



## RhodeWorks Initiative

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



**Rhode Island Department of Transportation**

International Bridge, Tunnel and Turnpike Association

Transportation Policy and Finance Summit

# The Problem



# How Did We Get Here?

According to a 2013 analysis by the **Tax Policy Center**, Rhode Island is tied with South Carolina for second lowest per capita state and local highway spending in the nation



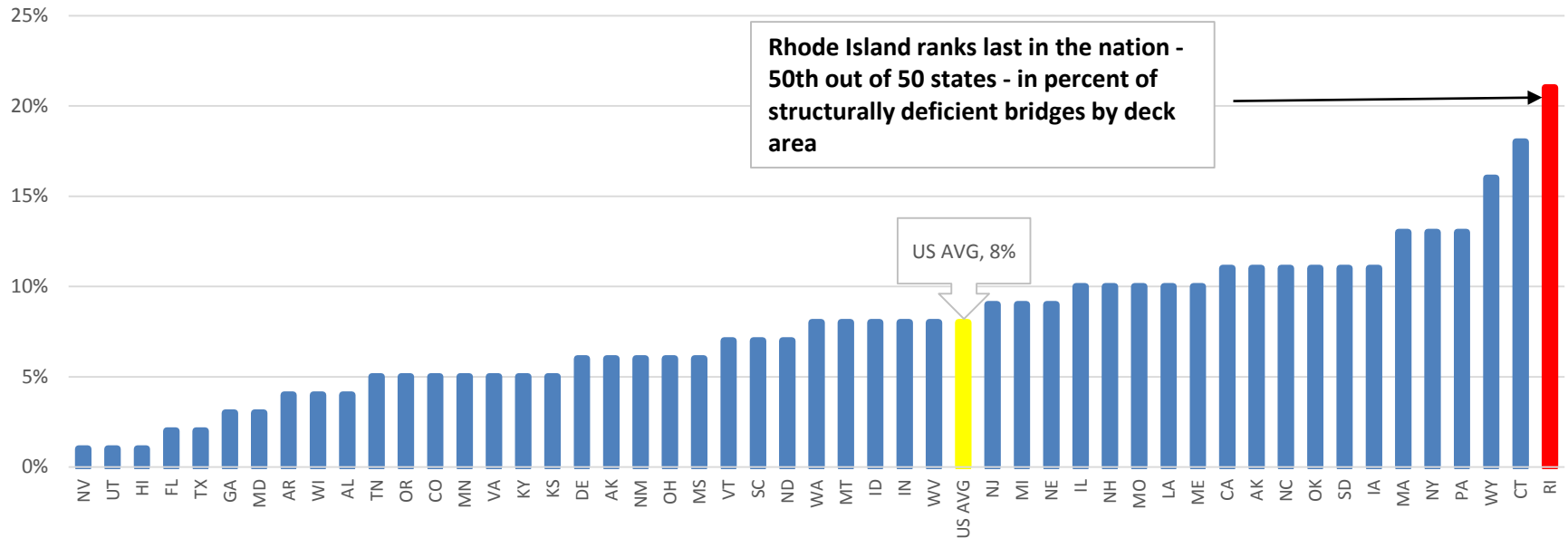
Per Capita FY 13 State and Local Expenditures by State		
		Highway Spending (\$)
46	Tennessee	370
47	Michigan	351
49	South Carolina	330
<b>49</b>	<b>Rhode Island</b>	<b>330</b>
50	Georgia	296

% Shares of Total Spending			
		Federal	State & Local
46	Wyoming	40%	60%
47	Mississippi	41%	59%
48	Georgia	44%	56%
50	Montana	55%	45%
<b>50</b>	<b>Rhode Island</b>	<b>55%</b>	<b>45%</b>

According to a 2014 **Pew Charitable Trust** report on Surface Transportation Funding, Rhode Island is tied with Montana for lowest state and local funding as a % of total surface transportation funding in the nation



