



# Third Quarter Board Meeting

August 27, 2023

# CHAIRMAN'S REPORT



Donn Diederich, Executive Vice President

# Thank you Meeting Sponsors



# SECOND QUARTER 2023 BOARD MINUTES

**DRAFT Minutes for the [Second Quarter Zoom Meeting](#)  
TRIP Board of Directors - May 23, 2023**

**If you participated in the meeting and are not listed, please contact TRIP.**

**Directors Participating:** Mss. Copeland, Flitcroft, Hill, Quam, Reece, Rezin and Sines; Messrs. Angus, Armstrong, Bass, Barton, Bednarik, Brown, Coggins, Cook, D. Diederich, P. Diederich, Dooley, Duit, Edwards, Firth, Gusso, Hansen, Hildebrand, Kuennen, Leonetti, McGough, McGuire, Norrell, O'Brien, O'Neill, Pepper, Perkins, Phillips, Sakata, W. Walton, Weaver, K. Wert, Williams, Winford, Word and Yoch.

**Guests:** Mr. Mustafa

**Staff:** Mss. Bonifas-Kelly, Onofre and Templeton; Messrs. Kearby and Moretti.

After calling the meeting to order, Mr. D. Diederich asked for self-introductions from [board members](#) and asked Mr. Kearby to read TRIP's antitrust statement. Mr. Kearby did so and directed the participants to TRIP's full [antitrust statement](#), posted in the board materials. Mr. Diederich then **thanked the second quarter board meeting sponsors** (*Jeff Firth and Scott Williams – Hamilton Construction Co., Jeff DiStefano - Harrison & Burrowes Bridge Constructors, Inc. and Donn and Paul Diederich – Industrial Builders*) and encouraged others to sponsor the remaining two 2023 board meetings. He said that the meeting, usually held in conjunction with the ARTBA Federal Issues Meeting and TCC Fly-in in Washington, DC, was being held virtually because of scheduling conflicts.

Mr. Diederich asked if there was any new business to add to the agenda and, there being none, he moved on to the next item and called for a **motion to approve three new board members to three year terms:** Steve Baas, Wisconsin Transportation Builders Association (Madison, WI), Jay Winford, Prairie Contractors (Opelousas, LA), and Steve Haney, Chubb Group (Philadelphia, PA). Mr. Diederich gave background on each new proposed director. **Mr. Hansen so moved, Mr. Norrell seconded and the motion passed unanimously.**

Mr. Diederich then called for a **motion to approve the [draft minutes](#) of the first quarter 2023 board meeting.** **Mr. Armstrong so moved, Mr. McGough seconded and the motion passed unanimously.**

Mr. Diederich then asked Mr. Kearby to discuss upcoming board meeting dates and sites. Mr. Kearby said the third quarter meeting would be held in conjunction with the AASHTO-AGC-ARTBA Joint Committee Executive Session, scheduled for August 27-29 in Park City, Utah. He said an in-person, and via Zoom, **TRIP Board Meeting is scheduled for Sunday, August 27 (1:00 to 3:00 pm MDT)**. Mr. Kearby added that TRIP would again **co-sponsor the reception Sunday evening at a time yet to be decided by AASHTO-AGC-ARTBA organizers.**

# 2023 FOURTH QUARTER BOARD MEETING

4<sup>th</sup> Quarter Meeting – Zoom & In-Person, Litchfield Park, AZ

(Held in conjunction with AGC Joint Contractor Conference, November 8-10)

**Joint Evening Reception, Wednesday, November 8 (6:30 p.m. – 7:30 p.m. MST)**

**Executive Committee Meeting – Thursday, November 9 (7:00 a.m. – 7:40 a.m.)**

**Board Meeting, Thursday, November 9 (7:45 a.m. – 8:45 a.m.)**



# SECRETARY/TREASURER'S REPORT

Seven-Month Financial Statements  
Funding Sources to Date  
Fundraising/Marketing Update



Jim Peterson, Partner



# 2023 Seven Month Financial Statements - Page One

## TRIP SEVEN MONTHS 2023 STATEMENT OF INCOME JANUARY 1, 2023 THROUGH JULY 31, 2023

STATE	PROJECTED YEAR 2023	SEVEN MONTHS 2023	SEVEN MONTHS 2022	STATE
ALABAMA	\$20,000		\$5,000	ALABAMA
ALASKA	500	\$500	500	ALASKA
ARIZONA	10,000	10,000	10,000	ARIZONA
ARKANSAS	12,500			ARKANSAS
CALIFORNIA	65,000	35,000	35,000	CALIFORNIA
COLORADO	10,000		10,000	COLORADO
CONNECTICUT				CONNECTICUT
DELAWARE				DELAWARE
FLORIDA	5,000		5,000	FLORIDA
GEORGIA	2,500			GEORGIA
HAWAII				HAWAII
IDAHO				IDAHO
ILLINOIS	1,000			ILLINOIS
INDIANA	20,000			INDIANA
IOWA	5,000	5,000	5,000	IOWA
KANSAS	13,500	13,500	10,000	KANSAS
KENTUCKY	20,000	20,000	20,000	KENTUCKY
LOUISIANA	6,000		3,000	LOUISIANA
MAINE	10,000			MAINE
MARYLAND	5,500			MARYLAND
MASSACHUSETTS				MASSACHUSETTS
MICHIGAN	7,500	7,500		MICHIGAN
MINNESOTA	2,500			MINNESOTA
MISSISSIPPI	5,000		5,000	MISSISSIPPI
MISSOURI	11,000	3,500		MISSOURI
MONTANA	2,500	2,500		MONTANA
NEBRASKA	2,500			NEBRASKA
NEVADA	5,000	5,000	2,500	NEVADA
NEW HAMPSHIRE				NEW HAMPSHIRE
NEW JERSEY	1,500			NEW JERSEY
NEW MEXICO	7,500		7,500	NEW MEXICO
NEW YORK	30,000	15,000	15,000	NEW YORK
NORTH CAROLINA	2,000	2,000	2,000	NORTH CAROLINA
NORTH DAKOTA	10,000	10,000		NORTH DAKOTA
OHIO	25,000	25,000	25,000	OHIO
OKLAHOMA	11,000		11,000	OKLAHOMA
OREGON	1,500			OREGON
PENNSYLVANIA	50,000	25,000	25,000	PENNSYLVANIA
RHODE ISLAND	5,000		5,000	RHODE ISLAND
SOUTH CAROLINA	2,500	2,500	7,500	SOUTH CAROLINA
SOUTH DAKOTA	5,000	5,000	5,000	SOUTH DAKOTA
TENNESSEE	5,000	5,000	5,000	TENNESSEE
TEXAS	110,000			TEXAS
UTAH	2,500		2,500	UTAH
VERMONT				VERMONT
VIRGINIA	4,000			VIRGINIA
WASHINGTON				WASHINGTON
WEST VIRGINIA	5,000			WEST VIRGINIA
WISCONSIN	15,000		15,000	WISCONSIN
WYOMING				WYOMING
<b>TOTAL STATES</b>	<b>\$535,000</b>	<b>\$192,000</b>	<b>\$236,500</b>	

