



**EMBARGOED UNTIL 9:00 AM EST**

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**Report available at: [www.tripnet.org](http://www.tripnet.org)**

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## **DEFICIENT ROADWAYS COST MICHIGAN DRIVERS \$7.7 BILLION**

### *Report Reveals Transportation Costs in Major Metro Areas*

*Summary: Deficient roadways cost Detroit area drivers \$1,600 annually, Lansing area drivers \$1,032 annually, and Grand Rapids area drivers \$1,027 annually for a total of \$7.7 billion statewide. Costs will rise and transportation woes will worsen without a significant funding boost.*

*Editors: The transportation report includes regional pavement condition, congestion and highway safety data, and cost breakdowns for Detroit, Grand Rapids and Lansing.*

**Lansing, MI** – Roads and bridges that are deficient, congested or lack desirable safety features cost Michigan motorists a total of \$7.7 billion statewide due to higher vehicle operating costs (VOC), traffic crashes and congestion-related delays, according to a new report released today by [TRIP](http://tripnet.org), a Washington, DC based national transportation organization.

According to the report, 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 Michigan

The TRIP report, “*Future Mobility in Michigan: The Cost of Meeting the State’s Need for Safe and Efficient Mobility*,” finds that throughout Michigan, more than a quarter of major roads and highways are in poor or mediocre condition. A total of 27 percent of Michigan bridges show significant deterioration or do not meet current design standards. The state’s major urban roads experience moderate levels of congestion, with drivers wasting increasing amounts of time and fuel. And Michigan’s rural non-interstate traffic fatality rate is significantly higher than the fatality rate on all other roads in the state.

Driving on deficient roads costs each Detroit area driver \$1,600 per year, each Grand Rapids area driver \$1,027 and each Lansing area driver \$1,032 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 also calculated the cost to motorists of insufficient roads in Grand Rapids and Lansing. A breakdown of the costs per motorist in each area along with a statewide total is below.

<b>Location</b>	<b>VOC</b>	<b>Congestion</b>	<b>Safety</b>	<b>TOTAL</b>
Detroit	\$ 536	\$ 859	\$ 205	\$ 1,600
Grand Rapids	\$ 327	\$ 501	\$ 199	\$ 1,027
Lansing	\$ 305	\$ 455	\$ 272	\$ 1,032
<b>Michigan - Statewide Total</b>	<b>\$2.3 Billion</b>	<b>\$3.1 Billion</b>	<b>\$2.3 Billion</b>	<b>\$7.7 Billion</b>

The TRIP report finds that a total of 57 percent of major roads in the Detroit urban area, 40 percent of major roads in the Grand Rapids urban area and 49 percent of the major roads in the Lansing urban area are in either poor or mediocre condition. Statewide, 29 percent of Michigan's roads are in either poor or mediocre condition.

According to the TRIP report, 12 percent of Michigan's bridges are structurally deficient, meaning there is significant deterioration to the bridge deck, supports, or other major components. These 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.

"These numbers get worse with every new report," said Kirk Steudle, director of the Michigan Department of Transportation (MDOT) since 2006. "MDOT has found millions in savings through innovations and efficiencies but cuts alone will not provide the additional dollars needed to shore up roads, bridges, rail and bus systems. Michigan's continued comeback hinges on new investment in transportation, the state's economic backbone."

Traffic congestion costs the average motorists in the Detroit urban area to spend an additional 40 annual hours stuck in traffic and the average motorists in the Grand Rapids and Lansing urban areas to spend an additional 24 and 23 hours, respectively, stuck in traffic.

"Roads, bridges and highways are essential for business to operate and are a basic function of government," said Denise Donohue, director of the County Road Association of Michigan (CRAM). "This report brings a sharp focus on the state's transportation needs and on the need to improve this critical system, which serves as the backbone of our economy."

Traffic crashes in Michigan claimed the lives of 938 people in 2012. The traffic fatality rate in 2011 on Michigan's non-interstate rural roads was 1.47 traffic fatalities per 100 million vehicle miles of travel, nearly double the 0.75 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 Michigan's rural, non-interstate roads. In 2011, 41 percent of traffic fatalities in Michigan's occurred on rural, non-interstate routes, while only 26 percent of vehicle travel in the state occurred on these roads.

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