# The Problem – Rhode Island’s Bridges



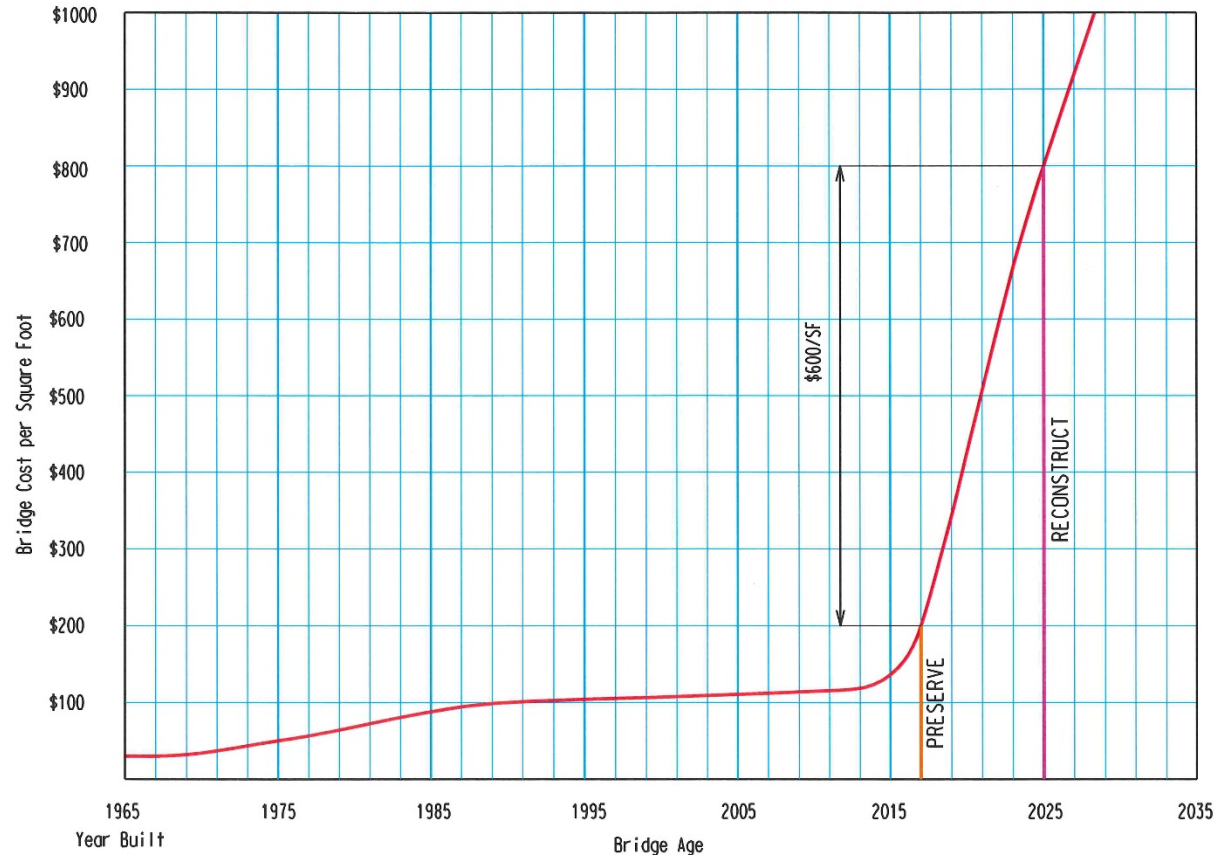
PERCENT OF BRIDGES STRUCTURALLY DEFICIENT BY STATE



**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

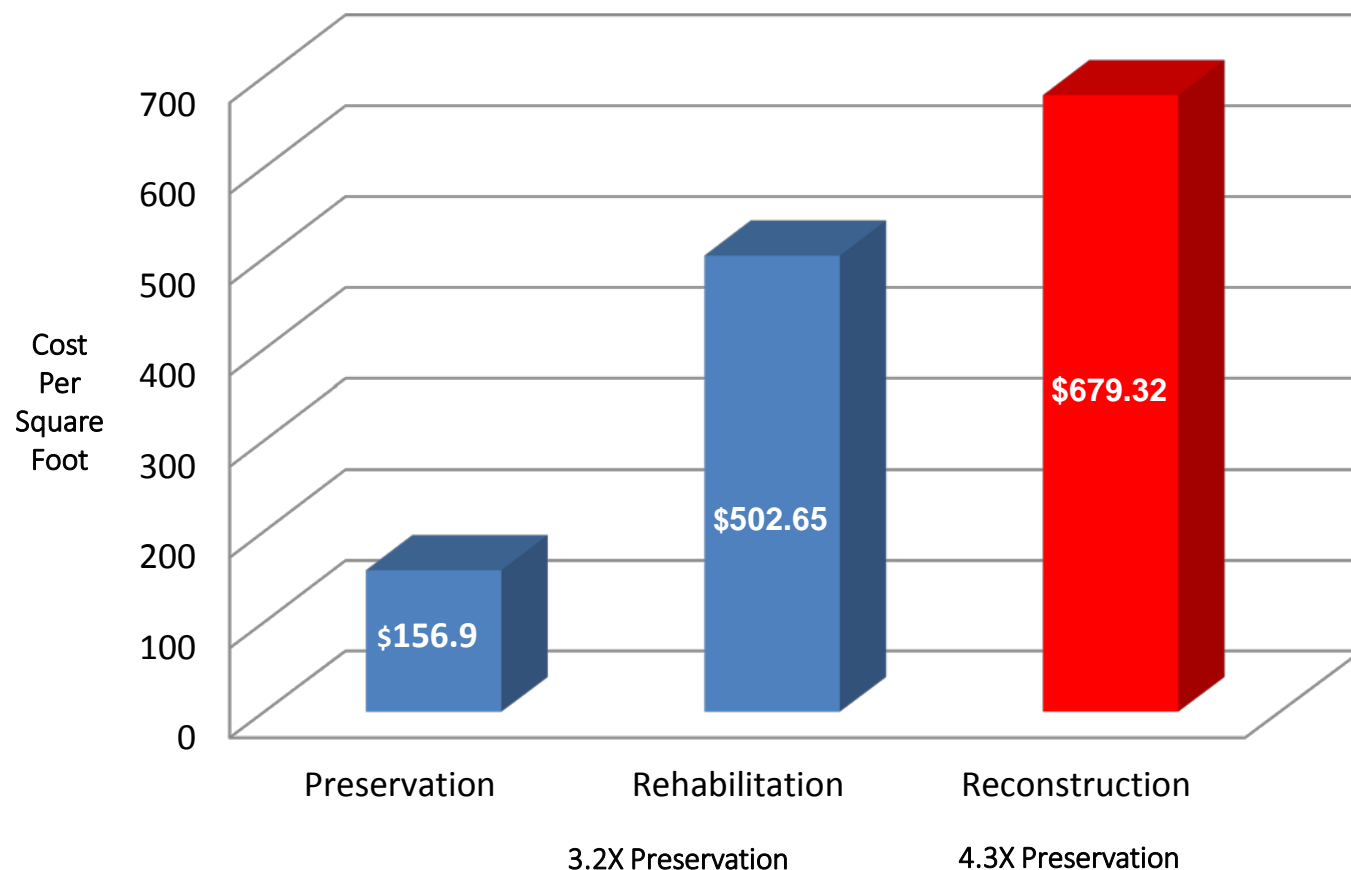


**If we don't do this now, it will continue to become more