# 2023 Seven Month Financial Statements - Page Two

## TRIP

### SEVEN MONTHS 2023 STATEMENT OF INCOME JANUARY 1, 2023 THROUGH JULY 31, 2023

	PROJECTED YEAR 2023	SEVEN MONTHS 2023	SEVEN MONTHS 2022
TOTAL STATES (page 1)	\$535,000	\$192,000	\$236,500
<b>CORPORATE &amp; INDUSTRY ASSOCIATIONS</b>			
Manufacturers/Suppliers	\$120,000	\$68,100	\$74,100
Construction Firms	85,000	53,500	32,600
AEM	80,000	40,000	40,000
AGC National	80,000	80,000	80,000
National Stone Sand & Gravel Association	28,350	28,350	
Surety Firms	30,000	21,100	11,100
NAPA	20,000	20,000	20,000
ARTBA	20,000		
Board Meeting Sponsors	15,000	8,000	26,500
Equipment Distributors	10,000	1,000	
ATSSA	10,500	10,500	
American Concrete Pavement Association			
Asphalt Institute	5,250	5,250	5,250
AED	5,000	5,000	5,000
American Society of Civil Engineers	2,500	2,500	
Consulting Engineers	5,000	2,500	2,500
American Rental Association	4,000		
NASBP	2,500		
Portland Cement Association	2,500		
Foundation for Pavement Preservation	1,100		1,100
Asphalt Emulsion Manufacturing Association	1,000	1,000	
Asphalt Recycling & Reclaiming Association	1,000	1,000	
International Slurry Surfacing Association	1,000	1,000	
Other (Hanesbrands)	3,000		
TOTAL CORPORATE & INDUSTRY ASSOCIATIONS	\$532,700	\$348,800	\$298,150
TOTAL CONTRIBUTIONS	\$1,067,700	\$540,800	\$534,650
Interest/Dividends	25,000	13,823	5,130
Investment Income	50,000	87,093	(161,385)
<b>TOTAL</b>	<b>\$1,142,700</b>	<b>\$641,715</b>	<b>\$378,396</b>

#### FIVE YEAR COMPARISON OF SEVEN MONTHS INCOME & EXPENSES WITHOUT INTEREST AND INVESTMENT INCOME

YEAR	INCOME	EXPENSES	GAIN/(LOSS)
2023	\$540,800	\$611,130	(\$70,330)
2022	534,650	576,183	(41,533)
2021	491,750	543,583	(51,833)
2020	615,500	696,406	(80,906)
2019	547,450	653,143	(105,693)

#### FIVE YEAR COMPARISON OF SEVEN MONTHS INCOME & EXPENSES WITH INTEREST AND INVESTMENT INCOME

YEAR	INCOME	EXPENSES	GAIN/(LOSS)
2023	\$641,715	\$611,130	\$30,585
2022	378,396	576,183	(197,787)
2021	564,165	543,583	20,582
2020	653,816	696,406	(42,589)
2019	649,640	653,143	(3,503)



# 2023 Seven Month Financial Statements - Page Three

**TRIP**  
SEVEN MONTHS 2023 STATEMENT OF EXPENSES  
JANUARY 1, 2023 THROUGH JULY 31, 2023

	PROJECTED YEAR 2023	SEVEN MONTHS 2023	PERCENT OF 2023 BUDGET	SEVEN MONTHS 2022
<b>TRIP</b>				
Salaries	\$717,825 (1)	\$417,245	58.13%	\$399,057
Production Services	22,000	14,613	66.42%	9,825
Payroll Taxes/Benefits	197,771	117,609	59.47%	110,909
Meetings & Travel	70,000	37,183	53.12%	37,126
Office Expenses	25,000	15,154 (2)	60.61%	15,979 (3)
Rent	5,000	2,071	41.42%	2,480
Acct. Legal, Audit	14,000	0	0.00%	0
<b>TOTAL TRIP</b>	<b><u>\$1,051,596</u></b>	<b><u>\$603,875</u></b>	<b><u>57.42%</u></b>	<b><u>\$575,376</u></b>
<b>PR/RESEARCH CONSULTING</b>				
Consultant(s)	\$7,000	\$7,000	100.00%	\$0
Western Manager Fee	2,000	255	12.75%	808
Western Manager Expenses	100	0	0.00%	0
<b>TOTAL CONSULTING</b>	<b><u>\$9,100</u></b>	<b><u>\$7,255</u></b>	<b><u>79.73%</u></b>	<b><u>\$808</u></b>
<b>TOTAL EXPENSES</b>	<b><u>\$1,060,696</u></b>	<b><u>\$611,130</u></b>	<b><u>57.62%</u></b>	<b><u>\$576,183</u></b>
<b>TOTAL INCOME (PAGE 2) w/o</b> interest and investment income	<b><u>\$1,067,700</u></b>	<b><u>\$540,800</u></b>	<b><u>50.65%</u></b>	<b><u>\$534,650</u></b>
<b>TOTAL INCOME (PAGE 2) with</b> interest and investment income	<b><u>\$1,142,700</u></b>	<b><u>\$641,715</u></b>	<b><u>56.16%</u></b>	<b><u>\$378,396</u></b>
<b>GAIN (LOSS) w/o</b> interest and investment income	<b><u>\$7,004</u></b>	<b><u>(\$70,330)</u></b>		<b><u>(\$41,533)</u></b>
<b>GAIN (LOSS) with</b> interest and investment income	<b><u>\$82,004</u></b>	<b><u>\$30,585</u></b>		<b><u>(\$197,787)</u></b>

