



RhodeWorks Initiative

Fixing Rhode Island's bridges and
getting Rhode Islanders back to work



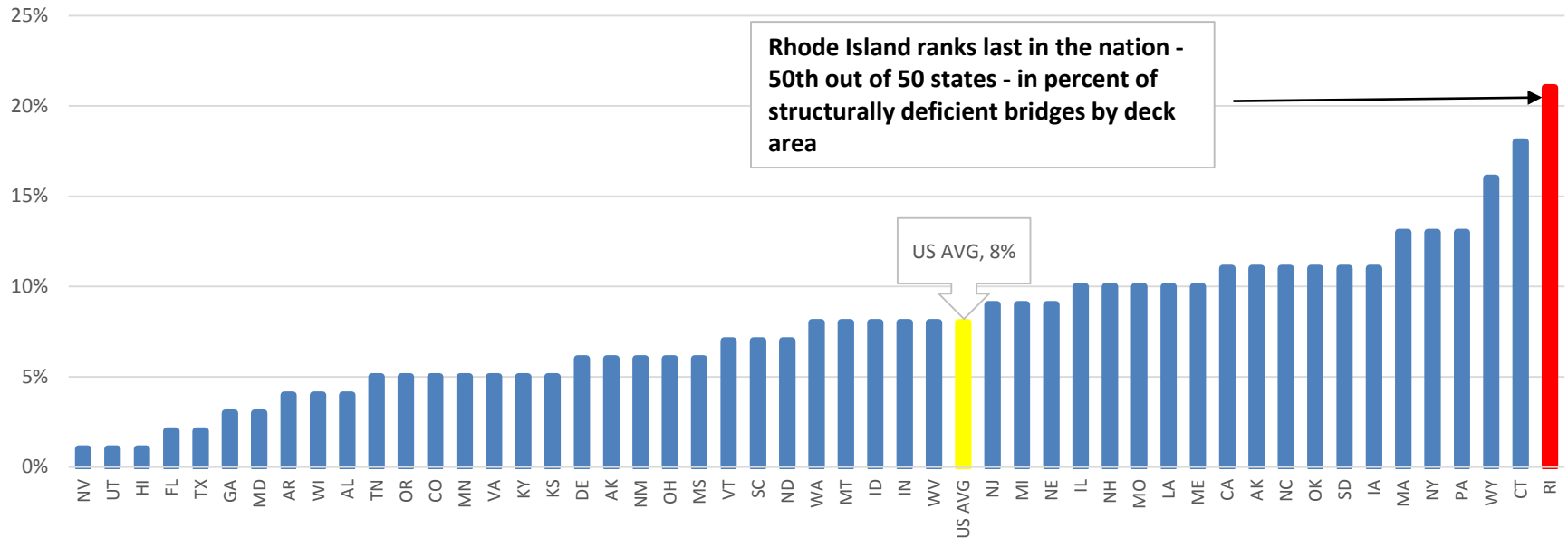
Peter J. Garino
Chief Operating Officer
RIDOT