expensive**

**Greenwich Avenue Bridge, Warwick**  
 Preservation vs. Reconstruction



## Letting Bridges Deteriorate Leads to Much More Costly Rehabilitation and Reconstruction

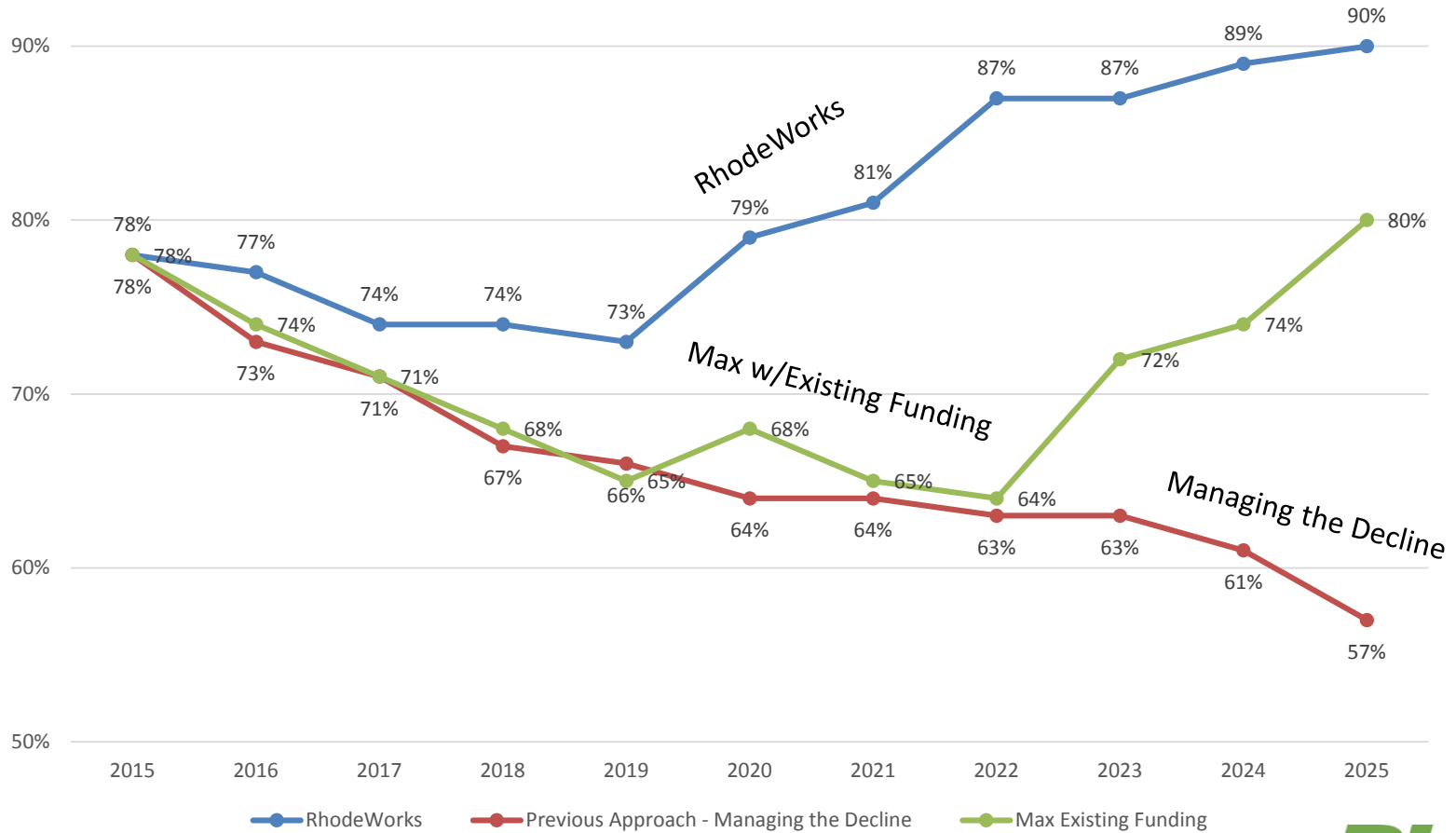




# The Solution



# Structural Bridge Sufficiency in the Next 10 Years



DRAFT



