

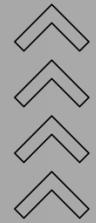
Fourth Quarter Board Meeting

November 12, 2025

Virtual



Thank you to our sponsors!



Ken Wert

Parker Mills



PECKHAM
INDUSTRIES, INC.

Vince Hafeli



*The Future
is Riding on AJAX.*



Haskell Lemon
CONSTRUCTION CO.

Donn and Paul Diederich



Industrial Builders, Inc.
GENERAL CONTRACTORS

Jeff Firth &
Scott Williams



HAMILTON
CONSTRUCTION
COMPANY

CONTRACTORS & ENGINEERS

CHAIR REPORT

Robert (Bob) Leonetti
Lane Construction
Tampa, FL



THIRD QUARTER 2025 BOARD MEETING MINUTES

DRAFT Minutes for the Third Quarter Meeting
TRIP Board of Directors - September 7, 2025
Scottsdale, Arizona / Zoom

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

Directors Participating: Mss. Copeland and Reece; Messrs. Barton, Bednarik, Bone, DiStefano, Duit, Edwards, Firth, Keenan, Kincaid, Kuney, Latvis, Leonetti, Norrell, O'Brien, Peterson, Phillips, Ponti, Tetschner, K. Wert, Wilson, and Word.

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

Guests: Messrs. Juliano and Wolf

Chair Leonetti called the meeting to order and 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. Leonetti then **thanked the third quarter board meeting sponsors** (*Jeff Firth and Scott Williams – Hamilton Construction Co.; Ken Wert – Haskell Lemon Construction Co., Donn and Paul Diederich – Industrial Builders and Jeff Williamson and Mike Hoover – Sundt*).

Mr. Leonetti then asked if there was any new business to add to the agenda. There being none, he moved on to the next agenda item and called for a motion to approve two **new board members** to three-year terms: *Andy Gieraltowski, American Concrete Paving Association and Dan Hurtado, Florida Transportation Builders Association*. **Mr. Barton made the motion to approve the two new board members to three-year terms. The motion was seconded, and the motion passed unanimously.** Mr. Leonetti welcomed the new directors to the board.

Mr. Leonetti asked Mr. Kearby to introduce TRIP's newest staff person. Mr. Kearby shared briefly about the search process over the last few months that led to the hiring of Lisa Mead as TRIP's Marketing & Partnership Director. Mr. Kearby shared that Ms. Mead has been training with Ms. Templeton and was able to hit the ground running in July. Mr. Kearby asked Ms. Mead to give a brief introduction of her background.

Mr. Leonetti moved on to the next item and called for a **motion to approve the [draft minutes of the second quarter 2025 board meeting](#)**. **Mr. Tetschner made the motion to approve the draft minutes as presented. The motion was seconded, and the motion passed unanimously.**

Mr. Leonetti then asked Mr. Kearby to discuss **upcoming board meeting dates and sites**. Mr. Kearby shared that the 4th quarter board meeting will be virtual and is set for Wednesday, November 12. The Executive Committee will meet at 1pm EST and the board will meet at 2pm EST. Mr. Kearby said he and Ms. Mead will also be reaching out to the Nominating committee to set a date a few weeks prior to these meetings. Mr. Kearby also shared that he will work with incoming Chair, Mr. Duit, to set the meeting dates for 2026. Those dates will be shared at the 4th quarter meeting.

Mr. Leonetti asked Mr. Lanford to begin the Treasurer's report. In Mr. Lanford's absence, Mr. Leonetti shared the Treasurer's prepared remarks highlighting TRIP's current financial numbers as well as reporting a clean audit of 2024 financials. Mr. Leonetti then asked Ms. Mead to begin

DIRECTOR CANDIDATES

Eric Greyson

Eric is the Director of Industry Relations for [PPG Traffic Solutions](#). He is also currently serving on ATSSA's Board of Directors. Eric holds a PhD in Chemistry from Northwestern University, Bachelors Degree from Harvard University, and lives in Pennsylvania.

