CONNECTICUT

Current Condition of Transportation:

- 34% of CT’s major roads are in poor condition¹
  - Costs each Connecticut motorist $661 a year in extra maintenance ²
  - 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 Program ⁸
- 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 road
  b. Waterbury mix-master: infamous mix-master at junction of I-84 and Route 8 are due for the most extensive repairs in their history

• 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.

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