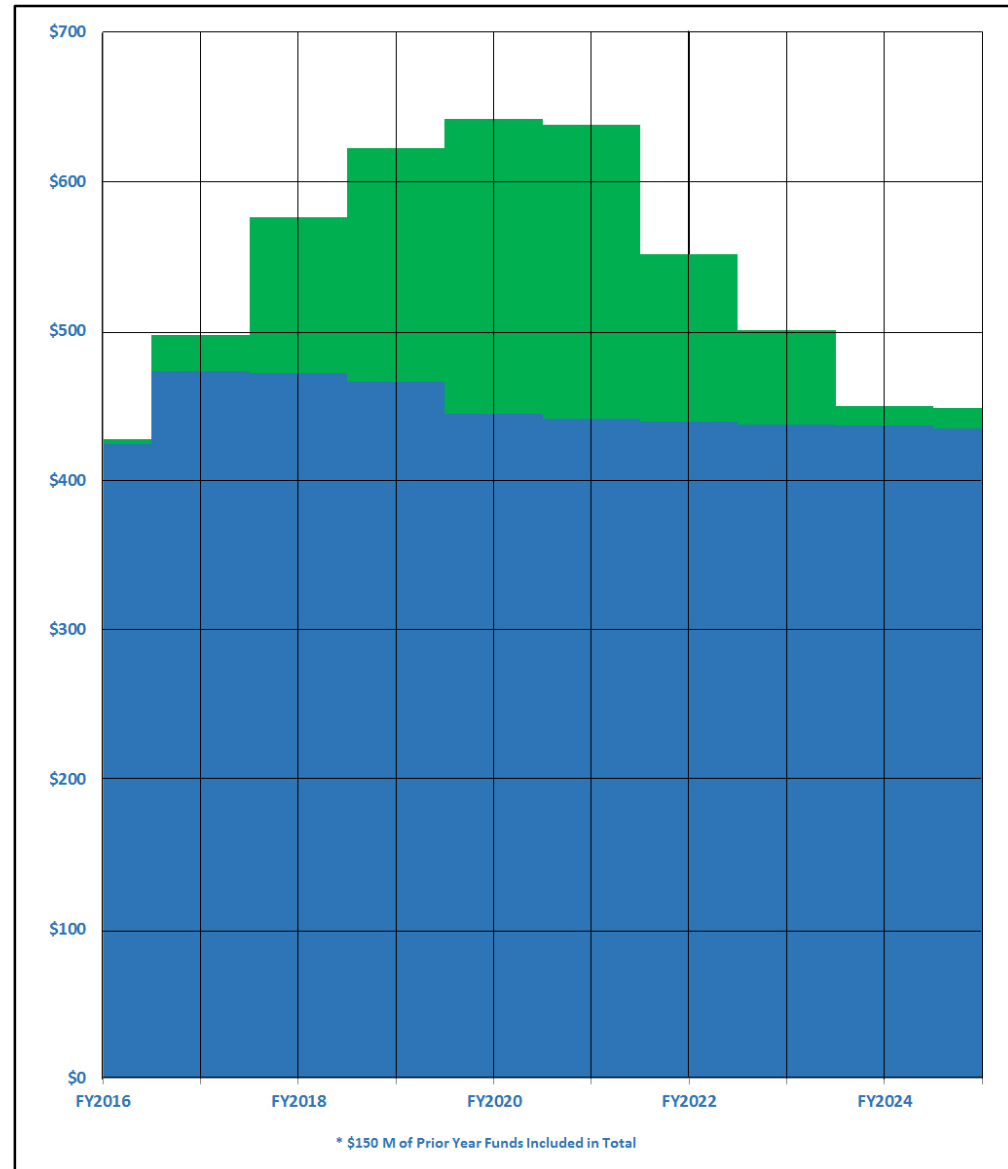
# What is RhodeWorks?

It's a bold action plan that will:

- Invest over \$1 Billion over previous funding for our crumbling bridges
- Fix 150 structurally deficient bridges
- Make repairs to another 500 bridges to keep them from becoming deficient

