



## Report: Roads cost \$7.6 billion a year

William Taylor Potter

Lafayette Daily Advertiser  
USA TODAY NETWORK

Louisiana's roads are costing drivers \$7.6 billion a year in extra vehicle operating costs, according to a new report from national transportation nonprofit TRIP, underscoring the need for [infrastructure improvements](#) across the state.

TRIP's report, released Wednesday, estimated that Louisiana's roads cost drivers around \$7.6 billion each year between vehicle operating costs, congestion and crashes. The report said nearly half of the state's major locally and state-maintained roads are in poor or mediocre condition.

"Until the Louisiana Legislature decides to tackle the long-term transportation infrastructure spending, Louisiana will continue to fall behind with the condition of our roads and bridges," said Ken Naquin, CEO of the Louisiana Association of General Contractors, in a press release. "Louisiana is the only Southern state to not have addressed long-term transportation infrastructure spending in the last five years. The only state, and yet we continue to decline in the area of economic growth."



Road work begins Monday at the exit ramps of I-10 at Ambassador. *File Photo*

The report highlights the impact the decrepit infrastructure can have on the state's economic development prospects, particularly with increases in congestion. Congested roads cost Louisiana drivers about \$3 billion each year in lost time and fuel. In the state's largest urban areas, the average driver loses about \$1,312 and 60 hours per year in traffic.

The state's bridges are also of concern, with 13% of the state's bridges being rated poor or structurally deficient. Louisiana has nearly 13,000 bridges across the state, and 33% were built in 1969 or earlier. Most bridges are built to last around 50 years.

From 2015 through 2019, the state has had 3,738 traffic crash fatalities, averaging around 750 per year. About 20% of the total fatalities are pedestrians or bicyclists.

The state's backlog of deferred maintenance has been a hot topic ahead of the state legislature's regular session, which officially began Monday. Shaun Wilson, the secretary of the Louisiana Department of Transportation and Development, has said the state faces a \$15-billion backlog in road and bridge maintenance and \$13 billion in new projects that have yet to be funded.

There have been discussions about increasing the gas tax to better fund DOTD to cut into the state's maintenance backlog, though Wilson said 2021 [may not be the best time](#) as the state rebounds from COVID-19.

Economic development leaders, such as the Louisiana Association of Business and Industry's President and CEO Stephen Waguespack, have also been in support of increasing support for the state's transportation network.

"It's painfully obvious to any driver who has traveled Louisiana's roads that our state has an endless number of infrastructure needs," Waguespack said in a release.

"The condition of our roads and bridges has a real impact on our homegrown companies and ultimately, their bottom line. The business community looks forward to working with Congress, the Legislature, local governments and other stakeholders to ensure we advance a common-sense solution to address these problems."

TRIP's report also looks at road and bridge conditions in four of the state's high-population areas: New Orleans, Baton Rouge, Shreveport and Lafayette.

In Lafayette, roads cost the average driver about \$2,027 each year, including \$782 in vehicle operating costs, \$738 in congestion, and \$507 in crashes. Around 39% of Lafayette's roads are considered to be poor, with another 23% rated as mediocre.

Lafayette's bridges are generally in better condition than the other major urban areas, though 8% of bridges in the area are rated as poor or structurally deficient. Lafayette has about 439 bridges.

Drivers in Lafayette lose about 32 hours a year to traffic and waste about 17 gallons of fuel in traffic. From 2015 through 2019, Lafayette averaged 36 traffic fatalities per year.

Shreveport's roads cost the average driver around \$2,135 per year, including \$878 in vehicle operating costs, \$694 in traffic congestion, and \$563 in crash costs. Around 45% of roads in Shreveport are considered poor, and another 31% are rated as mediocre.

Around 11% of Shreveport's bridges are poor or structurally deficient. The area has about 969 total bridges.

Shreveport's drivers lose about 28 hours a year due to congestion and waste about 15 gallons of fuel per year. From 2015 through 2019, Shreveport averaged 39 traffic fatalities per year.

Baton Rouge's roads cost the average driver \$2,431 per year, including \$615 in vehicle operating costs, \$1,202 in congestion, and \$614 in crashes.

FRONT PAGE

**THE DAILY ADVERTISER**  
WE ARE ACADIANA SINCE 1865 THURSDAY, APRIL 15, 2021 PART OF THE USA TODAY NETWORK

### 'We're the ones shouldering the load'

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**Philanthropist James 'Jim' Moncus dies at 82**

Ashley White  
Lafayette Daily Advertiser  
USA TODAY NETWORK

Local philanthropist James "Jim" Moncus died Wednesday. He was 82. Moncus died at his home in Lafayette, according to an obituary. Details about his funeral are pending.

Lafayette lost a true leader in the philanthropic community, former Lafayette Mayor-President Joel Robideaux told the Daily Advertiser. "Fortunately, he set up a process for Lafayette to benefit over after his death."

Moncus' legacy is evident in projects all over Lafayette. He donated to the Acadiana Center for the Arts to help build its downtown theater. Robideaux said.

Moncus also helped fund the creation of a medical center at a local hospital.

He's the namesake of the park on Johnston Street, where he gave the See MONCUS, Page 7A

**Independent pharmacies play crucial role in La. vaccination efforts**

Matthew Bennett  
USA TODAY NETWORK

anything like this. You can't just walk in and get a COVID vaccine like the flu. It's a learning curve for all of us. If we have a busy day, we have to bring in nurses to give the shots for me so I can keep running the pharmacy."

Out of the 541 vaccine providers in the state, 28 independent pharmacies represent over a fifth of distribution sites, according to the Louisiana Department of Health. While distribution of the COVID-19 vaccines was a new and challenging task for all distributors, many of the independent pharmacies lacked the infrastructure of the drug-store chains and hospitals to also administer large quantities of shots daily.

**Inside**

vaccination rates rise in the South. Where does your state stand? 2A

Randy Creel, the owner of Creel's Family Pharmacy in Franklinton, described the distribution process as "very hectic." He said he has spent most of 2021 personally giving 20 vaccines a day while filling prescriptions and handling other duties. COURTESY OF RANDY CREEL

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**'Win three, and I love you'**

Capris softball coach Gerry Glavin on the loss of his mother. Sports, 1B

**Weather**

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About 26% of Baton Rouge's roads are rated as poor, and another 24% are rated mediocre. About 20% of bridges in Baton Rouge are considered to be poor or structurally deficient. Baton Rouge has about 616 total bridges. Baton Rouge's drivers lose about 60 hours a year due to congestion and waste about 26 gallons of fuel per year. From 2015 through 2019, Baton Rouge averaged 68 traffic fatalities per year. New Orleans' roads cost the average driver \$2,403 per year, including \$685 in vehicle operating costs, \$1,312 in congestion, and \$406 in crashes. About 30% of New Orleans' roads are rated as poor, and another 29% are rated mediocre. About 11% of bridges in New Orleans are considered to be poor or structurally deficient. New Orleans has about 802 total bridges. New Orleans' drivers lose about 60 hours a year due to congestion and waste about 26 gallons of fuel per year. From 2015 through 2019, New Orleans averaged 83 traffic fatalities per year.