International Bridge, Tunnel and Turnpike Association

The Problem



The Problem – Rhode Island’s Bridges



PERCENT OF BRIDGES STRUCTURALLY DEFICIENT BY STATE



RHODE WORKS



PLANNING

10 Year Plan
3rd In the Nation

PROJECT MANAGEMENT

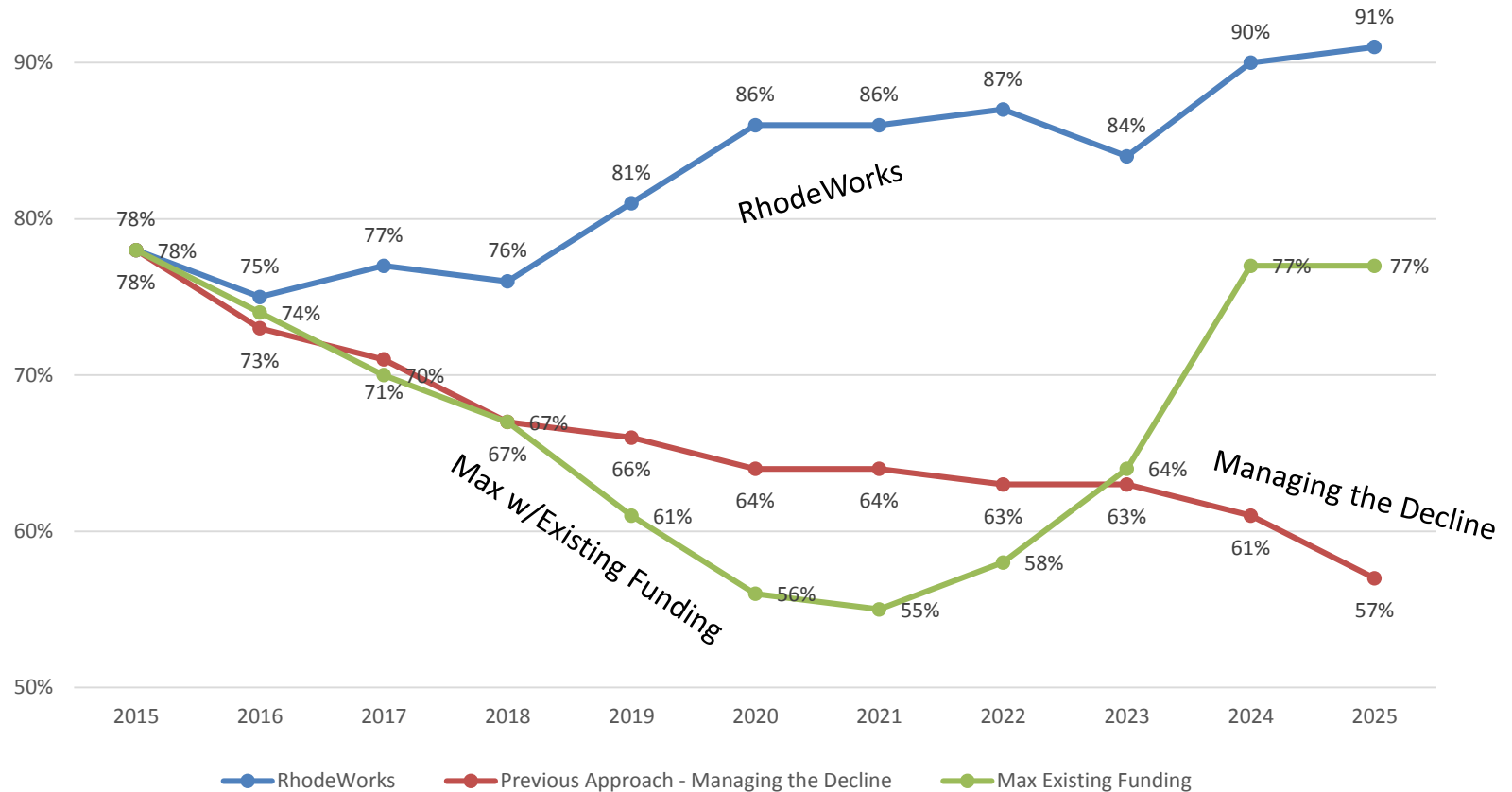
Largest re-organization
in RIDOT history