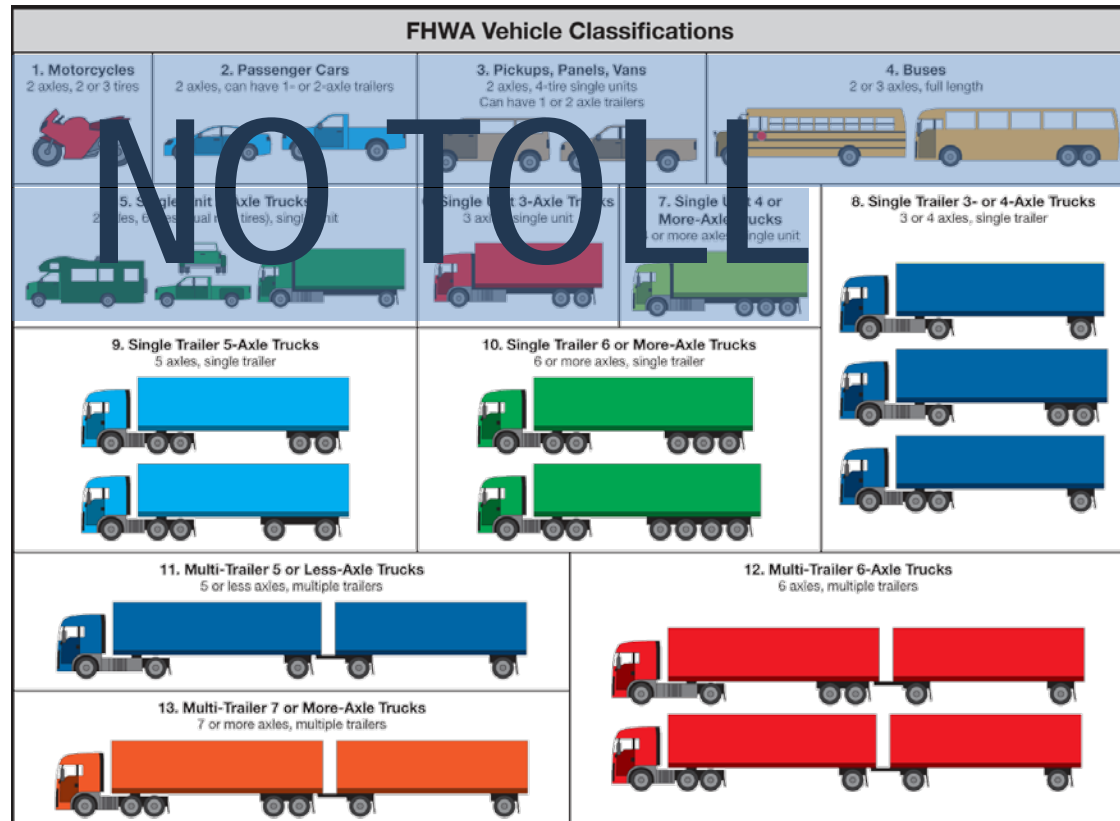
**↑ 30%** increase in funding compared to previous program

## Annual Funding

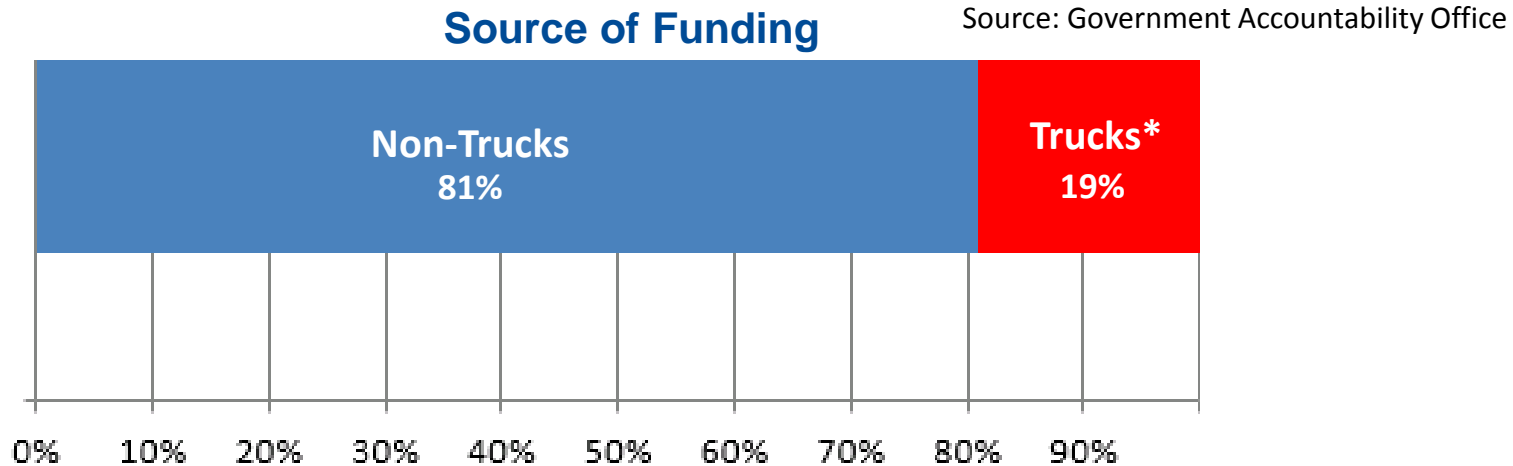
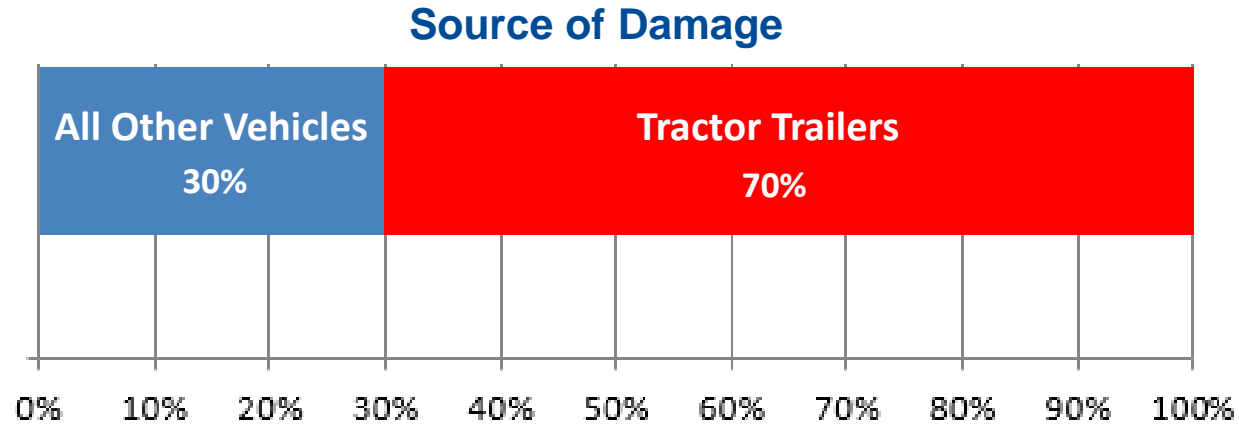