(1) \$6,000 of research director salary is reflected in Meetings & Travel, and \$6,000 is reflected in Office Expenses

(2) Includes \$628 depreciation expense on office furniture and equipment

(3) Includes \$872 depreciation expense on office furniture and equipment

# 2023 Seven Month Financial Statements - Page Four

**TRIP**  
STATEMENT OF FINANCIAL CONDITION  
JULY 31, 2023

**ASSETS**

CASH

Capital One Bank - Spark Interest Checking (0.05%)		\$23,789
Capital One Bank - Business Advantage Savings (0.10%)		14,671
PNC Bank - Non-Profit Checking		960
PNC Bank - Business Premium Money Market (0.01%)		64,768
Oppenheimer		967,656
Fidelity Investments		297
<b>TOTAL CASH</b>		<b><u>1,072,141</u></b>

FIXED

Office Furniture and Equipment	\$15,350	
Less: Reserve for Depreciation	<u>(13,891)</u>	
		\$1,459

OTHER

Prepaid Expenses	\$5,570	
Prepaid Insurance	8,909	
Inventory	753	
Deposits	111	
Staff Travel Advances	<u>800</u>	
<b>TOTAL ASSETS</b>		<b><u>16,142</u></b>
		<b><u>\$1,089,742</u></b>

**LIABILITIES**

Accounts Payable	\$3,489	
State Income Taxes Withheld From Wages	<u>1,967</u>	
<b>TOTAL LIABILITIES</b>		<b><u>\$5,456</u></b>

**NET WORTH**

Surplus - January 1, 2023	\$1,053,701	
Add: Net Gain - Seven Months 2023	<u>30,585</u>	
<b>TOTAL NET WORTH</b>		<b><u>\$1,084,286</u></b>
<b>TOTAL LIABILITIES &amp; NET WORTH</b>		<b><u>\$1,089,742</u></b>

# FUNDRAISING - MARKETING REPORT



1101 Connecticut Ave., NW, #450 ■ Washington, DC 20036 ■ 202.466.6706 ■ [tripnet.org](http://tripnet.org) ■ @TRIP\_Inc

## Fundraising/Marketing Report

TRIP Board of Directors Meeting via Zoom - Second Quarter – May 23, 2023

Income at four months totaled **\$381,350** and expenses were **\$349,327** for a gain of **\$32,023** for four months of operations ([Exhibit A](#)). Income does not include investment gains. [Exhibit B](#) is a breakdown of 2023 funding sources by state and industry segment. Contributions as of May 19 total **\$397,250**. TRIP's yearly independent audit is scheduled for May 24-25.

State contractor groups and national associations have been contacted for annual contribution renewals where appropriate for this time of year. Personalized Chairman's Appeals have been sent and annual board member contributions are coming in.

### Fundraising

#### Long time contributor losses

As was reported at the first quarter meeting, long time contributor CAT Paving did not contribute in 2022. In March, we were informed CAT Paving would not be contributing in 2023 and would re-evaluate its contribution in the future. Staff are working with director customers of CAT Paving to try to get this \$10,000 contribution re-instated.

In March, we were informed that the second half of AEM's 2022 contribution of \$40,000, which TRIP was carrying as an account receivable, would not be forthcoming. At the same time, we were told for 2023 and moving forward, AEM was cutting its annual contribution from \$80,000 to \$40,000. We have been working with AEM's volunteer leadership, but have not had a positive result to date. Staff will also be meeting with AEM this summer to revisit AEM's annual commitment.

Staff continue to work with the fundraising committee, and all directors, to target colleagues, competitors, vendors, state and national associations, and non-traditional stakeholders for both financial support and board representation. Please contact us if you know of any companies that you feel should be supporting TRIP's efforts. We'll work to target the contacts and provide supporting documentation that will help to make the case.

At the 2022 fourth quarter board meeting it was determined that staff reach out to directors to ascertain their surety firm partners. Directors were then asked to make email introductions for Dave to visit with representatives of these firms at NASBP's Annual Meeting in April. As a result, Chubb has come on board at \$10,000 and a representative joined the board today, Steve Haney. Zurich is also considering a \$10,000 commitment and board participation. Thanks to directors who helped make this outreach possible. The next group to be targeted for outreach is equipment distributors that have relationships with TRIP directors.

more

# 2022 Independent Audit



## Independent Auditors' Report

To the Board of Directors of  
The Road Information Program, Inc.

### Opinion

We have audited the accompanying financial statements of The Road Information Program, Inc. ("TRIP"), which comprise the statements of assets, liabilities, and net assets – income tax basis as of December 31, 2022, and 2021, and the related statements of revenue, expenses and changes in net assets – income tax basis, and cash flows – income tax basis for the years then ended, and the related notes to the financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the assets, liabilities, and net assets of TRIP as of December 31, 2022 and 2021, and the revenue, expenses and changes in net assets, and its cash flows for the years then ended in accordance with the income tax basis of accounting.

### Basis of Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of TRIP and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### Basis of Accounting

We draw attention to Note 1 of the financial statements, which describes the basis of accounting. The financial statements are prepared on the basis of accounting TRIP uses for income tax purposes, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to that matter.

