

State of Rhode Island and Providence Plantations

Budget



Fiscal Year 2013

Volume IV – Public Safety, Natural Resources
and Transportation

Lincoln D. Chafee, Governor

Budget

Transportation Function Expenditures

	FY 2010 Audited	FY 2011 Audited	FY 2012 Enacted	FY 2012 Revised	FY 2013 Recommend
Expenditures By Object					
Personnel	97,749,203	91,183,581	103,542,306	109,299,868	111,617,603
Operating Supplies and Expenses	18,009,457	31,157,878	40,358,661	35,686,683	41,848,619
Assistance and Grants	69,266,347	17,543,777	68,555,745	50,970,474	32,281,511
Subtotal: Operating Expenditures	185,025,007	139,885,236	212,456,712	195,957,025	185,747,733
Capital Purchases and Equipment	118,853,715	100,811,664	114,581,681	142,880,980	204,707,444
Operating Transfers	72,062,495	104,518,645	99,948,540	102,016,983	101,818,733
Total Expenditures	\$375,941,217	\$345,215,545	\$426,986,933	\$440,854,988	\$492,273,910
Expenditures By Funds					
Federal Funds	242,296,127	229,999,857	309,995,579	338,457,178	362,333,768
Restricted Receipts	757,110	187,949	1,000,000	998,891	998,758
Operating Transfers from Other Funds	6,040,521	2,533,723	3,267,000	3,347,437	5,007,050
Other Funds	126,847,459	112,494,016	112,724,354	98,051,482	123,934,334
Total Expenditures	\$375,941,217	\$345,215,545	\$426,986,933	\$440,854,988	\$492,273,910
FTE Authorization	739.4	772.6	772.6	772.6	772.6

Agency

Department Of Transportation

Agency Mission

To maintain and provide a safe, efficient, environmentally, aesthetically and culturally sensitive intermodal transportation network that offers a variety of convenient, cost-effective mobility opportunities for people and the movement of goods supporting economic development and improved quality of life.

Agency Description

The Department of Transportation, under the leadership of a director appointed by the Governor, is responsible for the maintenance and construction of a quality infrastructure which reflects the transportation needs of the citizens of the State. These tasks include supervision of all planning, design, construction and upgrading activities associated with the implementation of the Transportation Improvement Program (TIP). The department has three major functional components: Central Management, Management and Budget, and Infrastructure.

Prior to FY 1994, funding was provided through general revenue, dedicated receipts, and federal aid. In FY 1994, the Intermodal Surface Transportation Fund (ISTF) was established to finance all of the department's personnel, operating, and capital improvement expenditures, as well as highway debt service, Rhode Island Public Transit Authority (RIPTA) operating funds and elderly transportation services. State funding for transportation services is provided by earmarking 32 cents of the state per gallon gasoline tax.

The Department of Transportation is responsible for the maintenance of approximately 3,300 lane miles of highway and 1,153 bridges, as well as the inspection of all bridges, both municipal and state, that are greater than 20 feet in length. Other responsibilities include planning, development, and implementation of transit, rail, water, and bicycle/pedestrian transportation projects. Maintenance is funded by the Rhode Island Transportation Fund. Road and bridge capital improvements are financed by federal funds (with an average share of 80 percent), and the remaining share is financed by state bond issues. The Infrastructure Program is funded by the Federal Highway Administration under the authority of the Intermodal Surface Transportation Efficiency Act of 1991.

Statutory History

In 1970, the department assumed the responsibilities of the Department of Public Works, Registry of Motor Vehicles, and Council on Highway Safety. The Director also sits on the boards of the Rhode Island Turnpike and Bridge Authority (responsible for the operations of the Mount Hope and Newport Bridges) and the Rhode Island Public Transit Authority (the statewide bus system). R.I.G.L. 42-13 establishes the organization and functions of the department. R.I.G.L. 31-36-20 establishes the Intermodal Service Transportation Fund (Rhode Island Transportation Fund). Article 21 of P.L. 1994, Chapter 70 transferred the Registry of Motor Vehicles to the Department of Administration.

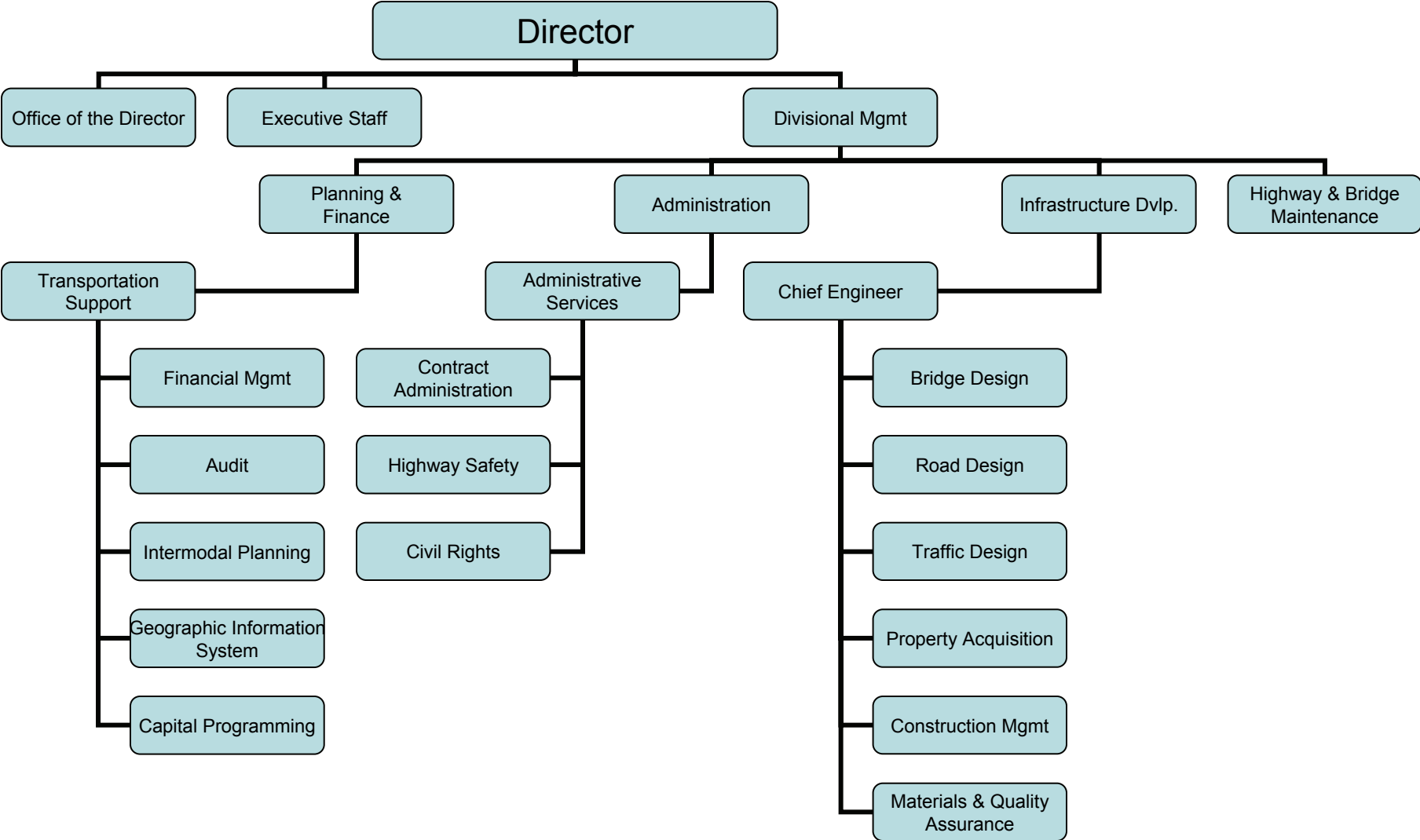
Budget

Department Of Transportation

	FY 2010 Audited	FY 2011 Audited	FY 2012 Enacted	FY 2012 Revised	FY 2013 Recommend
Expenditures By Program					
Central Management	4,421,464	4,840,439	12,503,313	10,797,176	11,868,811
Management and Budget	354,065	424,958	1,176,686	1,510,979	1,937,648
Infrastructure-Engineering	332,539,339	292,858,953	368,548,394	389,026,690	433,643,575
Infrastructure-Maintenance	38,626,349	47,091,195	44,758,540	39,520,143	44,823,876
Total Expenditures	\$375,941,217	\$345,215,545	\$426,986,933	\$440,854,988	\$492,273,910
Expenditures By Object					
Personnel	97,749,203	91,183,581	103,542,306	109,299,868	111,617,603
Operating Supplies and Expenses	18,009,457	31,157,878	40,358,661	35,686,683	41,848,619
Assistance and Grants	69,266,347	17,543,777	68,555,745	50,970,474	32,281,511
Subtotal: Operating Expenditures	185,025,007	139,885,236	212,456,712	195,957,025	185,747,733
Capital Purchases and Equipment	118,853,715	100,811,664	114,581,681	142,880,980	204,707,444
Operating Transfers	72,062,495	104,518,645	99,948,540	102,016,983	101,818,733
Total Expenditures	\$375,941,217	\$345,215,545	\$426,986,933	\$440,854,988	\$492,273,910
Expenditures By Funds					
Federal Funds	242,296,127	229,999,857	309,995,579	338,457,178	362,333,768
Restricted Receipts	757,110	187,949	1,000,000	998,891	998,758
Operating Transfers from Other Funds	6,040,521	2,533,723	3,267,000	3,347,437	5,007,050
Other Funds	126,847,459	112,494,016	112,724,354	98,051,482	123,934,334
Total Expenditures	\$375,941,217	\$345,215,545	\$426,986,933	\$440,854,988	\$492,273,910
FTE Authorization	739.4	772.6	772.6	772.6	772.6
Agency Measures					
Minorities as a Percentage of the Workforce	10.0%	12.8%	14.7%	14.7%	16.4%
Females as a Percentage of the Workforce	18.0%	19.8%	21.5%	21.5%	23.3%
Persons with Disabilities as a Percentage of the Workforce	1.0%	0.7%	0.7%	0.7%	0.7%