Benefits of RhodeWorks After FAST Act		
	Tolling Locations	<b>3 LESS</b> (14 VS. 17)
	Typical Toll	<b>\$3.00</b> (\$3.00 VS. \$3.50)
	Cap on Toll to Cross State	<b>\$20</b> (\$20 VS. \$30) (\$10 LESS)
	90% Bridge Sufficiency in 2025	<b>FUNDED</b>
	Route 6/10 Reconstruction	<b>LOCAL SHARE FUNDED</b>
	Toll-Backed Revenue Bond	<b>NONE</b> (WAS \$600M)
	Federal GARVEE Bond	<b>\$300 MILLION</b>
	Total Bonding	<b>CUT IN HALF</b> (\$300M VS. \$600M)
	Total Interest	<b>INTEREST COSTS REDUCED 65%</b> (\$204M VS. \$578M) (\$374M LESS)
	No Tolling of Cars	<b>CHANGE WOULD REQUIRE VOTER APPROVAL</b>

- 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)



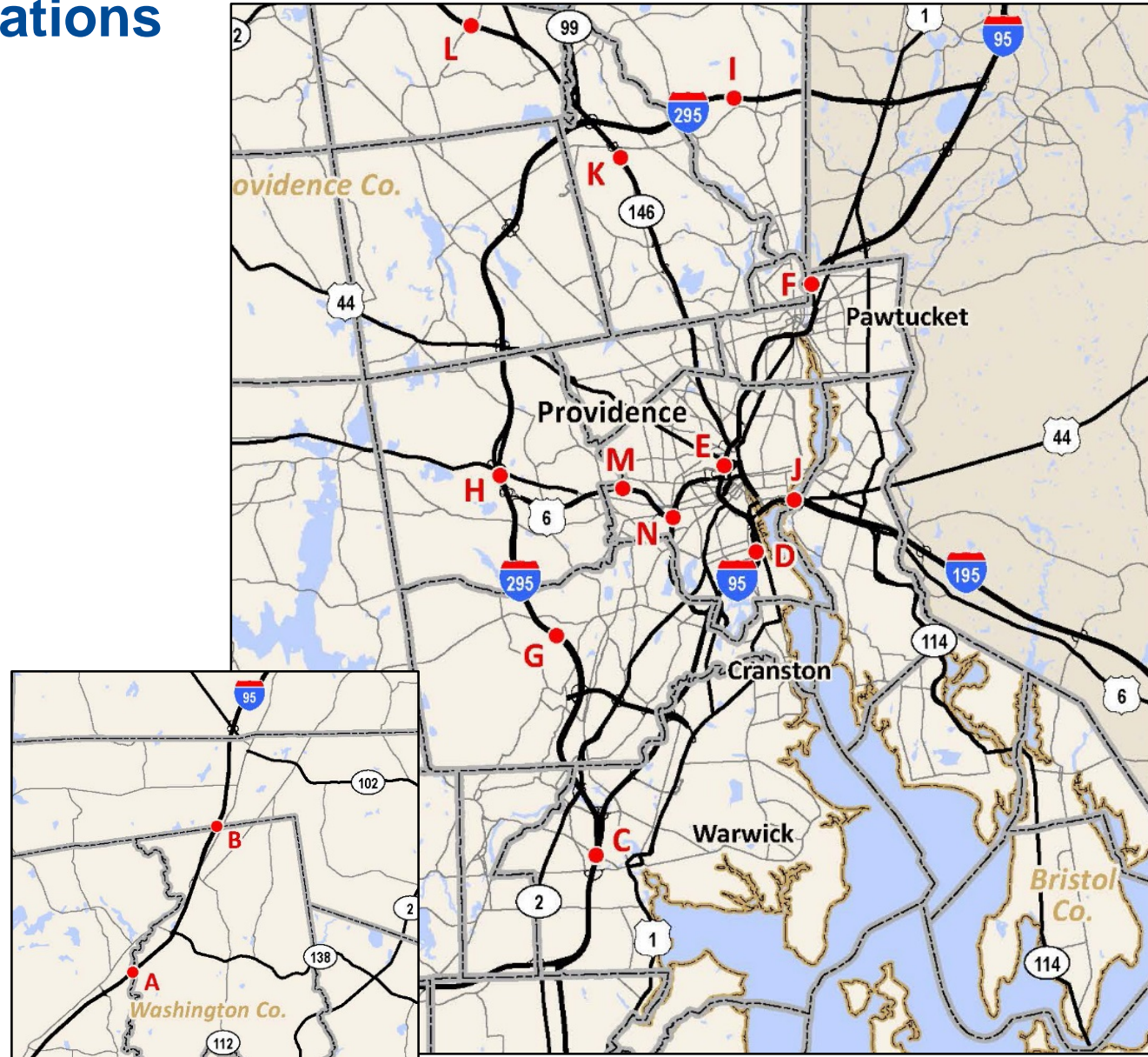
# Assessing User Fees Based on Damage Caused