[LinkedIn Connection](#)



Nate Smith

Nate is an award-winning lobbyist and executive currently serving as Manager, Government Affairs for [Caterpillar, Inc.](#) In this role, he focuses on infrastructure, transportation, supply chain, and workforce issues. Prior to Caterpillar, Smith served as Vice President of Engagement for the American Traffic Safety Services Association. Nate is a graduate of the University of New Hampshire.

[LinkedIn Connection](#)



Michael Gallant

Michael is the Director of Industry Relations & Government Affairs for [Haul Hub](#). He is also currently serving on NSSGA's Board of Directors. Michael is a graduate of Westfield State University with a dual Bachelor's Degree focused on Criminal Justice and Political Science.

[LinkedIn Connection](#)



2026 BOARD MEETINGS

1st Quarter Meeting - Virtual

Wednesday, February 18, 11:00 a.m. to 12:00 p.m. EST

2nd Quarter Meeting - Hybrid

Wednesday, May 13, 8:00 a.m. to 9:00 a.m. EDT

(Held in conjunction w/ ARTBA FIP & TCC Fly-In, Washington, DC – May 11-13)

3rd Quarter Meeting - Hybrid

Board Meeting - Sunday, September 13, 1:00 p.m. to 2:00 p.m. PDT

Joint Evening Reception - Sunday, September 13, Time TBD

(Held in conjunction w/ AASHTO/AGC/ARTBA Joint Committee Session, Lake Tahoe – September 13-15)

4th Quarter Meeting - Hybrid

Executive Committee Meeting - November (TBD)

Board Meeting - November (TBD)

*(*Held in conjunction w/ AGC Joint Contractor Conference – awaiting AGC calendar)*

2026 OFFICERS

CHAIRMAN

Tim Duit
President



PRESIDENT

Dean Word
Partner



VICE PRESIDENT

Billy Norrell
Chief Executive Officer



VICE PRESIDENT

Jeff Firth
Vice President



SECRETARY/TREASURER

Ken Lanford
President



BUDGET & FINANCE COMMITTEE REPORT

David Kearby, Lisa Mead
TRIP

Ken Lanford
Board Secretary/Treasurer
Lanford Brothers, Roanoke VA



NINE MONTH FINANCIALS UPDATE

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

<u>YEAR</u>	<u>INCOME</u>	<u>EXPENSES</u>	<u>GAIN/(LOSS)</u>
2025	\$790,600	\$809,088	(\$18,488)
2024	634,275	789,363	(155,088)
2023	694,550	795,964	(101,414)
2022	718,150	757,425	(39,275)
2021	708,500	704,078	4,422

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

<u>YEAR</u>	<u>INCOME</u>	<u>EXPENSES</u>	<u>GAIN/(LOSS)</u>
2025	\$867,893	\$809,088	\$58,805
2024	735,446	789,363	(53,917)
2023	749,949	795,964	(46,015)
2022	478,055	757,425	(279,370)
2021	762,451	704,078	58,373