The Agency

Department of Transportation



Personnel

Department Of Transportation Agency Summary

	FY 2012		FY 2013	
	FTE	Cost	FTE	Cost
Distribution by Category				
Classified	769.6	43,141,149	769.6	43,619,722
Unclassified	3.0	292,925	3.0	292,925
Cost Allocation from Other Programs	-	4,173,221	-	4,043,319
Cost Allocation to other programs	-	(4,173,221)	-	(4,043,319)
Overtime	-	3,035,518	-	3,637,905
Turnover	-	(2,777,308)	-	(2,452,668)
Total Salaries	772.6	\$43,692,284	772.6	\$45,097,884
Benefits				
Contract Stipends	-	55,106	-	58,999
Defined Contribution Plan	-	-	-	414,599
FICA	-	3,452,646	-	3,561,855
Holiday Pay	-	82,458	-	86,103
Medical	-	8,660,927	-	9,784,304
Payroll Accrual	-	-	-	245,561
Retiree Health	-	2,815,703	-	2,868,797
Retirement	-	9,548,376	-	8,988,155
Total Salaries and Benefits	772.6	\$68,307,500	772.6	\$71,106,257
Cost Per FTE Position		\$88,413		\$92,035
Statewide Benefit Assessment	-	1,525,785	-	1,554,763
Temporary and Seasonal	-	1,800,123	-	1,790,123
Payroll Costs	772.6	\$71,633,408	772.6	\$74,451,143
Purchased Services				
Design and Engineering Services	-	37,306,960	-	36,806,960
Information Technology	-	45,000	-	45,000
Legal Services	-	45,000	-	45,000
Management and Consultant Services	-	205,000	-	205,000
Medical Services	-	800	-	800
Other Contract Services	-	63,700	-	63,700
Total Personnel	772.6	\$109,299,868	772.6	\$111,617,603
Distribution by Source of Funds				

Personnel

Department Of Transportation Agency Summary

	FY 2012		FY 2013	
	FTE	Cost	FTE	Cost
Federal Funds	453.8	84,090,526	452.2	84,597,760
Restricted Receipts	0.1	19,921	0.1	20,391
Other Funds	318.7	25,189,421	320.3	26,999,452
Total All Funds	772.6	\$109,299,868	772.6	\$111,617,603

The Program

Department Of Transportation Central Management

Program Mission

To maintain a system of centralized program services, which promotes optimum utilization of departmental resources consistent with all federal, state and departmental policies, objectives, and procedures.

Program Description

The program consists of seven functional units:

The Office of the Director is responsible for providing vision, leadership and policy development for the Department of Transportation in order to ensure that the State's public transportation services are safe, efficient, environmentally prudent, and consumer oriented.

The Legal Office is responsible for providing advice and representation and other assistance in relation to program development, property management and acquisition, contract finalization, litigation, and arbitration for the department.

The Office of Human Resources is responsible for administering labor relations, human resource development and training, equal opportunity programs, and payroll and fringe benefits programs.

The Office on Highway Safety, through funding provided by the National Highway Traffic Safety Administration (NHTSA), develops and coordinates programs with local, state and federal agencies to reduce highway deaths and injuries, and to promote public awareness of the correlation between highway safety and alcohol and substance abuse through the development and distribution of educational information.

The Office of Communications is the spokesperson for the department handling all media inquiries, speaking engagements, legislative correspondence and special events and managing the Department of Transportation website: www.dot.state.ri.us.

The Real Estate Section acquires real estate necessary for highway and other construction projects through appraisals, titles, leases, easements and property relocation assistance.

Internal Audit is responsible for internal controls and independent departmental audits

Statutory History

R.I.G.L. 42-13 governs the Department of Transportation.

The Budget

Department Of Transportation Central Management

	2010 Audited	2011 Audited	2012 Enacted	2012 Revised	2013 Recommend
Expenditures By Subprogram					
Operations	4,421,464	4,840,439	12,503,313	10,797,176	11,868,811
Total Expenditures	\$4,421,464	\$4,840,439	\$12,503,313	\$10,797,176	\$11,868,811
Expenditures By Object					
Personnel	1,549,376	2,330,807	1,478,482	1,688,840	1,776,151
Operating Supplies and Expenses	696,912	341,806	522,331	524,076	569,936
Assistance and Grants	2,124,133	2,001,492	4,480,500	4,061,760	4,000,224
Subtotal: Operating Expenditures	4,370,421	4,674,105	6,481,313	6,274,676	6,346,311
Capital Purchases and Equipment	51,043	164,434	6,022,000	4,522,500	5,522,500
Operating Transfers	-	1,900	-	-	-
Total Expenditures	\$4,421,464	\$4,840,439	\$12,503,313	\$10,797,176	\$11,868,811
Expenditures By Funds					
Federal Funds	3,733,622	4,059,174	11,394,390	9,515,478	10,515,473
Other Funds	687,842	781,265	1,108,923	1,281,698	1,353,338
Total Expenditures	\$4,421,464	\$4,840,439	\$12,503,313	\$10,797,176	\$11,868,811
Program Measures					
Fatality Rate/100 Million VMT	N/A	N/A	N/A	N/A	N/A
Objective	1.01	1.01		0.99	0.99
Average Number of Days to Resolve Complaint	27	29	N/A	N/A	N/A
Objective	N/A	N/A		N/A	N/A
Number of Non-Compliant Issues Identified	N/A	N/A	17	17	N/A
Objective	N/A	N/A		N/A	N/A

Personnel

Department Of Transportation Central Management

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Classified					
Deputy Director (DOT)	00143A	1.0	144,849	1.0	150,114
Admin For Policy & Com Aff (DOT)	00139A	1.0	106,717	1.0	106,717
Admnstr For Property/ Real Estate	00139A	1.0	106,169	1.0	106,169
Deputy Chief of Legal Services	00137A	1.0	95,213	1.0	97,308
Chf Public Affairs Officer (DOT)	00137A	1.0	93,527	1.0	93,527
Chf Facilities Mgmt Officer	02835A	1.0	91,085	1.0	91,085
Chief State Highway Safety	00136A	1.0	88,926	1.0	92,179
Programming Services Officer	00131A	1.0	78,021	1.0	78,021
Legislative Liaison Officer	00131A	1.0	75,585	1.0	75,585
Senior Legal Counsel	00134A	1.0	73,789	1.0	73,789
Chief Implementation Aide	00128A	1.0	68,640	1.0	68,640
Highway Safety Prgm Coord (DOT)	02831A	4.0	271,412	4.0	278,799
Principal Research Technician	00127A	2.0	127,866	2.0	133,166
Chf Of Info & Public Relations	00129A	1.0	59,923	1.0	62,829
Legal Counsel	00132A	0.6	35,854	0.6	35,854
Asst Administrative Officer	00021A	1.0	52,801	1.0	52,801
Clerk Secretary	00K16A	1.0	49,415	1.0	49,415
Legal Assistant	00019A	1.0	48,978	1.0	48,978
Implementation Aide	00122A	1.0	48,337	1.0	49,611
Senior Accountant	00123A	1.0	48,119	1.0	48,119
Sr Information & Public Relations Spec	00124A	1.0	45,177	1.0	46,595
Executive Assistant	00118A	2.0	88,885	2.0	89,301
Data Control Clerk	00015A	1.0	42,998	1.0	42,998
Information & Public Relations Spec	00121A	1.0	40,788	1.0	41,786
Sr Word Processing Typist	00012A	1.0	38,438	1.0	38,438
Subtotal		29.6	\$2,021,512	29.6	\$2,051,824
Unclassified					
Director, Department of Transportation	00947KF	1.0	134,640	1.0	134,640
Executive Legal Counsel	00839A	1.0	102,020	1.0	102,020
Administrative Assistant	00825A	1.0	56,265	1.0	56,265
Subtotal		3.0	\$292,925	3.0	\$292,925
Cost Allocation to Infrastructure Engineering Turnover		-	(1,123,488)	-	(1,081,136)
		-	(219,310)	-	(224,992)
Subtotal		-	(\$1,342,798)	-	(\$1,306,128)
Total Salaries		32.6	\$971,639	32.6	\$1,038,621
Benefits					
Defined Contribution Plan		-	-	-	10,386
FICA		-	72,477	-	75,192
Medical		-	116,436	-	123,470
Payroll Accrual		-	-	-	6,219
Retiree Health		-	68,661	-	71,248
Retirement		-	229,994	-	219,969
Subtotal		-	\$487,568	-	\$506,484

Personnel

Department Of Transportation Central Management

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Total Salaries and Benefits		32.6	\$1,459,207	32.6	\$1,545,105
Cost Per FTE Position			\$44,761		\$47,396
Statewide Benefit Assessment		-	37,533	-	38,946
Subtotal		-	\$37,533	-	\$38,946
Payroll Costs		32.6	\$1,496,740	32.6	\$1,584,051
Purchased Services					
Design and Engineering Services		-	15,000	-	15,000
Legal Services		-	45,000	-	45,000
Management and Consultant Services		-	85,000	-	85,000
Other Contract Services		-	47,100	-	47,100
Subtotal		-	\$192,100	-	\$192,100
Total Personnel		32.6	\$1,688,840	32.6	\$1,776,151
Distribution By Source Of Funds					
Federal Funds		5.0	569,980	5.0	586,904
Other Funds		27.6	1,118,860	27.6	1,189,247
Total All Funds		32.6	\$1,688,840	32.6	\$1,776,151

The Program

Department Of Transportation Management and Budget

Program Mission

To provide the necessary support staff and systems needed to ensure efficient program services.

Program Description

The Management and Budget Program consists of seven functional units:

The Office of Contracts and Specifications develops and monitors all preliminary engineering and construction contracts, and negotiates consultant engineering fees and staff hours for engineering projects. Management Information Services (MIS) is responsible for the automated telephone system and computer related services which includes network communication, custom programming, software installation, computer purchases, inventory maintenance, on-line help desk, Geographic Informational Systems (GIS) data integration/mapping and the management of consultants developing custom applications. Financial Management is responsible for the preparation and processing of all fiscal materials. The Assistant Director serves as the Chief Financial Officer (CFO) with oversight over all financial transactions. The Office is charged with developing overall agency policies, guidelines, and procedures for budget administration, financial reporting, and financial management systems. Fleet Operations is responsible for development and enhancement of the department's vehicle fleet. Specific functions include continual monitoring and review of vehicle maintenance costs and records for improved vehicle history and analysis, and vehicle maintenance and inspections. Other functions include the supervision of the Vehicle & Safety Program. The Office of Business and Community Resources is charged with overseeing the department's role in all Disadvantaged Business Enterprise (DBE) programs, which includes supportive services, On-The-Job Training (OJT), the Transportation and Civil Engineering program (TRAC), and other educational, training, and outreach programs targeted to underrepresented groups in the Rhode Island Transportation Industry. External Audit performs routine and special audits as required in such areas as consultant fringe benefits, overhead rates, and final payments. The Federal Programs Section is chiefly responsible for managing all federally reimbursable costs attributed to the Highway Program and the Federal Highway Administration (FHWA). It also administers the annual Federal Highway Program as it relates to the Transportation Improvement Program (TIP).