\* Includes diesel taxes and truck-related taxes and fees

## 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



# 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

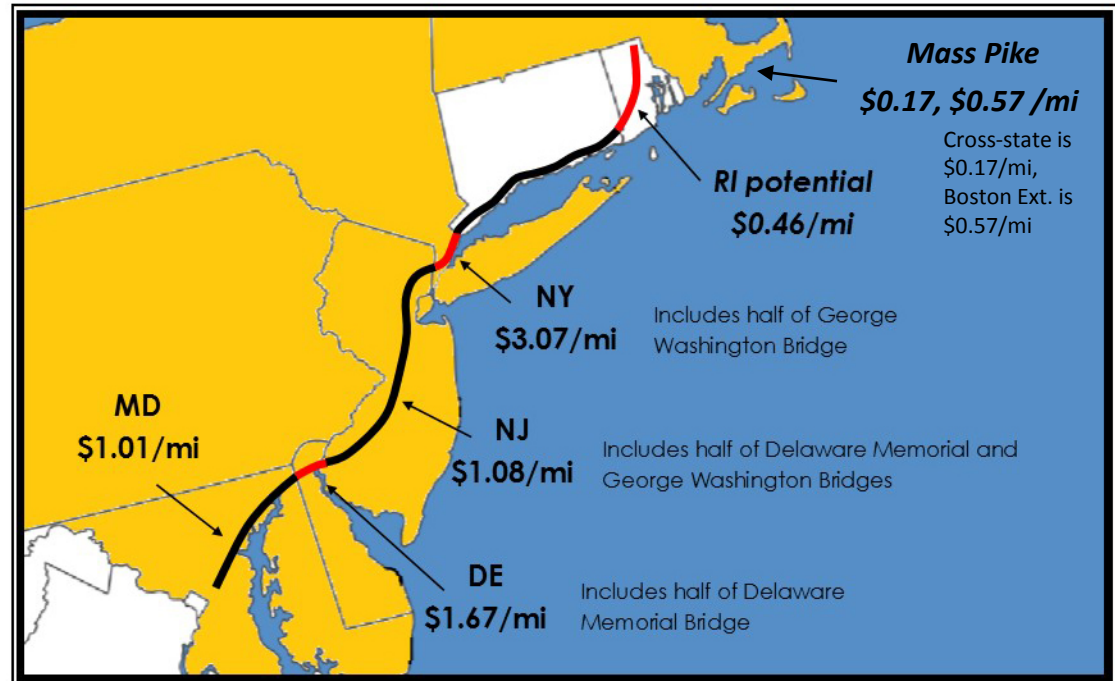


## Tolling Discounts/Caps

- 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





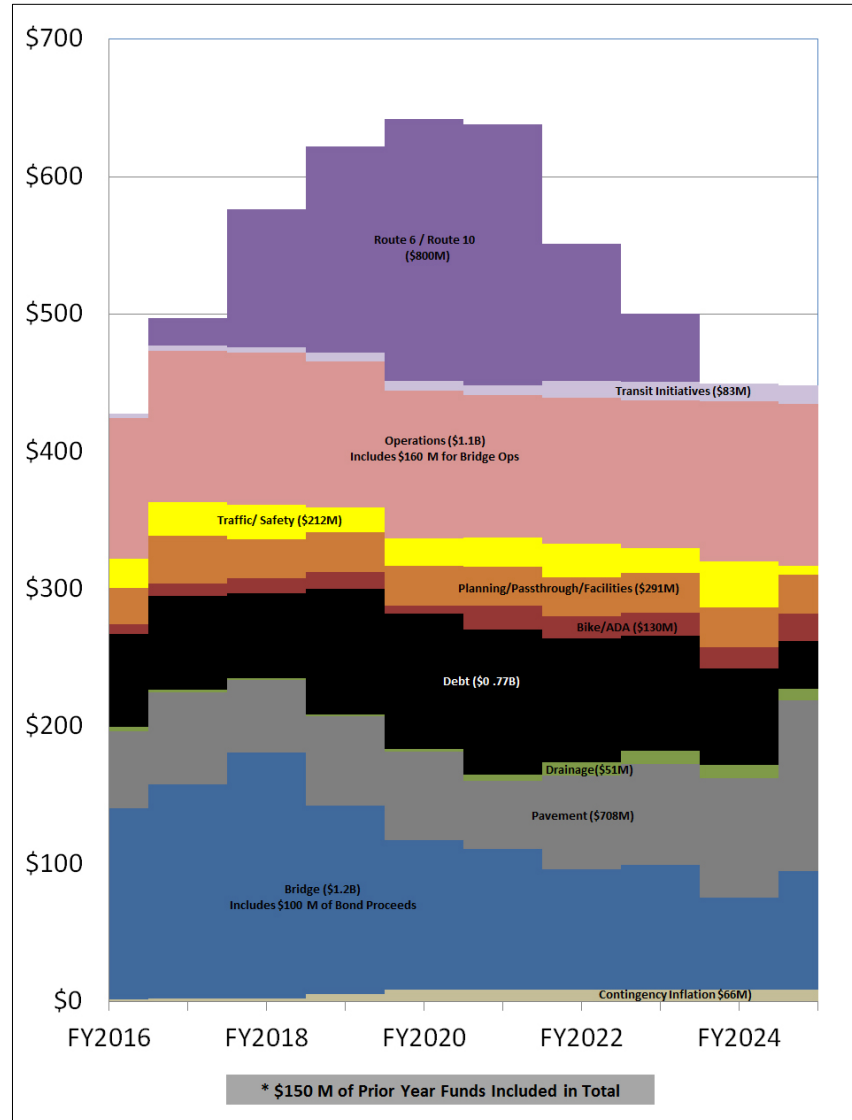
- To prevent trucks from diverting off the highway, we will prohibit through-trucking on secondary roads
- Federal regulations do NOT prohibit Rhode Island from restricting through-trucking on secondary roads.
- In the past, truckers have not diverted around highway bridges with weight limits and have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

