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DEFICIENT ROADWAYS COST EACH DALLAS-FORT WORTH-ARLINGTON AREA DRIVER MORE THAN \$1,700 ANNUALLY, A TOTAL OF \$25.1 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, TX – Roads and bridges that are deficient, congested or lack desirable safety features cost Texas motorists a total of \$25.1 billion statewide annually –more than \$1,700 per driver in the Dallas-Fort Worth-Arlington 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 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, “[Texas Transportation by the Numbers: Meeting the State’s Need for Safe and Efficient Mobility](#),” finds that throughout Texas, 16 percent of major urban roads and highways provide motorists with a rough ride. Nearly one-fifth of Texas bridges are in need of replacement, repairs or modernization. The state’s major urban roads are becoming increasingly congested, with drivers wasting significant amounts of time and fuel each year. And, Texas’ traffic fatality rate is significantly higher than the national fatality rate.

Driving on deficient roads costs each Dallas-Fort Worth-Arlington area driver \$1,740 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 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 area along with a statewide total is below.

Location	VOC	Congestion	Safety	TOTAL
Austin	\$377	\$930	\$348	\$1,655
Dallas-Fort Worth-Arlington	\$508	\$957	\$275	\$1,740
Houston	\$450	\$1,090	\$310	\$1,850
San Antonio	\$662	\$787	\$331	\$1,780
Texas - Statewide Total	\$5.7 Billion	\$12 Billion	\$7.4 Billion	\$25.1 Billion

The TRIP report finds that a total of 50 percent of major roads in the Dallas-Fort Worth-Arlington urban area are in either poor or mediocre condition, costing the average DFW-Arlington motorist an additional \$508 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear. Traffic congestion in the area is worsening, causing 45 annual hours of delay for the average DFW-Arlington motorist and costing each driver \$957 annually in the cost of lost time and wasted fuel.

“The Dallas Citizens Council is committed to growing and maintaining solid transportation infrastructure in North Texas,” said Alice Murray, president of the Dallas Citizens Council. “The TRIP Report shows very clearly that there is much work to be done to improve this critical infrastructure without increasing costs to our citizens. We need sustainable change in the manner that we fund our transportation needs and we have the opportunity to enact change with the passage of Proposition I this November. This state constitutional amendment will divert a portion of excess oil and gas severance taxes from the Rainy Day Fund to transportation, which is a start to putting our state on track for the development and repair of solid transportation infrastructure and funding.”

A total of 19 percent of Texas’ state maintained bridges are currently in need of replacement, repair or modernization. Two percent of the state’s bridges are structurally deficient, meaning there is significant deterioration to the major components of the bridge. An additional 17 percent of the state’s bridges are designated as functionally obsolete because they no longer meet current highway design standards.

Traffic crashes in Texas claimed the lives of 16,041 people between 2009 and 2013. Texas’ traffic fatality rate of 1.41 fatalities per 100 million vehicle miles of travel is 27 percent higher than the national average of 1.11. The traffic fatality rate on Texas’ non-Interstate rural roads was 2.63 traffic fatalities per 100 million vehicle miles of travel, more than two-and-a-half times higher than the 0.99 traffic fatalities per 100 million vehicle miles of travel on all other roads and highways in the state.

“These high costs are like a hidden tax on our motorists; we’d all be better off investing a little more in improving our transportation infrastructure and avoiding these costs,” said Tarrant County Commissioner Gary Fickes, chairman of the Tarrant Regional Transportation Coalition.

The efficiency of Texas’ transportation system, particularly its highways, is critical to the health of the state’s economy. A [2007 analysis by the Federal Highway Administration](#) found that every \$1 billion invested in highway construction would support approximately 27,800 jobs.

The federal surface transportation program is a critical source of funding in Texas. But a lack of adequate funding of the federal program may result in a significant cut in federal funding for Texas’ roads, highways and bridges. The impact of inadequate federal surface transportation revenues could be felt as early as August when the balance in the [Highway Account of the federal Highway Trust Fund](#) is expected to drop below \$1 billion, which will trigger delays in the federal reimbursement to Texas and other states for road, highway and bridge projects, which would likely result in Texas and other states delaying numerous projects. And, if a lack of adequate revenue into the Federal Highway Trust Fund is not addressed by Congress, funding for highway and transit improvements in Texas could be cut by \$3.4 billion for the federal fiscal year beginning October 1, 2014 according to projections by the [Congressional Budget Office](#).

“These conditions are only going to get worse if greater funding is not made available at the state and federal levels,” said Will Wilkins, TRIP’s executive director. “Unless Congress acts this year to adequately fund the Federal Highway Trust Fund, Texas is going to see its federal funding decrease dramatically starting this summer. This will result in fewer road repair projects, loss of jobs and a burden on the state’s economy.”