Less than half DOTs
use PM

FINANCING

\$120M GARVEE refi
\$300M New GARVEE
Tractor Trailer Bridge
Tolling

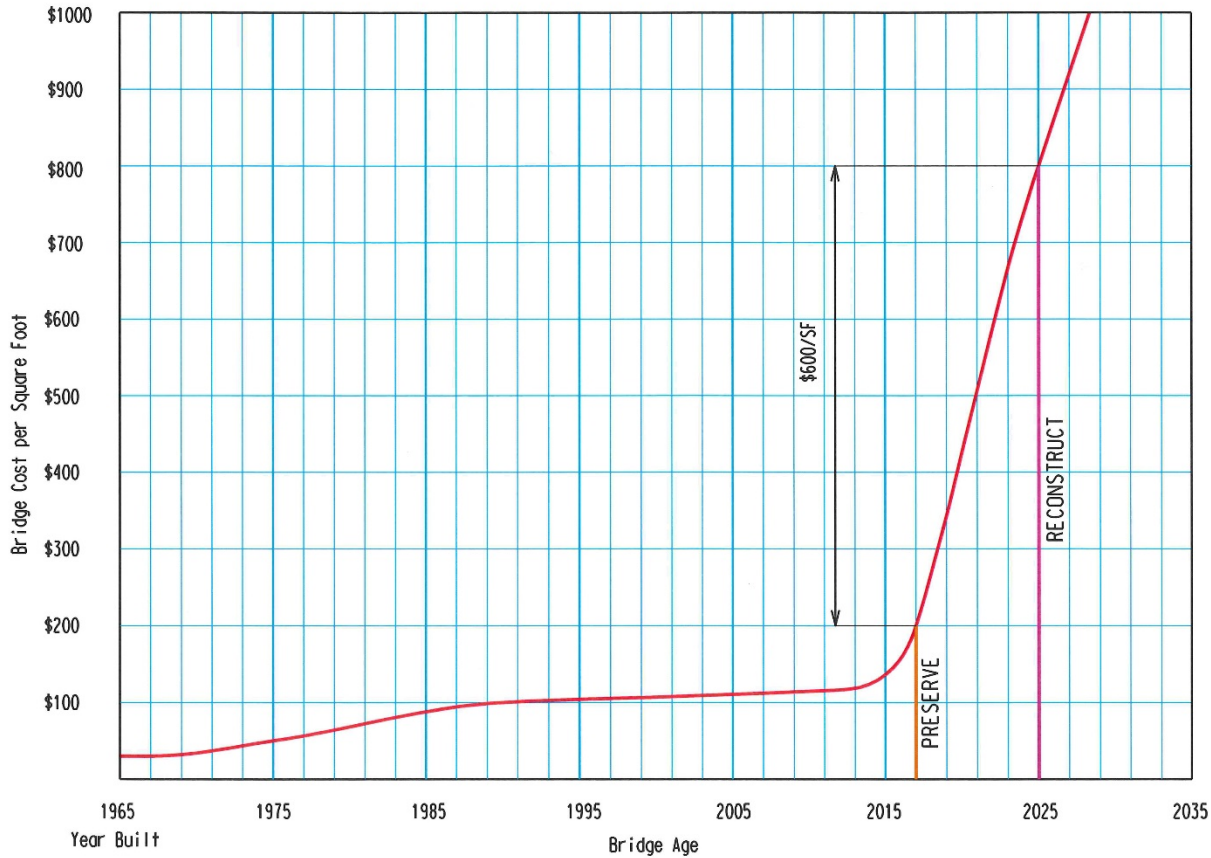
Structural Bridge Sufficiency in the Next 10 Years



Estimated Savings of \$950 Million By Accelerating Bridge Reconstruction

Deterioration vs. Cost

GROUP 5: Greenwich Avenue Bridge No. 068101
 Greenwich Avenue over I-95, Warwick
 Rhode Works Bonded - \$2.6M start construction 2017, preserve
 Without Rhode Works - \$10.4M start construction 2025, reconstruct



