

RHODE ISLAND

Current Condition:

- 41% of state's major urban roads are in poor condition¹
 - \$496.0 million a year in cost to motorists from driving on roads in need of repair, which is \$662 per year for motorists²
 - A total of 344 people died on highways from 2009 through 2013³
- Rhode Island's population grew by 19% between 1990 and 2013⁴
 - Vehicle travel on state highways increased by 11% from 1990 to 2013⁵
- 37% of state's urban highways are congested⁶
- Congestion costs American motorists \$121B a year in wasted time and fuel costs

Commerce:

- 79% of the \$29 billion worth of commodities delivered annually from sites in Rhode Island is transported by trucks on the state's highways⁷

Need for Federal Investment:

- 83% Federal share of RI's Highway Capital Program.⁸
- 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 Rhode Island*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - RI's 174 structurally deficient bridges¹⁰
 - 56% of bridges are structurally deficient or functionally obsolete.¹¹

Improving Commerce

- Over the life of the bill (FY2016-FY2020), RI will receive \$34,882,187 in addition to growth of the existing programs for freight.

¹ ASCE

² TRIP.

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ Ibid.

⁸ ASSHTO

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ Ibid.

- 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, RI, 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: \$1,352,094,166 that the state would not get otherwise.
- 40 projects at risk without the certainty of federal investment.¹²
- Major State Projects that can benefit from the FAST Act:
 - Multiple Bridge Replacements- the Great Island Bridge, the McCormick Bridge, and Pleasant Valley Parkway Bridge Replacements are all costly projects on the state's agenda
 - Other Substantial Bridge Projects: The Route 95 Bridge Preservation, and the Hussey and Park Avenue Bridge Repairs are also critical projects
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on RI'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 RI's ability to efficiently finish projects.
- FAST gives RI the ability to prepare for the next 50 years. With a focus on innovation, RI can better deploy technology to improve the state transportation network.

¹² AASHTO