

State of Rhode Island and Providence Plantations

Budget



Fiscal Year 2014

Volume IV – Public Safety, Natural Resources
and Transportation

Lincoln D. Chafee, Governor

Capital Budget Transportation

Department of Transportation

Governor's Recommendations

Highway Improvement Program (HIP) The Governor recommends the issuance of \$20.0 million of previously authorized general obligation bonds and \$60.0 million in previously issued general obligation bonds; and \$14.1 million of land sale revenue as state matching funds for a total of \$1,519.2 million of federal highway funds from FY 2013 to FY 2018. Additional revenues totaling \$204.0 million will flow from two new revenue sources for the Department of Transportation as previously discussed; Rhode Island Capital Plan funds beginning in FY 2013 and the new Vehicle Registration Surcharge revenue to be implemented beginning in FY 2014. The Legislature appropriated \$20.0 million in FY 2013 from the Rhode Island Capital Plan Fund to accelerate the elimination of general obligation bond financing for the Department of Transportation's federal highway match. 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 over the next three years are \$6.2 million for FY 2014, \$11.5 million for FY 2015, and \$17.3 million for FY 2016. 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.

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 was based upon an increase in federal funds resulting from earmarks as well as multi-year project costs schedules. These funds, along with other sources of matching funds have financed 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.

FHWA projects within the TIP fall into the following categories:

Administrative Program	Major Projects
Bicycle/Pedestrian Program	Planning Program
Bridge Program	Pavement Management
Enhancement Program	Traffic Safety Program
Highway Program	Transit Program
Interstate Program	Study & Development
Congestion Mitigation/ Air Quality Program	

Administrative Program involves project modifications and change order expenses, EEO program activities and motor fuel tax evasion enforcement expenses.

The **Bicycle/Pedestrian Program** includes the planning, design, and construction of independent bike paths and walking trails, on-road bicycle lanes, on-road bicycle routes, and bike/pedestrian promotional programs. Completion of the major independent bike paths that will form the spine of the State Greenway System

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continues to be a major emphasis of the program.

The **Bridge Improvement Program** is greatly expanded from the previous TIP to address immediate and critical bridge deficiencies. RIDOT maintains 748 bridges around the state. Bridge projects originate from State assessments and community requests that are evaluated and prioritized through the department's Bridge Management Program. Included in this category are funds for design, right-of-way acquisition, a program to eliminate structurally deficient bridges, preventative maintenance activities and the bridge inspection program. DOT maintains discretion on how bridge funds are applied to projects, and thus the listing of projects shown is subject to change should an unanticipated need develop.

An **Enhancements Program** is used to address environmental impacts on local communities from transportation and highway construction. SAFETEA-LU requires that 10 percent of STP funds be set-aside and used exclusively for enhancement projects. Enhancement projects must have a relationship to transportation and fall within at least one of an established list of categories.

The **Highway Program** primarily involves either full reconstruction of an existing roadway or construction of a new facility including project-related design and right-of-way acquisition. All of the highway construction projects are devoted to projects that preserve and manage the existing system, without appreciable expansion of highway capacity.

Interstate Program is funded from NHS Interstate Maintenance formula funds, together with State matching funds, for resurfacing and safety projects. Projects are determined by RIDOT's prioritization, and subject to change based on need.

The **Congestion Mitigation/Air Quality Program** funds projects to assist the State in improving air quality.

Major Projects: There are five significant projects currently under construction, three of which are funded, in part, through Grant Anticipation Revenue Vehicle (GARVEE) bonds. In November 2003, the State issued Motor Fuel Revenue bonds and GARVEES to advance implementation of the following three major transportation projects: Relocation of I-195, Providence River Pedestrian Bridge and the Sakonnet River Bridge. The two other major projects have substantial funding spread out over several years, and include the Pawtucket River Bridge (#550) and the Providence Viaduct (Bridge #578).

Planning occurs through the efforts of the Statewide Planning Program, RIDOT, RIPTA, in accordance with a Unified Planning Work Program for Transportation Planning, which must be approved each year by the State Planning Council, and the federal agencies that fund transportation planning. Planning involves long range planning, the development of the TIP, and environmental analysis and data collection, among other activities.

The **Pavement Management Program** allows the DOT to pursue the most cost effective pavement treatment for roads throughout Rhode Island. This work includes resurfacing, crack sealing, and micro-surfacing. Roadways included in this program are 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.

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Traffic/Safety Program includes the following major programs: 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, highway lighting improvements, repair of isolated drainage problems, and traffic safety design-related work.