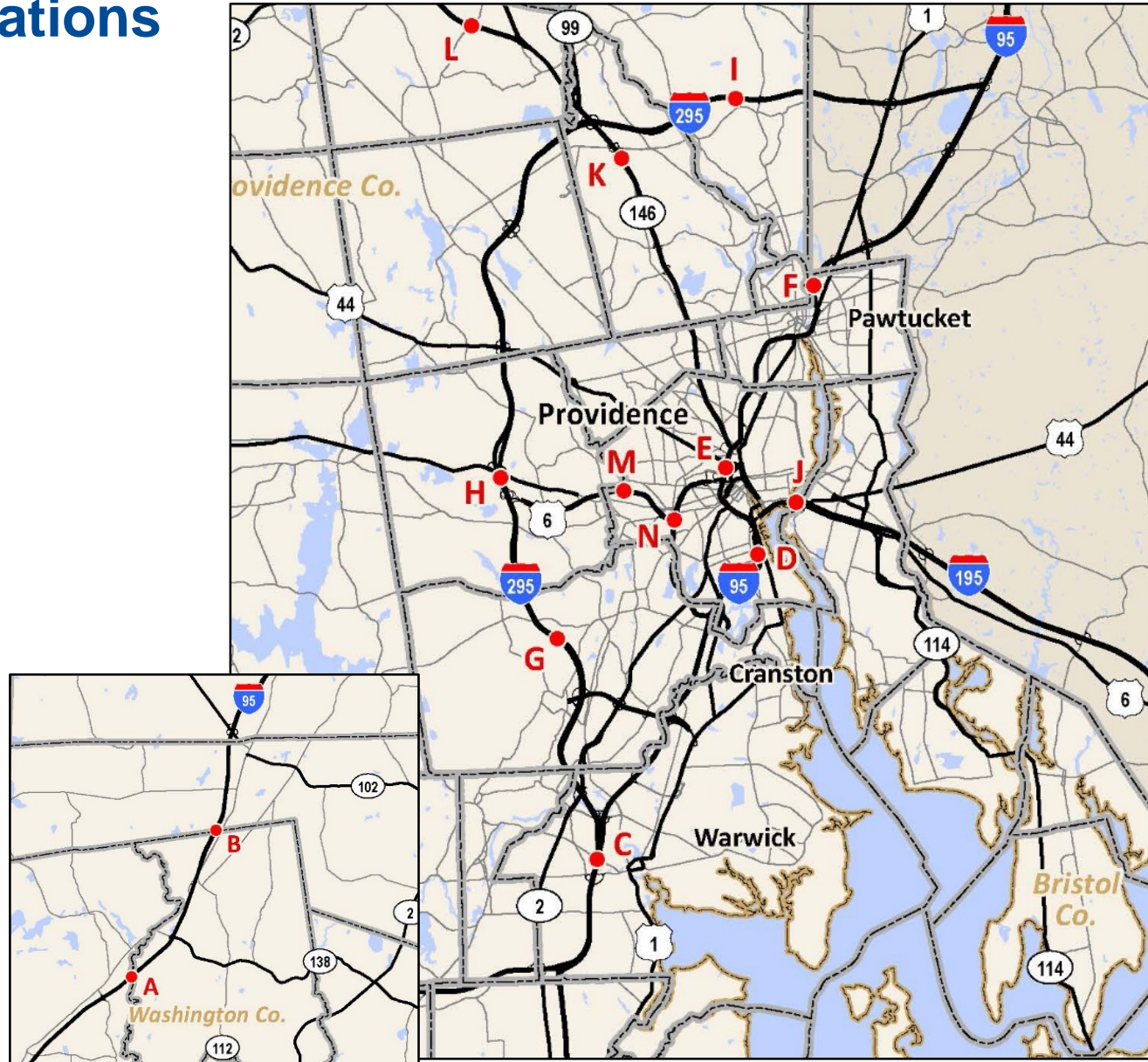
If we don't do this now, it will continue to become more expensive