2025 Nine Month Financial Statements – Page One

TRIP NINE-MONTH 2025 STATEMENT OF INCOME JANUARY 1, 2025 THROUGH SEPTEMBER 30, 2025

STATE	PROJECTED YEAR 2025	NINE MONTHS 2025	NINE MONTHS 2024	STATE
ALABAMA	\$25,000			ALABAMA
ALASKA	500	\$500	\$500	ALASKA
ARIZONA	10,000	10,000		ARIZONA
ARKANSAS	12,500	12,500	3,125	ARKANSAS
CALIFORNIA	65,000	35,000	35,000	CALIFORNIA
COLORADO	10,000	10,000		COLORADO
CONNECTICUT				CONNECTICUT
DELAWARE				DELAWARE
FLORIDA	5,000			FLORIDA
GEORGIA	2,500			GEORGIA
HAWAII				HAWAII
IDAHO				IDAHO
ILLINOIS				ILLINOIS
INDIANA	20,000	20,000		INDIANA
IOWA	5,000	5,000	5,000	IOWA
KANSAS	13,500	10,000	10,000	KANSAS
KENTUCKY	20,000	20,000	20,000	KENTUCKY
LOUISIANA	6,000	3,000	3,000	LOUISIANA
MAINE	10,000	10,000		MAINE
MARYLAND	5,500	5,500	5,500	MARYLAND
MASSACHUSETTS				MASSACHUSETTS
MICHIGAN	7,500	7,500	7,500	MICHIGAN
MINNESOTA	2,500			MINNESOTA
MISSISSIPPI	5,000			MISSISSIPPI
MISSOURI	11,000	7,500	7,500	MISSOURI
MONTANA	2,500	2,500	2,500	MONTANA
NEBRASKA	2,500	2,500		NEBRASKA
NEVADA	5,000	5,000	2,500	NEVADA
NEW HAMPSHIRE				NEW HAMPSHIRE
NEW JERSEY	2,500	1,500		NEW JERSEY
NEW MEXICO	7,500	7,500	7,500	NEW MEXICO
NEW YORK	30,000	20,000	15,000	NEW YORK
NORTH CAROLINA	2,500	2,500	2,500	NORTH CAROLINA
NORTH DAKOTA	10,000	10,000	10,000	NORTH DAKOTA
OHIO	25,000	25,000	25,000	OHIO
OKLAHOMA	11,000	11,000	12,000	OKLAHOMA
OREGON	1,500	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	2,500	SOUTH CAROLINA
SOUTH DAKOTA	5,000	5,000	5,000	SOUTH DAKOTA
TENNESSEE	5,000	5,000	5,000	TENNESSEE
TEXAS	110,000	110,000	110,000	TEXAS
UTAH	2,500	2,500		UTAH
VERMONT				VERMONT
VIRGINIA	4,000	4,000		VIRGINIA
WASHINGTON				WASHINGTON
WEST VIRGINIA	5,000	2,500		WEST VIRGINIA
WISCONSIN	15,000	15,000	15,000	WISCONSIN
WYOMING	2,000			WYOMING
TOTAL STATES	\$542,500	\$422,000	\$336,625	

2025 Nine Month Financial Statements – Page Two

TRIP

NINE-MONTH 2025 STATEMENT OF INCOME JANUARY 1, 2025 THROUGH SEPTEMBER 30, 2025

	PROJECTED YEAR 2025	NINE MONTHS 2025	NINE MONTHS 2024
TOTAL STATES (page 1)	\$542,500	\$422,000	\$336,625
CORPORATE & INDUSTRY ASSOCIATIONS			
Manufacturers/Suppliers	\$80,000	\$82,600	\$50,500
Construction Firms	90,000	46,200	71,200
AEM	50,000	25,000	25,000
AGC National	80,000	80,000	80,000
National Stone Sand & Gravel Association	28,350	28,350	
Surety Firms	50,000	26,100	38,200
NAPA	20,000	20,000	
ARTBA	20,000	20,000	
Board Meeting Sponsors	10,000	6,500	8,000
Equipment Distributors	13,000	1,000	2,500
ATSSA	10,500	10,500	10,500
American Concrete Pavement Association	5,250		
Asphalt Institute	5,250	5,250	5,250
AED	5,000	5,000	
American Society of Civil Engineers	2,500	2,500	
Consulting Engineers	3,500		1,000
American Rental Association			
NASBP	2,500	2,500	2,500
Portland Cement Association	2,500		
Foundation for Pavement Preservation	1,000	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	3,000	3,000
TOTAL CORPORATE & INDUSTRY ASSOCIATIONS	\$485,350	\$368,600	\$297,650
TOTAL CONTRIBUTIONS	\$1,027,850	\$790,600	\$634,275
Interest/Dividends	25,000	16,802	14,620
Investment Income	50,000	60,490	86,551
TOTAL	\$1,102,850	\$867,893	\$735,446

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

YEAR	INCOME	EXPENSES	GAIN/(LOSS)
2025	\$790,600	\$809,088	(\$18,488)
2024	634,275	789,363	(155,088)
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FIVE YEAR COMPARISON OF NINE MONTHS INCOME & EXPENSES WITH INTEREST AND INVESTMENT INCOME