The **Transit Program** includes projects for buses, CMAQ, and fixed guideway rails to encourage people to use transit programs and provide an adequate transportation network.

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. Under this program, projects are scoped and assessed in terms of environmental impact, community acceptability, constructability, and cost. Placement in this phase does not guarantee that a proposal will be implemented, but at least examined.

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 authorized \$709.6 million and programmed \$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) have been 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) were 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 financed under this program were the I-195 Relocation, Washington Bridge Reconstruction, a new Sakonnet River Bridge, and the Quonset Rt. 403 construction. Also financed was 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 FY 2013 and FY 2014 is \$48.4 million each year. The gas tax funded debt service on the Motor Fuel Tax revenue bonds totals \$8.3 million in FY 2013 and FY 2014, which is paid using 2.0 cents of total gas tax revenues. The actual debt service for the two years is \$7.1 million in FY 2013 and FY 2014, with the difference held by the Trustee to be applied to the debt principal.

Within the HIP, RIDOT plans to purchase a 52,500 square foot building surrounding a 6.17 acre parcel located adjacent to the Maintenance Headquarters facility in Warwick. The existing facility would be converted to approximately 35,000 square feet of space for the materials testing and associated functions of RIDOT. Currently, these functions are housed on the ground floor of Two Capitol Hill in Providence, where lack of ventilation, age of facilities and equipment, and appropriate space for testing limits the ability of staff

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to perform their responsibilities. The property is currently vacant and on the market. Recent appraisals place the value somewhere around \$2.1 – \$2.3 million. The Governor recommends the use of proceeds from prior land sales to purchase and renovate the facility. The Department has received Federal approval for use of these funds on this project.

Route I-195 Relocation Project – The cost for this project is \$425.4 million, which is comprised of \$305.7 million of GARVEE bonds, \$65.2 million of Motor Fuel Revenue bonds, \$12.4 million in Motor Fuel Bond residuals, and \$42.0 million of land sale revenue. A total of \$620.6 million will be spent on the I-195 project when including \$195.3 million in other highway funds which is offset to avoid double counting. Prior to FY 2013, \$353.1 million has been spent on the Route 195 Project, \$548.3 million when including \$195.3 million in other highway funds. In FY 2013, the Governor recommends total expenditures of \$37.9 million consisting of \$15.4 million in GARVEE bonds, \$19.9 million in Land Sale revenues, and \$2.6 million in Motor Fuel residuals. For FY 2014, the Governor recommends total expenditures of \$22.7 million consisting of \$14.2 million in Land Sale revenues, \$7.8 million in GARVEE bonds and \$2.5 million in Motor Fuel residuals. 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 \$116.5 million, \$201.7 million when \$85.2 million in other highway funds are included. In FY 2013, expenditures are estimated to be \$211,371; including \$169,051 in GARVEE bonds and \$42,320 in Motor Fuel residual earnings. When other highway funds of \$1.2 million are included, the total spending increases to \$1.4 million in FY 2013. In FY 2014 (the final year of the project), expenditures are estimated to be \$800,000 when including other highway funds. Prior to FY 2013, a total of \$116.3 million in GARVEE and Motor Fuel 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.

Sakonnet River Bridge Project – The total cost for this project is estimated to be \$142.5 million, including \$113.9 million in GARVEE bonds, \$10.7 million in GARVEE residual earnings, and \$17.9 million in Motor Fuel Revenue bonds. When additional financing provided by other highway funds is included the total project cost is \$242.0 million. At the project’s inception, an increase in the cost of the project was avoided

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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. A portion of the new bridge has been opened for traffic with RIDOT estimating substantial completion of the bridge to be sometime in the summer of 2013. Both discretionary and earmarked funding is being used for the project. In FY 2013, \$12.1 million is expected to be spent, including \$9.6 million in GARVEE bonds and \$2.5 million in GARVEE residual earnings. When other highway funds of \$22.5 million are included, the total spending increases to \$34.6 million in FY 2013. In FY 2014, \$9.3 million in spending is expected when other highway funds are included. The Department requested 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. Article 20 of the FY 2013 Budget as Enacted approved the transfer of the new Sakonnet River Bridge (and the Jamestown-Verrazzano Bridge) from the State to the Rhode Island Turnpike and Bridge Authority (RITBA). This transfer will allow the facility to become part of the East Bay bridge network and is one step needed to allow for tolling of the Sakonnet River Bridge. Once RIDOT completes construction of the new bridge, they will not receive payments or any reimbursement from RITBA. An environmental reassessment required by the Federal government to toll the bridge is currently underway and is expected to be completed in spring 2013.