Statutory History

R.I.G.L 42-13 governs the Department of Transportation which outlines its responsibilities and organization. Rhode Island General Laws Title 37 Chapters 5, 12, 12.1, 13 and 13.1 define state rules on contractors.

The Budget

Department Of Transportation Management and Budget

	2010 Audited	2011 Audited	2012 Enacted	2012 Revised	2013 Recommend
Expenditures By Subprogram					
Operations	354,065	424,958	1,176,686	1,510,979	1,937,648
Total Expenditures	\$354,065	\$424,958	\$1,176,686	\$1,510,979	\$1,937,648
Expenditures By Object					
Personnel	133,846	85,824	801,061	1,136,377	1,563,200
Operating Supplies and Expenses	232,537	233,993	301,625	300,602	300,448
Subtotal: Operating Expenditures	366,383	319,817	1,102,686	1,436,979	1,863,648
Capital Purchases and Equipment	(12,318)	105,141	74,000	74,000	74,000
Total Expenditures	\$354,065	\$424,958	\$1,176,686	\$1,510,979	\$1,937,648
Expenditures By Funds					
Other Funds	354,065	424,958	1,176,686	1,510,979	1,937,648
Total Expenditures	\$354,065	\$424,958	\$1,176,686	\$1,510,979	\$1,937,648
Program Measures					
Value of Construction Related Projects Awarded	\$71,039,177	\$158,742,521	\$49,152,973	\$49,152,973	N/A
Objective	N/A	N/A		N/A	N/A
Number of Construction Related Projects Awarded	43	63	28	28	N/A
Objective	N/A	N/A		N/A	N/A
Average Number of Days from the Bid Opening Date to the Award Date for Construction Related Projects	60	47	40	40	N/A
Objective	60	45		45	45

Personnel

Department Of Transportation Management and Budget

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Classified					
Assoc Director (Fin Mgmt)	00144A	1.0	129,687	1.0	129,687
Contracts/Specs & Admin (DOT)	00139A	1.0	120,459	1.0	120,459
Asst Dir For Admistr Svcs (DOT)	00143A	1.0	118,440	1.0	118,440
Administrator, Highway & Bridge Construct	00140A	1.0	112,746	1.0	112,746
Administrator, Financial Management	00137A	2.0	175,751	2.0	178,737
Asst Admin, Financial Mgmt	00134A	2.0	168,920	2.0	168,920
Senior Internal Audit Manager (DOA)	00140A	1.0	83,994	1.0	88,481
Internal Audit Manager	00136A	3.0	250,607	3.0	253,163
Prin Program Analyst	00K28A	1.0	72,189	1.0	73,083
Chief Preaudit Supervisor	02831A	1.0	71,019	1.0	71,019
Supervising Accountant	02831A	2.0	136,793	2.0	139,087
Fiscal Management Officer	00K26A	6.0	405,644	6.0	409,963
Investigative Auditor	00133A	2.0	125,436	2.0	129,998
Prin Accounting Policy & Method Analyst	00028A	1.0	57,084	1.0	59,475
Implementation Aide	00122A	1.0	55,006	1.0	55,006
Asst Administrative Officer	00021A	2.0	101,210	2.0	103,050
Senior Accountant	00023A	2.0	93,737	2.0	97,080
Executive Assistant	00118A	1.0	42,522	1.0	42,522
Billing Spec. (DOT)	00018A	6.0	251,524	6.0	253,745
Fiscal Clerk	00014A	1.0	34,789	1.0	35,412
Subtotal		38.0	\$2,607,557	38.0	\$2,640,073
Cost Allocation to Infrastructure Engineering		-	(1,562,086)	-	(1,521,416)
Turnover		-	(392,950)	-	(219,016)
Subtotal		-	(\$1,955,036)	-	(\$1,740,432)
Total Salaries		38.0	\$652,521	38.0	\$899,641
Benefits					
Defined Contribution Plan		-	-	-	8,996
FICA		-	49,042	-	68,167
Medical		-	107,337	-	186,806
Payroll Accrual		-	-	-	5,313
Retiree Health		-	44,762	-	61,713
Retirement		-	149,949	-	190,533
Subtotal		-	\$351,090	-	\$521,528
Total Salaries and Benefits		38.0	\$1,003,611	38.0	\$1,421,169
Cost Per FTE Position			\$26,411		\$37,399
Statewide Benefit Assessment		-	24,472	-	33,737
Temporary and Seasonal		-	21,294	-	21,294
Subtotal		-	\$45,766	-	\$55,031
Payroll Costs		38.0	\$1,049,377	38.0	\$1,476,200

Personnel

Department Of Transportation Management and Budget

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Purchased Services					
Design and Engineering Services		-	27,000	-	27,000
Information Technology		-	45,000	-	45,000
Management and Consultant Services		-	15,000	-	15,000
Subtotal		-	\$87,000	-	\$87,000
Total Personnel		38.0	\$1,136,377	38.0	\$1,563,200
Distribution By Source Of Funds					
Other Funds		38.0	1,136,377	38.0	1,563,200
Total All Funds		38.0	\$1,136,377	38.0	\$1,563,200

The Program

Department Of Transportation Infrastructure-Engineering

Program Mission

To develop Rhode Island's roads and bridges into an advanced, state-of-the-art ground transportation system. To maintain and improve public safety, convenience, mobility, and service.

To promote a balanced Intermodal Transportation System through the use of buses, cars and van pooling, light freight/commuter rail, and water transportation.

To develop an Intelligent Vehicle Highway Reporting System to provide a more efficient highway program that will conform to the requirements of the Clean Air Act.

Program Description

Infrastructure Engineering is headed by the Transportation Development Division through the Office of the Chief Engineer and consists of Construction Management, Design, Traffic Management, Environmental and Intermodal Planning, and Capital Programming. Transportation Development is responsible for the development of projects, from initial scoping through construction and is charged with the complete design of capital projects undertaken by the Department. The Construction Management Section includes the Materials and Survey Units and is responsible for overseeing the statewide highway reconstruction and bridge rehabilitation/replacement program totaling over \$100 million. The Materials Unit is responsible for testing and verifying that construction materials are in compliance with established standards. The Central Surveying functions include construction layout and the dissemination of survey information. The Engineering Section or Design is responsible for maintaining a comprehensive transportation program, as well as environmental assessments and other preliminary engineering required for receipt of federal funds for the construction and reconstruction of Rhode Island's state-owned and maintained highways, bridges, intersections, and bicycle and pedestrian paths. Traffic Management is responsible for managing the department's database and information management systems as they relate to traffic research. The Environmental and Intermodal Planning Unit is charged with developing an integrated transportation system that provides convenient transition between mode shifts through the development and implementation of planning projects in the areas of rail, water, bicycle/pedestrian transportation, and transit. The unit is also responsible for strengthening the department's compliance efforts with respect to environmental issues. The Capital Programming Unit develops and monitors the Capital Transportation Program to meet the transportation needs of the State's citizens and ensure successful implementation of the Transportation Improvement Program (TIP).

Statutory History

R.I.G.L. 42-13 establishes the Maintenance and Public Works Division and defines its role. R.I.G.L. 24-8 defines the duties of the department regarding the construction and maintenance of state roads. Title 37 Chapters 6.1, 6.2, and 7 defines state rules on land acquisition and property management.

The Budget

Department Of Transportation Infrastructure-Engineering

	2010 Audited	2011 Audited	2012 Enacted	2012 Revised	2013 Recommend
Expenditures By Subprogram					
Operations	332,539,339	292,858,953	368,548,394	389,026,690	433,643,575
Total Expenditures	\$332,539,339	\$292,858,953	\$368,548,394	\$389,026,690	\$433,643,575
Expenditures By Object					
Personnel	80,605,120	71,367,962	83,176,193	88,583,707	89,424,525
Operating Supplies and Expenses	(2,884,113)	4,885,849	16,724,235	17,139,476	20,615,661
Assistance and Grants	67,026,659	15,068,024	63,582,745	46,411,214	27,782,762
Subtotal: Operating Expenditures	144,747,666	91,321,835	163,483,173	152,134,397	137,822,948
Capital Purchases and Equipment	116,129,737	97,947,599	105,117,681	135,076,310	194,002,894
Operating Transfers	71,661,936	103,589,519	99,947,540	101,815,983	101,817,733
Total Expenditures	\$332,539,339	\$292,858,953	\$368,548,394	\$389,026,690	\$433,643,575
Expenditures By Funds					
Federal Funds	238,562,505	225,940,683	298,601,189	328,941,700	351,818,295
Restricted Receipts	757,110	187,949	1,000,000	998,891	998,758
Operating Transfers from Other Funds	3,245,321	-	70,000	110,267	70,000
Other Funds	89,974,403	66,730,321	68,877,205	58,975,832	80,756,522
Total Expenditures	\$332,539,339	\$292,858,953	\$368,548,394	\$389,026,690	\$433,643,575
Program Measures					
Percentage of Highway/Roads in Good Condition Based on Composite Pavement Smoothness Rating	N/A	N/A	N/A	N/A	N/A
Objective	N/A	N/A		40.0%	40.0%
Percent of Bridges Rated in Good Condition	N/A	N/A	49.5%	49.5%	N/A
Objective	N/A	50.0%		50.0%	52.0%
Percent of Construction Projects on Schedule	N/A	N/A	60.38%	60.38%	N/A
Objective	N/A	N/A		65.0%	67.5%
Draw Down of Federal Funds	N/A	N/A	N/A	N/A	N/A
Objective	N/A	N/A		N/A	N/A

