

CONNECTICUT

Current Condition of Transportation:

- 34% of CT's major roads are in poor condition¹
 - Costs each Connecticut motorist \$661 a year in extra maintenance²
 - A total of 1,274 lives were lost on CT's highways from 2009 to 2013³
- Vehicle travel on CT's highways increased 18% from 1990-2013⁴ while the state population grew by 9% in that time⁵
- 58% of CT's major highways are congested.⁶
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- 73% of the \$262b in goods shipped annually within CT traveled by truck across the state's vast highway infrastructure⁷

Need for Federal Investment:

- Nearly 71% federal share of Connecticut Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

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

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - CT's 378 structurally deficient bridges - 35% of Connecticut's bridges are rated as structurally deficient or functionally obsolete¹⁰

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), CT will receive \$80,053,845 in addition to growth of the existing programs for freight.

¹ TRIP

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ TRIP

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

- 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, CT, 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: \$3,522,595,482 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - a. Hartford's Interstate 84 viaduct: needs an update or replacement by lowering the highway, rebuilding city structures, and realigning the road¹¹
 - b. Waterbury mix-master: infamous mix-master at junction of I-84 and Route 8 are due for the most extensive repairs in their history¹²
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on CT'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 CT's ability to efficiently finish projects.
- FAST gives CT the ability to prepare for the next 50 years. With a focus on innovation, CT can better deploy technology to improve the state transportation network.

¹¹ <http://wnpr.org/post/why-hartfords-i-84-viaduct-futureless-freeway#stream/0>

¹² <http://www.rep-am.com/news/local/888266.txt>