



# Accelerating the Comeback

## Investing in our Transportation Infrastructure

### Improving our Highways

*Moving swiftly and boldly to improve the condition of our roads and bridges and expand public transit will accelerate our economic comeback.*



# Overview

- Rhode Island ranks last in the nation -- 50<sup>th</sup> out of 50 states -- in overall bridge condition
- We must address the problem, and the longer we wait, the more expensive it becomes
- Rhode Island lags other states along the I-95 corridor in how it finances road and bridge repairs
- Plan will get us to 90% structurally sufficient bridges by 2024, make Rhode Island more attractive for businesses, and create nearly 12,000 job-years\* over the next decade
- Of the 1,162 bridges in Rhode Island, about 22 percent of them are structurally deficient
- Almost all vehicle-created road damage is from large commercial trucks

\* A job-year means simply one job for one year

# The Solution

## RhodeWorks - A 10-year strategic plan

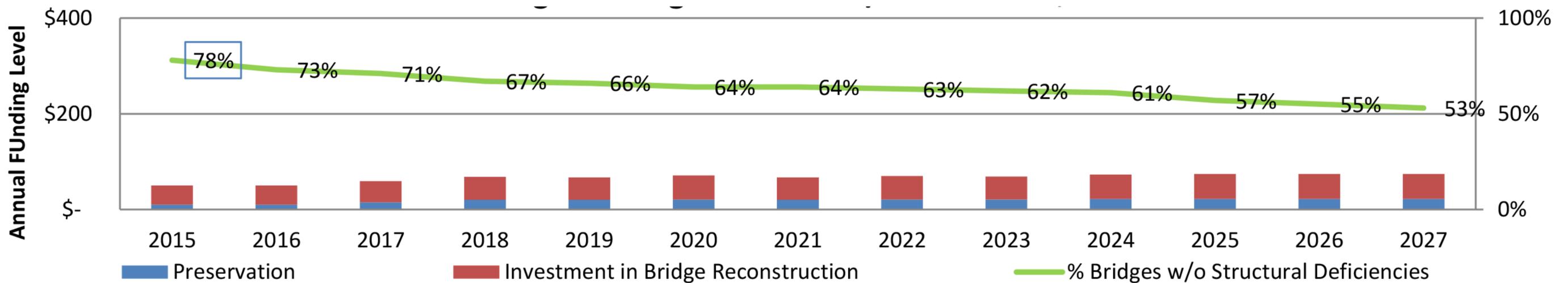
A \$4.8 Billion bold action plan that will:

- Accelerate the rebuilding of our crumbling roads and bridges by investing an additional \$1.1 billion above current plans in transportation infrastructure over the next decade
- Fix more than 150 structurally deficient bridges in Rhode Island
- Make repairs to another 500 bridges to prevent them from becoming deficient
- Refocus efforts to expand transit
- Create nearly 12,000 job-years over the next 10 years
- Save taxpayers about \$1 billion in projected future costs by addressing the problem now vs. waiting
- Keep people safe
- Make Rhode Island a more attractive place for businesses to invest
- This proposal includes a request for \$400 million in federal New Starts funds for public transit