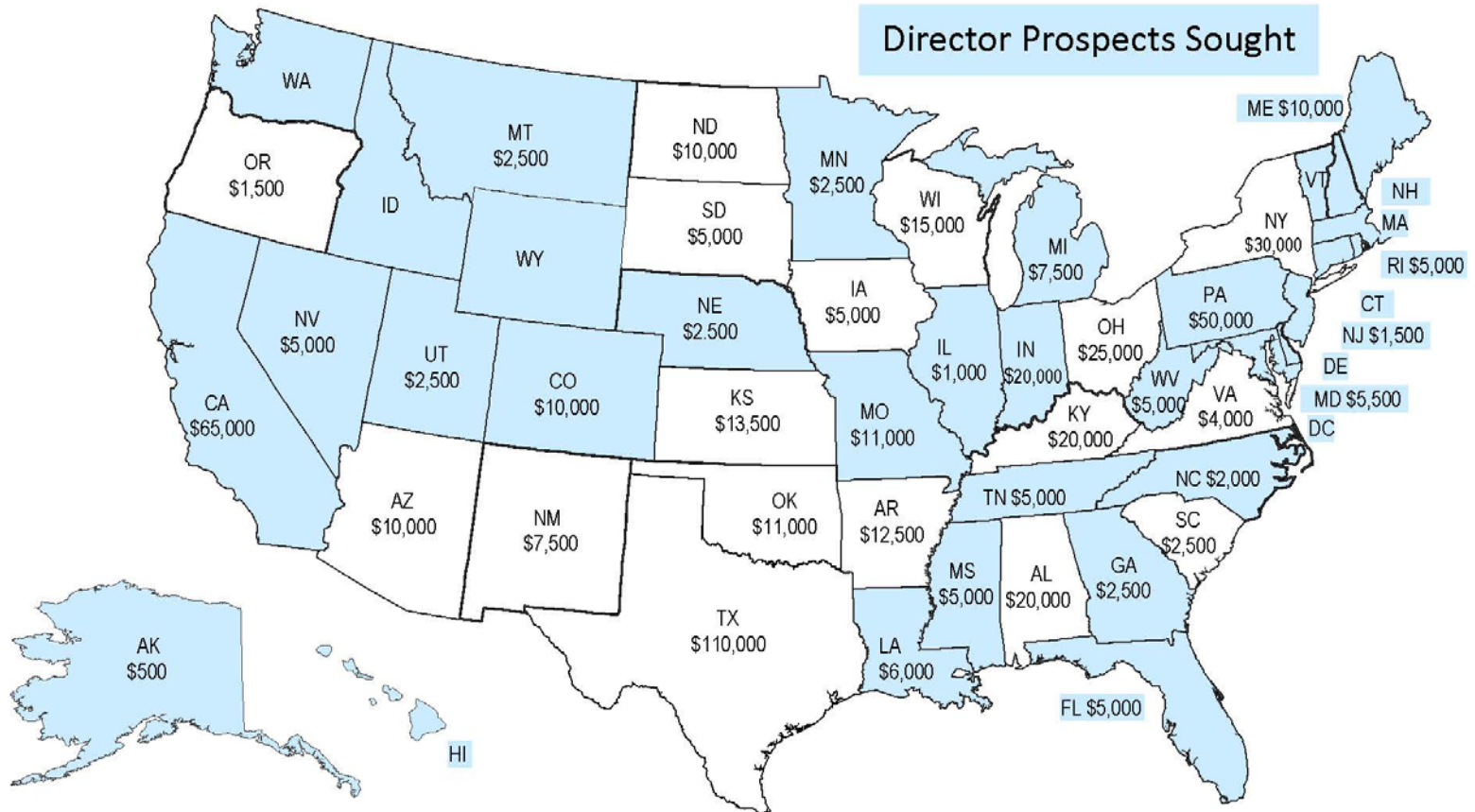
### Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the income tax basis of accounting described in Note 1; this includes determining that the income tax basis of accounting is an acceptable basis for the preparation of the financial statements in the circumstances. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.



# DIRECTOR OUTREACH

TRIP 2023 state support - \$535,000 - and board representation





# Social Media



TRIP\_Inc



TRIPtransportationresearch



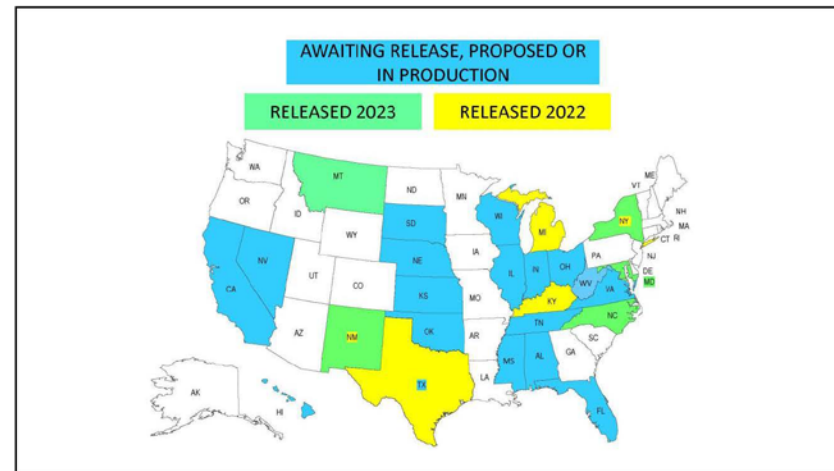
TRIP A Transportation Research  
Nonprofit

[tripnet.org](http://tripnet.org)

### TRIP PROGRAM REPORT TO THE BOARD OF DIRECTORS – THIRD QUARTER 2023

TRIP GENERATED NEWS MEDIA COVERAGE FOR 2023 INCLUDES MORE THAN 230 TV/RADIO NEWS BROADCASTS AND 95 DAILY NEWSPAPER AND INTERNET NEWS SITE ARTICLES WITH AN EARNED MEDIA VALUE\* OF \$11.6 MILLION AND A POTENTIAL REACH OF 88 MILLION PEOPLE, NOT INCLUDING SOCIAL MEDIA POSTINGS FROM NEWS SOURCES, POLICYMAKERS, STAKEHOLDERS AND BUSINESS GROUPS.

ONE NATIONAL AND FIVE GRASS ROOTS REPORT RELEASED: [AMERICA'S TRAFFIC SAFETY CRISIS](#) [MONTANA](#) [NEW MEXICO](#) [NORTH CAROLINA](#) [MARYLAND](#) [NEW YORK](#)



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*\*Earned Media Value is the public relations industry standard used by TRIP's independent monitoring service to gauge the impact of news coverage by estimating the value of the news stories generated. It estimates the price for a specific amount of exposure in a particular media outlet, considering the medium, media market, audience, length/tone of the coverage, and time of day.*

# PROGRAM REPORT

# Fact Sheets

## Key facts about Texas' surface transportation system June 2023

*Investing in Texas' surface transportation system improves road and bridge conditions and reduces driver*

- A total of 47% of Texas' major roads are in poor or mediocre condition. Driving on deteriorated roads costs Texas motorists \$13.8 billion a year – \$773 per driver – in the form of additional repairs, accelerated vehicle depreciation, increased fuel consumption and tire wear.
- A total of 1% of Texas' bridges are rated in poor/structurally deficient condition, meaning there is significant deterioration to the major components of the bridge. A total of 42% of the state's bridges are at least 50 years old when many bridges require significant rehabilitation or replacement.
- Vehicle travel in Texas dropped by 38% in April 2020 due to the Covid-19 pandemic (as compared to the same month the previous year), but rebounded to 3% above pre-pandemic levels by 2022. Since 2000, vehicle travel on Texas increased 34% and the state's population increased 44%.
- The [Infrastructure Investment and Jobs Act](#) (IIJA), signed into law by President Biden in November 2021, will provide \$27.8 billion in state funds for highway and bridge investments in Texas over the next five years, including a 26% increase in FY 2022. Federal funds currently support 43 percent of the state's transportation department spending on highway and bridge improvements.