Greenwich Avenue Bridge, Warwick
 Preservation vs. Reconstruction

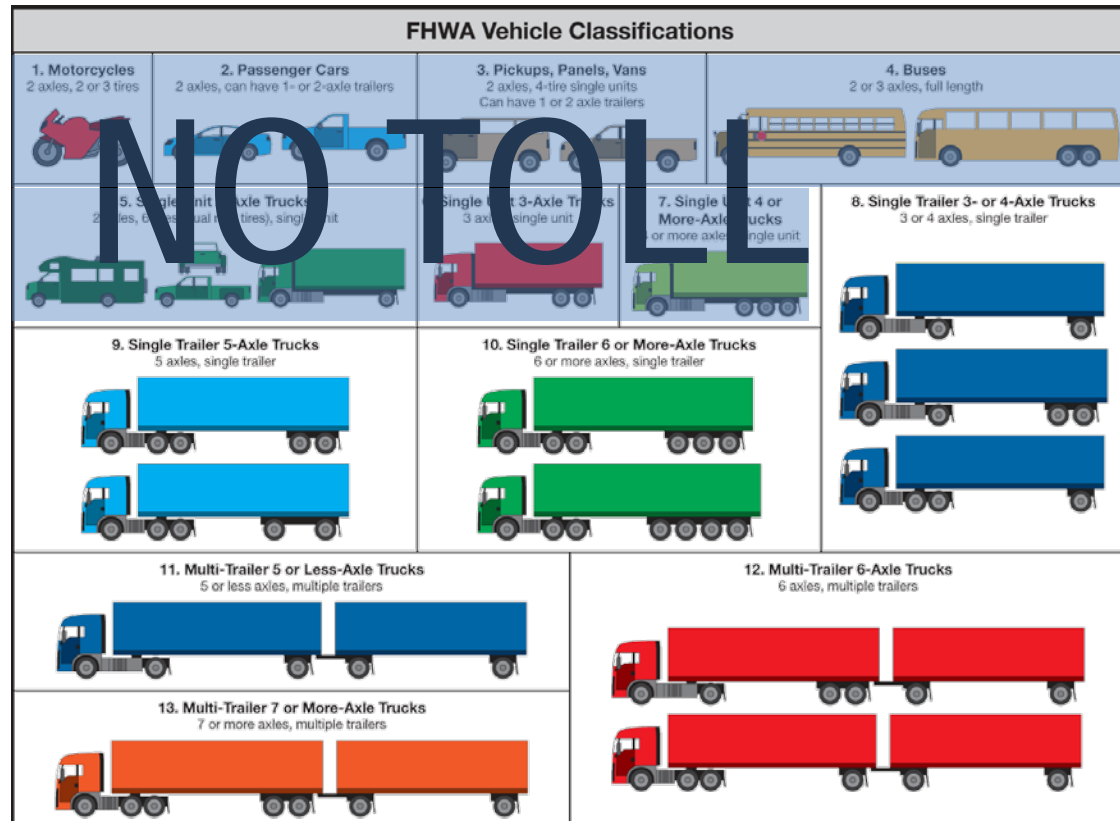


14 Tolling Locations

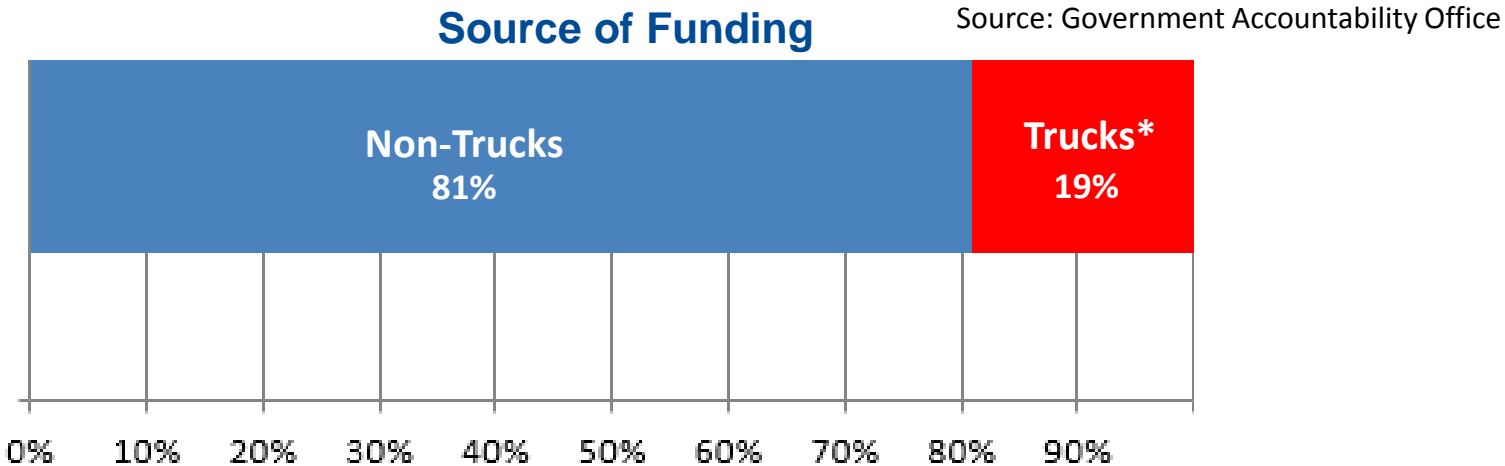
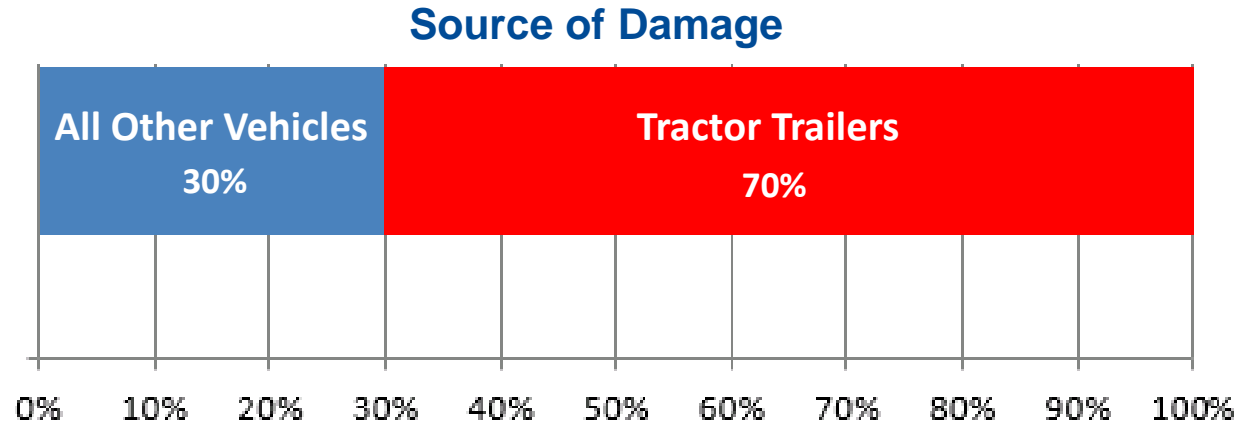
- Federal law allows states to place tolls on interstate bridges for bridge reconstruction
- Federal law requires toll revenue be used exclusively for transportation
- Data-driven locations
- Annual audits required
- The US Secretary of Transportation can suspend tolls if funding not used appropriately
- 14 locations = 0.13 gantries per mile. 3rd lowest among 20 major tolling authorities nationwide



