

Department of Transportation Governor's FY 2013 and FY 2014 Recommendations



Staff Presentation to the House
Finance Committee
March 7, 2013

Department of Transportation

- Central Management
 - ◆ Director's Office and legal
- Management and Budget
 - ◆ Financial oversight and administration
- Infrastructure Engineering
 - ◆ Design and construction of all transportation projects
- Infrastructure Maintenance
 - ◆ Maintain state highways, bridges, roadsides, pavement and drainage systems

Department of Transportation

- Approximately 1,100 road miles
 - ◆ Approximately 3,000 lane miles
- 780 state maintained bridges
 - ◆ 158 structurally deficient – 20%
 - ◆ 217 functionally obsolete – 28%
 - ◆ 78 posted (weight restricted) – 10%
 - ◆ 13 closed – 2%

Federal Highway Projects

- Construction and repair for highways, roads and bridges
- Safety improvements
- Resurfacing
- Drainage and lighting improvements

Fund Sources

- Federal Highway Administration Funds
 - ◆ Recent history - \$40.0 million of G.O. bonds as 20% state match for approximately \$200 million annually
 - ◆ Generated through \$80.0 million bond referenda during election years
 - ◆ No referenda on 2012 ballot or in future
 - ◆ Part of pay-go initiative

Fund Sources

- Stimulus Funds
 - ◆ Over \$140.0 million
 - ◆ Majority of funds have been spent
 - ◆ 62 individual projects
 - ◆ Commuter rail
 - ◆ \$1.6 million for FY 2013
 - ◆ No further funding included

Fund Sources

- Other Federal Funds
 - ◆ Approximately \$90 million in FY 2014
 - ◆ Grant funding from National Highway Transportation Safety Administration
 - ◆ Federal Transit Authority

Fund Sources

- Land Sale Revenue
- FY 2014 - \$2.5 million
 - ◆ Derived from the sale of department owned land
 - ◆ Funds used for equipment and other purchases
 - ◆ Recently used \$2.3 million for land adjacent to Warwick HQ for materials testing facility

Fund Sources

- I-195 Land Sale Revenue
- FY 2014 - \$21.3 million
 - ◆ Derived from the sale of parcels made available from relocation of I-195
 - ◆ I-195 Commission purchased parcels
 - ◆ DOT uses revenue for project costs
 - ◆ Parcels sold and developed according to plans developed by the Commission

Fund Sources

- Gasoline Tax
 - ◆ Derived from 33.0 cents per gallon
 - ◆ Approximately \$135 million annually
 - ◆ Deposited into Intermodal Surface Transportation Fund
 - ◆ Distribution to transportation entities contained in statute

Gasoline Tax Proceeds (Cents)

<i>Entity</i>	<i>Share</i>
Department of Transportation	21.75
Public Transit Authority	9.75
Elderly Transportation - DHS	1.0
Environmental Protection Fee	0.5
<i>Total</i>	33.0

Gasoline Tax Proceeds

<i>Fiscal Year</i>	<i>Per Penny Yield *</i>	<i>DOT Share</i>	<i>Total Funding*</i>
2008	\$4.513	20.75	\$93.6
2009	\$4.327	20.75	\$89.8
2010	\$4.185	21.75	\$91.0
2011	\$4.268	21.75	\$92.8
2012	\$4.206	21.75	\$91.5
2013 Revised	\$4.155	21.75	\$90.4
2014 Gov. Rec.	\$4.165	21.75	\$90.6

**In millions*

Gasoline Tax Proceeds

- Reasons for decline are mix of positive and negative
 - ◆ More fuel efficient vehicles
 - ◆ Higher use of public transportation
 - ◆ Tax is linked to consumption, not price
 - Affected by economic activity
 - ◆ Higher the price, lower the consumption
 - ◆ Overall – a declining revenue source

Gasoline Tax Expenditures

- Maintenance Division
 - ◆ Personnel
 - ◆ Operations
 - ◆ Electricity – highway lighting
 - ◆ Equipment maintenance
 - ◆ Winter maintenance

Winter Maintenance

Fiscal Year	Cost (Millions)	Hours of Operation	Cost per Hour
2008	\$7.9	290	\$27,142
2009	16.2	354	45,768
2010	11.7	374	31,294
2011	18.8	401	46,883
2012	8.0	162	49,382
5-year Avg.	\$12.5	316	\$40,094

Winter Maintenance - \$12.4 Million

- Materials - \$5.4 million
 - ◆ Salt, sand and liquid de-icers
- Personnel - \$1.5 million
 - ◆ Maintenance division operations
 - ◆ Overtime
- Contracting - \$3.6 million
 - ◆ Approximately 300 contracted plows
- Equipment Maintenance - \$1.9 million
 - ◆ Equipment repairs and fuel

Gasoline Tax Proceeds

- General Obligation Bond Debt Service
 - ◆ \$29.6 million in FY 2014
- Reduced amount reflects
 - ◆ Debt restructuring
 - ◆ Rebate available from Build America Bonds
 - ◆ \$10 million from general revenues as part of Governor's initiative in previous budget

Gasoline Tax Proceeds

- Total of \$135.4 million for all of transportation in FY 2014
- DOT - \$90.6 million
- RIPTA - \$40.6 million
- Elderly Transportation - \$4.2 million

FY 2013 Revised Recommendation

<i>(In millions)</i>	<i>Enacted</i>	<i>Governor</i>	<i>Difference</i>
Federal Funds	\$362.3	\$316.5	(\$45.8)
Gas Tax	132.7	130.9	(1.8)
Res. Receipts	1.0	1.0	-
Other	15.6	18.9	3.3
<i>Total</i>	<i>\$511.6</i>	<i>\$467.3</i>	<i>(\$44.3)</i>

