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Thursday, June 28, 2018

Report available at: tripnet.org

Contact: [Carolyn Bonifas Kelly](mailto:Carolyn.Bonifas.Kelly@tripnet.org) 703.801.9212 (cell)

[Rocky Moretti](mailto:Rocky.Moretti@tripnet.org) 202.262.0714 (cell)

TRIP office 202.466.6706

NORTHERN COLORADO MOTORISTS LOSE NEARLY \$1,700 PER YEAR ON ROADS THAT ARE ROUGH, CONGESTED & LACK SOME SAFETY FEATURES - \$7.1 BILLION STATEWIDE. LACK OF FUNDING WILL LEAD TO FURTHER DETERIORATION, INCREASED CONGESTION AND HIGHER COSTS TO MOTORISTS

Eds.: The report includes regional pavement conditions, congestion levels, highway safety data, and cost breakdowns for the Colorado Springs, Denver, Northern Colorado, Grand Junction and Pueblo areas. Info-graphics for each area and statewide can be downloaded [here](#).

Ft. Collins, CO— Roads and bridges that are deteriorated, congested or lack some desirable safety features cost Colorado motorists a total of \$7.1 billion statewide annually - \$1,680 per driver in the Northern Colorado area - due to higher vehicle operating costs, traffic crashes and congestion-related delays. Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road, bridge and transit conditions, boost safety, and support long-term economic growth in Colorado, according to a new report released today by [TRIP](#), a Washington, DC based national transportation research organization.

The TRIP report, "[Colorado Transportation by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility](#)," finds that throughout Colorado, two-fifths of major locally and state-maintained roads are in poor or mediocre condition and six percent of locally and state-maintained bridges are structurally deficient. The report also finds that Colorado’s major urban roads are becoming increasingly congested, causing significant delays and choking commuting and commerce.

Driving on roads in the Northern Colorado area costs the average driver \$1,680 per year in the form of extra vehicle operating costs (VOC) as a result of driving on roads in need of repair, lost time and fuel due to congestion-related delays, and the costs of traffic crashes in which roadway features likely were a contributing factor. The TRIP report calculates the cost to motorists of insufficient roads in the Colorado Springs, Denver, Northern Colorado, Grand Junction and Pueblo areas. A breakdown of the costs per motorist in each area, along with a statewide total, is below.

Location	VOC	Safety	Congestion	TOTAL
Colorado Springs	\$ 702	\$ 388	\$ 850	\$ 1,940
Denver	\$ 739	\$ 377	\$ 1,190	\$ 2,306
Northern Colorado	\$ 547	\$ 728	\$ 405	\$ 1,680
Grand Junction	\$ 611	\$ 649	\$ 229	\$ 1,489
Pueblo	\$ 822	\$ 474	\$ 270	\$ 1,566
Colorado - Statewide	\$1.9 Billion	\$2.1 Billion	\$3.1 Billion	\$7.1 Billion

The TRIP report finds that 51 percent of major locally and state-maintained roads in Northern Colorado are in poor or mediocre condition, costing the average motorist an additional \$547 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear.

“Building and maintaining a quality, 21st century transportation system in Northern Colorado requires commitment and investment, and the TRIP report shows us the cost of not keeping up with population and job growth in our area,” said Kathy Gilliland, Region Five commissioner of the [Colorado Transportation Commission](#). “Colorado cannot afford to continue the transportation status quo, and the TRIP report provides vital information that explains why it is critical to renew our focus on our deep and growing transportation needs.”

Traffic congestion in Northern Colorado is worsening, causing 18 annual hours of delay for the average motorist and costing the average driver \$405 each year in lost time and wasted fuel.

Six percent of Colorado’s bridges are structurally deficient, with significant deterioration to the bridge deck, supports or other major components. In Northern Colorado, six percent (66 of 1,108) of bridges are structurally deficient.

“At AAA, we are strong advocates for building and maintaining a modern, safe system of roads and bridges throughout Colorado,” said J. Skyler McKinley, Director of Public Relations & Government Affairs for [AAA Colorado](#). “The TRIP report shows the immense cost of poorly maintained roads in terms of injuries in accidents, lives lost, repair costs and lost time at work. Colorado needs a robust and reliable transportation funding system that can help improve our roads and prevent traffic crashes across our state.”

Traffic crashes in Colorado claimed the lives of 2,595 people between 2012 and 2016. Colorado’s overall traffic fatality rate of 1.17 fatalities per 100 million vehicle miles of travel is on par with the national average of 1.18. The fatality rate on Colorado’s non-interstate rural roads is more than double that on all other roads in the state (1.97 fatalities per 100 million vehicle miles of travel vs. 0.96). In Northern Colorado, on average, 89 people were killed in traffic crashes each year from 2014 to 2016. The financial impact of traffic crashes costs each Northern Colorado driver an average of \$728 annually.

The efficiency and condition of Colorado’s transportation system, particularly its highways, is critical to the health of the state’s economy. Annually, \$323 billion in goods are shipped to and from sites in Colorado, mostly by trucks, relying heavily on the state’s network of roads and bridges. Increasingly, companies are looking at the quality of a region’s transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. The design, construction and maintenance of transportation infrastructure in Colorado supports 77,308 full-time jobs across all sectors of the state economy.

“Driving on deficient Colorado roads comes with a \$7.1 billion price tag for the state’s motorists,” said Will Wilkins, TRIP’s executive director. “Adequate funding for the state’s transportation system would allow for smoother roads, more efficient mobility, enhanced safety, and economic growth opportunities while saving Colorado’s drivers time and money.”