- A user fee will be electronically assessed 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 (Classes 1-7)
- Referendum needed to toll passenger vehicles
- “Other tolling policy decisions, such as ... the classes of vehicles upon which tolls are charged, and any toll exemptions or discounts for designated users, are also at the discretion of the public authority.” – FHWA Q&A 23 U.S.C. 129(a)



Assessing User Fees Based on Damage Caused



* Includes diesel taxes and truck-related taxes and fees

1979 Report, the U.S. General Accounting Office

Established that one fully-loaded five-axle tractor trailer has the same impact on the interstate as 9,600 automobiles

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Traffic Light



Grade Separated Bridge



VMT? Not every mile is created the same.

23 U.S. Code Section 129

- (a) Basic Program.—
 - (1) Authorization for federal participation. — Subject to the provisions of this section, Federal participation shall be permitted on the same basis and in the same manner as construction of toll-free highways is permitted under this chapter in the —
 - (E) reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility;
 - (F) reconstruction of a toll-free Federal-aid highway (other than a highway on the Interstate System) and conversion of the highway to a toll facility;
 - **(3) LIMITATIONS ON USE OF REVENUES. — (A) In general.** — A public authority with jurisdiction over a toll facility shall use all toll revenues received from operation of the toll facility only for —
 - **(v)** if the public authority certifies annually that the tolled facility is being adequately maintained, any other purpose for which Federal funds may be obligated by a State under this title.

Conference Report 102-171

With respect to tolling under section 129:

“The concept of user fee funding is basic to the highway program. Users have paid for the construction of Federal-aid highways through dedicated user fees—primarily the federal excise tax on fuel.”

Conference Report 102-171

With respect to tolling under section 129:

“While this has been a sufficient sources of funds in the past to do necessary work, it has become increasingly clear in recent years that additional sources of funding are necessary to address all of the highway and transportation needs of the Nation.”

**Intermodal Surface Transportation Equity Act of 1991
(ISTEA)**

2016



1991



2016



1991



FY13 Report

Rhode Island State Board of Public Roads

“The Board earnestly recommends the adoption of a graded tariff of registration fees covering commercial motor vehicles or motor trucks”

“the present flat rate of two dollars per motor truck...is regarded as by no means commensurate with the effect which its use has in the deterioration of the modern roadway, and when compared with fees paid for more swiftly moving but generally lighter weight pleasure vehicle, the discrimination is apparent”

1913 Report

Rhode Island State Board of Public Roads

“the havoc which these heavy motor trucks make with the average modern roadway becomes more and more apparent with their multiplied use”

“we do recommend that owners of such vehicles (motor trucks) be required to pay their just share for the damage to the roads which their heavily loaded cars incur”.

