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Contact: [Rocky Moretti 202.262.0714](tel:202.262.0714) (cell)

[Carolyn Bonifas Kelly 703.801.9212](tel:703.801.9212) (cell)

TRIP office 202.466.6706

MICHIGAN TRANSPORTATION IMPROVEMENTS UNDERWAY DUE TO INCREASED FUNDING; ADDITIONAL INVESTMENT STILL NEEDED TO IMPROVE CONDITIONS, RELIEVE CONGESTION AND REDUCE COSTS TO MOTORISTS OF DRIVING ON CONGESTED, DEFICIENT ROADS

Eds. The TRIP report includes regional pavement conditions, bridge conditions, congestion levels, highway safety data, and cost-to-motorists breakdowns for Ann Arbor, Detroit, Flint, Grand Rapids, Kalamazoo-Battle Creek, Lansing, Muskegon and Saginaw-Bay City-Midland. Info-graphics for each area and statewide can be downloaded [here](#).

Lansing, MI– While increased transportation funding provided by [Michigan’s 2015 road funding package](#) has allowed many projects to proceed in Lansing and throughout the state, additional investment is needed to complete numerous projects that would improve Michigan’s road and bridge conditions, relieve traffic congestion and enhance traffic safety and efficiency. This is according to a new report from [TRIP](#), a national transportation research nonprofit based in Washington, DC.

According to the TRIP report, [“Modernizing Michigan’s Transportation System: Progress & Challenges in Providing Safe, Efficient and Well-Maintained Roads, Highways & Bridges,”](#) six of ten miles of major roads in the Lansing area are in poor or mediocre condition, 13 percent of Lansing area bridges are structurally deficient, and Lansing area drivers lose 25 hours per year in traffic congestion. Driving on deficient roads costs the average Lansing area motorist \$1,740 annually – a total of \$14.1 billion statewide – in the form of additional vehicle operating costs as a result of rough roads, congestion-related delays and traffic crashes.

Passage of the 2015 road funding package will increase state funding for local roads and bridges, state roads and bridges, and transit from \$2.2 billion in 2015 to nearly \$3.7 billion in 2023. The additional transportation funding has allowed the state to move forward with numerous projects in the Lansing area that otherwise may have remained unfunded, though many projects in the Lansing area and across the state will not move forward without additional transportation funding. Lansing-area projects that are either underway or will be underway or completed by 2023 as a result of additional revenue include bridge replacement on I-496, M-60 and I-75, and reconstruction or rehabilitation of segments of I-69, I-496, I-94, US-223 and M-59. Despite the additional funding, many transportation projects in the Lansing area remain unfunded, including reconstruction or rehabilitation of segments of I-69, US-127, I-94, M-14 and M-50. The TRIP report includes a list of projects in the Lansing area and statewide that are either underway or will be underway or completed no later than 2023, and a list of projects in the Lansing area and statewide that currently lack adequate funding to proceed.

In the Lansing area, 60 percent of major roads are in poor or mediocre condition. Thirty-four percent of major roads in Lansing are in poor condition and 26 percent are in mediocre condition. Driving on rough roads costs the average Lansing area driver \$708 annually in the form of accelerated vehicle depreciation, additional

repair costs, and increased fuel consumption and tire wear. Statewide, 24 percent of major roads are in poor condition and 20 percent are in mediocre condition.

Thirteen percent of bridges (20 feet or longer) in the Lansing area (88 of 652) are structurally deficient, meaning there is significant deterioration to the major components of the bridge. Statewide, 11 percent (1,175 of 11,180) of bridges are structurally deficient. Forty-three percent of Michigan's bridges (4,815 out of 11,180) were built in 1969 or earlier. Bridges 50 years or older often require significant rehabilitation or replacement.

"The TRIP data confirms what we've been saying for some time: Michigan's roads and bridges are crumbling because of decades of under investment," said Michigan Department of Transportation Chief Operating Officer and Chief Engineer Tony Kratofil. "Ensuring safe and efficient travel is our top priority, and these findings demonstrate the challenges we face fulfilling our mission."

Lansing area drivers are dealing with increasingly congested roadways, as population and vehicle-travel rates return to pre-recession levels. The average driver in the Lansing area loses 25 hours each year as a result of traffic congestion. Lost time and wasted fuel as a result of congestion cost the average Lansing area motorist \$554 annually.

Improving safety features on Michigan's roads and highways would likely result in a decrease in the number of traffic fatalities and serious crashes. A total of 4,905 people were killed in Michigan in traffic crashes from 2013 to 2017, an average of 981 fatalities per year. In the Lansing area, there were an average of 43 traffic fatalities each year from 2015 to 2017. Traffic crashes in which roadway design was likely a contributing factor costs the average Lansing driver \$478 annually in the form of lost household and workplace productivity, insurance and other financial costs.

The efficiency and condition of Michigan's transportation system, particularly its highways, is critical to the health of the state's economy. Annually, \$1 trillion in goods are shipped to, from and within sites in Michigan, 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.

"While the recent influx of funding has allowed Michigan to make strides in improving its transportation system, more work still needs to be done to provide the state's residents, businesses and visitors with a smooth, safe and efficient transportation system," said Will Wilkins, TRIP's executive director. "Michigan will need to continue to make transportation investment a top priority."