FY 2013 Revised Recommendation

- Governor recommends \$467.3 million
- \$44.3 million more than enacted
 - ◆ \$45.8 million less from federal funds
 - ◆ \$1.6 million more from other sources
- 772.6 full-time equivalent positions
 - ◆ 452.9 funded with federal funds
 - ◆ 297.0 funded with gasoline tax proceeds
 - ◆ 22.7 funded with other sources

FY 2013 Revised Recommendation

- Department does not directly receive general revenues
- Governor includes the \$8.0 million of general revenues included by the 2012 Assembly to pay debt service
- Increases available gasoline tax proceeds for operations
- Reduces available general revenue

FY 2013 Revised Recommendation

- FHWA Projects - \$42.4 million less
 - ◆ Reflects revised award and expenditures
- Salaries and Benefits - \$7.7 million less
 - ◆ Reflects actual filled positions
 - ◆ Includes turnover for approximately 60.0 positions
 - ◆ As of pay period ending February 23rd 696.6 filled positions – 76.0 less than requested and enacted

FY 2013 Revised Recommendation

- NHTSA grants - \$1.1 million more
 - ◆ DUI enforcement, seatbelt usage and speeding
- Commuter Rail - \$5.8 million more
 - ◆ Revised award from Federal Transit Administration
 - ◆ Used for development of South County Commuter Rail project

FY 2014 Recommendation

- Governor recommends \$469.9 million
 - ◆ \$41.7 million less than enacted
 - \$50.5 million less from federal funds
 - \$7.0 million more from restricted receipts
- Includes \$6.3 million of new funding from motor vehicle surcharges, which will begin to be phased in July 1, 2013

Transportation Funding

- Gas tax revenue is a declining source
- Restricted due to availability
 - ◆ Increasing debt service costs due to reliance on bonding for match
 - ◆ Less available for operations
 - ◆ Impact on personnel
 - ◆ Impact on assets
 - Litter removal, grass mowing, highway lighting

Transportation Funding

- Transition from financing to pay-go
 - ◆ New sources
 - New motor vehicle surcharges
 - Rhode Island Capital Plan funds
 - ◆ Lowering current obligations
 - General revenues for debt services
 - Transportation debt restructuring

Transportation Funding

❖ Funding the 20% match for FHWA funds

Fiscal Year	Biennial Reg.	Annual Reg.	License Renewal	RICAP	Previous G.O.	Total
2013	\$ -	\$ -	\$ -	\$20.0	\$23.8	\$43.8
2014	\$3.9	\$1.6	\$1.5	\$20.0	\$13.0	\$40.0
2015	\$7.8	\$3.2	\$3.0	\$20.0	\$7.0	\$41.0
2016	\$11.7	\$4.8	\$4.5	\$20.0	\$ -	\$41.0

In millions

Article 6 - Section 2, Motor Vehicle Fees

- Revision to current law regarding motor vehicle surcharges
 - ◆ Collected by DMV
 - ◆ Established by the 2011 Assembly for DOT in lieu of borrowing
 - ◆ Appears to correct those actions to reflect intent

Article 6 - Section 2, Motor Vehicle Fees

- Incremental transportation related fee increases
- Combined with RICAP for state match of federal funds
- Would begin on July 1, 2013
- Fees originally estimated to yield \$20 million annually

Article 6 - Section 2, Motor Vehicle Fees

Current Law

Fiscal Year	Biannual Registration Fee	Annual Registration Fee	License Fee
2013	\$60.00	\$30.00	\$30.00
2014	\$70.00	\$35.00	\$40.00
2015	\$80.00	\$40.00	\$50.00
2016	\$90.00	\$45.00	\$60.00

Article 6 - Section 2, Motor Vehicle Fees

- Technical corrections to current law regarding motor vehicle surcharges
- Corrections included to ensure that surcharges reflect intent of current law
- Clarifies surcharges are for all registrations
 - ◆ Antique, farm, motorcycles

Article 6 - Section 2, Motor Vehicle Fees

- Establishes lower surcharges for consistency with registration costs
- Prorates 5 year license renewal surcharge
 - ◆ Certain renewals less than five years
- Renames account “Rhode Island Highway Maintenance Account”