2016



1991



1913



2016

1991

1913



All-Electronic Tolling = No Stopping

- No toll booths
- High-tech system will distinguish between cars and trucks and only toll large, heavy trucks Class 8 and higher
- 80-90% of trucks already have toll transponders
- Video license plate recognition will be used for trucks without a transponder

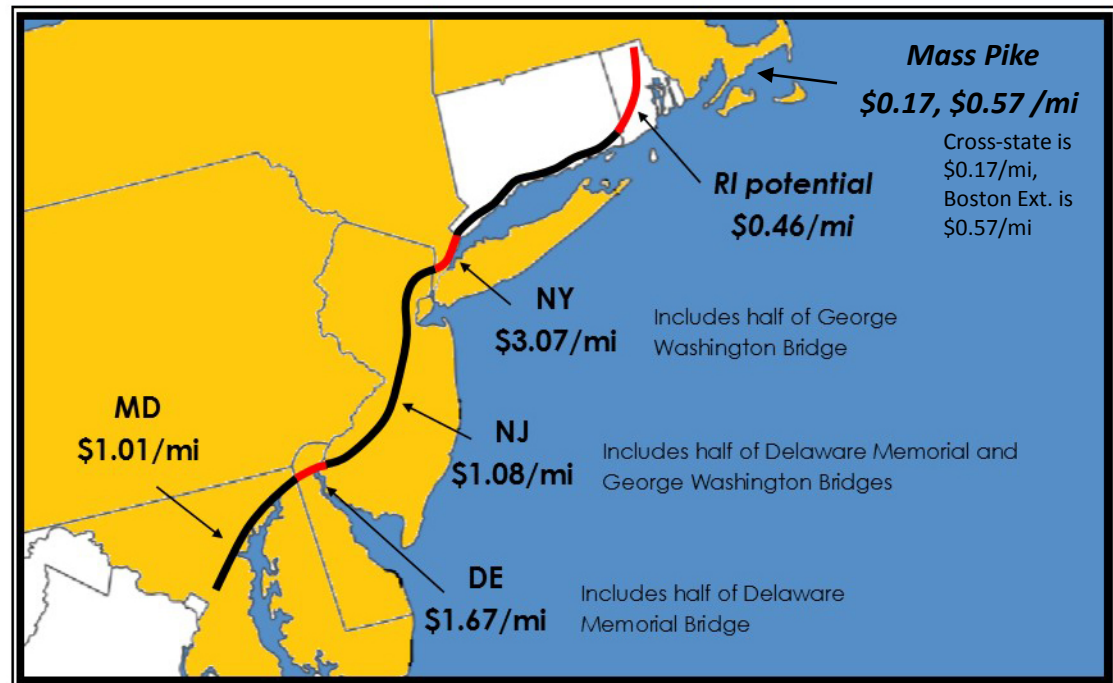


Tolling Discounts/Caps

- Once per gantry per calendar day per direction
- I-95 border-to-border trip costs \$20 each way with electronic pass
- Max daily cap of \$40 with electronic pass

Tolling Rates

- Toll rate is lower than neighboring states
- The proposed user fee is expected to generate about \$45 million annually for bridge reconstruction
- Average toll from New York to Maryland is \$1.71 per mile



- To prevent trucks from diverting off the highway, we will prohibit through-trucking on secondary roads
- Federal regulations do NOT prohibit Rhode Island from restricting through-trucking on secondary roads.
- In the past, truckers have not diverted around highway bridges with weight limits and have paid a \$3,000 fine instead
- RIDOT working with communities to address their concerns on diversion

**NO
TRACTOR
TRAILERS
EXCEPT
LOCAL
SERVICES**



Summary

- **Intermodal Surface Transportation Act of 1991** – Allows tolls to be collected on interstate bridges for the purposes of reconstructing those bridges.
- **1906 Bridge Act, as Amended** – Tolls for passage or transit over any bridge constructed under the authority of the 1906 Bridge Act shall be just and reasonable.
- **U.S. Constitution, 1789** – Commerce Clause says states cannot restrict interstate commerce
- **Sir Isaac Newton, 1687** – Mathematical Principles of Natural Philosophy
- **Moore's Law, 1970** – Gordon Moore of Intel in the early 1970s: The processing power of a microchip doubles every 18 months.