Personnel

Department Of Transportation Infrastructure-Engineering

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Classified					
Chief Engineer (DOT)	00149A	1.0	158,114	1.0	158,114
Deputy Chief Engineer (DOT)	00145A	2.0	280,262	2.0	280,262
Transportation Support Administrator	00145A	1.0	139,537	1.0	140,779
Associate Chief Engineer	00143A	1.0	129,084	1.0	129,084
Managing Engineer (DOT)	00141A	7.0	748,369	7.0	757,345
Chf Civil Engr (Tran Planning)	00138A	1.0	103,817	1.0	103,817
Chf Civil Engr (Bridge Design)	00138A	1.0	103,615	1.0	103,615
Chf Civil Engr (Road Design)	00138A	3.0	295,900	3.0	299,180
Assistant Chief of Planning	00137A	1.0	96,593	1.0	96,593
Mgr Of Survey Operations (DOT)	00135A	1.0	95,451	1.0	95,451
Admstr Extnl Cvl Rigt Prgm	00136A	1.0	93,261	1.0	93,261
Chief Facilities Management Officer (DOT)	02835A	1.0	92,718	1.0	92,718
Sprv Civil Engr (Const & Maint)	02835A	1.0	92,656	1.0	92,656
Administrator, Highway & Bridge Construct. Ops.	00140A	1.0	92,447	1.0	92,447
Programmer/Analyst III(Oracle)	02835A	1.0	90,190	1.0	90,190
Health And Safety Officer (DOT)	00133A	1.0	86,562	1.0	86,562
Chf Of Elec & Trff Cnstr Projt	02833A	1.0	86,076	1.0	86,076
Prin Civil Engr (Cont & Maint)	00033A	7.0	601,218	7.0	605,911
Prin Civil Engnr (Materials)	00033A	8.0	685,428	8.0	685,428
Industrial Rep (Bus & Indust)	00131A	1.0	85,451	1.0	85,451
Database Administrator ADABAS/Natural	02835A	1.0	85,416	1.0	85,416
Chf Civil Engr (Const & Maint)	00138A	6.0	511,833	6.0	520,056
Supr Civil Engr (Bridge Design)	02835A	2.0	169,402	2.0	171,690
Hwgy Const & Maint Oper Mgr	00033A	3.0	253,074	3.0	253,074
Prin Civil Engnr (Design)	00033A	12.0	1,004,898	12.0	1,010,280
Suprvg Historic Pres Spec	00031A	1.0	82,317	1.0	82,317
Chf Real Estate Specialist (DOT)	00032A	1.0	82,151	1.0	82,151
Real Estate Appraiser III	00032A	1.0	81,040	1.0	81,040
Proff Land Surveyor	00032A	3.0	242,975	3.0	243,435
Princ Prop Mgmt Officer	02832A	2.0	160,021	2.0	160,021
Sr Civil Engr (Trans Planning)	00031A	1.0	79,699	1.0	79,699
Deputy Chf Of Legal Services	00137A	3.0	235,350	3.0	241,525
Mgr St Traffic Operat Ctr (DOT)	02835A	1.0	77,660	1.0	79,084
Programmer/Analyst II(Oracle)	00032A	1.0	77,335	1.0	81,291
Prin Environmental Scientist	02832A	1.0	77,074	1.0	77,074
Programming Services Officer	00131A	2.0	153,185	2.0	153,185
Chief Program Developer	00134A	2.0	151,277	2.0	154,595
Principal Chemist	00029A	1.0	74,724	1.0	74,724
Principal Planner	00029A	2.0	148,370	2.0	149,041
Chief Compliance Inspector (Health & Safety)	00030A	1.0	74,168	1.0	74,168
Prin Real Estate Specialist	00029A	3.0	219,257	3.0	222,636
Supvsg Planner	02831A	2.0	145,800	2.0	146,210
Sr Civil Engnr (Const & Maint)	00031A	12.0	873,966	12.0	881,397
Real Estate Appraiser II	00029A	2.0	145,212	2.0	145,212

Personnel

Department Of Transportation Infrastructure-Engineering

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Supvr,Materials Standards Compl	00031A	3.0	217,314	3.0	224,220
Sr Civil Engrn (Design)	00031A	18.0	1,296,065	18.0	1,314,018
Supvrg Electrical Inspector	00028A	1.0	71,518	1.0	71,518
Principal Auditor	00028A	1.0	70,210	1.0	71,438
Prin Historic Pres Specialist	00028A	1.0	70,079	1.0	70,079
Dept Budget Administrator	00134A	1.0	69,599	1.0	72,146
Engrng Tech IV (Adminstr Svr)	00027A	2.0	137,879	2.0	137,879
Senior Legal Counsel	00134A	2.0	136,754	2.0	140,918
Engrng Tech IV (Const & Maint)	00027A	25.0	1,705,613	25.0	1,708,505
Supr Civil Engr (Traffic Design)	00135A	1.0	67,729	1.0	67,729
Engrng Tech IV (Natur Resources)	00027A	1.0	67,605	1.0	67,605
Chief Standars & Inspection	02831A	2.0	134,849	2.0	136,960
Sprvg Landscape Architect	00032A	1.0	67,120	1.0	68,459
Engr Tech IV (Materials)	00027A	3.0	199,371	3.0	201,450
Asst Admin Financial Mgmt	00134A	1.0	66,285	1.0	68,710
Geographic Info Sys Spec II	00028A	4.0	263,364	4.0	265,220
Sr Planner	00026A	2.0	131,338	2.0	131,338
Survey Party Chief	00026A	2.0	130,549	2.0	130,549
State Fleet Operations Officer	00030A	1.0	65,058	1.0	68,026
Sr Industrial Safety Specialist	00025A	1.0	64,996	1.0	64,996
Monitor Advocate/Chp Coord	00028A	1.0	64,413	1.0	64,413
Sr External Equal Opp Comp Off	00027A	5.0	321,510	5.0	325,991
Chief Implementation Aide	00128A	1.0	64,163	1.0	64,163
Sr Auditor	00025A	3.0	186,608	3.0	187,656
Community Liaison Officer	00024A	1.0	61,874	1.0	62,525
Office Manager	00123A	3.0	184,069	3.0	185,616
Legal Counsel	00132A	1.0	60,329	1.0	62,536
Sr Environmental Scientist	00030A	1.0	60,192	1.0	62,369
Asst Building & Grounds Off	00024A	1.0	59,935	1.0	59,935
Senior Draftsperson	00023A	1.0	59,517	1.0	59,517
Real Estate Appraiser I	00027A	2.0	118,156	2.0	118,156
Sr Civil Engr (Materials)	00031A	4.0	236,089	4.0	245,803
Sr Real Estate Specialist	00026A	3.0	176,199	2.0	128,822
Geographic Info Sys Spec I	00024A	1.0	58,698	1.0	58,698
Sr Photographic Specialist	00024A	2.0	117,374	2.0	117,374
Supervising Bridge Safety Inspector	00027A	2.0	117,294	2.0	119,203
Engr Tech III (Adminstr Svrs)	00023A	4.0	232,302	4.0	234,179
Environmental Scientist	00026A	2.0	116,051	2.0	116,051
Bridge Safety Inspector	00023A	3.0	172,816	3.0	173,309
Assistant Legal Counsel	00822A	1.0	57,438	1.0	57,438
Planner	00022A	2.0	113,221	2.0	113,221
Engr Tech III (Materials)	00023A	25.0	1,413,174	24.0	1,372,038
Engineering Tech IV (Const Rcrd)	00027A	3.0	167,935	3.0	171,239
Engr Tech III (Const & Maint)	00023A	29.0	1,599,099	29.0	1,621,672
Electrical Inspector (Trans)	00023A	5.0	272,394	5.0	272,537

Personnel

Department Of Transportation Infrastructure-Engineering

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Civil Engineer	00027A	20.0	1,083,046	20.0	1,118,987
Programmer/Analyst I (Oracle)	00028A	1.0	53,133	1.0	55,035
Engr Tech III (Construction Records)	00023A	3.0	156,559	3.0	160,788
Engr Tech II (Administratv Svs)	00019A	1.0	51,553	1.0	51,553
Auditor	00K22A	5.0	256,315	5.0	259,128
Business Mangement Officer	00026A	4.0	204,117	4.0	212,537
Real Estate Specialist	00023A	4.0	203,924	5.0	256,772
Sr Landscape Architect	00026A	1.0	50,700	1.0	52,960
Civil Engineering Associate	00025A	8.0	398,642	8.0	407,161
Asst Administrative Officer	00021A	2.0	98,452	2.0	98,452
Engr Tech II (Survey)	00019A	1.0	49,096	1.0	49,096
Information Services Technician II	00020A	2.0	97,066	2.0	97,801
Billing Spec. (DOT)	00018A	1.0	47,697	1.0	47,697
Systems Support Technician I	03418A	1.0	47,243	1.0	47,779
Engr Tech II (Const & Maint)	00019A	29.0	1,343,839	29.0	1,352,638
Records Analyst	00024A	1.0	44,909	1.0	46,316
Automotive Service Specialist	00018A	1.0	44,652	1.0	44,652
Executive Assistant	00118A	2.0	87,487	2.0	88,678
Clerk Secretary	00K16A	5.0	218,172	5.0	222,684
Engr Tech II (Materials)	00019A	9.0	383,799	10.0	438,511
Engineering Tech II (Constr Rec)	00019A	3.0	127,881	3.0	131,619
Historic Preservation Specialist	00021A	1.0	42,220	1.0	43,590
External Equal Compliance Officer	00023A	1.0	42,006	1.0	43,321
Communications Sys Oper (DOT)	03416A	9.0	359,355	9.0	362,531
Legal Assistant	00019A	1.0	39,747	1.0	40,951
Semi-Skilled Laborer	00310G	1.0	39,446	1.0	39,446
Sr Word Processing Typist	00012A	2.0	73,713	2.0	74,294
Engineering Technician I	00013A	68.0	2,428,594	68.0	2,463,897
Information Services Tech I	00016A	1.0	35,141	1.0	35,121
Principal Clerk Typist	00012A	1.0	33,215	1.0	33,764
Subtotal		476.0	\$28,628,817	476.0	\$28,938,244
Cost Allocation from Central Management		-	1,123,488	-	1,081,136
Cost Allocation from Infrastructure Engineering		-	1,487,647	-	1,440,767
Cost Allocation from Management and Budget		-	1,562,086	-	1,521,416
Cost Allocation to Infrastructure Engineering		-	(1,487,647)	-	(1,440,767)
Overtime		-	1,432,518	-	1,673,905
Turnover		-	(1,453,817)	-	(1,377,789)
Subtotal		-	\$2,664,275	-	\$2,898,668
Total Salaries		476.0	\$31,293,092	476.0	\$31,836,912

The Program

Department Of Transportation Infrastructure-Maintenance

Program Mission

To provide for the safe, comfortable, aesthetically pleasing, and efficient movement of people and commerce along the State's highway system. Our objective is met by providing a well-maintained system of highways with their associated pavements, drainage systems, roadsides, bridges, and traffic-related appurtenances.

