



RI Trucking Proposal – No Tolls RITA Fact Sheet

Alternative Plan outline

Financing for repair of RI deficient bridges (none within the 6/10 interchange) over 4 yrs.

In Millions	
GARVEE Refinancing	\$121.3
Diesel tax increase of \$0.18 per gallon	\$43.2 (\$10.8*)
Tractor –Semitrailer Registration - fee increase +\$500	\$6.4 (\$1.6*)
Re-appropriation of Rhode Works Tax Credits/Rebates	\$54 (\$13.5*)
4 yr Total	\$224.6

*annual

The Rhode Works plan calls for the repair of bridges not related to the 6/10 connector to cost \$220M. The RIDOT 10 year Transportation Improvement Program identifies 453 bridges that can be repaired in the first five years of the Program with these funds. The RITA alternative with no tolls can generate funds to repair the bridges in 4yrs time, moving Rhode Island out of the bottom ranking for structurally deficient bridges and ensuring safer passage for all roadway users.

Additionally, there is no infrastructure or administrative costs included in the RITA plan unlike the \$43M (gantry construction) needed under Rhode Works.

Overall Message

Our plan brings a predictable revenue stream to address Rhode Island’s deteriorating roads and bridges without the uncertainty and risk contained in the 'RhodeWorks' proposal.

Key Points

Fuel Tax

- IFTA registered trucks do not pay fuel tax based on cents at the pump, they pay cent per mile based on the state they drive in, thus they are paying RI fuel tax now regardless of where they fill up and under our plan will be paying more to RI
- Collection and remittance of fuel tax administrative structure is already set up and ready for implementation. There is no wait or cost associated unlike Rhode Works which has infrastructure cost of \$43M (gantries) and at least 18 month delay in collecting revenues

Tax Credits

- Trucking industry never asked for tax credits – too administratively burdensome and given they are capped at \$13.5 annually there is no guarantee of availability
- Industry is willing to pay fair-share of burden without a credit/rebate

Uncertainties in Rhode Works

- No toll locations designated
- Conflicted maximum toll amounts for cross state travel one-way, yet both claim to generate \$60 annually
 - Rhode Works = \$30 per day
 - REMI report = \$20/\$25
- Traffic count accuracy – Rhode Works original counts conflict with recent CDM Smith traffic study – large differences in volume on designated corridors
- What is plan B if toll revenues do not produce enough revenue to pay bond holders? Higher tolls? How can RI businesses manage long term without some level of predictability?