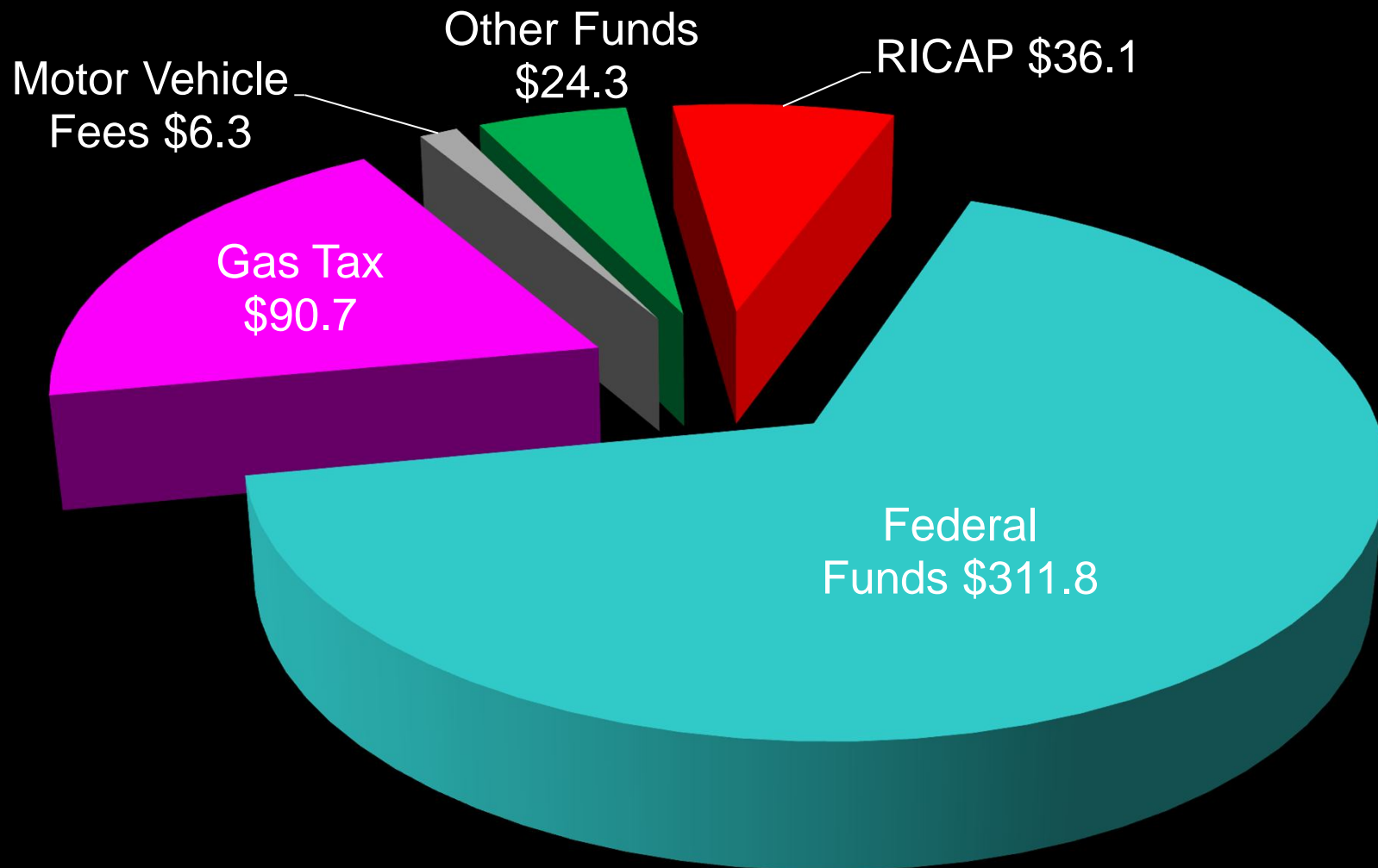
Article 6 - Section 2, Motor Vehicle Fees

- Establishes account in the Intermodal Surface Transportation Fund
- Anomalies in Data
 - ◆ Total registrations too high
 - ◆ Appears to be missing data elements

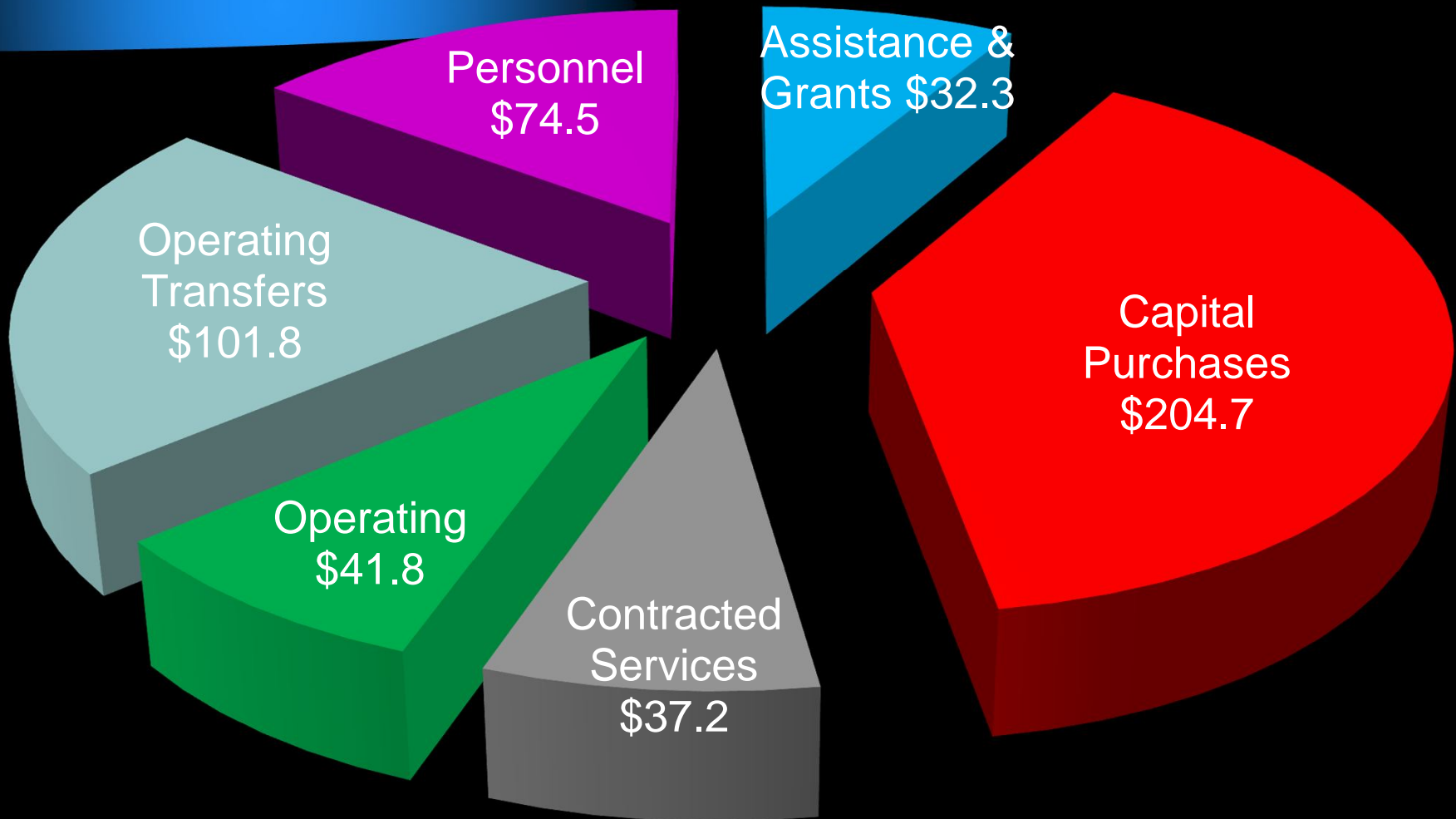
Article 6 - Section 2, Motor Vehicle Fees

