accessibility and Fare Gates

Make at least 60 stations fully accessible, replace 45 elevators and 43 escalators, and install new, ADA-compliant fare gates at over 150 stations.

Amtrak has increased its total Northeast investments year over year—with $2.5 billion (bn) in FY23, $5.3 bn in FY24, and $1.6 bn in SGR, $1.3 bn in Capital Renewal and $2.6 bn in Major Backlog in FY25. Amtrak's 25–29 CIP addresses key projects such as the Hudson Tunnel and East River Tunnel rehabilitations, Gateway Program bridge projects, and station accessibility upgrades supported by substantial federal funding. Future growth will hinge on infrastructure improvement projects in the first half of this capital investment cycle. Over the longer term, the FRA's Corridor Identification and Development Program—including the Long Island Corridor connecting Amtrak's NEC to Nassau and Suffolk Counties—could play a significant role in increasing ridership and enhancing community connectivity among New York Metro stakeholders and operators.

In July 2025, the Board shared its YTD Capital Spend nationally, with a total of 236 active projects split between **9 Major programs, 56 Maintenance Programs, and 92 Improvement Projects with approximately 34 of those projects** active to New York City Metro. NYC Metro total projected spend by Sponsoring Agency below:

- FY 2025 $3 bn
  - $1.6 bn: Amtrak owned
    - ◊ $370 mln: Gateway Development Corp
  - $891 mln: MTA
  - $586.4 mln: NJ Transit
- FY 2026 $3.9 bn

# UTILITIES AND POWER

New York State's power sector is undergoing a major transformation, driven by ambitious climate goals, a surge in electricity demand, and rapid technological innovation.

> **The state is working toward a cleaner, more resilient grid while balancing reliability challenges, increasing energy demand, and modernizing its aging infrastructure.**

Engineering professionals play a central role in this transition, designing smart grid systems, optimizing the integration of renewable energy, and developing infrastructure upgrades that meet stringent reliability and sustainability standards.

New York's Climate Leadership and Community Protection Act (CLCPA), signed in 2019 and considered one of the most ambitious climate policies in the U.S., **requires New York to reduce greenhouse gas emissions by 40 percent by 2030.** Another key provision of CLCPA challenges New York to achieve 70% renewable electricity by 2030 and 100% zero-emission electricity by 2040, compared to the current level of roughly 44% renewables. **Nationally, renewable penetration is around 24%, placing New York well ahead of the U.S. average.** The state also has a target of 6 GW of energy storage by 2030, aligning with federal initiatives to expand storage and grid flexibility. Engineering firms partnering with utilities are driving these efforts by developing scalable storage solutions and sustainable transmission upgrades.

*Left image: Javits Center Photovoltaic & Battery Systems, Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.*

# A few successful examples across New York that are supporting the long-term effort to achieve these targets include:

## Large-Scale Renewable Contracts

New York finalized agreements for 26 renewable projects, adding 2.5 GW of clean energy capacity.

## NYPA Clean Energy Plan

The New York Power Authority has announced 64 projects totaling nearly 7 GW, including solar, wind, and storage.

## National Grid's Upstate Upgrade

National Grid's Upstate Upgrade includes over 70 transmission enhancement projects through 2030 to build a smarter, stronger, cleaner grid.

Some of the significant challenges facing New York's power sector include aging infrastructure, transmission bottlenecks, and the surging demand for electricity driven by electrification goals and the rapid expansion of data centers and AI processing facilities. In addition, industrial and manufacturing re-shoring are adding demand to the already taxed grid. Reliability risks are growing as fossil fuel plants retire faster than replacements come online. However, opportunities exist in energy storage, smart grid technologies, and emerging solutions like geothermal, which is an excellent option for supporting decarbonization and sustainability goals. Geothermal systems produce significantly lower greenhouse gas emissions compared to fossil fuels, offering strong reliability, high efficiency, and long-term sustainability. **Engineers have played a crucial role in introducing geothermal solutions to communities in New York State, including the Village of Saranac Lake and the City of Troy.**

Looking ahead, 2026 promises to be a year of accelerating renewable deployment, scaling energy storage, and upgrading transmission capacity across the state. We can expect to experience increased investment in digital grid technologies and innovative clean energy pilots, as utilities continue to face the unrelenting challenge of maintaining reliability during their rapid transition to more renewable energy sources.