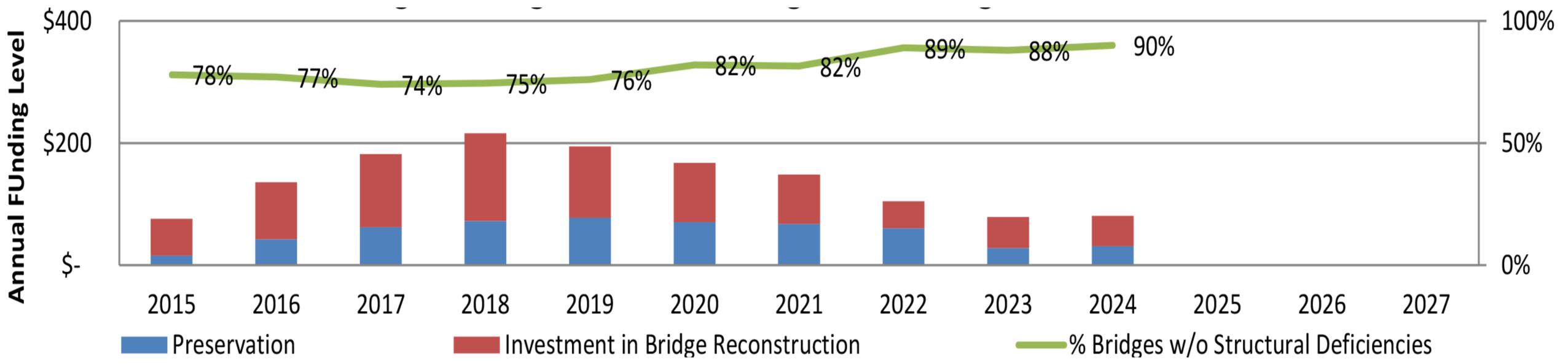
# Bridges: Cost of the Status Quo

## Bridge Conditions Decline, Costs Rise



# RhodeWorks: Bridge Focus

## Accelerating the Reconstruction of Bridges, Preventing Additional Decline

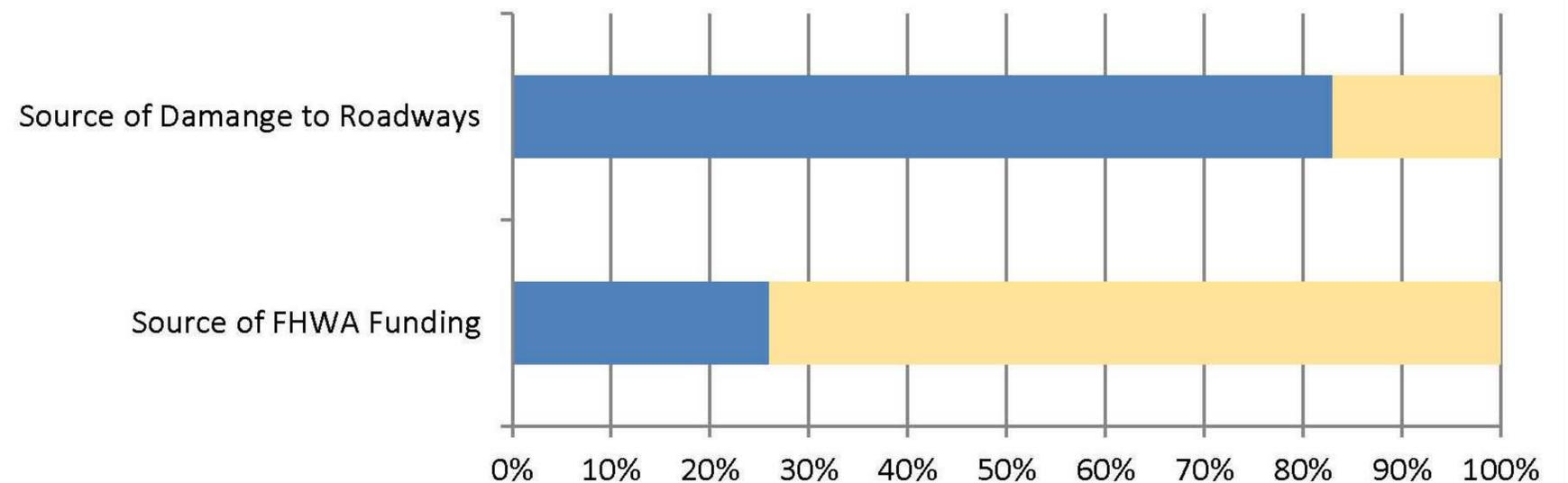


# How are we going to pay for it?

## Road/bridge damage caused by trucks

- A \$700M proposed revenue bond
  - \$300M to support accelerated bridge repairs across the state
  - \$400M to support bridge repairs on Routes 6 and 10
- A user fee on large commercial trucks will pay for the bond