- Revenue changes from updated data
 - ◆ Still appear to be inconsistencies
 - ◆ Staff is working with Budget Office on corrections
 - ◆ Budget Office estimates \$6.6 million less for FY 2014 through FY 2017
 - ◆ \$0.7 million less for FY 2014
 - ◆ Will require backfill from other source to maintain \$40 million annual threshold

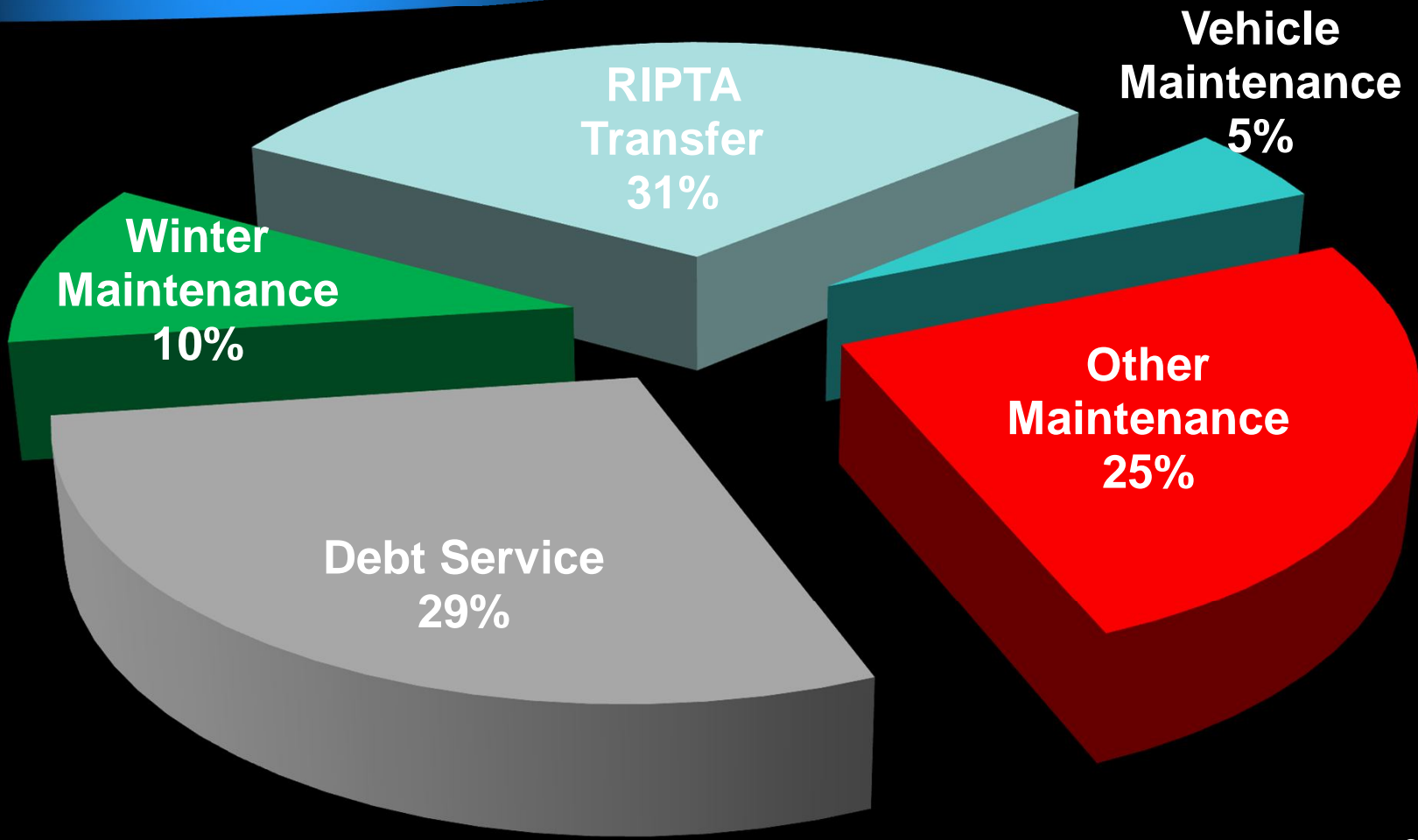
FY 2014 Sources (In millions)



FY 2014 Expenditures (In millions)



Gasoline Tax Expenditures FY 2014



FY 2014 Changes to Enacted

<i>FY 2013 Enacted</i>	<i>\$511.6 million</i>
Federal Highway Projects	(37.0)
Salaries and Benefits	(6.1)
GARVEE Bond Projects	(4.1)
Commuter Rail	6.2
Interstate 195 Relocation	(9.0)
Local Roads and Streetscapes	10.0
All Other Changes	(1.7)
Total Changes	(41.7)
<i>FY 2014 Governor</i>	<i>\$469.9 million</i>

FY 2014 Recommendation

- FHWA projects - \$223.9 million
 - ◆ \$37.0 million less
 - ◆ Revised award and planned expenditures
 - ◆ Consistent with Transportation Improvement Program

FY 2014 Recommendation

- Salaries and Benefits - \$68.4 million
 - ◆ Authorized level of FTEs - 772.6
 - ◆ \$6.1 million less than enacted
 - ◆ Turnover equal to approximately 60 positions
- Filled positions
 - ◆ FY 2010 average filled - 696.4
 - ◆ FY 2011 average filled - 707.6
 - ◆ FY 2012 average filled - 713.2
 - ◆ Currently 695.6 filled positions