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2025 Nine Month Financial Statements – Page Three

TRIP				
NINE-MONTH 2025 STATEMENT OF EXPENSES JANUARY 1, 2025 THROUGH SEPTEMBER 30, 2025				
	PROJECTED YEAR 2025	NINE MONTHS 2025	PERCENT OF 2025 BUDGET	NINE MONTHS 2024
<u>TRIP</u>				
Salaries	\$725,722 (1)	\$540,704	74.51%	\$541,044
Production Services	20,000	14,198	70.99%	15,763
Payroll Taxes/Benefits	208,855	156,625	74.99%	152,257
Meetings & Travel	60,000	58,163	96.94%	43,561
Office Expenses	28,000	21,044 (2)	75.16%	19,547 (3)
Rent	4,000	2,754	68.85%	2,656
Acct, Legal, Audit	14,500	14,500	100.00%	14,238
TOTAL TRIP	\$1,061,077	\$807,988	76.15%	\$789,065
<u>PR/RESEARCH CONSULTING</u>				
Consultant(s)	\$0	\$1,100	0.00%	\$0
Western Manager Fee	0	0	0.00%	298
Western Manager Expenses	0	0	0.00%	0
TOTAL CONSULTING	\$0	\$1,100	0.00%	\$298
TOTAL EXPENSES	\$1,061,077	\$809,088	76.25%	\$789,363
TOTAL INCOME (PAGE 2) w/o interest and investment income	\$1,027,850	\$790,600	76.92%	\$634,275
TOTAL INCOME (PAGE 2) with interest and investment income	\$1,102,850	\$867,893	78.70%	\$735,446
GAIN (LOSS) w/o interest and investment income	(\$33,227)	(\$18,488)		(\$155,088)
GAIN (LOSS) with interest and investment income	\$41,773	\$58,805		(\$53,917)

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

(2) Includes \$552 depreciation expense on office furniture and equipment

(3) Includes \$1,237 depreciation expense on office furniture and equipment

2025 Nine Month Financial Statements – Page Four

TRIP
STATEMENT OF FINANCIAL CONDITION
SEPTEMBER 30, 2025

ASSETS

CASH

Capital One Bank - Spark Interest Checking (0.05%)	\$19,488	
Capital One Bank - Business Advantage Savings (3.28%)	141,387	
PNC Bank - Non-Profit Checking	1,000	
PNC Bank - Business Premium Money Market (0.01%)	6,654	
Oppenheimer	968,004	
TOTAL CASH		\$1,136,533

FIXED

Office Furniture and Equipment	\$13,327	
Less: Reserve for Depreciation	(9,614)	
		\$3,713

OTHER

Prepaid Expenses	\$11,443	
Prepaid Insurance	6,543	
Inventory	323	
Deposits	107	
Staff Travel Advances	600	
TOTAL ASSETS		\$1,159,261

LIABILITIES

Accounts Payable	\$5,512	
State Income Taxes Withheld From Wages	2,742	
TOTAL LIABILITIES		\$8,254

NET WORTH

Surplus - January 1, 2025	\$1,092,202	
Add: Net Gain - Nine Months 2025	58,805	
TOTAL NET WORTH		\$1,151,007

