

TRANSPORTATION COALITION OF TENNESSEE STEERING COMMITTEE



TRANSPORTATION COALITION OF TENNESSEE MEMBERS



TENNESSEE PAPER COUNCIL



Tennessee

Infrastructure Notebook

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AAA AND TRIP HIGHLIGHT VALUE OF INCREASING FUNDING FOR OUR STATE'S TRANSPORTATION INFRASTRUCTURE

TRIP, a national transportation research group, and AAA, a federation of motor clubs throughout North America, recently released reports to underline the need to address transportation and infrastructure funding and long-term solutions. The reports highlight issues in the state related to safety, traffic congestion and economic development.



To view AAA and TRIP reports, visit www.TransportationCoalitionTN.org/Reports.

AAA HIGHLIGHTS:



ONE OF THE BIG FACTORS IN HIGHWAY SAFETY IS THE QUALITY OF ROADS.

Safe roads and bridges cost substantial money to build and maintain.



MANY STATES HAVE STARTED TAKING ACTION.

In 2015, 12 states addressed transportation and infrastructure funding shortfalls. Safe and efficient roads are in jeopardy without money to pay for maintenance and new construction in Tennessee.

"We urge the state to find fair, solid and creative ways to pay for transportation projects that meet the citizens' needs. That will bring us tremendous economic and safety benefits."

- Tim Wright, AAA - The Auto Club Group, Tennessee regional president, Jan. 13, 2016

TRIP REPORT HIGHLIGHTS:



TRAFFIC CONGESTION IN TENNESSEE IS WORSENING.

Each year, it costs the state's drivers a total of \$2.8 billion in lost time and wasted fuel.



TRANSPORTATION AND INFRASTRUCTURE FUNDING PLAYS A MAJOR ROLE IN TENNESSEE'S ECONOMIC DEVELOPMENT.

Eighty-two percent of the goods shipped annually from the state are carried by trucks. Annually, \$433 billion in goods are shipped from sites in Tennessee and another \$266 billion in goods are shipped to sites in Tennessee, mostly by truck.

"These conditions are only going to get worse if greater funding is not made available at the local, state and federal levels. Without additional transportation funding, Tennessee's transportation system will become increasingly deteriorated and congested, the state will miss out on opportunities for economic growth, and quality of life will suffer."

- Will Wilkins, TRIP executive director, Jan. 19, 2016

TRANSPORTATION BY THE NUMBERS:

**\$5.6
BILLION**

Total cost annually for Tennessee motorists driving on deficient roads in the forms of additional vehicle operating costs, congestion-related delays and traffic crashes.

19%

The percentage of Tennessee bridges that are in need of repair, improvement or replacement. **FIVE** percent of the state's bridges are structurally deficient, and **14** percent are functionally obsolete.

40%

The percentage of Tennessee's major urban roads that are in poor, mediocre or fair condition.

\$1

Spending **\$1** in infrastructure improvements = an average benefit of **\$5.20** in reduced vehicle maintenance costs, reduced fuel consumption, reduced road and bridge maintenance costs, and other consumer costs.

Source: Tennessee Transportation by the Numbers, Meeting the State's Need for Safe, Smooth and Efficient Mobility, TRIP, January 2016.

Source: The Federal Highway Administration

Visit the Transportation Coalition's website at www.TransportationCoalitionTN.org/recent-news to stay up to date on Tennessee's latest transportation and infrastructure news.

LETTER TO THE EDITOR:

LETTER: INFRASTRUCTURE IS EXAMPLE OF WHY WE'RE LOSING FAITH IN OFFICIALS

The Mountain Press
By Richard White
Jan. 14, 2016

Editor,

The lack of common sense has become a major reason why the "rank and file" of the electorate have become so upset with elected officials in both state and national government.

In my opinion, special interest groups have become so powerful in our state and nation that elected officials are forced to fall in line to protect their job rather than to use sound logic for decision making.

The following is a basic example of what I mean: It is a known and established fact that many of our state and nation's highways and bridges are in urgent need of upgrading and repair. The issue is only getting lip service on the political front because of other "more pressing" issues.

I sometimes wonder if it may be because it is an election year, and who wants to be "tagged" as in favor of raising a tax or allocating taxpayer funds on something that is not specifically defined? Common sense tells me that when a state has not had a fuel tax increase since 1989 (27 years) and the price of fuel is lower than the majority of people can even remember, it is time to act.

I can not think of any person in the workforce who has not had any pay increase in 27 years!

Our interstate highways, secondary roads and all overpasses and bridges need constant preventive maintenance to keep the traveling public safe. Common sense would dictate that if you purchased a vehicle and used it an average amount of time and never changed the oil, checked brakes, or replaced tires, quite quickly you would be in serious and expensive repair trouble.

The owner who does all preventive maintenance has a vehicle that lasts a long time!

Recommendation — (1) Raise the price of gasoline and diesel 10 cents per gallon immediately. (2) Protect the increase in such a manner that funds could not be borrowed for any other use without taxpayer approval. (3) Have the fund reviewed every three years for cost of living increase or decrease.

If you panic at 10 cents per gallon suggestion, why did you not have the common sense to deal with it over the past 27 years? Ten cents now only amounts to an increase of 0.37 cents per year over 27 years.

We need safe highways and bridges now. We elected these officials to help keep us safe. Most of their constituents use the highways every day. It is not our fault they have neglected us. Fix it.

Richard White
Sevierville

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