GARVEE Bond Projects

- The 2003 Assembly authorized the state to advance certain projects with GARVEE bonds (Grant Anticipation Revenue Vehicles)
- Program approved by Congress that allows states to borrow funds, which are then backed and repaid by the annual allocation of federal funds

GARVEE Bond Projects

- Funds were combined with proceeds from the Motor Vehicle Tax Revenue bonds, which are financed through a two-cent dedication of DOT's gas tax
- Occasionally the value of the two cents has been higher than the necessary debt service payment
- Remaining amount is deposited into a residual account for project costs

GARVEE Bond Projects

- Budget programs these funds into capital program to make final payments for the GARVEE funded projects
 - ◆ Freight Rail Improvement Plan
 - ◆ Relocation of Interstate 195
 - ◆ Route 403 interchange
 - ◆ Sakonnet River Bridge
 - ◆ Washington Bridge
- Majority will be completed in FY 2013

FY 2014 Recommendation

- Commuter Rail - \$19.1 million
 - ◆ \$6.2 million less than enacted
 - ◆ Revised award from Federal Transit Administration
 - ◆ Used for development of South County Commuter Rail project
 - ◆ Other track improvements
 - ◆ Potential future stops

FY 2014 Recommendation

- Interstate 195 Relocation Land Sales
 - ◆ Freed up parcels of land purchased by EDC through bond issuance - \$42 million
 - ◆ I-195 Commission in charge of sales
 - ◆ Proceeds used for project costs
 - ◆ \$12.3 million, \$9.0 million less than enacted
 - ◆ Reflects projected use of proceeds for project costs

Capital Development Plan

- \$3,728.9 million total project costs
- \$1,658.2 million for FY 2014 through FY 2018
- Includes projects in the Highway Improvement Program
 - ◆ Large scale projects
- Department asset protection projects
 - ◆ Maintenance facilities

Capital Development Plan

- One new project
- Local Road Program - \$10 million
 - ◆ Appropriation from RICAP contained in Article 1 of appropriations bill
 - ◆ For all municipalities
 - ◆ Formula based on percentage of local road miles, includes a minimum of \$100,000

Capital Development Plan

- Intended to provide a streamlined process for cities and towns to identify and repair worst roads
- Not clear if proper use of RICAP funds
 - ◆ Authority to appropriate
 - ◆ Definition of “capital project”
- Current language works like a Local Aid Program

Capital Development Plan – (In millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Local Roads	New	\$10.0	RICF	FY 2014
Highway Imp. Program	Revised	\$2,491.6	MV surchgs. FHWA, RICE	Perpetual
Equipment Replacement	Revised	\$27.4	State Rev. Fund, RICE	FY 2018/ Perpetual
Cooperative Maint. Facility	Revised	\$5.0	RICF	FY 2016
I-195 Relocation	Revised	\$426.8	FHWA GARVEE	FY 2016

Capital Development Plan – (In millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Commuter Rail	Ongoing	\$252.5	MBTA, G.O. Bonds	Post FY 2018
Salt Storage Facilities	Ongoing	\$17.2	G.O. Bonds RICF	FY 2018
Maint. Fac. Asset Protec.	Ongoing	\$4.4	RICF	FY 2018
Freight Rail Improvement	Ongoing	\$147.6	GARVEE FRA	FY 2013
Sakonnet River Bridge	Ongoing	\$142.5	FHWA GARVEE	FY 2013

Capital Development Plan – (In millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Washington Bridge	Ongoing	\$68.5	GARVEE	FY 2015
Pawtucket-CF Train Study	Ongoing	\$3.4	RICF FTA, Local	FY 2017
E.P. Maint. Facility	Ongoing	\$5.1	G.O. Bonds RICF	FY 2013
Lincoln Maint. Facility	Ongoing	\$4.1	G.O. Bonds RICF	FY 2013

Capital Development Plan – (In millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Train Station Repairs	Ongoing	\$2.2	RICF	FY 2018/ Perpetual
Maintenance Fire Alarms	Ongoing	\$0.2	RICF	FY 2013
Quonset Route - 403	Ongoing	\$116.5	FHWA GARVEE	FY 2013
Portsmouth Facility	Ongoing	\$5.5	GO Bonds RICF	FY 2015

Other Issues

- Tolling

- ◆ 2012 Assembly concurred with Governor initiative to transfer control and maintenance of Sakonnet and Jamestown bridges to Turnpike and Bridge Authority
- ◆ DOT did not have enough resources to properly maintain bridges
- ◆ Turnpike and Bridge would institute toll on Sakonnet to cover maintenance costs: \$3.5 million to \$5.0 million annually

Other Issues

- ◆ Residual funding would be used for other capital projects in the East Bay
- ◆ Currently awaiting final federal approval
- ◆ Toll structure may be similar to current structure on Newport Pell
- ◆ Projected to be implemented by this summer

Other Issues

- Sequestration
 - ◆ Vast majority of programs funded through the Transportation Trust Fund are exempt
 - ◆ Includes major federal highway funding
 - ◆ 5.3% of funding from the National Highway Performance Program could be lost
 - \$0.2 million
 - DOT does not believe it would cause negative impacts to its operations

Other Issues

- Some “New Starts Program” projects are eligible
 - ◆ Provides funding for new transit projects
 - Pawtucket/Central Falls Train Station Study
\$2.1 million
 - ◆ Unclear how much funding could be lost
 - ◆ Project has started

Other Issues

- Office of Management and Budget
 - ◆ Conducting a review of functions
 - ◆ Identifies funding and organizational issues
 - ◆ Examines other state's structures
 - ◆ Includes possible interagency collaboration
 - ◆ Potential economic development
- Issued initial report on 12/14/12

Other Issues

- Will continue to collect data and develop ideas through June of 2013
- In July the Office will present interim report
 - ◆ Additional data
 - ◆ Findings
 - ◆ Recommendations
 - ◆ Implementation plan