- The Federal Highway Administration's national highway construction cost index, which measures labor and material cost, increased by 28 percent during the first three quarters of 2022. Construction cost inflation, the erosion of fuel taxes due to inflation, improved fuel efficiency, and the adoption of hybrid and electric vehicles threaten the ability to keep pace with growing transportation needs.

*Roadway improvements can reduce traffic crashes and save lives*

- From 2018 through 2022, 20,200 people died on Texas' highways, an average of 4,040 annual fatalities. Texas' fatality rate of 1.55 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.35.
- Traffic fatalities began to increase in 2020, even as vehicle travel dropped dramatically due to the pandemic, and remained elevated. From 2019 to 2022, the number of traffic fatalities in Texas increased by 24% and the traffic fatality rate per 100 million vehicle miles of travel increased 24%, even as vehicle travel increased by 3% during that time.
- Traffic crashes in Texas imposed a total of \$41.6 billion in economic costs in 2022. TRIP estimates that roadway crashes, while not the primary factor, were likely a contributing factor in approximately one-third of all fatal traffic crashes resulting in \$13.9 billion in economic costs in the state in 2022. These costs include work and household production losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs, and emergency services.

*Investing in our transportation system generates jobs, fosters economic recovery and growth, and improves*

- Investments in the surface transportation system will boost Texas' economy in the short-term by creating jobs and long-term will enhance economic competitiveness, stimulate sustained job growth, improve access and mobility, improve traffic safety, reduce travel delays, and improve road and bridge conditions.
- Roads and highways are the backbone of our economy, allowing Texas motorists to travel 295.7 billion miles annually and moving a significant portion of the \$3 trillion worth of commodities shipped to and from the state each year. Conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available.
- The design, construction and maintenance of transportation infrastructure in Texas supports approximately 358,000 full-time jobs across all sectors of the state economy. Approximately 5.4 million full-time jobs in Texas in key industries such as tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network. Latest data from the U.S. Census Bureau, USDDOT, FHWA, BLS, ARTBA, NHTSA, and AAA compiled and analyzed by TRIP.



AGC of Texas  
Highway, Heavy, Utilities  
& Industrial Branch

## TEXAS' SURFACE TRANSPORTATION SYSTEM KEY FACTS

STEVEN ALBRIGHT, AGC OF TEXAS DIRECTOR OF GOVERNMENT AFFAIRS  
[SALBRIGHT@AGCTX.ORG](mailto:SALBRIGHT@AGCTX.ORG) | (512) 478-4691 | [WWW.AGCTX.ORG](http://WWW.AGCTX.ORG)

### The Infrastructure & Jobs Act

The Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden in November 2021, will provide \$27.8 billion in state funds for highway and bridge investments in Texas over the next five years, including a 29% funding increase. Federal funds currently support 43% of the state's transportation department spending on highway and bridge improvements.

### Economic Recovery & Growth

Roads and highways are the backbone of our economy, allowing Texas motorists to travel 295.7 billion miles annually and moving a significant portion of the \$3 trillion worth of commodities shipped to and from the state each year.

### Construction Cost Inflation

Construction cost inflation, the erosion of motor fuel taxes due to inflation, improved fuel efficiency, and the adoption of hybrid and electric vehicles threaten the state's ability to keep pace with growing transportation needs.

### Key Findings

Investing in Texas' surface transportation system improves road and bridge conditions and reduces driver costs



- 47% of major roads in Texas are in poor or mediocre condition, costing Texas motorists \$13.8 billion a year.
- 42% of the state's bridges are at least 50 years old, an age when many bridges require significant rehabilitation or replacement.

Roadway improvements can reduce traffic crashes and save lives



- An average of 4,040 people die on Texas' highways every year. Texas' fatality rate is higher than the national average.
- Traffic crashes in Texas imposed a total of \$41.6 billion in economic costs in 2022.

Investing in our transportation system generates jobs, fosters economic recovery and growth, and improves safety



- The design, construction and maintenance of transportation infrastructure in Texas supports approximately 358,000 full-time jobs.
- Approximately 5.4 million full-time jobs in Texas are completely dependent on the state's transportation network.





# Fiery I-95 collapse puts renewed focus on critical role of interstates in American life



**Chris Kenning**  
USA TODAY



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The collapse of an elevated section of I-95 near Philadelphia has highlighted the critical role of the nation's 66-year-old interstate system.



usatoday.com

Fiery I-95 collapse puts renewed focus on critical role of interstates in...  
The collapse of an elevated section of I-95 near Philadelphia has highlighted the critical role of the nation's 66-year-old interstate ...

8 10 22 18.7K

Earned Media value: \$4.2 million  
Impressions: 12 million people

# Pittsburgh Post-Gazette



**Fewer  
potholes?**

## **Pennsylvania wins a federal grant to try new paving materials**

PennDOT will get \$700,000 to look at making roads last longer

Jonathan D. Salant

Post-Gazette

Aug 24, 2023

10:34 AM

WASHINGTON — In Pittsburgh, there's baseball season, football season, hockey season — and pothole season.

The freeze and thaw of the colder months causes water that seeps through the roadway to expand and crack the pavement. The average Pennsylvania motorist spends close to \$640 a year in additional costs — such as repairs, extra tire wear, and depreciation — from driving on rough roads in the state, according to the Washington, D.C.-based research group TRIP.

