

For immediate release

January 14, 2010

Report available at: www.tripnet.org

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DRIVING ON DEFICIENT ROADS COSTS EACH NEW YORK CITY DRIVER NEARLY \$1,900 PER YEAR; BOOST IN STATE AND FEDERAL TRANSPORTATION FUNDING NEEDED TO MODERNIZE ROADS AND BRIDGES TO IMPROVE TRAFFIC SAFETY AND PROVIDE CONGESTION RELIEF

New York City – The average New York City driver loses \$1,888 each year as a result of driving on roads that lack some desirable safety features, have poor pavement conditions or have inadequate capacity to meet travel demands. In total, New York State motorists lose \$16.4 billion each year due to traffic crashes, additional vehicle operating costs and congestion-related delays, according to a new report released today by TRIP, a Washington, DC based national transportation organization.

The report, *“Future Mobility in New York: Meeting the State’s Need for Safe and Efficient Mobility,”* finds that more than 80 percent of major roads in the New York City area are deteriorated. Fifty-four percent of major roads in the area are rated in poor condition, and an additional 28 percent are rated in mediocre condition. In addition to deteriorated road conditions, 35 percent of New York City area bridges are structurally deficient or functionally obsolete. Forty-nine percent of New York City’s urban highways are considered congested, costing area drivers 44 hours each year due to congestion-related delays. A total of 498 people were killed in 2008 on New York City area roads, giving the region a traffic fatality rate of 4.3 fatalities per 100,000 population.

“In order to improve the state’s transportation system, ease the burden on drivers, and kick start New York’s economy, transportation investment must be a priority at the state and federal level,” said Will Wilkins, executive director of TRIP. “Without adequate investment, many critically needed transportation projects will remain stranded on the drawing board.”

The TRIP report finds that New York State faces a transportation funding shortfall of approximately \$87 billion from 2010 to 2030. The challenge of meeting this transportation funding shortfall will be exacerbated by growing debt repayments for funds borrowed to fund road, highway and bridge repairs in the state. Nearly half (49 percent) of the revenue going into the New York State Highway and Bridge Dedicated Trust Fund is currently being used to pay off

debt. By 2013, debt service is expected to consume 72 percent of the State Highway and Bridge Dedicated Trust Fund's incoming revenues.

State transportation funds are also being diverted away from making needed road and bridge improvements. From state fiscal years 1993-1994 to 2008-2009, 35 percent of disbursements from the New York State Highway and Bridge Dedicated Trust Fund were spent on capital construction projects – the funds used to repair and improve the state's roads and bridges. By 2013, the share of the New York State Highway and Bridge Dedicated Trust Fund going to capital construction projects is expected to decline to 21 percent.

“New York's roads, bridges and transit systems are crumbling. We are burdened with a struggling economy and a highly-charged political atmosphere, not the best climate for developing sound, long-term solutions. But it's time to put politics aside,” said Robert Sinclair, Jr. AAA NEW York's manager of media relations. “Our nation's transportation system has been taken for granted and neglected. Because of this, we face a growing barrier to America's competitiveness in the global economy. This means fewer jobs for New Yorkers, less revenue for our state, and less opportunity for our future.”

A 2007 analysis by the Federal Highway Administration found that every \$1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.

"Continually underfunding transportation infrastructure creates a vicious cycle that compromises the safety of our commuters and undercuts the intent of taxpayer dollars. After decades of raiding state transportation coffers, we've been left with roads and bridges in disrepair which in turn adversely affects local economies and costs families time, money and peace of mind," said Senator Martin Malavé Dilan, Chair of the Senate Transportation Committee.