



## Massachusetts Interstate System’s rate of congestion, vehicle travel and bridge deterioration among highest in US new report finds

By: AJOT | June 22, 2021 | [Intermodal News](#)

As the U.S. Interstate Highway System turns 65, it is congested, carries significant levels of travel - particularly by large trucks - and lacks adequate funding to make needed repairs and improvements. America’s most critical transportation link will need to be rebuilt and expanded to meet the nation’s growing transportation needs, according to a report released today by [TRIP, a national transportation research nonprofit](#). The report, [America’s Interstate Highway System at 65: Meeting America’s Transportation Needs with a Reliable, Safe & Well-Maintained National Highway Network](#), looks at the Interstate system’s use, condition and benefits, and at the findings of a [2019 report](#) prepared by the [Transportation Research Board \(TRB\)](#), at the request of Congress as part of the [Fixing America’s Surface Transportation \(FAST\) Act](#), on the condition and use of the Interstate system and on actions required to restore and upgrade the Interstate system.

The chart below ranks states whose Interstate systems are the most congested, have experienced the greatest increase in vehicle miles of travel (VMT) since 2000, are busiest (based on daily travel per lane mile), have the largest share of pavement in poor condition, and have the greatest share of bridges in poor/structurally deficient condition.

RANK	Congested Urban Interstates		2000-19 Interstate VMT Increase		Daily Interstate Travel per Lane Mile		Interstate Pavement in Poor Condition		Interstate Bridges Poor/Structurally Deficient	
	State	%	State	%	State	Value	State	%	State	%
1	California	87%	Nevada	69%	California	20,957	Hawaii	23%	West Virginia	13%
2	Maryland	83%	Louisiana	61%	Maryland	20,214	Delaware	9%	Rhode Island	12%
3	New Jersey	81%	North Carolina	57%	Hawaii	17,864	New Jersey	9%	Illinois	8%
4	Delaware	71%	Utah	57%	Colorado	17,702	Louisiana	7%	Massachusetts	7%
5	Florida	70%	Colorado	53%	Florida	17,145	New York	6%	New York	6%
6	Massachusetts	68%	Texas	49%	Texas	17,123	Colorado	6%	Michigan	6%
7	Rhode Island	65%	Mississippi	45%	Rhode Island	16,644	Michigan	6%	Colorado	5%
8	Connecticut	63%	Idaho	44%	Massachusetts	16,326	California	6%	Maine	5%
9	Hawaii	60%	Wisconsin	42%	Washington	16,251	Maryland	5%	Washington	5%
10	Washington	58%	Florida	41%	New Jersey	16,053	Indiana	5%	Missouri	5%
11	Texas	58%	North Dakota	41%	Delaware	15,956	Pennsylvania	5%	Idaho	4%
12	Georgia	57%	South Carolina	39%	Connecticut	15,514	Washington	5%	Pennsylvania	4%
13	Colorado	57%	New Jersey	36%	Georgia	15,325	South Carolina	4%	Wyoming	3%
14	Minnesota	56%	Arkansas	35%	Virginia	15,207	Arkansas	4%	Montana	3%
15	New Hampshire	54%	Montana	34%	Nevada	15,130	Illinois	4%	Louisiana	3%
16	Virginia	52%	Alabama	33%	Arizona	15,016	Oklahoma	4%	California	3%
17	Kentucky	51%	Tennessee	33%	Tennessee	14,718	Minnesota	4%	Connecticut	3%
18	South Carolina	50%	South Dakota	30%	Louisiana	14,452	Alabama	4%	New Mexico	3%
19	Utah	49%	Iowa	27%	Kentucky	14,404	Ohio	3%	New Jersey	3%
20	Ohio	48%	Kentucky	26%	Minnesota	14,236	West Virginia	3%	North Carolina	3%
	U.S Average	47%	U.S Average	26%	U.S Average	14,742	U.S Average	3%	U.S Average	3%

According to the [TRB report](#), the U.S. Interstate system has a persistent and growing backlog of physical and operational deficiencies as a result of age, heavy use and deferred reinvestment, and is in need of major reconstruction and modernization. The TRB report concludes that annual investment in the Interstate Highway System should be increased approximately two-and-a-half times, from \$23 billion in 2018 to \$57 billion annually over the next 20 years.