Program Description

The Division of Maintenance is responsible for the routine maintenance of approximately 3,300 lane miles of state highways, 1,153 bridges, and associated roadsides and highway appurtenances. The Highway and Bridge Maintenance Section is comprised of several units that address the various aspects of the highway system. The units include Administration, Automotive, Business Office, Employee Relations Office, Engineering and Support, and Field Operations. Administration is responsible for supervision, planning, and administration for the section. The Automotive section is responsible for the maintenance and repair of the section's fleet of heavy trucks and other equipment. The Business Office administers purchasing, invoicing, and payroll activities and coordinates with contract administration to ensure proper recording of subcontractor documentation. The Employee Relations Office is responsible for all personnel matters of the Highway and Bridge Maintenance Section including, but not limited to, labor relations, Workers' Compensation, and training. The Engineering and Support Office is multi-faceted and is responsible for the following: review and resolution of drainage problems, issuance and inspection of work permits, contract preparation, maintenance of guardrails, fences, and highway attenuators along the state highway, maintenance of highway appurtenances including signs, traffic signals, and highway illumination, processing of pothole, state fleet and other tort claims, and state-wide beautification projects. Field Operations is comprised of a field staff which operates from satellite facilities statewide and is involved with sweeping, litter collection, snow plowing, and bridge, pothole, guardrail repairs, and other roadway maintenance tasks.

Statutory History

R.I.G.L. 42-13 establishes the Maintenance and Public Works Division and defines their roles. R.I.G.L. 24-8 defines the duties of the department regarding the maintenance of state roads. R.I.G.L. 24-9 establishes an emergency storm account and authorizes the Director to take the action necessary to respond to emergency situations.

The Budget

Department Of Transportation Infrastructure-Maintenance

	2010 Audited	2011 Audited	2012 Enacted	2012 Revised	2013 Recommend
Expenditures By Subprogram					
Operations	38,626,349	47,091,195	44,758,540	39,520,143	44,823,876
Total Expenditures	\$38,626,349	\$47,091,195	\$44,758,540	\$39,520,143	\$44,823,876
Expenditures By Object					
Personnel	15,460,861	17,398,988	18,086,570	17,890,944	18,853,727
Operating Supplies and Expenses	19,964,121	25,696,230	22,810,470	17,722,529	20,362,574
Assistance and Grants	115,555	474,261	492,500	497,500	498,525
Subtotal: Operating Expenditures	35,540,537	43,569,479	41,389,540	36,110,973	39,714,826
Capital Purchases and Equipment	2,685,253	2,594,490	3,368,000	3,208,170	5,108,050
Operating Transfers	400,559	927,226	1,000	201,000	1,000
Total Expenditures	\$38,626,349	\$47,091,195	\$44,758,540	\$39,520,143	\$44,823,876
Expenditures By Funds					
Operating Transfers from Other Funds	2,795,200	2,533,723	3,197,000	3,237,170	4,937,050
Other Funds	35,831,149	44,557,472	41,561,540	36,282,973	39,886,826
Total Expenditures	\$38,626,349	\$47,091,195	\$44,758,540	\$39,520,143	\$44,823,876
Program Measures					
Percent of Bare Pavement Achieved*	85.0-90.0%	85.0-90.0%	N/A	N/A	N/A
Objective	90.0%	90.0%		90.0%	90.0%
Average Number of Days to Resolve Complaints*	N/A	N/A	N/A	N/A	N/A
Objective	N/A	N/A		N/A	N/A
Number of Catch Basins Cleaned*	4.0%	4.0%	N/A	N/A	N/A
Objective	N/A	N/A		15.0%	25.0%

Personnel

Department Of Transportation Infrastructure-Maintenance

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Classified					
Adminstr, Hwy & Brdg Maint	00145A	1.0	140,774	1.0	140,774
Managing Engineer (DOT)	00141A	1.0	118,717	1.0	118,717
Deputy Adminstr, Hwy & Brdg Maint	00140A	1.0	97,069	1.0	97,069
Hwgy Const & Maint Oper Mgr	02833A	1.0	83,725	1.0	83,725
Chf Hwgy Maint Field Oper	02835A	2.0	148,990	2.0	156,911
Programming Services Officer	00131A	1.0	71,937	1.0	71,937
Fleet Management Officer (DOT)	02833A	2.0	141,453	2.0	145,568
Supervising Electrical Inspector	02928A	1.0	69,582	1.0	69,582
Chief Implementation Aide	00128A	1.0	67,180	1.0	67,180
Business Management Officer	02926A	1.0	62,665	1.0	62,665
Hwy Maint Superintendent (Traffic)	02925A	1.0	61,716	1.0	61,865
Hwy Maint Superintendent (Bridges)	02925A	1.0	60,483	1.0	60,483
Sr Civil Engineer (Const & Maint)	00031A	2.0	119,988	2.0	121,579
Highway Mant Superintendent (Roads)	02925A	7.0	407,449	7.0	413,612
Engr Tech III (Const & Maint)	02923A	2.0	114,297	2.0	114,434
Supervising Preaudit Clerk	02921A	1.0	53,017	1.0	53,017
Electrical Inspector	03423A	9.0	469,749	9.0	471,162
Asst Adm Off	03421A	1.0	50,969	1.0	51,679
Chf Of Mtr Pool & Maintenance	02926A	1.0	48,225	1.0	51,431
Billing Spec. (DOT)	03418A	3.0	143,928	3.0	143,928
Highway Graphics Technician	03420A	3.0	139,598	3.0	139,598
Road Maintenance Superv (Bridges)	02919A	2.0	91,107	2.0	91,107
Maintenance Superintendent	02922A	1.0	45,280	1.0	49,120
Executive Assistant	00118A	2.0	90,106	2.0	90,106
Road Maintenance Suprvr (Roads)	02919A	18.0	810,003	18.0	816,629
Sr Landscape Architect	02426A	1.0	44,956	1.0	44,956
Diesel Truck&Hvy Equip Mechanic	00318A	9.0	390,641	9.0	416,592
Warehouse Supervisor	02915A	1.0	42,414	1.0	42,414
Highway Maintenance Operator II	00318G	22.0	930,760	22.0	938,378
Prop Contrl & Supply Officer	02917A	2.0	84,579	2.0	84,579
Laborer Supervisor	02913G	1.0	41,334	1.0	41,334
Mechanical Parts Storekeeper	00313A	7.0	274,650	7.0	274,650
Bridge Maintenance Worker	03417G	12.0	469,207	12.0	471,966
Mason	00314G	7.0	270,222	7.0	274,040
Fiscal Clerk	03414A	1.0	38,578	1.0	38,578
Highway Maintenance Operator I	00314G	86.0	3,213,918	86.0	3,242,281
Motor Equipment Operator	00311G	2.0	72,690	2.0	72,690
Landscape Maintenance Technician	03416A	2.0	70,262	2.0	70,262
Carpenter	03414G	2.0	68,882	2.0	69,687
Semi-Skilled Laborer	03410G	4.0	130,629	4.0	131,236
Sr Janitor	03412A	1.0	31,534	1.0	32,060
Subtotal		226.0	\$9,883,263	226.0	\$9,989,581

Personnel

Department Of Transportation Infrastructure-Maintenance

	Grade	FY 2012		FY 2013	
		FTE	Cost	FTE	Cost
Overtime		-	1,603,000	-	1,964,000
Turnover		-	(711,231)	-	(630,871)
Subtotal		-	\$891,769	-	\$1,333,129
Total Salaries		226.0	\$10,775,032	226.0	\$11,322,710
Benefits					
Contract Stipends		-	34,000	-	34,000
Defined Contribution Plan		-	-	-	93,587
FICA		-	829,173	-	871,224
Holiday Pay		-	11,500	-	10,909
Medical		-	2,716,048	-	3,043,684
Payroll Accrual		-	-	-	55,334
Retiree Health		-	652,200	-	665,002
Retirement		-	2,272,997	-	2,150,279
Subtotal		-	\$6,515,918	-	\$6,924,019
Total Salaries and Benefits		226.0	\$17,290,950	226.0	\$18,246,729
Cost Per FTE Position			\$76,509		\$80,738
Statewide Benefit Assessment		-	343,958	-	350,962
Temporary and Seasonal		-	101,036	-	101,036
Subtotal		-	\$444,994	-	\$451,998
Payroll Costs		226.0	\$17,735,944	226.0	\$18,698,727
Purchased Services					
Design and Engineering Services		-	139,000	-	139,000
Other Contract Services		-	16,000	-	16,000
Subtotal		-	\$155,000	-	\$155,000
Total Personnel		226.0	\$17,890,944	226.0	\$18,853,727
Distribution By Source Of Funds					
Other Funds		226.0	17,890,944	226.0	18,853,727
Total All Funds		226.0	\$17,890,944	226.0	\$18,853,727

Department Of Transportation Performance Measure Narratives

Central Management

Fatality Rate/100 Million VMT

This metric is tracked by the Office of Highway Safety. This metric measures the number of fatalities per 100 million vehicles miles traveled (VMT) and it is reviewed monthly. The data is published on an annual basis as part of the Highway Safety Performance Annual Report. The most current data is from calendar year 2009 which had a fatality rate of 1.01/100 Million VMT.

Average Number of Days to Resolve Complaint

This is a new metric which will be tracked by the Inter-Governmental Relations Section. This metric measures the average number of days it takes to resolve a complaint received by Customer Service. While all complaints are followed up by an automatic e-mail to the complainant the same day, a complaint is not considered resolved until a plan of action is communicated to the complainant.

Note: RIDOT is currently analyzing the Customer Complaint database to establish statistical information.

Number of Non-Compliant Issues Identified

This is a new metric which will be tracked by the Quality Compliance and Review Section. This metric measures the number of non-compliant issues identified during a site visit for active construction projects. The issues which are identified are categorized as either safety or quality issues and require corrective action. This metric will be updated on a monthly basis starting with FY 12.

Note: Data for FY 12 July to September

Management and Budget

Value of Construction Related Projects Awarded

This metric is tracked by the Contract Administration Section on a weekly basis. This metric measures the value of construction projects which were awarded based on the issue date of the Notice of Contract Purchase Agreement.

Note: Data for FY 2012 July to October.

Number of Construction Related Projects Awarded

This metric is tracked by the Contract Administration Section on a weekly basis. This metric measures the number of construction projects which were awarded based on the issue date of the Notice of Contract Purchase Agreement.

Average Number of Days from the Bid Opening Date to the Award Date for Construction Related Projects

This metric is tracked by the Contract Administration Section on a weekly basis. This metric measures the average number of days it takes from the bid opening to the award date for construction contracts.

Note: Data for FY 2012 July to October

Department Of Transportation Performance Measure Narratives

Infrastructure-Engineering

Percentage of Highway/Roads in Good Condition Based on Composite Pavement Smoothness Rating

This is a new metric which will be tracked by the Traffic Engineering Section on a monthly basis. This metric is part of the Highway Pavement Management System of Federal-Aid Systems. This information is used to present pavement condition maps, pavement condition distributions, and for input into a program to determine pavement rehabilitation and pavement preservation projects that maximize benefits relative to cost.

