RHODE ISLAND

Current Condition:
- 41% of state’s major urban roads are in poor condition\(^1\)
  - $496.0 million a year in cost to motorists from driving on roads in need of repair, which is $662 per year for motorists\(^2\)
  - A total of 344 people died on highways from 2009 through 2013\(^3\)
- Rhode Island’s population grew by 19% between 1990 and 2013\(^4\)
  - Vehicle travel on state highways increased by 11% from 1990 to 2013\(^5\)
- 37% of state’s urban highways are congested\(^6\)
- 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 highways\(^7\)

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 bridges\(^10\)
  - 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.
\(^8\) Ibid.
\(^9\) ASSHTO
\(^10\) AASHTO and FHWA
\(^11\) 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, 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.\(^\text{12}\)
• Major State Projects that can benefit from the FAST Act:
  o 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
  o 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