



**FOR IMMEDIATE RELEASE**

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**Noon EDT Media Teleconference [Details Here](#)**

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

**BIRMINGHAM AREA ROADS ARE AMONG NATION’S MOST DETERIORATED, COSTING DRIVERS NEARLY \$800 EACH YEAR. AS TRAVEL GROWTH RETURNS TO PRE-RECESSION RATES, ROAD CONDITIONS EXPECTED TO DECLINE FURTHER WITHOUT ADDITIONAL FUNDING AT LOCAL, STATE & FEDERAL LEVELS**

*Eds.: The TRIP report contains pavement condition data and driver costs for urban areas with a population of 250,000 or greater.*  
**Washington, DC** – Forty-three percent of major roads in the Birmingham urban area are in poor condition, costing area drivers \$784 each year in additional vehicle operating costs. The Birmingham urban area ranks 17<sup>th</sup> among large urban areas (500,000+) in the annual cost to motorists of driving on rough roads and 20<sup>th</sup> in the share of major urban roads in poor condition. Driving on roads in disrepair increases consumer costs by accelerating vehicle deterioration and depreciation and increasing needed maintenance, fuel consumption and tire wear.

These findings were released today by [TRIP](#), a national transportation research group based in Washington, D.C. The report, “[Bumpy Roads Ahead: America’s Roughest Rides and Strategies to Make our Roads Smoother.](#)” examines urban pavement conditions, transportation funding, travel trends and economic development. Pavement condition and vehicle operating costs for urban areas with populations of 250,000 or greater can be found in the report and [appendices](#). The chart below details large urban areas (500,000+ population) with the highest vehicle operating costs (VOC) and share of pavements in poor conditions.

Rank	Urban Area	Percent Poor	Rank	Urban Area	VOC
1	San Francisco--Oakland, CA	74%	1	San Francisco--Oakland, CA	\$1,044
2	Los Angeles--Long Beach--Santa Ana, CA	73%	2	Los Angeles--Long Beach--Santa Ana, CA	\$1,031
3	Concord, CA	62%	3	Concord, CA	\$954
4	Detroit, MI	56%	4	Tulsa, OK	\$928
5	San Jose, CA	53%	5	Oklahoma City, OK	\$917
6	Cleveland, OH	52%	6	Detroit, MI	\$866
7	New York--Newark, NY	51%	7	Cleveland, OH	\$845
8	San Diego, CA	51%	8	San Jose, CA	\$844
9	Grand Rapids, MI	51%	9	San Diego, CA	\$843
10	Honolulu, HI	51%	10	San Antonio, TX	\$838
11	Akron, OH	50%	11	El Paso, TX	\$815
12	San Antonio, TX	49%	12	Riverside--San Bernardino, CA	\$812
13	Milwaukee, WI	46%	13	Grand Rapids, MI	\$803
14	Riverside--San Bernardino, CA	46%	14	Akron, OH	\$797
15	El Paso, TX	46%	15	New York--Newark, NY	\$791
16	Oklahoma City, OK	45%	16	Dallas--Fort Worth--Arlington, TX	\$791
17	Tulsa, OK	45%	17	<b>Birmingham, AL</b>	<b>\$784</b>
18	New Haven, CT	45%	18	Honolulu, HI	\$777
19	Bridgeport--Stamford, CT	44%	19	Houston, TX	\$772
20	<b>Birmingham, AL</b>	<b>43%</b>	20	Sacramento, CA	\$767
21	Denver--Aurora, CO	43%	21	Milwaukee, WI	\$753
22	Seattle, WA	42%	22	Denver--Aurora, CO	\$737
23	Omaha, NE	42%	23	Omaha, NE	\$729
24	Sacramento, CA	42%	24	Colorado Springs, CO	\$723
25	New Orleans, LA	42%	25	New Orleans, LA	\$713

"Our nation's transportation infrastructure is in desperate need of additional public investment and that reality is certainly evident in Alabama," said Jim Page, president and CEO of the Chamber of Commerce of West Alabama. "It is imperative that Congress make funding for a long term transportation program a legislative priority. State and local government leaders must also continue to focus on ever-increasing transportation needs as an economic development issue."

In 2013 more than a quarter (28 percent) of the nation's major urban roads— Interstates, freeways and other arterial routes – had pavements that were in substandard condition and provided an unacceptably rough ride to motorists, costing the average urban driver \$516 annually. The nationwide annual cost of driving on deteriorated roads totals \$109.3 billion.

"The nation's rough roads stress nerves and cost billions in unnecessary vehicle replacement, repair and fuel costs," said Jill Ingrassia, [AAA](#) managing director of government relations and traffic safety advocacy. "Full investment in our nation's transportation system will reduce the financial burden on drivers and provide them with a smoother, safer and more efficient ride."

The federal government is a critical source of funding for road and highway repairs. But the lack of adequate funding beyond the expiration of the current federal surface transportation program, MAP-21 (Moving Ahead for Progress in the 21st Century Act), which expires on July 31, 2015, threatens the future condition of the nation's roads and highways.

"The long-term preservation and maintenance of our national transportation system depends on federal investment," said Bud Wright, executive director of the [American Association of State Highway and Transportation Officials \(AASHTO\)](#). "We can do better than the uncertainty of short-term extensions. America needs Congress to fully fund a multi-year surface transportation bill."

With vehicle travel growth rates returning to pre-recession levels and large truck travel anticipated to grow significantly, mounting wear and tear on the nation's urban roads and highways is expected to increase the cost of needed highway repairs. Vehicle travel, which remained largely unchanged from 2008 to 2013, increased by 1.7 percent from 2013 to 2014 and increased 3.9 percent during the first four months of 2015 compared to the same period in 2014. And, the amount of large commercial truck travel in the U.S. is expected to increase by 72 percent from 2015 to 2030.

"With state and local governments struggling to fund needed road repairs and with federal surface transportation funding set to expire this month, road conditions are projected to get even worse," said Will Wilkins, TRIP's executive director. "Congress could reduce the extra costs borne by motorists driving on rough roads by authorizing a long-term, adequately funded federal transportation program that improves road conditions on the nation's major roads and highways."