Percent of Bridges Rated in Good Condition

This metric is tracked by the Bridge Engineering Section on a monthly basis. This metric is part of the information contained in the Bridge Management System (PONTIS). The purpose of this metric is to monitor the percent of bridge which are rated in good condition as compared to the bridges which are structurally deficient and functionally obsolete.

*Note: Data for FY 12 July to September

Percent of Construction Projects on Schedule

This is a new metric which will be extracted from the data included in the Construction Management Monthly Report. This metric will be based on the number of projects ahead of or on schedule as compared to the number of active projects.

Draw Down of Federal Funds

This new metric will measure the percent of federal funds drawn down based on availability of funds.

Department Of Transportation Performance Measure Narratives

Infrastructure-Maintenance

Percent of Bare Pavement Achieved*

This is a new metric which will be tracked seasonally by the Maintenance Section. The data is based on the percent of bare pavement which is achieved four (4) hours after the last snowflake falls.

*Note: The Asset Management software (View Works) is anticipated to be implemented by FY 13. This software is needed to accurately monitor and track this metric.

Average Number of Days to Resolve Complaints*

This is a new metric which will be tracked monthly by the Maintenance Section.

* The Asset Management software (View Works) is anticipated to be implemented by FY 13. This software is needed to accurately monitor and track this metric.

Number of Catch Basins Cleaned*

This is a new metric which will be tracked monthly by the Maintenance Section.

* There are estimated to be over 25,000 catch basins to be cleaned.

* RIDOT is in violation of the Clean Water Act which Mandates that 100% of the catch basins should be cleaned every year.

*RIDOT anticipates the rollout of a programmatic approach toward reaching 100% compliance within four years of Stat Fiscal Year 2013.

* The Asset Management software (View Works) is anticipated to be implemented by FY13. This software is needed to accurately monitor and track this metric.

Department of Transportation

Governor's Recommendations

Highway Improvement Program (HIP) The Governor recommends the issuance of \$40.0 million of previously authorized general obligation bonds and \$49.5 million in previously issued general obligation bonds; combined with a total of \$20.0 million of new bond referenda; and \$12.0 million of land sale revenue as state matching funds for a total of \$1,306.0 million of federal highway funds from FY 2012 to FY 2017. Additional revenues totaling \$63.0 million will flow from a new revenue source for the Department of Transportation beginning in FY 2014. An increase in the DMV's fees for registrations for all vehicles and licenses will be allocated to the Rhode Island Highway Maintenance Trust Fund within the General Fund, beginning in FY 2014 and phasing in over three years through FY 2016. Forecasted receipts for the fee increases are \$7.0 million for FY 2014, \$14.0 million for FY 2015, and \$21.0 million for FY 2016 and thereafter. The funds in the Rhode Island Highway Maintenance Trust Fund will be utilized to reduce the issuance of new general obligation bonds. By FY 2016, no general obligation debt will be utilized for the department, with the last bond referendum for Transportation taking place in FY 2012 for \$20.0 million, \$14.0 million for FY 2014, and \$6.0 million for FY 2015. \$20.0 million of RICAP funds each year beginning in FY 2014 will be dedicated to reducing the general obligation debt used to finance the Department's match to the Federal Highway funds received.

The Governor recommended and the voters authorized \$80.0 million in November 2010 to match available federal funds or to provide direct funding for improvements to the State's highways, roads, and bridges over two years. The general obligation bond recommendation is based upon an increase in federal funds resulting from earmarks well as multi-year project costs schedules. These funds, along with other sources of matching funds will finance the Highway Improvement Program. Other sources of matching funds may include proceeds from the sale of real estate, Department of Environmental Management bonds for bike path construction, municipal contributions, and other funding mechanisms such as "soft match" and FHWA credits.

The HIP consists of approximately 200 projects scheduled for some phase of implementation during the next five years. Portions of each year's bond funds will be dedicated to individual projects being conducted separately from the Highway Improvement Program. These projects are detailed in this section. Included in the HIP are actual expenditures for the Warwick Intermodal Train Station project which is presented in detail under the Rhode Island Airport Corporation section as well as additional financing to be provided for the I-195, Quonset Access Road – RI 403, FRIP, and Sakonnet River Bridge projects.

FHWA projects within the TIP fall into the following categories:

Planning	Enhancement Program
Study & Development	Bridge Improvement
Highway Projects	Interstate Program
Pavement Management	Traffic/Safety Program
Bike/Pedestrian Program	Major Projects with
Administrative Program	Multi-year Funding
SAFETEA-LU Earmarks	Congestion Mitigation/ Air Quality (CMAQ)

The **Planning Program** involves long range planning, development of the TIP, environmental justice analysis and data collection efforts to support the highway program, among other activities.

Department of Transportation

The **Study and Development Program** assesses projects and develops sound cost estimates with public input. Projects in this program are prepared for the design phase.

The **Highway Projects Program** primarily involves projects that preserve and manage the existing system, without appreciable expansion of highway capacity.

The **Pavement Management Program** allows the DOT to pursue pavement treatment options such as crack sealing and micro-surfacing when such treatment is appropriate. Roadways included in this program include community requested projects and those identified in DOT's Pavement Management Program. DOT's evaluation for addressing road conditions is based on four sources of information: Pavement Management System data, public input, Maintenance Division input, and staff field review. The Department prioritizes and schedules the projects.

The **Bicycle/Pedestrian Program** includes the planning, design, and construction of pedestrian/sidewalk improvements, independent bike paths and walking trails, on-road bicycle lanes, on-road bicycle routes, and bike/pedestrian promotional programs.

The **Administrative Program** finances Equal Employment Opportunity activities and the Motor Fuel Tax Evasion Enforcement Effort, and provides for construction project modifications and change orders.

The **Enhancements Program** seeks to address environmental impacts on local communities from transportation and highway construction. This program dedicates specific funds that each state must use for enhancement projects. Enhancement projects must have a relationship to transportation and fall within at least one of an established list of categories.

The **Bridge Improvement Program and Interstate Program** focuses on system preservation. The DOT maintains over 1,100 bridges. Bridge projects originate from state assessments and community requests that are evaluated and prioritized through the Department's Bridge Management Program. The Interstate Program focuses Interstate system preservation and includes such projects as I-95 Bridge #550 in Pawtucket, I-295 Safety and Bridge Projects, and Dillons Corner and Pt. Judith bridges.

The **Traffic Safety Program** includes projects such as: traffic signal repair and construction, signing, striping, repair of damaged safety devices, traffic monitoring, modifications to arterial highways to improve traffic flow and reduce congestion, and traffic/safety design-related work. The Traffic Safety Program also finances projects aimed at improving highway lighting, high hazard intersections and ramps, repairing isolated drainage problems, and improving arterial and roadway signage.

The **Major Projects with Multiyear Funding** category encompasses those projects being advanced by the GARVEE and programs the use of federal funds for the reimbursement of GARVEE debt service. Additional funding to supplement GARVEE funding is also programmed for most of the projects and is included under the HIP, as well as the Warwick Intermodal Train Station project.

The **Congestion Mitigation/Air Quality Program** finances projects that expand or initiate transportation services with air quality benefits. Projects to be funded include RI Fast Ferry Facility Improvements at Quonset Point, the Transportation Management Center, the South County Commuter Rail Service, and Providence Traffic Signal Coordination projects.

Department of Transportation

The **SAFETEA-LU Earmark Program** involves projects that have been identified in the Transportation Act and which DOT receives annual funding for to implement these specific projects. Projects include completion of four major independent bike paths (the Blackstone River Bicycle Facility, Northwest Bike Trail/Woonasquatucket River Greenway, South County Bike Path, and Washington Secondary Bicycle Facility, Providence Downtown Circulation Improvements, and Renovations to Rt. 138.

The Governor also recommends the inclusion of total of \$137.1 million of American Recovery and Reinvestment Act of 2009 funds, of which 50 percent had to be obligated by July 2009 for the Highway Improvement Program, including a total of \$124.6 million in pre-FY 2012 expenditures, \$9.5 million in FY 2012, and \$2.9 million in FY 2013. DOT has created a statewide, comprehensive stimulus project program, with a total of 66 projects. The funds will be exhausted in FY 2013.

GARVEE/Motor Fuel Bond Program

FY 2004 marked the beginning of a major effort on the part of Rhode Island government to address the rebuilding and modernization of the State's transportation systems. In December 2003, the State completed the first of a three-part bond transaction which authorizes \$709.6 million and programs \$704.0 million for five major infrastructure projects to be completed over an 8 ½ year period. This undertaking includes two financing mechanisms. The majority of the costs (\$598.4) will be financed through Grant Anticipation Revenue Vehicle bonds (GARVEE). GARVEE is a program approved by Congress that allows states to borrow funds, which are then backed and repaid by the annual allocation of Federal Highway Administration construction funds. The remaining costs (\$105.6 million) will be provided through Motor Vehicle Tax Revenue Bonds. These bonds are financed through a two-cent dedication of the Department's gasoline tax allocation. The State issued a third series of both the GARVEE and Motor Fuel Bonds program in 2009. With the established funding sources in place to meet the financing requirements of this borrowing, this program will have no fiscal impact to the State and offer no financial exposure to taxpayers other than the pledging of the FHWA and gas tax funds to repay the bonds.

The projects being financed under this program are the I-195 Relocation, Washington Bridge Reconstruction, a new Sakonnet River Bridge, and the Quonset Rt. 403 construction. Also being financed is the completion of the Freight Rail Improvement Program. Most of the projects participating in the GARVEE program have additional financing programmed as other highway funds. This additional source is identified under each appropriate GARVEE project for display purposes, but total costs have already been included in the HIP program which includes both federal highway funds and general obligation debt.

The debt service on the GARVEE bonds to be paid through the FHWA allocation in 2012 and 2013 is \$48.4 million each year. The gas tax funded debt service on the Motor Fuel Tax revenue bonds totals \$8.5 million in FY 2012 and FY 2013, 2.0 cents of the gas tax. The actual debt service for the two years is \$7.1 million in FY 2012 and FY 2013; with the difference held by the Trustee to be applied to the debt principal. Beginning in FY 2012, the funds held by the Trustee which exceeded required levels have been programmed for use in the projects as listed below.

