

KEY FACTS ABOUT INDIANA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

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Roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel more than two trillion miles annually. But, conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available. Making needed improvements to roads, bridges and public transit could stimulate long-term economic growth as a result of enhanced mobility and access.

Federal funding for surface transportation is provided through the five-year, \$305 billion [Fixing America's Surface Transportation Act \(FAST Act\)](#), which expires in 2020. Funding provided by the FAST Act falls short of the level needed to improve conditions and meet the nation's mobility needs, and does not provide an adequate, sustainable, long-term source of revenue for the federal Highway Trust Fund. At a time when growing passenger vehicle and commercial truck traffic is increasing wear and tear and traffic congestion on the nation's roadways, the balance in the federal Highway Trust Fund is decreasing. According to the Congressional Budget Office, the Highway Trust Fund's current \$33 billion balance is projected to decrease to a \$12 billion deficit in 2022, because current spending levels exceed revenues from taxes on motor fuels, heavy trucks and tires.

Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth

- Enhancing critical transportation assets will boost the economy in the short-term by creating jobs in construction and related fields. In the long-term these improvements will enhance economic competitiveness and improve the quality of life for the state's residents and visitors by reducing travel delays and transportation costs, improving access and mobility, improving safety, and stimulating sustained job growth.
- The [2015 AASHTO Transportation Bottom Line Report](#) found that annual investment in the nation's roads, highways and bridges needs to increase from \$88 billion to \$120 billion and from \$17 billion to \$43 billion in the nation's public transit systems, to improve conditions and meet the nation's mobility needs. The report also found that the current backlog in needed road, highway and bridge improvements is \$740 billion.
- Highway accessibility was ranked the number one site selection factor in a 2017 survey of corporate executives by [Area Development Magazine](#). Labor costs and the availability of skilled labor, which are both impacted by a site's level of accessibility, were rated second and third, respectively.
- Seventy-six percent of the \$726 billion worth of commodities shipped to and from sites in Indiana is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.



Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-nine percent of Indiana's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Indiana motorists \$2.2 billion a year in extra vehicle repairs and operating costs – \$480 per motorist.
- Seven percent of Indiana bridges are structurally deficient, meaning there is significant deterioration to the major components of the bridge.
- Thirty-one percent of Indiana's urban Interstates experience congestion during peak hours. Traffic congestion costs American motorists \$170 billion a year in wasted time and fuel costs.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Indiana's highways increased by 15 percent from 2000 to 2017. Indiana's population grew by ten percent between 2000 and 2017.
- Vehicle travel on America's highways increased by 17 percent from 2000 to 2017, while new road mileage increased by only five percent. The nation's population grew by 15 percent from 2000 to 2017.

Roadway Improvements Can Save Lives and Reduce Traffic Crashes

- It is estimated that roadway features are likely a contributing factor in approximately one-third of traffic fatalities. There were 914 traffic fatalities in 2017 in Indiana. A total of 4,085 people died on Indiana's highways from 2013 through 2017.
- Indiana's traffic fatality rate of 1.12 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.16. The fatality rate on the state's rural non-Interstate roads is disproportionately higher than that on all other roads in the state (2.32 fatalities per 100 million miles of travel vs. 0.68).
- Motor vehicle crashes in which roadway design was likely a contributing factor cost Indiana motorists \$2.9 billion per year in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

Data from the U.S Census Bureau, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration, the Congressional Budget Office, AASHTO and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.