FHWA Funding vs. Source of Roadway Damage



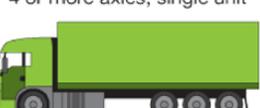
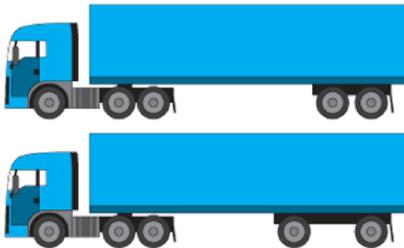
	Source of FHWA Funding	Source of Damage to Roadways
■ Trucks	26%	83%
■ Auto/Bus	74%	17%

1. Source for Percentage of Trucks on the Road: "Addendum to the 1997 Federal Highway Cost Allocation Final Report", Federal Highway Administration, May 2000.  
 Source for impact of truck travel on roads relative to automobiles. "Truck Weight and its effect on Highways", US GAO, July 23, 1979

2. Source for percentage of FHWA funding derived directly from trucks. Source: CBO "The Highway Trust Fund and Paying for Highways" May 17, 2011.

# How Will It Work?

- The user fee will be electronically assessed (no toll booths) on large commercial trucks along several bridges on 95, 195, 295, 146, 6 and 10
- The proposed legislation explicitly prohibits RIDOT from placing a user fee on cars, motorcycles, SUVs, pick-up trucks and small commercial vehicles

FHWA Vehicle Classifications				
<b>1. Motorcycles</b> 2 axles, 2 or 3 tires 	<b>2. Passenger Cars</b> 2 axles, can have 1- or 2-axle trailers 	<b>3. Pickups, Panels, Vans</b> 2 axles, 4-tire single units Can have 1 or 2 axle trailers 	<b>4. Buses</b> 2 or 3 axles, full length 	
<b>5. Single Unit 2-Axle Trucks</b> 2 axles, 6 tires (dual rear tires), single-unit 		<b>6. Single Unit 3-Axle Trucks</b> 3 axles, single unit 	<b>7. Single Unit 4 or More-Axle Trucks</b> 4 or more axles, single unit 	<b>8. Single Trailer 3- or 4-Axle Trucks</b> 3 or 4 axles, single trailer 
<b>9. Single Trailer 5-Axle Trucks</b> 5 axles, single trailer 		<b>10. Single Trailer 6 or More-Axle Trucks</b> 6 or more axles, single trailer 		
<b>11. Multi-Trailer 5 or Less-Axle Trucks</b> 5 or less axles, multiple trailers 			<b>12. Multi-Trailer 6-Axle Trucks</b> 6 axles, multiple trailers 	
<b>13. Multi-Trailer 7 or More-Axle Trucks</b> 7 or more axles, multiple trailers 				

# R.I. Lags Other States

- Proposed user fee is expected to generate about \$100 million annually for bridge reconstruction
- While R.I. does assess a fee to cross the Newport Bridge, these funds support only two bridges: Mt. Hope and Newport
- The other nearly 1,160 bridges in R.I. also require attention

## Sample Commercial Truck User Fees for States on I-95 Corridor

State	Commercial Truck User Fee
Maryland	\$90
Delaware (including DE Memorial Bridge)	\$41
Pennsylvania (PA Turnpike)	\$182
New Jersey (NJ Turnpike)	\$57
NJ/NY (George Washington Bridge)	\$114
New York State (I-90)	\$110
New York State (Tappan Zee Bridge)	\$49
Massachusetts (MA Turnpike)	\$22
New Hampshire	\$6
Maine	\$31.55
Connecticut	Under consideration
Rhode Island	\$0*

\* Rhode Island does assess a fee to cross the Newport Bridge. That fee is charged by the Rhode Island Turnpike and Bridge Authority, not RIDOT. The funds generated from that fee only support two of Rhode Island's "signature" bridges: Mt. Hope and Newport.



# RhodeWorks: Beyond Bridges

- Accelerated 10-year plan re-prioritizes and streamlines funding for overall operations, pavement, and drainage programs
- New commitment toward providing increased bus and rail service as well as funding for bike lanes and accessible sidewalks
- It includes a proposal to construct an express bus lane as part of the 6/10 interchange reconstruction, and it seeks to attract an additional \$400 million in federal matching funds for public transit

# RHODE WORKS