Other Issues

- Efficiency
 - ◆ Recent EDC report ranks DOT 50th for highway infrastructure cost effectiveness
 - ◆ State's size can limit economies of scale
- Shared services
 - ◆ Vehicle and equipment maintenance
 - ◆ Purchasing agreements
 - ◆ Combining fuel purchases

Other Issues

- Alternative collaborations
 - ◆ Ports
 - ◆ Rail
 - ◆ Airport
 - ◆ Quonset Point development

Department of Transportation
Governor's FY 2013 and FY 2014
Recommendations



Staff Presentation to the House
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Public Transit Authority Governor's FY 2013 Revised and FY 2014 Budgets



Staff Presentation to the House
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Organization and Structure

- Quasi-public agency
- Established in 1964
- Responsible for fixed-route bus service and Americans with Disabilities Act paratransit service operations
- Governed by an 8 member Board of Directors

Organization and Structure

- Service

- ◆ 1,436 square miles
- ◆ 3,300 daily trips
- ◆ Routes range from 2.5 miles to 45.5 miles
- ◆ 54 fixed routes statewide

- Fares

- ◆ One-way: \$2.00
- ◆ Monthly pass: \$62.00

Organization and Structure

- Budgeted for 825.0 positions
 - ◆ Currently 788.0 filled
- 25 non-union; Union members belong to:
 - ◆ 618 - Bus Operators/Maintenance
 - ◆ 618 A - Street & Shop Supervisors
 - ◆ 808 - Administrative
- Fleet of 236 fixed-route buses
- 125 paratransit vans
 - ◆ Includes Ride and ADA trips

Ridership - Passengers

- FY 2008: 20.8 million
- FY 2009: 18.6 million
- FY 2010: 18.0 million
- FY 2011: 18.2 million
- FY 2012: 20.1 million
- Totals includes 0.6 to 0.7 million passengers annually on paratransit vehicles

FY 2013

- Early FY 2013 - Governor assigns State Police as overseer of Authority
 - ◆ A result of reported mismanagement
 - ◆ Possible financial wrongdoing
 - ◆ Security systems breach
- Also included a “Resource Team” from Budget Office, Governor and OHHS to assist
- Executive Director placed on paid leave

FY 2013

- Stated Goals
 - ◆ Investigate allegations
 - ◆ Assist with operations
 - ◆ Identify process improvements
 - ◆ Improve financial management and tracking
 - ◆ Address possible security issues

FY 2013

- October of 2012
- Inadequate budgetary controls
 - ◆ Requisitions approved without available sources
 - ◆ Absence of monthly cash flow analyses
 - ◆ Inventory control
- January of 2013
 - ◆ Executive Director officially separates

FY 2013

- Interim solutions
 - ◆ New procurement procedures
 - ◆ Institution of cash flow analysis
 - ◆ Evaluation of best practices used by other transit agencies
- Governor recommends debt service payments be funded with general revenues for two years
 - ◆ FY 2013 - \$1.6 million
 - ◆ FY 2014 - \$1.7 million

FY 2013

- Governor's documents include a projected deficit of \$25,855
- Has been revised to \$1.4 million
- Currently undertaking a complete operational analysis
 - ◆ Routes
 - ◆ Number of stops
 - ◆ Frequency of stops
 - ◆ Across-the-board savings initiatives
 - ◆ Overall efficiencies

FY 2013

- Goals

- ◆ Increased efficiencies
- ◆ Generate cost savings
- ◆ Lowest impact on service
 - Currently holding public meetings

FY 2013

- Outstanding Issue – Structural Deficit
 - ◆ As gas prices increase, so does ridership
 - ◆ Gasoline tax revenues decrease
 - ◆ Must alter service, which decreases revenue
 - ◆ Concurrent with increase in demand
- Governor's documents noted projections were based on preliminary budget
 - ◆ Has been approved by the Board of Directors

FY 2014 Revenue Sources

- Gasoline Tax
 - ◆ \$40.6 million
 - ◆ Based on a per penny yield of \$4.2 million
 - ◆ 9.75 cent share
 - ◆ Approximately 40% of all revenue sources
 - ◆ Based on Department of Revenue estimate included in Transportation budget

Gasoline Tax Proceeds – 33.0 Cents

<i>Entity</i>	<i>Share</i>
Department of Transportation	21.75
Public Transit Authority	9.75
Elderly Transportation - DHS	1.0
Environmental Protection Fee	0.5
<i>Total</i>	<i>33.0</i>