Washington Bridge Repairs – The total cost of this project is \$68.5 million in GARVEE bonds. The Governor recommends \$12.5 million in FY 2013, \$7.9 million in FY 2014 and \$505,885 in FY 2015 utilizing GARVEE bonds. The Department requested 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

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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 2015. 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 \$147.6 million, including \$147.0 million in pre-FY 2013 expenditures. In FY 2013 (the final year for the project) a total of \$601,987 in funding is recommended, including \$481,564 in GARVEE bonds and \$120,423 in Motor Fuel residuals. When other Highway Funds are included, the total cost of this project is \$2.0 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 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 2013 expenditures. Funding for FY 2013 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 2014 total funding is \$600,000, comprised of \$480,000 in FTA funds and \$120,000 in local funds comprise the financing.

Train Station Maintenance and Repairs – The Department is responsible for the oversight and maintenance of three train stations 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 at each location, such as HVAC and roofing repairs. The Governor recommends \$300,000 in Rhode Island Capital Plan funding beginning in FY 2014, \$400,000 in FY 2015, \$500,000 in FY 2016, \$750,000 in F2017, and \$200,000 in FY 2018.

Fixed Guideway (Commuter Rail) – The total cost of this project is projected at \$252.5 million, including \$82.8 million in pre-FY 2013 expenditures. Funding for the project includes \$122.6 million in FTA funds, \$7.0 million in issued general obligation bond proceeds from the 2006 authorization, \$3.1 million from the issued 2008 authorization, \$500,000 from the unissued 2008 authorization, \$9.9 million from the Massachusetts Bay Transportation Authority (MBTA), \$952,100 in Rhode Island Capital Plan funds and a total of \$75.0 million in other funding, all of which is reserved in post-FY 2018 for the inclusion of SCCR Phase II construction costs for the construction of the Kingston and Westerly stations. These costs are not expected to occur during the five-year period included in this Capital Plan. Lastly, the Governor recommends the additional funding source of American Recovery and Reinvestment Act of 2009 federal stimulus funds totaling \$33.4 million. When other highway funds of \$1.0 million are included, the total

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spending increases to \$253.5 million. 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) system. Phase I of the SCCR includes construction for the provision of service between Providence and North Kingstown 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 was completed in December of 2011 and new service to Wickford Junction Station became fully operational in April 2012. The extended service is provided by the MBTA under the SCCR. Service currently consists of 10 round trips along the 20 miles between Providence and North Kingstown with stops at TF Green Airport and Wickford Junction. Phase II of SCCR service is currently in the planning phase. For FY 2013, the Governor recommends total funding of \$20.8 million, consisting of \$1.4 million in general obligation bonds from the issued 2008 authorization, \$13.7 million in Federal Transit Administration funds, \$400,000 in MBTA funds, and \$5.3 million in federal stimulus funds. For FY 2014, the Governor recommends total funding of \$21.5 million, consisting of \$416,263 of general obligation bonds from the issued 2008 authorization, \$500,000 of general obligation bonds from the unissued 2008 authorization, \$12.5 million in Federal Transit Administration funds, \$6.9 million in federal stimulus funds, \$483,737 in Rhode Island Capital Plan funds, and \$792,000 in MBTA funds. When other highway funds of \$1.0 million are included, the total spending increases to \$21.8 million in FY 2014.

Local Road Program – The Governor recommends \$10.0 million in Rhode Island Capital Plan funding towards a local roads program in FY 2014. The purpose of a State-funded local roads program is to improve the condition of local roads through a streamlined process to allow local communities to select the roads most in need of resurfacing, and to implement these projects on a local level. Funding for this program will be formula driven and will allocate available funds based on mileage within each municipality, in conjunction with other criteria developed to provide a reasonable minimum to each of Rhode Island's 39 cities and towns. Maintaining and improving local infrastructure is just as critical to overall economic health as investment in statewide infrastructure projects. Please note that a State-funded local roads program will enable municipalities to use allocated funds without the limitation to roads in the Federal Aid System. In the past, RIDOT and previous administrations, have unveiled a similar program through a combination of State and Federal funding known as RI-LEAP (Roadway Investment – Local Equity Aid Program). One of the issues and complexities in the distribution of these funds was that Federal funding requires adherence to Federal regulations, design standards, permitting, etc. In addition, Federal funding may only be spent on those roads classified as part of the Federal Aid System, which restricts RIDOT's annual pavement management initiatives. By using strictly State funds, more opportunities are afforded to municipalities to implement projects more quickly and with fewer administrative burdens.