Route I-195 Relocation Project – The cost for this project is \$426.8 million, which is comprised of \$292.9 million of GARVEE bonds, \$23.9 million in GARVEE residual earnings, \$67.3 million of Motor Fuel Revenue bonds, \$2.7 million in Motor Fuel Bond residuals, and \$40.0 million of land sale revenue. A total of \$623.6 million will be spent on the I-195 project when including \$196.8 million in other highway funds which is offset to avoid double counting. Prior to FY 2012, \$344.1 million has been spent on the

Department of Transportation

Route 195, \$539.4 million when including \$195.3 million in other highway funds. In FY 2012, the Governor recommends total expenditures of \$37.4 million consisting of \$2.5 million in GARVEE residual earnings, \$30.0 million in GARVEE bonds, \$2.3 million in Motor Fuel Tax Revenue Bonds, and \$2.7 million in Motor Fuel residuals. Other Highway funds of \$1.0 million are offset to avoid double counting. For FY 2013, the Governor recommends total expenditures of \$25.7 million consisting of \$20.4 million in land sale revenue, and \$5.3 million in GARVEE bonds. Other Highway funds of \$500,000 are offset to avoid double counting. The Route I-195 Relocation Project, now known as the I-way, involves the relocation of a 45-year-old 1.6-mile stretch of Interstate 195 (I-195) and an adjacent 0.8-mile portion of Interstate 95 (I-95) through Providence. The freeway will be relocated 2,000 feet south from its current alignment and involves the construction of a new 8-lane interstate segment of highway (providing 25 lane-miles of new interstate), and a 1,200 foot long mainline bridge over the Providence River joining I-95 and I-195. The project includes a total of fourteen new bridges, five miles of new city streets, and 4,100 feet of new pedestrian river walks. In addition, removal of the existing interstate will free up 20 acres of prime downtown real estate. The project will compliment the recently completed river relocation, Waterplace Park and Memorial Boulevard projects that have revitalized downtown Providence. The centerpiece of the project is the four hundred foot long main span of the Providence River Bridge which is part of the new South Main Street ramp that was opened to motorists in November 2007. This represents the second phase of the project. The third and final phase of the project involves the demolition of the existing facility and reconnection of city streets by 2016.

Route 403/Quonset Project – The total cost for this project is \$114.5 million, \$197.7 million when \$83.2 million in other highway funds are included. In FY 2012, expenditures are estimated to be \$864,973; including \$530,229 in GARVEE bonds, \$32,703 in GARVEE residual earnings, and \$302,041 in Motor Fuel residuals. In FY 2013 (the final year of the project), expenditures are estimated to be \$1.5 million provided by Motor Fuel residuals. Prior to FY 2012, a total of \$112.2 million in GARVEE and Motor Fuel bonds, and residual earnings has been spent on this project as well as \$83.2 million in other highway funds. The proposed Route 403 project involved the construction of a limited access highway that connected the existing Route 4 freeway in East Greenwich with the Quonset Davisville Port and Commerce Park in North Kingstown (the “Quonset Industrial Park”). The project was undertaken in order to provide improved access to the Quonset Industrial Park and safely route traffic off residential streets. The 4.5 mile, 4-lane, controlled-access facility contains three interchanges at Route 4, West Davisville and Post Road, a total of 14.8 miles of roadways (including the main freeway and the ramps), 14 new bridges, two bridge rehabilitations, an extensive storm drainage and water quality treatment system, and environmental mitigation improvements.

New Sakonnet River Bridge Project – The total cost for this project is estimated to be \$142.4 million, including \$113.9 million in GARVEE bonds, \$15.3 million in GARVEE residual earnings, \$10.8 million in Motor Fuel Revenue bonds, and \$2.4 million in Motor Fuel Bond residuals. When additional financing provided by other highway funds is included the total project cost is \$231.3 million. At the project’s inception, an increase in the cost of the project was avoided by a sixty day review of the complete project, which provided a list of forty cost-reduction measures. Upon evaluation, twenty of these measures were adopted and a steel bridge replacement alternative selected over a concrete alternative saved the project a total of \$34.0 million. At this time, project costs have exceeded estimates, however, no additional costs are expected to be incurred as a result of any construction delays. In fact, the contract has been structured to assess penalties if work is not completed in a timely manner. Both discretionary and earmarked funding is being used for the project. In FY 2012, \$10.7 million is expected to be spent, including \$8.5 million in GARVEE bonds and \$2.1 million in GARVEE residual earnings. When other highway funds of \$24.6

Department of Transportation

million are included, the total spending increases to \$35.3 million in FY 2012. In FY 2013, \$12.0 million in spending is expected. The financing of these expenditures will be \$9.6 million in GARVEE bonds and \$2.4 million in Motor Fuel Residual earnings. When other highway funds of \$16.3 million are included, the total spending increases to 28.3 million in FY 2013. The Department plans to request an amendment to the original GARVEE approval (as granted by Article 36 of the FY 2004 Budget as Enacted) to allow \$9.6 million of the GARVEE bond authorization approved for the Washington Bridge project to be applied to the Sakonnet River Bridge project (Note: The total GARVEE borrowing would remain unchanged, but \$9.6 million in authorization would shift between projects.) The new Sakonnet River Bridge project consists of replacing the existing bridge on a new alignment immediately south of the existing structure. The crossing carries Rhode Island State Route 24 (RI 24) over the Sakonnet River, a tidal passage separating the Town of Portsmouth on Aquidneck Island to the west and the Town of Tiverton on the mainland to the east. The bridge is located in Newport County just to the south of where the Sakonnet River opens into Mount Hope Bay. The crossing is an integral part of RI 24 which is a key link in the transportation system connecting Massachusetts to Rhode Island and the Aquidneck Island communities. Extensive required rehabilitation (and associated adverse traffic impacts); seismic susceptibility, fracture, critical components, structural inadequacy, and substandard safety features necessitate the complete replacement of the structure.

Washington Bridge Repairs – The total cost of this project is \$69.6 million in GARVEE bonds. The Governor recommends no expenditures in FY 2012 and \$2.8 million in FY 2013 utilizing GARVEE bonds. The Department plans to request an amendment to the original GARVEE approval (as granted by Article 36 of the FY 2004 Budget as Enacted) to allow \$9.6 million of the GARVEE bond authorization approved for the Washington Bridge project to be applied to the Sakonnet River Bridge project (Note: The total GARVEE borrowing would remain unchanged, but \$9.6 million in authorization would shift between projects.) The Washington Bridge consists of two structures. The eastbound lane (bridge 200) was constructed in 1928 and was originally a two-way roadway. In 1970, a bridge was constructed adjacent to it (bridge 700). With the construction of bridge 700, bridge 200 was converted to a single direction multi-lane roadway traveling east. The new Washington Bridge No. 200 was realigned within a vacant area between the two bridges, thus allowing the construction of a completely new bridge using the existing foundations. Additional construction savings were realized with the recommendation that the new bridge be positioned and supported by a portion of the existing foundation. The new bridge consists of five 12-foot travel lanes and two 4-foot shoulders. Construction was phased to allow the new bridge to be built while existing I-195 traffic was maintained within the southerly portion of the existing Washington Bridge No. 200. Since the existing bridge is on the National Register of Historic Bridges, a concept was advanced that retained the existing southerly portion of the existing bridge and converted it to a bike path, pedestrian way, and linear park which provides the highest form of historical mitigation. The new bridge was completed in 2009 with the bicycle/pedestrian linear park facility to be complete by 2016. Construction schedules are being timed so not to interfere with the I-195 Relocation contracts.

The Freight Rail Improvement Project – The total cost for this project is \$155.6 million, including \$154.5 million in pre-FY 2012 expenditures. No expenditures are included for FY 2012, in FY 2013 (the final year for the project) a total of \$1.1 million in funding is recommended, including \$541 in PL 1996 Ch 100 general obligation bonds, \$883,390 in GARVEE bonds, and \$176,029 in Motor Fuel residuals. When other Highway Funds are included, the total cost of this project is \$241.8 million. Financing for this project has included general obligation bond funds, FRA funds, general revenue, GARVEE bonds, GARVEE residual earnings, Motor Fuel Tax bonds, and Motor Fuel residuals. The Rhode Island freight rail is part of the Northeast Corridor, a 457-mile rail line linking the cities of Boston and Washington, D.C. The Rhode Island segment is part of Amtrak's Shoreline Route, which extends from Union Station

Department of Transportation

in New Haven, CT to South Station in Boston, MA. This project focuses on Rhode Island's 22-mile segment of the Amtrak line originating in Central Falls and terminating at the Quonset Point/Davisville Industrial Park in North Kingstown. The project includes rehabilitation of existing freight rail track, construction of new freight rail track, raising of highway/road bridges, and utility relocation.

Pawtucket-Central Falls Train Station – The capital plan included a study of the feasibility of operating a commuter rail station with a transit-oriented development (TOD) at the former Pawtucket-Central Falls train station.

This project has now moved to a planning/environmental analysis and conceptual design of developing a commuter rail station with a transit-oriented development at the former Pawtucket/Central Falls Train Station located on Broad Street in the cities of Pawtucket and Central Falls. A project agreement exists between DOT and the City of Pawtucket which provides that the city serve as manager of the project. The project includes FTA funds as the project advances to the environmental review stage. Funding for this project totals \$3.4 million, including \$723,827 in pre-FY 2012 expenditures. Funding for FY 2012 is \$250,000, comprised of \$200,000 in FTA funds, \$9,733 of local funds, and \$40,267 from the Rhode Island Capital Plan Fund. For FY 2013 total funding is \$600,000, comprised of \$480,000 in FTA funds and \$120,000 in local funds comprises the financing.

Train Station Maintenance and Repairs – The department is responsible for the oversight and maintenance of three train stations which are located in Woonsocket, South Kingstown, and Westerly. The train stations serve as intermodal facilities for each of their communities. There is a need for major capital repairs, such as HVAC and roofing repairs. This is a new project request. The Governor recommends \$300,000 in RICAP funding beginning in FY 2014, \$400,000 in FY 2015, \$500,000 in FY 2016, and \$750,000 in F2017.