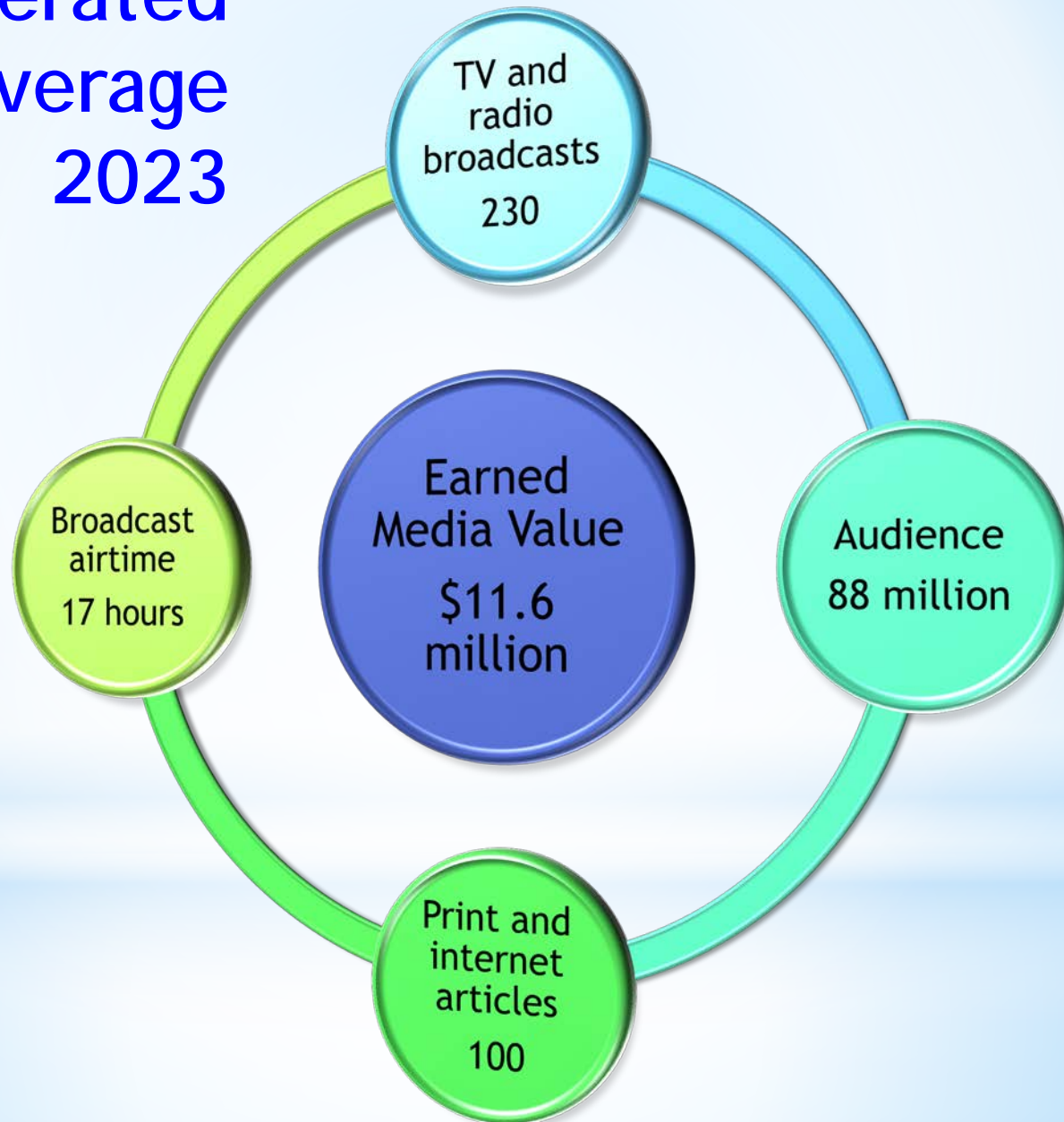
“As soon as it heats up, you can expect the potholes,” said Jim Garrity, a spokesman for AAA East Central. “We get more flat tire calls when the weather warms. We get more people stranded on the side because of the potholes.”

To try to extend the life of pavement, the [Federal Highway Administration](#) this week awarded a \$700,000 grant to the Pennsylvania Department of Transportation. The money will go toward what is known as “targeted overlay pavement solution,” that uses modified asphalt to extend the life of both asphalt and concrete pavements.

***“More than half of the state’s major roads — 51% — are in poor or mediocre condition, according to TRIP. ‘In terms of weather challenges, it has all of the challenges of freeze and thaw,’ Mr. Moretti said. “It is an appropriate area to be doing that type of research in, and, clearly, Pennsylvania, with an aging system, has been trying to address the significant backlog of both pavement and bridge challenges.”***



