

VERMONT

Current Condition:

- ASCE road grade of C-¹
 - 25% of state's major urban roads are in poor condition²
 - A total of 346 people died on highways from 2009 through 2013³
- \$251M a year in cost to motorists from driving on roads in need of repair- \$474 per year for motorists⁴
- Vermont's population grew by 11% between 1990 and 2013⁵
- Vehicle travel on Vermont's highways increased by 22% during the same period⁶

Commerce:

- 80% of the \$18 billion worth of commodities delivered annually from sites in Vermont is transported by trucks on the state's highways.⁷

Need for Federal Investment:

- 86% Federal Share of VT's Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

FAST Act **————>** *What this does for Vermont*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - VT's 206 structurally deficient bridges.¹⁰
 - 32% of the Vermont's bridges are structurally deficient or functionally obsolete¹¹
 - Current ASCE bridge grade of C¹²

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), VT will receive \$32,310,882 in addition to growth of the existing programs for freight.

¹ ASCE

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ Ibid.

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ FHWA

¹² ASCE

- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest
- In addition to the National Freight Program, WV through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5 year Certainty:

- Total share over 5 years of the FAST Act: \$1,122,219,621 that the state would not get otherwise.
- 90 projects at risk without the certainty of federal investment.¹³
- *Major Projects that can benefit from the FAST Act:*
 - The I-91 Battleboro Bridge: includes the replacement of four bridges with two new bridges which will transport I-90 users over Upper Dummerston road and also allow transport for pedestrians and other visitors.¹⁴
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on VT's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase VT's ability to efficiently finish projects.
- FAST gives VT the ability to prepare for the next 50 years. With a focus on innovation, VT can better deploy technology to improve the state transportation network.

¹³ AASHTO

¹⁴ <http://www.i91brattleborobridge.com/>