Fixed Guideway (Commuter Rail) – The total cost of this project is projected at \$240.3 million, including \$63.0 million in pre-FY 2012 expenditures. Funding for the project includes \$93.6 million in FTA funds, \$5.3 million in issued general obligation bond proceeds from the 2006 authorization, \$1.7 million in unissued general obligation bond proceeds from the 2006 authorization, \$3.1 million from the issued 2008 authorization, \$500,000 from the unissued 2008 authorization, \$7.8 million from the Massachusetts Bay Transportation Authority (MBTA), new bond referenda of \$900,018, and a total of \$92.9 million in other funding, including an additional \$75.0 million reserved in post-FY 2017. The \$17.9 million in other funds included for the FY 2014 through FY 2017 period represents the operating costs for the Commuter Rail. For the first three years of operations, Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds were approved for use. An application has been made to use the CMAQ funds beyond the three year period, but no decision has yet been made. The post-FY 2017 other fund financing is included for the cost of extending commuter rail service south from Wickford to Kingston and Westerly. The Governor recommends the additional funding source of American Recovery and Reinvestment Act of 2009 federal stimulus funds totaling \$4.5 million; \$4.0 million in pre-FY 2012 and \$467,363 in FY 2012. The project involves the planning, design, and construction of new fixed guideway facilities, commuter rail, light rail, and/or intercity rail that will also enhance the commuter rail. The program includes the construction of stations, tracks and signals, right-of-way acquisition, purchase of locomotives and rail coaches, and other rail appurtenances to accommodate rail passenger service in Rhode Island. The current project reflects the continuation of the Pilgrim Partnership Agreement with the MBTA which will enable DOT to trade its federal capital funds for the provision of rail service south of Providence. Through this agreement, which runs through 2009, the MBTA extended additional round trips to Providence each day and DOT purchased five bi-level coaches. The balance owed to the MBTA is the completion of funding for the Pawtucket Layover Facility and the purchase of commuter rail coaches for the South County Commuter Rail (SCCR)

Department of Transportation

system. Phase I of the SCCR includes construction for the provision of service between Providence and North Kingston with stops at T.F. Green Airport and Wickford Junction, two new stations. The Warwick Intermodal Train Station is included in these efforts; financing is included in the Highway Improvement Program and the project is displayed in further detail under the Rhode Island Airport Corporation (RIAC). Phase II of the project would extend service to the Kingston and Westerly stations with potential stops in Cranston and East Greenwich. Funding for the construction phase of Phase II of the SCCR is included in this year's recommendation. Service for Phase I of the project began in December, 2010. For FY 2012, the Governor recommends total funding of \$37.8 million, consisting of \$1.7 million in general obligation bonds from the unissued 2006 authorization, \$2.4 million in general obligation bonds from the issued 2008 authorization, \$1.0 million in Federal Railroad Administration funds, \$31.0 million in Federal Transit Administration funds, \$1.2 million in MBTA funds, and \$467,363 in federal stimulus funds. For FY 2013, the Governor recommends total funding of \$13.8 million, consisting of \$559,217 of general obligation bonds from the issued 2008 authorization, \$6.0 million in Federal Railroad Administration funds, \$7.1 million in Federal Transit Administration funds, and \$62,500 million in MBTA funds.

Maintenance Facilities

Salt Storage Facilities – The Governor recommends a total of \$17.5 million for expenditures on Salt Storage Facilities, including \$5.8 million in pre-FY 2012 expenditures. The Governor recommends expenditures of \$1.4 million in RICAP funds in FY 2012, \$272,019 in issued general obligation bonds from the 1998 authorization, and \$21,952 in issued general obligation bonds from the 2002 authorization. In FY 2013, the Governor recommends \$2.0 million in RICAP funds. The Governor recommends \$2.0 million in RICAP funds for each year from FY 2014 to FY 2017. This project is a planning effort on the part of the Department to examine the consolidation of salt stockpiles to improve operational efficiencies, remedy environmental deficiencies, and reduce costs. This project will combat potential groundwater contamination and reduce environmental concerns over the storage of this chemical. The Department has identified facilities which it plans to remediate, proposed to reduce the number of salt distribution centers to 20, and has identified five salt distribution centers to be built over the five year period at existing locations. However, due to the continued need for strategically located material piles, three new locations have been created, in Pawtucket, Newport and Smithfield. The following salt storage facilities at existing sites are planned over the next two years: East Providence, Portsmouth, and Narragansett.

Facility Construction/Renovations – The current recommendation encompasses modifications to the Department's Cherry Hill/Lincoln, East Providence, and Portsmouth facilities. The Department has consolidated the maintenance facilities currently located at Cherry Hill Road in Johnston and on Washington Highway (Route 11) in Lincoln. The proposal was an alternative to upgrading the current facilities which have inadequate salt storage capacity. The DOT has purchased land from the National Guard in North Smithfield for \$1.7 million where the new consolidated Johnston/Lincoln facility is located. The National Guard used the \$1.7 million to purchase land for the Aviation Facility Expansion project at Quonset Point. The Cherry Hill/Lincoln Facility project encompasses the construction of the complete facility with a salt storage structure and includes a total of \$4.1 million, including \$2.8 million in pre-FY 2012 expenditures. For FY 2012, the Governor recommends financing of \$538,154, consisting of \$201,154 in issued bond funds from the 2004 authorization combined with \$337,000 in Rhode Island Capital Plan Fund financing. For FY 2013, \$777,050 in RICAP funds will be utilized. The project is scheduled to be completed in FY 2013. The relocation of the maintenance facilities currently located in East Providence and Portsmouth will be financed with general obligation bond proceeds and the Rhode Island Capital Plan Fund. The Governor recommends a total of \$4.9 million, including \$4.6 million in pre-FY 2012 expenditures, for the relocation and replacement of a highway maintenance facility currently located on Sachem Road in East Providence. The

Department of Transportation

proposed facility and salt storage structure are to be located on state property within the bifurcation of Route 114 (East Shore Expressway) at Route 6. Financing for FY 2012 totals \$313,103, consisting of \$290,000 in issued general obligation bond proceeds from the 2002 authorization, and \$23,103 from the Rhode Island Capital Plan Fund. The project is scheduled to be completed in FY 2012. The Governor recommends a total of \$5.5 million, including \$200,000 in pre-FY 2012 expenditures, for construction of the Portsmouth facility which began in FY 2011. This project encompasses the relocation of Portsmouth facility to State land located between Boyd's Lane and the ramp to Route 24 north bound. A total of \$1.1 million of issued general obligation bonds from the 2004 authorization is recommended for this project for FY 2012. For FY 2013, the Governor recommends \$2.2 million, consisting of \$765,000 in issued general obligation bonds from the 2004 authorization, together with \$1.4 million in RICAP funds. The project is scheduled for completion in FY 2014 with a final expenditure of \$2.0 million in RICAP funds. The salt storage structures to be constructed as part of the East Providence and Portsmouth facilities are included under the Salt Storage Facilities project.

Maintenance Facility Improvements – The DOT has identified several maintenance facilities which are not being replaced and are in need of capital improvements. Financing of facility maintenance has typically been included in the Department's operating budget. The Governor recommends a total of \$932,112 in FY 2012 and \$400,000 in FY 2013 from the Rhode Island Capital Plan Fund for additional storage capacity at the Lincoln Avenue Headquarter facilities and Hope Valley facility; rehabilitation of the Gloucester facility's antiquated garage and generator; and resurfacing and pavement restoration of all maintenance facilities.

Maintenance Facilities Fire Alarms – The Governor recommends a total of \$525,000 from the Rhode Island Capital Plan Fund. \$200,000 in FY 2012 and \$325,000 in FY 2013, for outfitting of fire alarm systems to comply with new fire code regulations. The installation schedule for the project is based upon prioritizing facilities by use and number of employees assigned to each facility.

Cooperative Maintenance Facility – The Governor recommends a total of \$5.0 million from the Rhode Island Capital Plan Fund beginning FY 2017 for the conversion of the former Rhode Island Public Transit (RIPTA) maintenance facility on Elmwood Avenue to a cooperative maintenance facility for RIDOT heavy equipment and RIPTA buses. The project involves architectural and engineering services to draw plans for the conversion, along with construction to convert the facility and garage space into a functional and efficient maintenance shop. Approximately 40 percent of the RIDOT heavy fleet is currently maintained by RIPTA, however, no increase in that percentage can occur without the additional maintenance facility. This is a new project request which benefits both RIDOT and RIPTA by allowing the State to maintain vehicles through a State agency, saving money and providing uniform, quality repairs. RIPTA would benefit from the additional revenue.

Department of Transportation

GARVEE & Motor Fuel Tax Revenue Bonds

Construction Costs Allocation (millions)

	2012	2013	2014	2015	2016	2017	Post 2017	Total
I-195 Relocation								
Garvee Bond	29.95	5.26	0.00	0.00	0.00	0.00	0.00	35.21
Garvee Residual Earnings	2.47	0.00	0.00	0.00	0.00	0.00	0.00	2.47
Motor Fuel Bond	2.34	0.00	0.00	0.00	0.00	0.00	0.00	2.34
Motor Fuel Residuals	2.68	0.00	0.00	0.00	0.00	0.00	0.00	2.68
Total	37.44	5.26	0.00	0.00	0.00	0.00	0.00	42.70
Quonset Access Road - RT 403								
Garvee Bond	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.53
Garvee Residual Earnings	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Motor Fuel Residuals	0.30	1.50	0.00	0.00	0.00	0.00	0.00	1.80
Total	0.86	1.50	0.00	0.00	0.00	0.00	0.00	2.36
Frieght Rail Improvement Program								
Garvee Bond	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.88
Motor Fuel Residuals	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.18
Total	0.00	1.06	0.00	0.00	0.00	0.00	0.00	1.06
Sakonnet River Bridge								
Garvee Bond	8.54	9.60	0.00	0.00	0.00	0.00	0.00	18.14
Garvee Residual Earnings	2.14	0.00	0.00	0.00	0.00	0.00	0.00	2.14
Motor Fuel Residuals	0.00	2.40	0.00	0.00	0.00	0.00	0.00	2.40
Total	10.68	12.00	0.00	0.00	0.00	0.00	0.00	22.68
Washington Bridge								
Garvee Bond	0.00	2.85	7.74	8.15	3.26	0.00	0.00	22.00
Motor Fuel Bond	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	2.85	7.74	8.15	3.26	0.00	0.00	22.00
Total Bond Issuance								
Garvee Bond	39.02	18.59	7.74	8.15	3.26	0.00	0.00	76.76
Garvee Residual Earnings	4.64	0.00	0.00	0.00	0.00	0.00	0.00	4.64
Motor Fuel Bond	2.34	0.00	0.00	0.00	0.00	0.00	0.00	2.34
Motor Fuel Residuals	2.98	4.08	0.00	0.00	0.00	0.00	0.00	7.06
Total	48.98	22.67	7.74	8.15	3.26	0.00	0.00	90.80
Debt Service								
Garvee Bond	48.40	48.40	48.40	48.40	52.60	52.80	52.80	351.80
Gas Tax Bond	7.10	7.10	7.20	7.20	7.20	6.90	6.90	49.60
Total	55.50	55.50	55.60	55.60	59.80	59.70	59.70	401.40