TOTAL LIABILITIES & NET WORTH

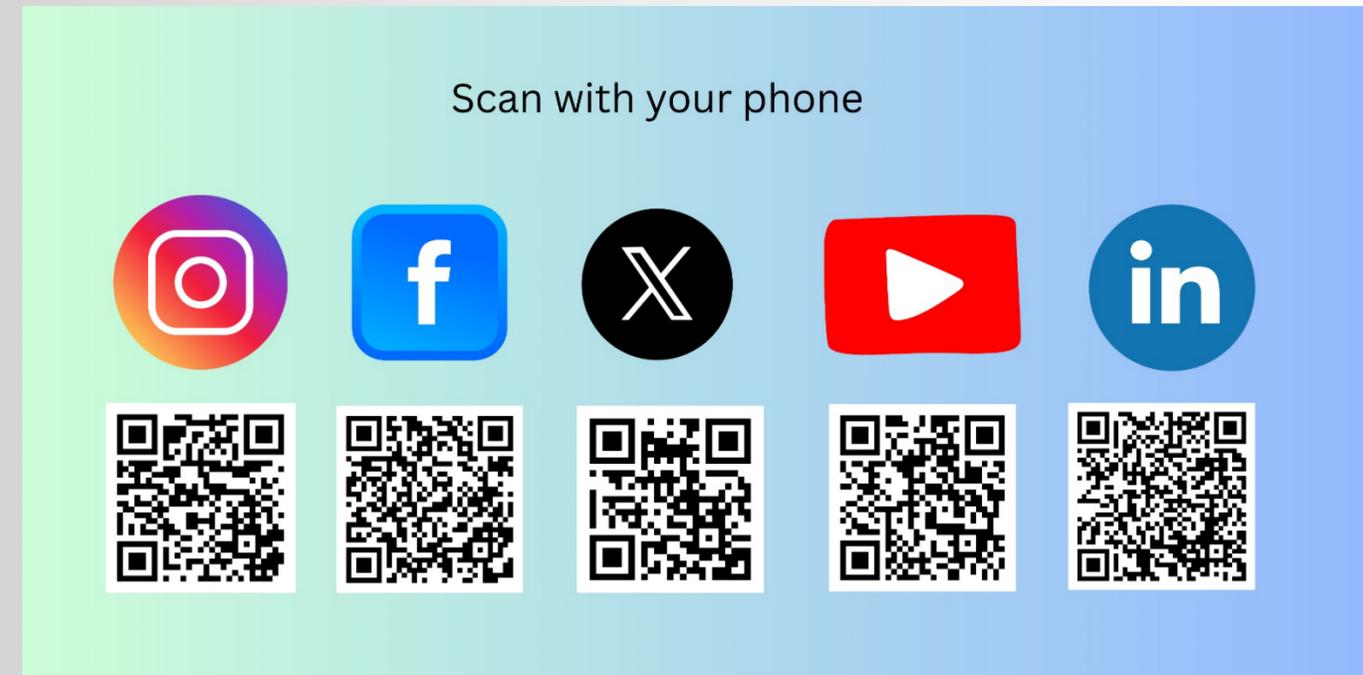
\$1,159,261

FUNDRAISING/MARKETING REPORT

Lisa Mead
TRIP

HIGHLIGHTS

- Social Media
- Fundraising
- Sponsorships
- Introductions/Events
- Prospect List



PROGRAM REPORT

Dave Kearby, Carolyn Kelly,
Rocky Moretti

HIGHLIGHTS

- **OVER 373 TV/RADIO NEWS BROADCASTS, DAILY NEWSPAPER, AND INTERNET NEWS SITE ARTICLES**
- **EARNED MEDIA VALUE* OF \$60.4 MILLION**
- **REACH OF 291 MILLION PEOPLE**

REPORTS IN Q3: [Keeping California Mobile: Providing a Modern, Sustainable Transportation System in the Golden State](#)



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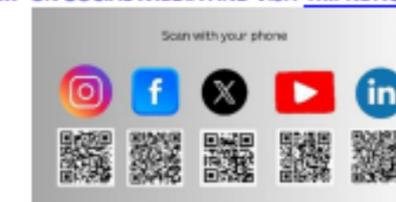
TRIP 2025 PROGRAM REPORT TO THE BOARD OF DIRECTORS – QUARTER FOUR 2025

TRIP GENERATED NEWS MEDIA COVERAGE FOR 2025 INCLUDES OVER 373 TV/RADIO NEWS BROADCASTS, DAILY NEWSPAPERS, AND INTERNET NEWS SITE ARTICLES WITH AN EARNED MEDIA VALUE* OF \$60.4 MILLION AND A POTENTIAL REACH OF 291 MILLION PEOPLE, NOT INCLUDING SOCIAL MEDIA POSTINGS FROM NEWS SOURCES, POLICYMAKERS, STAKEHOLDERS AND BUSINESS GROUPS.

