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DEFICIENT ROADWAYS COST EACH DALLAS/FORT WORTH/ARLINGTON DRIVER MORE THAN \$1,500 ANNUALLY, A TOTAL OF \$23.2 BILLION STATEWIDE. COSTS WILL RISE AND TRANSPORTATION WOES WILL WORSEN WITHOUT SIGNIFICANT FUNDING BOOST

Eds.: The report includes regional pavement condition, congestion and highway safety data and cost breakdowns for Austin, Dallas/Fort Worth/Arlington, Houston and San Antonio.

Dallas, Texas – Roads and bridges that are deficient, congested or lack desirable safety features cost Texas motorists a total of \$23.2 billion statewide – nearly \$2,000 annually per driver in some areas - due to higher vehicle operating costs (VOC), traffic crashes and congestion-related delays. Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road and bridge conditions, boost safety, and support long-term economic growth in Texas, according to a new report released today by [TRIP](#), a Washington, DC based national transportation organization.

The TRIP report, “[Future Mobility in Texas: The Cost of Meeting the State’s Need for Safe and Efficient Mobility](#),” finds that throughout Texas, 45 percent of state and locally maintained urban roads and highways provide motorists with a rough ride. A total of 18 percent of Texas bridges show significant deterioration or do not meet current design standards. The state’s major urban roads are becoming increasingly congested, with travel delays in some areas expected to double in the next 15 years. And Texas’ rural non-interstate traffic fatality rate is significantly higher than the fatality rate on all other roads in the state.

Deficient roads costs each Dallas/Fort Worth/Arlington driver \$1,543 per year in the form of extra vehicle operating costs as a result of driving on roads in need of repair, lost time and fuel due to congestion-related delays, and the cost of traffic crashes in which roadway features likely were a contributing factor. The TRIP report calculated the cost to motorists of insufficient roads in Texas’ largest urban areas: Austin, Dallas/Fort Worth/Arlington, Houston and San Antonio. A breakdown of the costs per motorist in each city along with a statewide total is below:

Location	VOC	Congestion	Safety	TOTAL
Austin	\$ 235	\$ 743	\$ 256	\$ 1,234
DFW/Arlington	\$ 364	\$ 924	\$ 255	\$ 1,543
Houston	\$ 415	\$ 1,171	\$ 305	\$ 1,891
San Antonio	\$ 545	\$ 591	\$ 290	\$ 1,426
Statewide Total	\$6.1 billion	\$10.8 billion	\$6.3 billion	\$23.2 billion

The TRIP report finds that 47 percent of major roads in the Dallas/Fort Worth/Arlington metropolitan area are in poor or mediocre condition. Under current funding scenarios, statewide pavement quality is projected to decrease by 30 percent by 2022. Underfunding maintenance on the state's roads will increase the cost to preserve and restore the pavement by \$6.5 billion over the next ten years.

Traffic congestion in the Dallas/Fort Worth/Arlington area is worsening, causing 45 annual hours of delay for the average motorists. The average Dallas/Fort Worth/Arlington driver wastes an average of 22 gallons of fuel each year due to congestion.

"The TRIP report demonstrates the impact of underfunding our transportation system, in the form of significant costs passed on to the state's drivers. Texas motorists can not afford to pay the price for an inadequate transportation system, and the state can not afford missed economic opportunities due to congested and deteriorated roads. While the cost to address these deficient roads is significant, the cost of doing nothing is much higher," said Lawrence Olsen, executive vice president of Texas Good Roads/Transportation Association.

Traffic crashes in the Dallas/Fort Worth/Arlington area claimed the lives of 312 people in 2010. The traffic fatality rate in 2010 on Texas' non-Interstate rural roads was 1.67 traffic fatalities per 100 million vehicle miles of travel, 43 percent higher than the 1.17 traffic fatalities per 100 million vehicle miles of travel on all other roads and highways in the state. A disproportionate share of highway fatalities occur on Texas' rural, non-Interstate roads. In 2010, 34 percent of traffic fatalities in Texas occurred on rural, non-Interstate routes, while only 23 percent of vehicle travel in the state occurred on these roads.

According to the TRIP report, three percent of Texas' bridges are structurally deficient, meaning there is significant deterioration to the bridge deck, supports, or other major components. Structurally deficient bridges are often posted for lower weight or are closed to traffic, restricting or redirecting large vehicles, including commercial trucks, school buses and emergency service vehicles. An additional 15 percent of the state's bridges are functionally obsolete. These bridges no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment with the approaching road. Bridges that are structurally deficient or functionally obsolete are safe for travel and are monitored regularly by the organizations responsible for maintaining them.

"Addressing Texas' needs for a safe, efficient and well-maintained transportation system will require a significant boost in investment. But not addressing the state's need for an improved transportation system will result in even greater costs to the public," said Will Wilkins, executive director of TRIP.