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Maintenance Facilities

Salt Storage Facilities – The Governor recommends a total of \$17.0 million for expenditures on Salt Storage Facilities, including \$7.7 million in pre-FY 2013 expenditures. The Governor recommends expenditures of \$2.1 million in Rhode Island Capital Plan funds in FY 2013. The Governor recommends \$1.5 million in Rhode Island Capital Plan funds for each year from FY 2014 to FY 2018. 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 reviewed the existing salt storage facilities and developed a plan to replace/improve salt storage facilities to meet operational and environmental concerns. The Department has identified facilities which it plans to remediate, proposed to reduce the number of salt distribution centers to twenty, 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 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 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 \$3.1 million in pre-FY 2013 expenditures. For FY 2013, the Governor recommends financing of \$963,915 in Rhode Island Capital Plan Fund financing for the completion of the project. 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 \$5.1 million, including \$4.8 million in pre-FY 2013 expenditures, for the relocation and replacement of a highway maintenance facility currently located on Sachem Road in East Providence. The proposed facility currently located on state property within the bifurcation of Route 114 (East Shore Expressway) at Route 6. Financing for FY 2013 totals \$346,575 from the Rhode Island Capital Plan Fund. The project is scheduled to be completed in FY 2013. The Governor recommends a total of \$5.5 million, including \$200,000 in pre-FY 2013 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 \$1.0 million of issued general obligation bonds from the 2004 authorization and \$500,000 in Rhode Island Capital Plan financing is recommended for this project for FY 2013. For FY 2014, the Governor recommends \$2.7 million, consisting of \$865,000 in issued general obligation bonds from the 2004 authorization, together with \$1.8 million in Rhode Island Capital Plan funds. The project is scheduled for completion in FY 2015 with a final expenditure of \$1.1 million in Rhode Island Capital Plan funds. The salt storage structures to be constructed as part of the Portsmouth facility 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 \$766,453 in FY 2013, \$776,210 in FY 2014, \$400,000 in FY 2015, and \$500,000 in each of FY 2016 to FY 2018 from the Rhode

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Island Capital Plan Fund for upgrades to the Smithfield facility, such as roof rehabilitation, windows, and other energy-efficiency measures; office improvements at the Belleville facility, repairs to the HVAC system and concrete walls at the Mid-State facility, the roof at the Coventry facility, interim repairs at the existing Portsmouth facility, site work at the Lincoln facility; and further improvements to the Jamestown Pump Station, Hope Valley, and Charlestown facilities.

Maintenance Facilities Fire Alarms – The Governor recommends a total of \$200,000 from the Rhode Island Capital Plan Fund including \$147,562 in pre-FY 2013 expenditures. \$52,438 is requested in FY 2014 for final payments towards outfitting fire alarm systems to comply with new fire code regulations.

Cooperative Maintenance Facility – The Governor recommends a total of \$5.0 million from the Rhode Island Capital Plan Fund beginning FY 2014 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. The Governor recommends \$600,000 in FY 2014, \$3.5 million in FY 2015 and \$900,000 in FY 2016 for this project which will benefit 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.

Maintenance – Capital Equipment Replacement –

This project involves the purchase of heavy trucks, sweepers, loaders, tractors, and other equipment that will replace existing fleet equipment. An analysis of RIDOT's Maintenance Division's rolling stock and heavy vehicle inventory has been made and a replacement plan has been developed. The Maintenance Division maintains the State's 3,500 lane miles of highways and 756 bridges. In addition, new dump trucks have a graduated salt dispensing system which can better regulate the amount of salt placed on roads. The older trucks, which lack this system, would dispense too much salt causing environmental issues, as well as financial issues as salt is being wasted. The Department of Administration maintains a "revolving loan fund" from which funding for limited procurements of heavy equipment has been made available. The Department in the past reimburses this funding through the gas tax funded budget. Loans from this fund, however, have not been available for two years, and with limited gas tax resources, the fleet is simply aging.

In FY 2013, the "revolving loan fund" has again been funded; however, all State agencies compete for this limited funding stream. As a means to replace DOT's aging heavy equipment fleet, the Governor recommends utilizing Rhode Island Capital Plan funds in the amount of \$1.0 million each year, beginning in FY 2013. In addition, the Governor recommends a total of \$21.4 million accounting for funds spent prior to FY 2013 from the State "revolving loan fund". As DOT gradually moves off of bond funding, less spending on debt service will allow for additional funding in the gas tax or revenues from registration fees to become available. Looking at the use of this "freed-up" revenue funds could provide RIDOT with its own vehicle replacement fund.