REPORTS: [NEW YORK TRANSPORTATION BY THE NUMBERS](#), [NEW MEXICO TRANSPORTATION BY THE NUMBERS](#), [KEEPING COLORADO MOBILE](#), [MARYLAND TRANSPORTATION BY THE NUMBERS](#), [KEEPING WEST VIRGINIA MOVING FORWARD](#), [KEEPING LOUISIANA MOBILE](#), [OKLAHOMA TRANSPORTATION BY THE NUMBERS](#), [WNC STRONG: REBUILDING WESTERN NC'S TRANSPORTATION SYSTEM FOLLOWING HURRICANE HELENE](#), [PENNSYLVANIA'S LOCAL ROADS & BRIDGES](#), [ADDRESSING AMERICA'S TRAFFIC SAFETY CONFERENCE](#), [KEY FACTS ABOUT THE U.S. SURFACE TRANSPORTATION SYSTEM \(STATE FACT SHEETS ALSO UPDATED\)](#), [KEEPING MICHIGAN MOBILE](#) AND [KEEPING CALIFORNIA MOBILE: PROVIDING A MODERN, SUSTAINABLE, TRANSPORTATION SYSTEM IN THE GOLDEN STATE](#).



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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/pace of the coverage, and time of day.

FACT SHEETS

Reminder these have been updated and are a great resource

Key facts about the U.S. surface transportation system

July 2025

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

- A total of 39% of major roads in the U.S. are in poor or mediocre condition. Driving on deteriorated roads costs motorists \$167 billion a year – \$725 per driver – in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.
- A total of 7% of U.S. bridges are rated in poor/structurally deficient condition, meaning there is significant deterioration to the major components of the bridge. A total of 39% of U.S. bridges are at least 50 years old, an age when many bridges require significant rehabilitation or replacement.
- Vehicle travel in the U.S. dropped by 40% in April 2020 due to the Covid-19 pandemic (as compared to the same month the previous year), but rebounded to 1% above pre-pandemic levels by 2024. Since 2000, vehicle travel on the nation's roads increased 18% and the population of the U.S. increased 21%.
- The [Infrastructure Investment and Jobs Act \(IIJA\)](#), signed into law in November 2021, will provide \$273 billion in federal funds for highway and bridge investments in the U.S. over five years. The IIJA is set to expire on September 30, 2026.
- 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. The Federal Highway Administration's national highway construction cost index, which measures the rate of inflation in labor and materials cost, increased 54% from the beginning of 2022 through the third quarter of 2024.

Roadway improvements can reduce traffic crashes and save lives

- From 2020 through 2024, 204,997 people died on the nation's highways, an average of 40,999 annual fatalities. The U.S. has a traffic fatality rate of 1.2 fatalities per 100 million vehicle miles of travel.
- A total of 898 people were killed in traffic crashes in work zones in the U.S. in 2023, 34% higher than a decade ago. Work zone safety can be improved through the use of safety countermeasures including improved work zone design, improved driver messaging, high-visibility markings and speed enforcement.
- Traffic crashes in the U.S. imposed a total of \$454.8 billion in economic costs in 2024. TRIP estimates that a lack of adequate roadway safety features, while not the primary factor, was likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in \$151.6 billion in economic costs nationwide in 2024. These costs include work and household productivity 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 safety

- Investments in the surface transportation system will boost the nation's economy in the short-term by creating jobs and in the 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 the nation's motorists to travel 3.3 trillion miles annually and moving a significant portion of the \$28.2 trillion worth of commodities shipped around the country each year. But, 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 the U.S. supports approximately 4 million full-time jobs across all sectors of the nation's economy. Approximately 62.9 million full-time jobs in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the transportation network.

Latest data from the U.S. Census Bureau, USDOT, FHWA, BTS, ARTBA, NHTSA, and AAA compiled and analyzed by TRIP.