**Engineering expertise and creative solutions will remain pivotal—driving innovation in grid automation, designing resilient infrastructure for extreme weather, and replacing aging infrastructure to meet our state's evolving energy needs.**

# AVIATION

# This is an unprecedented time for aviation in New York.

Across the entire state, there are significant projects at various public-use facilities—with government agencies and private developers/airlines committing historic budgets to improving the aviation sector. Today, both major New York City airports have the largest amount of money dedicated to them in our history.

As this extensive investment is expected to come to a close toward the end of the decade, New York City will have a completely revamped aviation hub. However, the rest of the state, while requiring less funding, will still continue to have opportunities for upgrades and further improvements. It would serve New York State well to continue investments in this industry. Beyond the obvious values provided by improvements to aviation facilities, there are extensive higher education programs across the state with an aviation focus ranging from pilot training to mechanical and aerospace engineering. Focusing on continued improvements to aviation will also continue to provide employment opportunities within the field.


*LaGuardia Airport, new Terminal B*

The most significant project underway in New York is the entire redevelopment of **John F. Kennedy International Airport**. More than $19 billion has been committed across numerous entities to build entirely new terminals where the existing Terminal 1 sits and the former Terminal 6 sat, as well as upgrades to existing Terminals 4 and 8. Beyond the terminal work, the roadway network is being streamlined, a new Ground Transportation Center (GTC) is being built and approach roadways, such as the Van Wyck Expressway, are undergoing major overhauls.

In a sign of what is to come for JFK Airport, **LaGuardia Airport** is wrapping up its $8 billion dollar overhaul that saw entirely new terminals B, C and D developed and a comprehensive redesigned roadway network. The airport, once considered one of the worst airports, is now considered one of the best in the world.

The Port Authority of New York and New Jersey's just released 2026-2035 Capital Plan will continue investments in JFK, Newark Liberty and LaGuardia Airports.

There are numerous smaller projects across the state as part of the **Upstate Airport Economic Development and Revitalization Competition**—with the goal of modernizing upstate airports with support from federal and state funds.

## Most projects in this program have already been completed, including:

**$18.5M**

to Sullivan County International Airport to provide additional passenger space and environment

**$20M**

to Syracuse Hancock International Airport to upgrade Federal Inspection Stations and maintain the airport's international designation

**$32M**

to Greater Binghamton/Edwin A Link Field Airport for renovations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Thank you to all of our contributing members who shared their time, support and expertise to craft this comprehensive report, a first for ACEC New York in its 105-year history. Based on the knowledge and experience of our members, this report can serve as a detailed roadmap for future infrastructure improvements across the Empire State, while highlighting areas where additional government and stakeholder resources can be directed. A safer infrastructure today means a stronger New York tomorrow.


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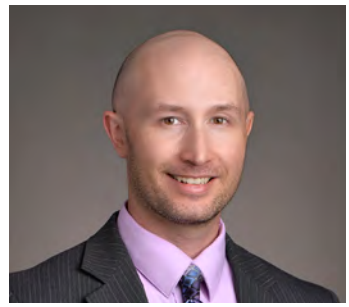

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# MOVING FORWARD

The increased use of technology—from artificial intelligence to drone use—will play a pivotal role in the future of engineering across New York State and the nation.

Many of our member firms are leading the industry in exploring new innovations and applying them to their operations. However, employing new technologies is useless without a robust workforce ready to implement that technology, drive positive change and move our industry forward. That's why heavily investing in our educational institutions, creating more career incentives for the next generation and reducing complex regulatory barriers to hire foreign workers is critical to building our talent pool.

For ACEC New York, the state of engineering in the Empire State is strong—with a funded pipeline of significant projects enhancing the way we live, work and travel. But there are real economic, legal and logistical challenges we continue to face, and we must work together to identify real solutions. New Yorkers depend on us to protect and preserve their communities, and it is up to all of us to live up to that expectation.

## Let's get to work.

# UPCOMING EVENTS

## April 18, 2026

2026 Engineering
Excellence Awards Gala

*New York, NY*

## May 21, 2026

Doing Business with
The Port Authority of New York
and New Jersey

*New York, NY*

## June 4, 2026

2026 Annual Meeting

*New York, NY*

## September 27–29, 2026

2026 Fall Conference

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