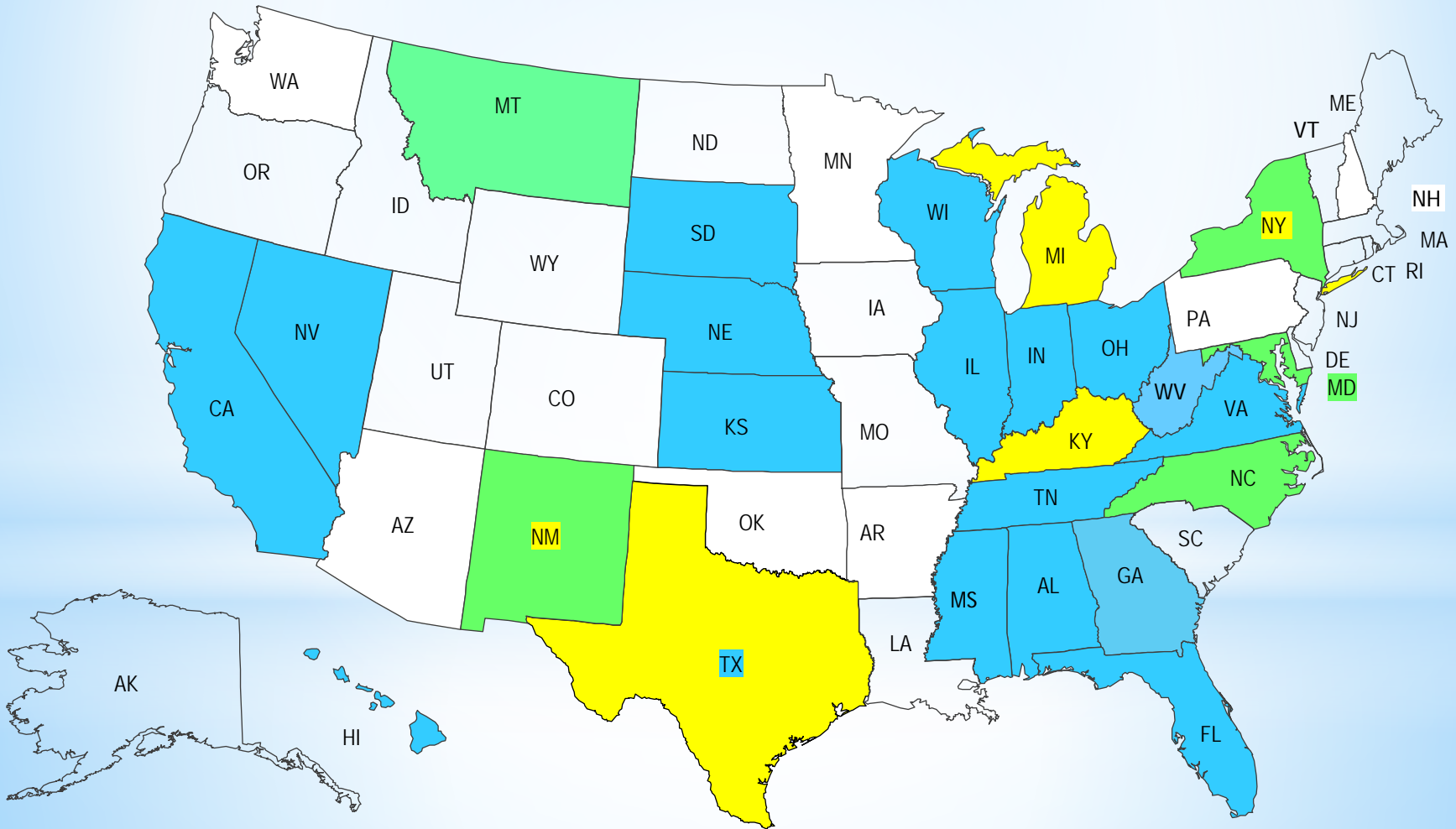
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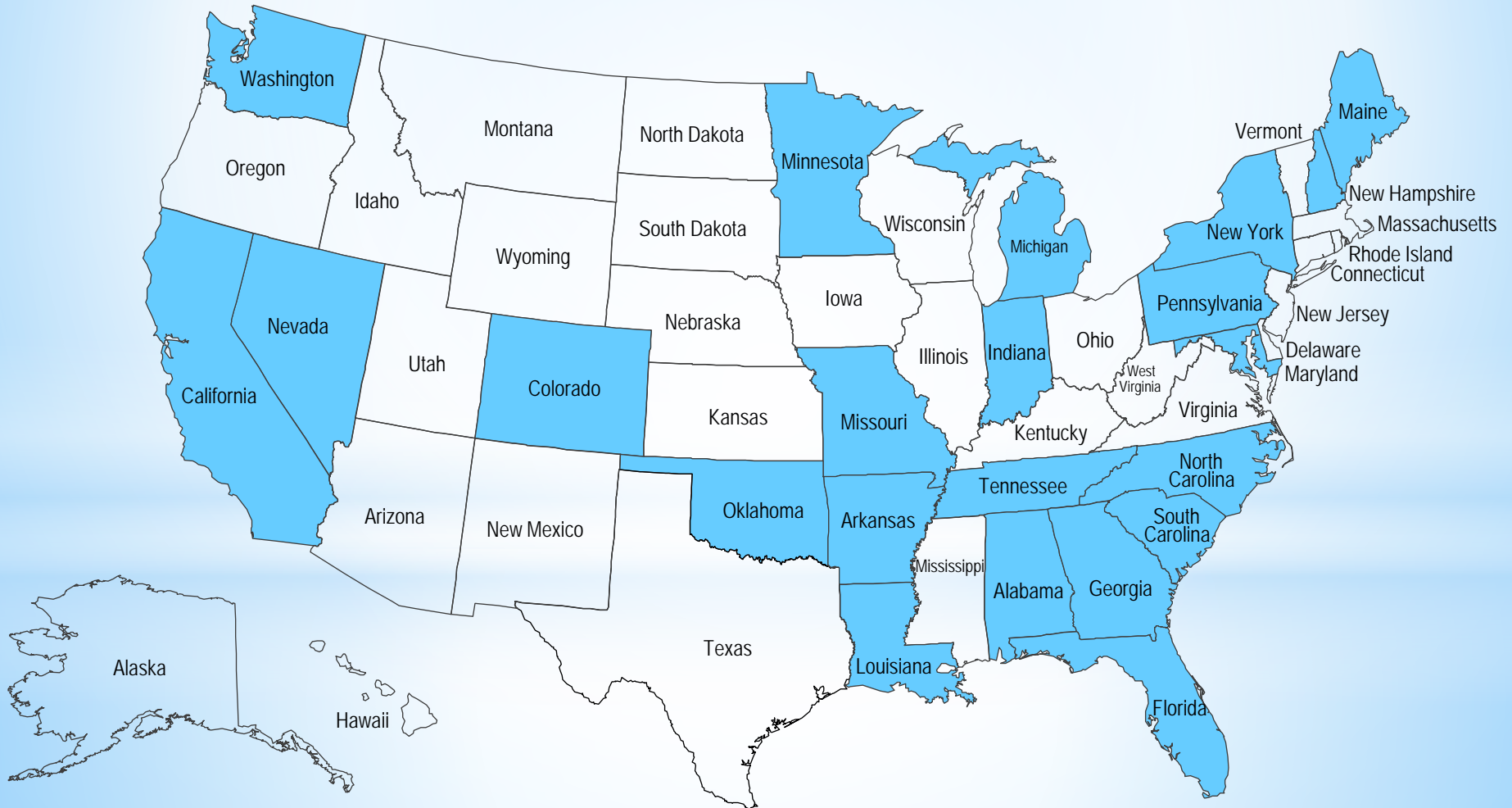
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# Addressing America's Traffic Safety Crisis





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## Traffic fatalities jumped during pandemic, and haven't yet come back down, new study says

Published: Jun. 21, 2023



An accident on I-85 North in Harrisburg on June 1, 2022 causes traffic delays. A new review of federal crash data shows accident fatality rates haven't fallen back from increases that first appeared during the pandemic. Sean Simmers | [ssimmers@pennlive.com](mailto:ssimmers@pennlive.com)

By Charles Thompson | [cthompson@pennlive.com](mailto:cthompson@pennlive.com)

A new review of traffic accidents over the coronavirus pandemic years has found a curious contrast: As people drove less during the COVID-era lockdowns, the number of people getting killed in traffic accidents rose. And, through 2022, the fatality rates really haven't fallen back yet.

pandemic the motoring public may have had an exaggerated share of risk-takers.