Gasoline Tax Proceeds

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2008	\$4.513	7.25	\$32.7
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2010	\$4.185	9.75	\$40.8
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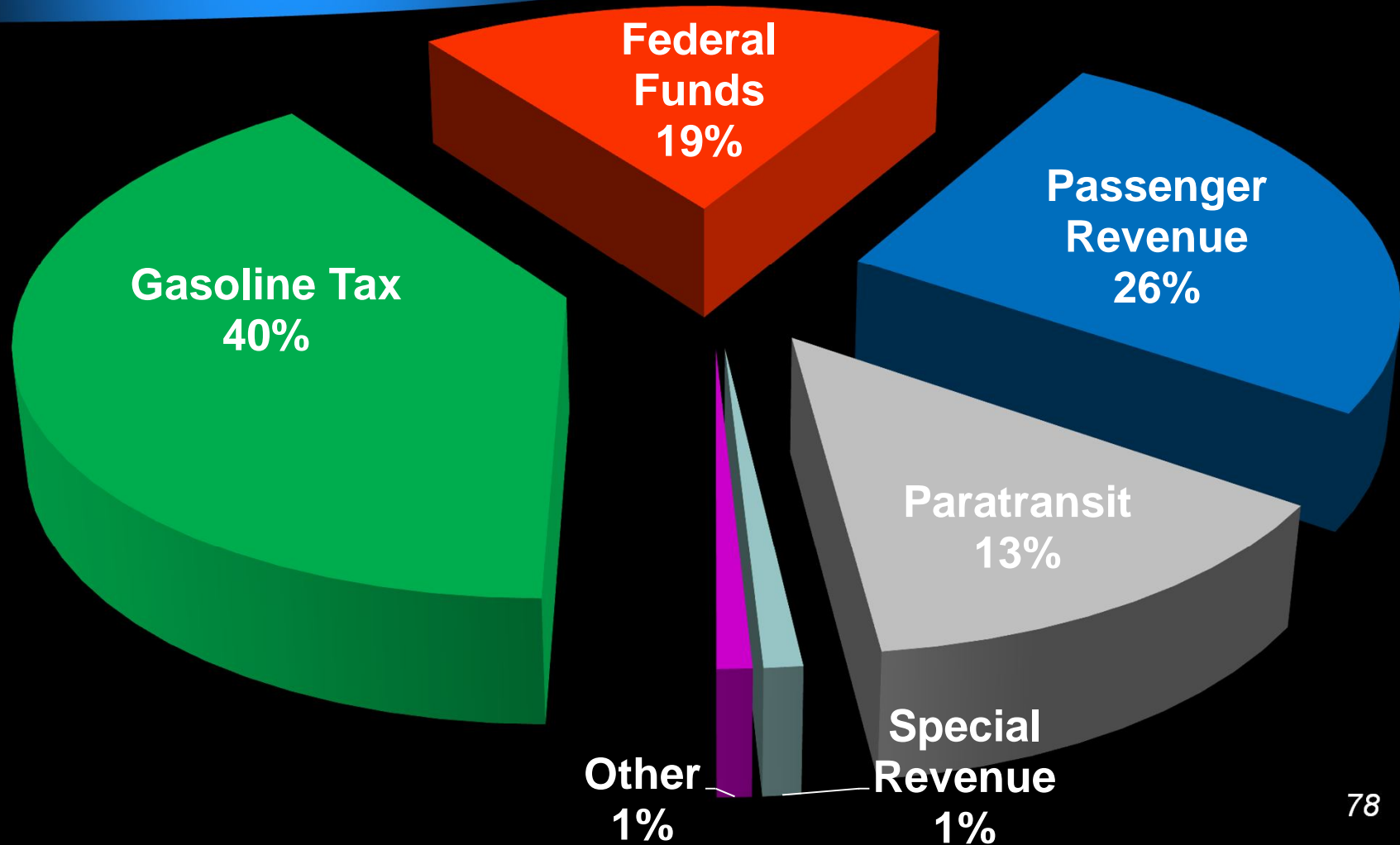
**In millions*

FY 2014 Revenue Sources

<i>Fund Source</i>	<i>FY 2014</i>
Gasoline Tax	\$40.6
Federal Funds	19.2
Passenger Revenue	27.0
Paratransit Reimbursement	13.9
Special Revenue	1.0
Other Sources	1.4
<i>Total Sources</i>	<i>\$103.1</i>

(In millions)

