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Fact Sheet and infographics available [here](#)

MASSACHUSETTS INTERSTATES ARE AMONG MOST CONGESTED IN U.S. AND INTERSTATE BRIDGES AMONG MOST DETRIORATED AS NATION MARKS 60TH ANNIVERSARY OF INTERSTATE SYSTEM. TRAVEL IS SURGING ON INTERSTATE SYSTEM, WHICH CONTINUES TO SAVE LIVES, TIME AND MONEY BUT IS INCREASINGLY CONGESTED AND LACKS FUNDING FOR NEEDED IMPROVEMENTS.

Eds.: The report's [Appendix](#) includes the following data for the Interstate system in all 50 states: pavement and bridge conditions, congestion levels, fatality rates, lives saved annually, and travel trends including Interstate use by large trucks.

Washington, DC – As the U.S. Interstate marks its 60th anniversary this week, Massachusetts’ Interstate highways are among the busiest and most congested in the nation and its Interstate bridges are among the most deficient. According to a new report released today by [TRIP](#), a Washington, DC based national transportation organization, Massachusetts’ Interstates have the tenth highest rate of vehicle travel per lane mile and are the sixth most congested with 62 percent of urban Interstates experiencing congestion during peak hours. Six percent of Massachusetts’ Interstate bridges are structurally deficient, the ninth highest rate in the nation. Structurally deficient bridges often have deterioration of the major components of the bridge.

The TRIP report, “[The Interstate Highway System Turns 60: Challenges to Its Ability to Continue to Save Lives, Time and Money](#)” finds that the Interstate Highway System faces increasing congestion, unprecedented levels of travel – particularly by large trucks – and insufficient funding to make needed repairs and improvements. The nation’s most critical transportation link continues to save lives with its enhanced safety features and is largely well-preserved, but an aging Interstate system will increasingly require more long-term, costly repairs.

The chart below details the top 10 states whose Interstate systems have the highest urban share of congestion, the highest share of daily urban travel per lane mile and the highest rate of structurally deficient bridges.

	State	Percent Urban Interstates Congested	State	Urban Interstate Daily Travel Per Lane Mile	State	Interstate Bridges Structurally Deficient
1	California	85%	California	19,424	Rhode Island	15%
2	Maryland	75%	Maryland	18,425	West Virginia	9%
3	New Jersey	73%	Connecticut	15,391	Wyoming	9%
4	Rhode Island	63%	Rhode Island	15,281	New York	8%
5	Delaware	63%	Florida	15,088	Connecticut	7%
6	Massachusetts	62%	Virginia	14,714	Michigan	7%
7	Hawaii	60%	Hawaii	14,616	Illinois	7%
8	Connecticut	60%	Kentucky	14,538	Colorado	6%
9	Florida	59%	New Jersey	14,498	Massachusetts	6%
10	Minnesota	56%	Massachusetts	14,496	Maine	5%

While the Interstate Highway System represents only 2.5 percent of lane miles in the U.S., it carries 25 percent of the nation’s vehicle travel. The system is increasingly congested, with truck travel growing at a rate twice that of overall Interstate travel. And, while the nation’s Interstates tend to be in better condition than other roads and bridges, the aging system lacks the required funding for needed improvements and repairs.

“Not only is congestion a significant problem in the Commonwealth—so is the safety of our roads and bridges, with billions in repair work needed,” said Mary Maguire, director of public and legislative affairs for AAA Northeast. “As hundreds of thousands of Massachusetts residents hit the road for the Independence Day weekend, AAA urges public and private stakeholders to continue addressing the problems of our infrastructure.”

The current backlog of needed improvements to the Interstate Highway System, as estimated by the U.S. Department of Transportation, is \$189 billion. The nation’s current transportation investment is less than two-thirds (61 percent) of the amount needed to keep Interstates in good condition and make the improvements necessary to meet the nation’s growing need for personal and commercial mobility. And, while the recently enacted federal surface transportation program, the [Fixing America’s Surface Transportation \(FAST Act\)](#) provides a modest increase in spending, it lacks a long-term, sustainable revenue source. By 2020 the annual shortfall into the nation’s Highway Trust Fund will be \$16 billion annually.

“The United States moves in large part thanks to the efforts of many elected officials, organizations and citizens whose shared foresight led to the construction of the national interstate system,” said Bud Wright, executive director of the American Association of State Highway and Transportation Officials. “Now, as we commemorate the 60th anniversary of the Interstate act, it’s clear that our investments in preserving the system are not keeping up even as our nation continues to grow.”

Since 2000 travel on the Interstate system is increasing two times faster than new lane capacity is being added. As a result, 43 percent of urban Interstate highways are considered congested during peak hours and the average annual amount of travel per Interstate lane mile increased by 11 percent from 2000 to 2014. Sixty-two percent of Massachusetts urban Interstates are congested during peak travel times, the sixth highest rate in the nation. Across the nation, travel by combination trucks on the Interstate increased by 29 percent from 2000 to 2014, more than double the 14 percent rate of growth for all Interstate vehicle travel during the same period.

“It’s hard to believe it’s been 60 years since the Interstate Highway System was developed,” said Ed Mortimer, executive director for transportation infrastructure at the United States Chamber of Commerce. “The vision of President Eisenhower has enabled economic mobility throughout our nation and showed we can accomplish big things. As we work to maintain, and in many cases rebuild this great system, let’s continue to think big as we work to fund and finance an improved, smarter network.”

In 2015 vehicle miles of travel on the Interstate Highway System was four percent higher than in 2014 and through the first three months of 2016 travel on the Interstate Highway System was five percent higher than during the first three months of 2015.

The design of the Interstate – which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders and median barriers – makes it more than twice as safe to travel on as all other roadways. Nationwide, the fatality rate per 100 million vehicle miles of travel on the Interstate in 2014 was 0.54, compared to 1.26 on non-Interstate routes. In Massachusetts the non-Interstate fatality rate was nearly double the Interstate fatality rate – 0.65 versus 0.38. TRIP estimates that the Interstate Highway System saved 5,359 lives nationwide in 2014 and 46 lives in Massachusetts. This estimate is based on the number of additional fatalities that would have occurred had Interstate traffic been carried by other major roadways, which often lack the safety features common to Interstate routes.

While the condition of Interstate pavement and bridges is acceptable, some deficiencies exist. Twelve percent of Interstate highways are in poor or mediocre condition. Three percent of U.S. Interstate bridges are structurally deficient and an additional 18 percent are functionally obsolete. Six percent of Massachusetts' Interstate bridges are structurally deficient – the ninth highest rate in the nation – and 47 percent are functionally obsolete. Structurally deficient bridges have significant deterioration of the major components of the bridge, while functionally obsolete bridges no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment.

“The long-term vision that helped establish the current Interstate system 60 years ago is needed again today,” said Will Wilkins, TRIP’s executive director. “In order to maintain personal and commercial mobility, transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority.”