A fall 2020 survey by AAA Foundation for Traffic Safety found drivers who maintained or increased their pre-COVID travel levels were more likely to say they'd engaged in risky driving behavior within the prior month, including speeding, not wearing a seat belt, being impaired and driving aggressively.

"It is possible that many of the individuals who were willing to travel — and even increase their travel — despite the health risks associated with the pandemic were already more willing than average to take other risks," the foundation's report, released in February 2022, hypothesized.



Work zones on all Pennsylvania roadways from 2019 to 2022, which it credits to use of automated cameras. Natalie Kolb | Commonwealth Media Services



GHSA

@GHSAHQ

The Governors Highway Safety Association is the national organization that

Following

### Work zones on all Pennsylvania roadways

from 2019 to 2022, which it credits to use of automated cameras. Natalie Kolb | Commonwealth Media Services

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# Traffic Safety



**TRAFFIC  
FATALITIES**

A 3D rendered graphic featuring the words "TRAFFIC" and "FATALITIES" in a bold, white, sans-serif font. The text is presented in a perspective view, appearing to be mounted on a dark blue, metallic-looking surface. The letters have a slight shadow and depth, giving them a three-dimensional appearance. The background is a gradient of light blue, and there are some horizontal lines and metallic-looking elements that suggest a modern, industrial or digital environment.



# Upcoming National Report

## AMERICA'S FREIGHT NETWORK



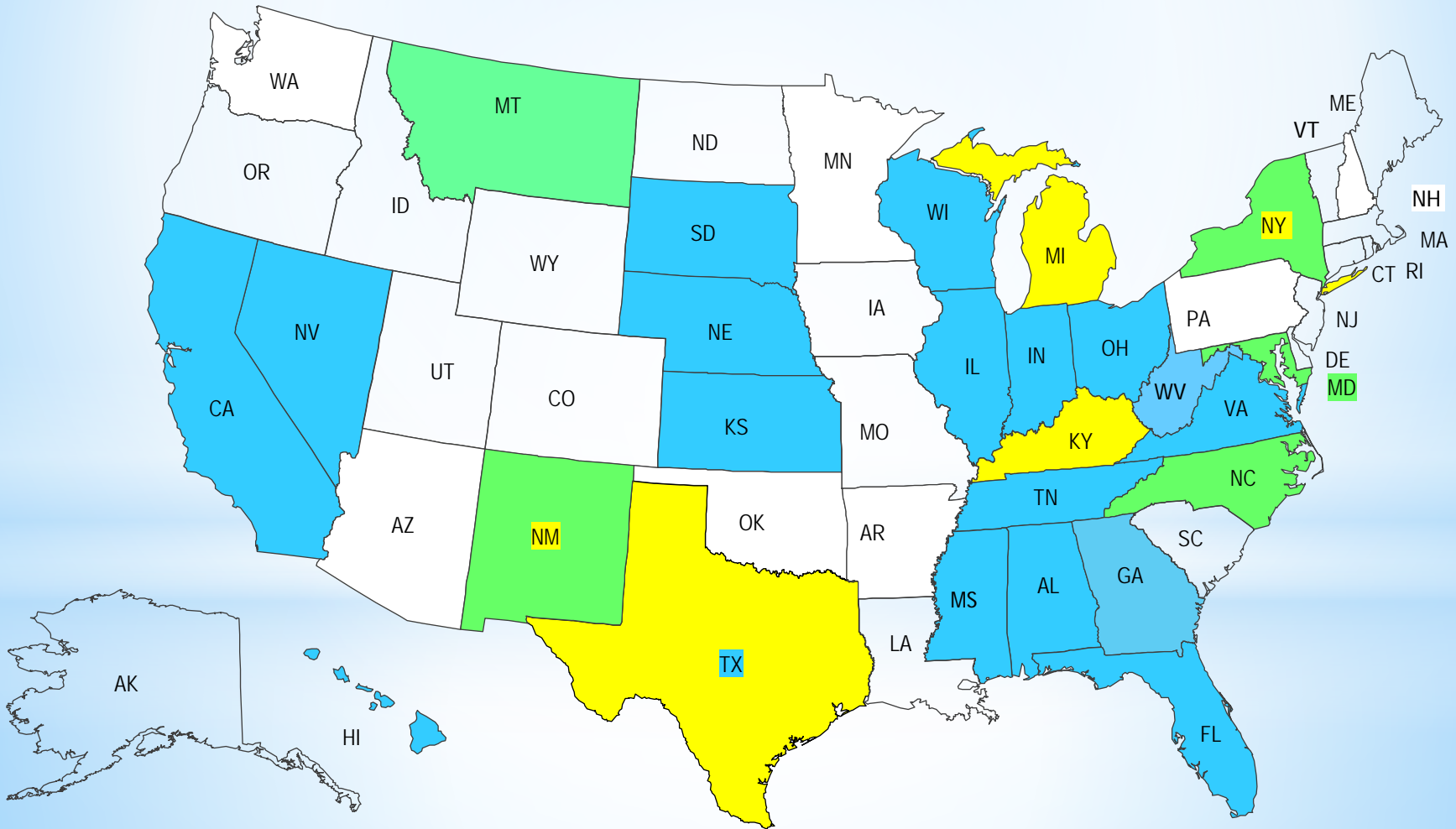
2023

*Founded in 1971, TRIP® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.*

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A National  
Transportation  
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## Investment Policy Statement

**Draft 04/18/23**

**The Road Information Program, Inc.**

5614 Connecticut Ave. NW #163, Washington, DC 20015

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# TRIP NEW INVESTMENT ADVISOR





# Third Quarter Board Meeting

August 27, 2023