State Reports

Release Date: 9/25/2025

TRIP's "Keeping California Mobile" report examines the condition, use and reliability of California's surface transportation system; the importance of the passage in 2017 of California's [SB 1 — the Road Repair and Accountability Act](#); the 2021 passage of the federal IIJA; and the challenges California faces to accommodate future transportation growth and sustain adequate funding levels as fuel efficiency increases and the share of electric vehicles on the roads rises.

News Conference Speakers:

Senator Dave Cortese (Silicon Valley), Chair, California Senate Transportation Committee

Assemblymember Lori Wilson (Suisun City), Chair, California State Assembly Transportation Committee

Commissioner Joseph Cruz, California Transportation Commission

Keeping California Mobile:

Providing a Modern,
Sustainable Transportation
System in the Golden State



A National
Transportation
Research
Nonprofit

tripnet.org

SEPTEMBER 2025

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



The Sacramento Bee

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Intro

"The object of this newspaper is not only independence, but permanence." —Bee editorial, Feb. 3, 1857

Posts

The Sacramento Bee



LOCAL NEWS

Nearly half of Sacramento roads in poor shape, 55 bridges deemed deficient, report finds

By James Taylor, CBS13 Photojournalist | September 25, 2025



NEW TONIGHT ROADWAY WOES

If you think California roads are in bad shape, new research is showing you're right. Transportation advocates released a new report that looks at just how many potholes, bumpy roads and bad bridges there are in the Sacramento area.

Rocky Moretti with the transportation organization Trip said nearly half of Sacramento's roads are in poor condition. "All of us rely on our transportation system," Moretti said. "It's how we get places. It supports our quality of life." His organization released the report, which outlines roadway needs across California. It says inspectors have determined 55 bridges in the Sacramento region are structurally deficient.

"It means the engineers have said there's significant deterioration here. It needs to be repaired. If not, we're going to have to either restrict it to lighter-weight vehicles or close it entirely," Moretti said.

Those structures include the Freeport Bridge, the 5th Avenue Bridge across Highway 99, and the Highway 50 bridge across Westacre Road in West Sacramento, which has issues with its deck and superstructure.

"If you can't stay on top of your bridges or the condition of your roadways, in time, you fall further behind and it becomes more costly to try to get the system back into good condition," Moretti said.

Some California lawmakers say the solution is to allocate more funding to transportation infrastructure.

"Not only are these not luxuries, but they are essential to economic growth," said Sen. Dave Cortese (D-San Jose). But even with more money, it could be hard to keep up.

"One of the significant challenges is over the last three years, the cost of highway construction went up by 48%," Moretti said.

While the number of cars on California roadways continues to grow, revenue from the gas tax, which is used to pay for roadway repairs, is actually going down due to more fuel-efficient cars and electric vehicles.

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THE SACRAMENTO BEE

SACBEE.COM

Think you spend a lot of time in Sacramento traffic? What the numbers show

By Ariane Lange | October 2, 2025



Traffic moves southbound on Highway 99 away from Highway 50 in 2022. The average driver in Sacramento and its surrounding cities and suburbs wastes \$1,518 and 62 hours of their life sitting in traffic each year, a new report found.

The average driver in Sacramento and its surrounding cities and suburbs wastes \$1,518 and 62 hours of their life sitting in traffic each year, a new report found.

The analysis was part of "Keeping California Mobile," a report on California roads published last week by the transportation research nonprofit TRIP. The researchers based their individual congestion costs for the Sacramento urban area on a report from the Texas A&M Transportation Institute, which estimates the value of lost time and additional fuel spent idling.

According to the study, Sacramento-area drivers burn 29 gallons of fuel annually due to congestion.

"Statewide, drivers lose \$55 billion annually because of lost time and wasted fuel due to traffic congestion," officials from TRIP said in announcing their results. "Due to the COVID-19 pandemic, vehicle travel in California dropped by as much as 41% in April 2020 (as compared to vehicle travel during the same month the previous year). By 2025, vehicle miles of travel in California had rebounded to 5% below 2019's pre-pandemic levels."