**NO  
TRACTOR  
TRAILERS  
EXCEPT  
LOCAL  
SERVICES**



# \$4.7 Billion

Billion



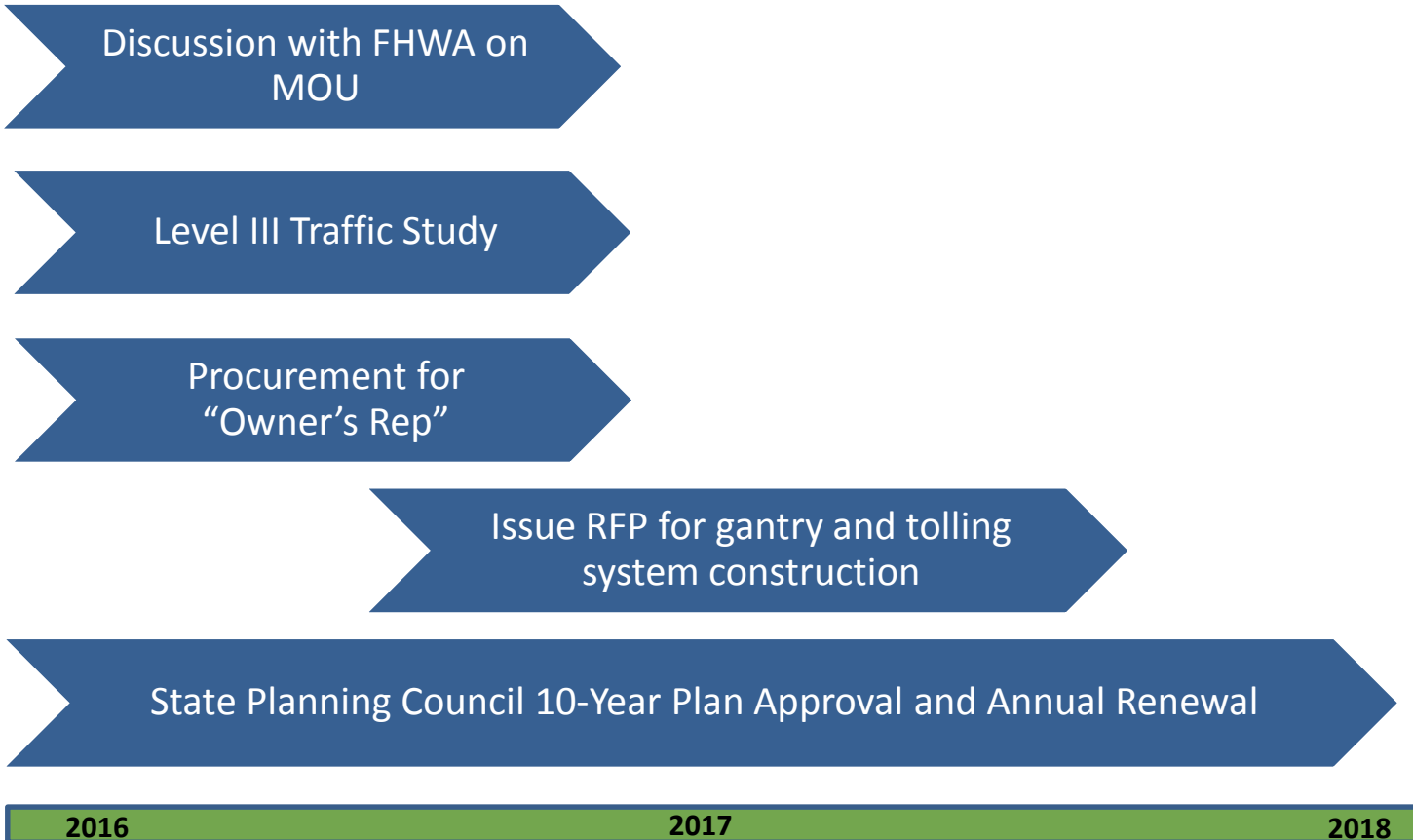
## More than Just Bridges

Over 10 Years:

- \$80M More for Transit
- \$37M More for Transportation Alternatives
- \$30M More for Pavement

## Next Steps

Immediate implementation after passage:



## 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.

- **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.