“As the TRIP report makes clear, the need for accelerated investment in Massachusetts infrastructure is urgent,” said Mary Maguire, AAA Northeast director of public and legislative affairs. “A safe and well-maintained Interstate Highway System will strengthen the U.S. economy, enhance mobility, and facilitate more

efficient movement of goods, but the future of this network could be jeopardized without increased federal investment. AAA Northeast urges Congress and the administration to prioritize transportation investments and improvements to roads and bridges to ensure safe, efficient and reliable mobility in Massachusetts.”

According to the TRIP report, seven percent of Massachusetts’ Interstate bridges are rated in poor/structurally deficient condition, the fourth highest share in the U.S. Pavements on three percent of Massachusetts’ Interstate highways are in poor condition. As the aging system’s foundations continue to deteriorate, most Interstate highways, bridges and interchanges will need to be rebuilt or replaced. TRIP’s report finds that while pavement smoothness on most segments of the U.S. Interstate system is acceptable, the crumbling foundations of most highway segments need to be reconstructed, and that continued resurfacing rather than addressing underlying foundational issues provides diminishing returns and results in shorter periods of pavement smoothness.

“The report released by TRIP confirms what American businesses experience every day—our Interstate Highway System, which was once the envy of the world, is in serious need of modernization,” said Ed Mortimer, vice president of transportation infrastructure, U.S. Chamber of Commerce. “Commitment to modernization must be shared by federal, state and local leaders as well as the private sector. The Interstate system plays a key national role in economic success and quality of life for every American, and we urge bipartisan solutions this year to address this critical issue.”

In Massachusetts, 68 percent of urban Interstate highways are considered congested during peak hours, the sixth highest share in the U.S. Vehicle travel on Massachusetts’ Interstates increased 16 percent from 2000 to 2019. Massachusetts’ Interstates are among the busiest in the nation, with the eighth highest rate of daily Interstate travel per lane-mile.

The TRIP report found that since 2000, travel on the U.S. Interstate system, the importance of which has been heightened during the COVID-19 pandemic, has increased at a rate nearly triple that at which new lane capacity is being added. Due to the COVID-19 pandemic, vehicle travel on U.S. Interstate highways dropped by as much as 45 percent in April 2020 (compared to April 2019) but rebounded to six percent below April 2019 levels by April 2021.

“Our rapidly deteriorating infrastructure is a clear and present danger to our nation’s supply chain. Breakdowns in the Interstate Highway System add an annual \$75 billion to the cost of freight transportation, and 67 million tons of excess carbon dioxide emissions are released into the atmosphere every year from trucks stuck in traffic congestion,” said Chris Spear, president and CEO of the American Trucking Associations. “This report quantifies how severe this crisis has become, and it underscores the urgent need for Congress to make real infrastructure investments that are backed by a fair and equitable user-based revenue source.”

The design of the Interstate – which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders and median barriers – makes Massachusetts’ Interstates more than one-and-a-half times as safe to travel on as all other roadways. The fatality rate per 100 million vehicle miles of travel on Massachusetts’ Interstate in 2019 was 0.34, compared to 0.58 on the state’s non-Interstate routes. TRIP estimates that additional safety features on Massachusetts’ Interstate Highway System saved 44 lives in 2019. Restoring and upgrading the Interstate Highway System to meet the nation’s 21st Century transportation needs will require a significant boost in funding, strong federal leadership and a robust federal-state partnership to reestablish the Interstate Highway System as the nation’s premier transportation network. The current federal surface transportation program, [Fixing America’s Surface Transportation \(FAST Act\)](#), the primary source of Interstate highway funding, expired on September 30, 2020 and was extended by one year by Congress to September 30, 2021. Reauthorization of a new long-term, adequately and reliably funded long-term federal program will be needed to ensure that a strong federal program supports the restoration of the Interstate system.

Based on the findings of the TRB Interstate report, TRIP has provided a set of recommendations for the restoration of the Interstate Highway System, which includes: the foundational reconstruction of Interstate highways, bridges and interchanges; improvement to roadway safety features; system right-sizing, including upgrading of some roadway corridors to Interstate standards; adding needed additional highway capacity on existing routes; adding additional corridors; and, modifying some urban segments to maintain connectivity while remediating economic and social disruption.

“The long-term vision that helped establish the current Interstate Highway System 65 years ago is needed again today,” said Dave Kearby, TRIP’s executive director. “A modernized Interstate system will be critical to the nation’s ability to fully recover from the COVID-19 pandemic and will require adequate investment in a federal surface transportation program that provides states and local government the funding and flexibility they will need to restore the nation’s most critical transportation link.”