In Los Angeles, the state's most congested region, the average driver loses 124 hours a year to traffic — double the delay seen in Sacramento — and pays \$3,478 annually in lost time and wasted fuel, according to the report.

Bay Area drivers aren't far behind. In San Francisco and Oakland, the annual congestion cost per driver reaches \$3,406, with 111 hours lost each year. The only major metro area with somewhat comparable congestion figures was San Jose, where drivers where the costs to time and money were roughly 25% higher than the capital region.

In California, vehicle miles traveled — the amount of distance that people travel in cars, often shortened to VMT — has increased significantly since 2000.

Part of the increase in VMT is explained by the high cost of housing. Fewer people can afford to live close to their jobs, forcing them into longer commutes.

"In California's six largest metros, the number of jobs accessible within a 40-minute drive during peak hours were reduced by 44% in 2023 as a result of traffic congestion," the report's authors said. California is currently considering investing \$500 million to widen a North Bay highway that's sinking into a marsh surrounded because low-income commuters from Solano County use the route to get to jobs in Marin, Napa and Sonoma counties. Stanford University researchers have found that 13% of commuters in the state travel 45 miles or more to get to work.

And as more people spend more time in the car, they're driving over increasingly uneven roads. The TRIP report found that the capital region's roads are badly maintained. Data showed that 21% of roadways in Sacramento and surrounding cities and suburbs were in "good" condition and 9% were in "fair" condition. The other 70% were in poor or mediocre condition. Based on regional VMT and the state of local roads, TRIP's researchers estimated that each driver bears an average of \$1,082 a year due to wear and tear on a car as well as wasted fuel.

Residents pay for bad roads, more driving

Taxpayers will have to foot the bill for bad roads in the future, because putting off needed repairs means the repairs get more expensive. As the TRIP report notes, Cornell University's Local Roads Program has found that \$1 spent rehabilitating a road when it's still in fair condition would be \$4 or \$5 if the road were allowed to fall into a very poor condition. And the more people drive on a road, the more wear and tear the road suffers.

"California's transportation dollars are already being stretched thin by increased inflation in construction costs and declining fuel tax revenue," said Dave Kearby, TRIP's executive director. "Without additional transportation investment, needed projects that would make the state's roads safer, smoother and more efficient will not move forward."

Pedestrians and cyclists cause far less wear and tear on road surfaces, saving taxpayer money. But while California has invested heavily in driving infrastructure, the state and many of its cities have been slow to create safe and convenient paths for people on foot or biking. The Sacramento-Roseville-Folsom metropolitan area already bears the distinction of being one of the most dangerous places for pedestrians in the United States.

The TRIP report tallied the number of people who died in California vehicle crashes over the five years between 2019 and the end of 2023. In Sacramento, Yolo, El Dorado and Placer counties, there were 1,411 deaths. Of the dead, 402 people were pedestrians and 50 were cyclists — almost one-third of the total.

The worst area for pedestrian and cyclist deaths in California was the

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News

California leaders aim to mitigate traffic concerns as transportation funds expire

by: Sierra Krug | Posted: September 25, 2025

(FOX40.COM) — As California's population continues to grow, so does the state's traffic. The National Transportation Research Nonprofit recently analyzed transportation trends across the Golden State. The group released a 25-page report outlining its findings.

According to the TRIP report, California's population grew to 39.5 million people in 2025. That's nearly 110,000 more people than last year. With that increase comes heightened attention in Sacramento.

Meanwhile, legislators passed the Federal Bipartisan Infrastructure Bill in 2021.

"25 billion dollars for highways and transit in California over 5-year period," TRIP's Director of Policy and Research, Rocky Moretti, explained.

Video Highlights



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HEADLINES

Q1 2026

TRIP will be attending AEM ConExpo (Las Vegas), ATSSA (Houston), and AED Summit (Dallas)

1st Quarter Meeting - Virtual

Wednesday, February 18, 11:00 a.m. to 12:00 p.m. EST