FY 2014 Revenue Sources - Millions

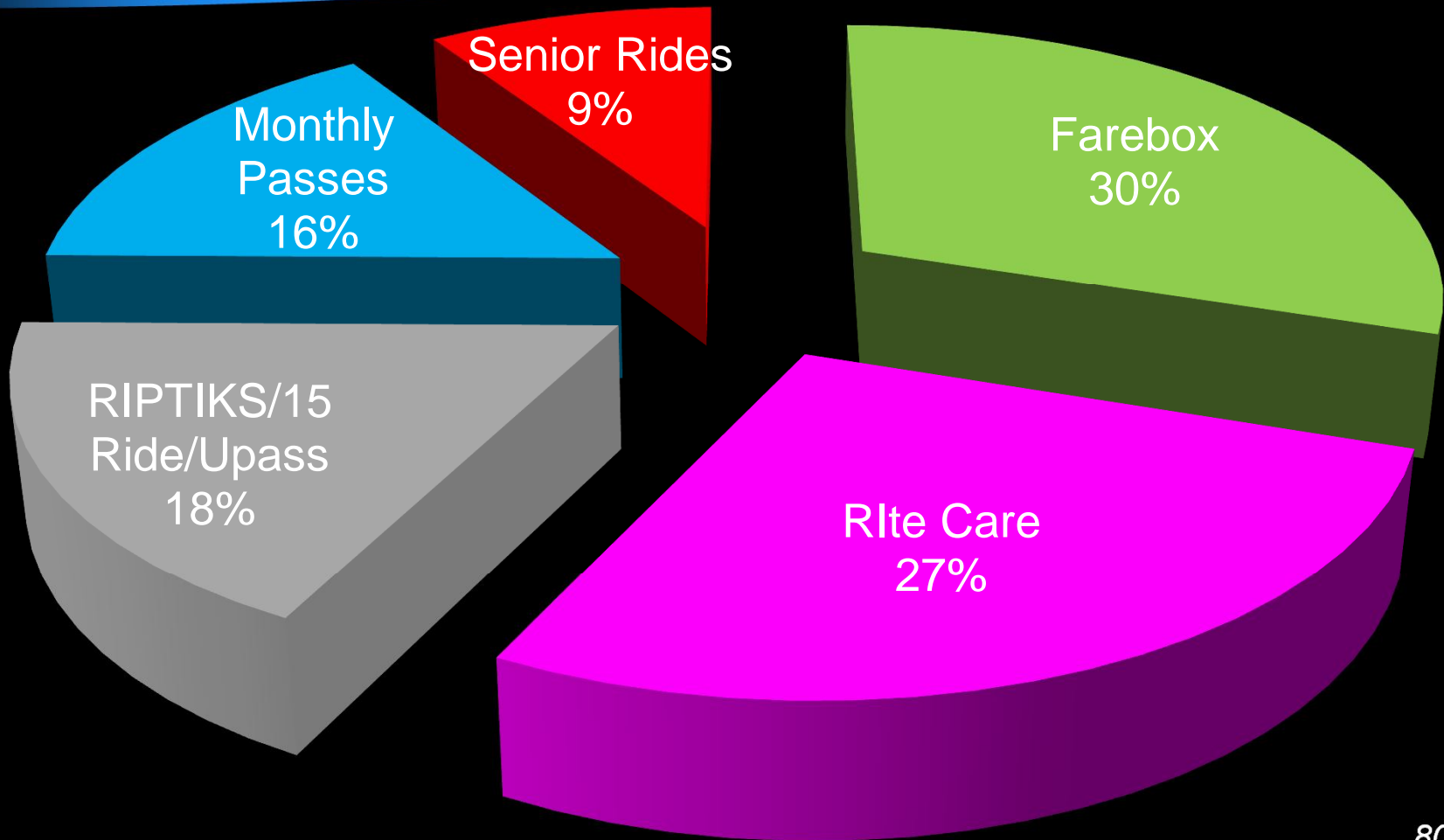


FY 2014 Passenger Revenue

<i>Source</i>	<i>FY 2014</i>
Farebox	\$8.1
Rlte Care	7.4
RIPTIKS/15 Ride pass/Upass	4.8
Monthly Passes	4.2
Senior Rides	2.5
<i>Total</i>	<i>\$27.0</i>

(In millions)

FY 2014 Passenger Revenue



Expenditures

<i>In millions</i>	FY 2013	FY 2014	Change
Salaries & Wages	\$44.9	\$44.5	(\$0.4)
Benefits	24.3	31.7	7.4
Operations	30.6	31.9	1.3
Special Services	1.5	0.7	(0.8)
Total	\$101.3	\$108.8	\$7.5

FY 2014 Expenses

- Salaries and Wages
 - ◆ \$44.5 million
- Employee Benefits
 - ◆ \$31.7 million
 - ◆ Defined pension benefit plan
 - ◆ Health care benefits consistent with state employees
 - Co-shares and waivers are same for non-represented, but different for union

FY 2014 Expenses

- Employee Benefits
 - ◆ Fully funds Other Post Employment Benefits (OPEB)
 - ◆ First year of full actuarial funding
 - ◆ \$8.0 million
 - Retiree health benefits same as state employees
 - Co-shares are different, included in collective bargaining

FY 2014 Expenses

- Operating expenses - \$31.9 million
 - ◆ Fuel and maintenance
 - ◆ Ride program expenses and ADA
 - ◆ Was also used for debt service for general obligation bonds
 - Won't be used for that in FY 2013 and FY 2014

FY 2014 Expenses

- Special Services - \$0.7 million
 - ◆ Legal services
 - ◆ Actuarial studies
 - ◆ Auditing services
 - ◆ Environmental services
 - ◆ Project support
 - Engineering, ARRA, Metro Transit Study

Article 21 - RIPTA

- Heard on February 5th
- Technical correction to current law
- 2012 Assembly appropriated \$4.2 million from State Fleet Replacement Revolving Loan Fund
- Intent was for the Authority not to pay back

Article 21 - RIPTA

- Consistent with transportation's transition from financing to pay-go
- Specifies RIPTA will not repay amount
- Current version is inconsistent with Governor's capital recommendation
 - ◆ Includes \$4.2 million through FY 2017
 - ◆ Plan programs only \$4.1 million
 - ◆ Uses same source in FY 2018; funds may not be available

Budget Issues

- Sequestration – no projected reductions
- \$5.8 million deficit for FY 2013
- Fuel prices
 - ◆ FY 2013 lock of \$3.1497
- Gasoline Tax
- Debt Service
 - ◆ Beyond FY 2014?

Budget Issues

- Debt Service

- ◆ FY 2010: \$824,797
- ◆ FY 2011: \$981,691
- ◆ FY 2012: \$1,103,892
- ◆ FY 2013: \$1,620,472
- ◆ FY 2014: \$1,659,334

FY 2013 – New Capital Projects

- Four new projects
- All or partial funding from RICAP
- All funding would be spent in FY 2013
 - ◆ Digital Security Cameras - \$2.6 million
 - ◆ High Speed Fueling - \$1.4 million
 - ◆ Newport Facility Upgrades - \$0.5 million
 - ◆ Cash Room Security - \$0.2 million
- RICAP historically not used for these types of projects

FY 2014 – 2018 Capital Plan (Millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Enterprise Software	New	\$2.2	Federal RIPTA	FY 2014
Solar/Roof Technologies	Revised	\$3.5	ARRA, FTA RIPTA	FY 2013
Bus Rapid Transit	Revised	\$2.1	Federal RIPTA	FY 2013
Land & Building Enhancements	Revised	\$13.3	Fed., G.O. Bonds, RICAP, RIPTA	FY 2017

FY 2014 – 2018 Capital Plan (Millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Paratransit Vehicles	Ongoing	\$19.3	Fed., RICAP RIPTA	Perpetual
Bus Purchases	Ongoing	\$142.7	Fed., New G.O. bonds	Perpetual
Providence Connector	Ongoing	\$1.0	FTA	FY 2013

FY 2014 – 2018 Capital Plan (Millions)

<i>Project</i>	<i>Status</i>	<i>Cost</i>	<i>Financing</i>	<i>End Date</i>
Radio Interoperability	Ongoing	\$4.3	FEMA	FY 2013
Elmwood Expansion	Ongoing	\$41.4	FTA, RIPTA RICAP	FY 2013
Intelligent Trans. System	Ongoing	\$10.8	ARRA	FY 2012

Public Transit Authority Governor's FY 2013 Revised and FY 2014 Budgets



Staff Presentation to the House
Finance Committee
March 7, 2013