

**Rhode Island Turnpike and Bridge Authority**  
One East Shore Road | P.O. Box 437 | Jamestown, Rhode Island 02835-0437

## **NOTICE**

(Posted March 14, 2024)

There will be a Board Meeting of the Rhode Island Turnpike and Bridge Authority on Wednesday, March 20, 2024, at 8:30 A.M., at the Authority's office in Jamestown.

If communications assistance is needed or other accommodations to ensure equal participation, please call Marianne Durgin at 401-423-0800 or email [mdurgin@ritba.org](mailto:mdurgin@ritba.org) no less than (2) business days prior to the meeting.



**Rhode Island Turnpike and Bridge Authority**  
One East Shore Road | P.O. Box 437 | Jamestown, Rhode Island 02835-0437

**Board Meeting Agenda**  
**March 20, 2024 Meeting**  
**8:30 AM**

1. **Call to Order:** James K. Salome, Chair
  
  2. **Public Comment:**
  
  3. **Approval:** Minutes of the February 21, 2024 Meeting
  
  4. **Discussion, Vote, or Other Action:** Contract 15-12 – Toll Collection System Extension
  
  5. **Discussion, Vote, or Other Action:** Design and Bid Phase Services Task Order – Mount Hope Bridge  
Rubberized Asphalt Chip Seal
  
  6. **Discussion:** Selection of Program Manager for Newport Pell INFRA Grant Project Bundle
- Director of Engineering: Capital Projects – Status Report
- Chief Financial Officer: Financial Reports
- Executive Director's Report:
- Plaza Road Design Work
  - Mount Hope Bridge Dehumidification Project – Timeline
  - Federal Funding Opportunities
  - Washington Bridge – Impact on RITBA Operations
  - Next Board Meeting – April 24, 2024

A meeting of the Board of Directors of the Rhode Island Turnpike and Bridge Authority ("Authority") was held at the Authority's offices in Jamestown on February 21, 2024.

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The meeting was called to order at 8:36 A.M. by Chair, James K. Salome.

**Members Present**

James K. Salome, Chair  
Darrell Waldron, Vice Chair  
Peter M. Janaros, P.E

**Members Absent:**

Peter Alviti, Jr., P.E., Ex Officio  
Karen D. Pinch

**Invited Guests:**

Lori Caron Silveira, Executive Director  
Eric Seabury, Director of Engineering  
Kathryn Coleman, Director of Tolling Operations  
Jeffrey Goulart, Chief Financial Officer  
Stephen Cahill, Manager of Safety and Security  
Frank Flowers, Maintenance Manager  
Remmy Villacis, Network Technician  
William O'Gara, Pannone Lopes Devereaux & O'Gara, Legal Counsel  
Marianne Durgin, Executive Assistant to the Director  
Jeffrey Wiggin, Assistant Project Manager  
Jamie Swanberg, Manager of Tolling Operations  
David Schultz, Legislative Fiscal Analyst

**Item No. 2**

**Public Comment** – There were no public comments.

**Item No. 3**

A motion made by Peter M. Janaros, seconded by Darrell Waldron, passed unanimously to approve the minutes of the January 24, 2024 Board meeting. Director Janaros acknowledged and complimented the minute-taker, noting it was an involved meeting, with a lot of back-and-forth discussion. He felt the minutes were captured accurately. Chair Salome expressed gratitude to the minute-taker as well.

**Item No. 4**

Motion by Darrell Waldron, seconded by Peter M. Janaros, passed unanimously to approve entering into a dark fiber lease agreement with OSHEAN, Inc. Key elements of the agreement include: 1) OSHEAN will lease twelve (12) strands of fiber on the Newport Pell Bridge, 2) OSHEAN will be responsible for all costs associated with connecting the fiber to terminuses in Newport and Jamestown, 3) The agreement will be for 10 years with two (2) additional five (5) year options (mutual agreement), 4) OSHEAN will provide, free of charge, the services that Cox Communications currently charges RITBA. The annual fees are approximately \$70K per year. The connection speed from OSHEAN will be approximately double the current speed provided by Cox, and 5) The new services with OSHEAN will be available to RITBA by 6/30/24. Director Caron Silveira noted that while tolls and gas tax are the primary sources of revenue for the Authority, staff is always looking to monetize RITBA's assets. The lease agreement with OSHEAN is a prime example and Director Caron Silveira noted Mr. Goulart continually looks for opportunities to monetize the Authority's assets. Chair Salome commended Mr. Goulart for a job well done. Director Janaros noted how worthwhile this endeavor is, as the conduits have been there for a longtime and Mr.

Goulart has found a way to market them. Mr. Goulart noted he has had discussions with other interested entities as there are additional conduits that could be marketed. Mr. Goulart thanked Frank Flowers, Manager of Maintenance, for his assistance in providing detailed information about the conduits on the Bridge.

**Item No. 5**

Motion by Darrell Waldron, seconded by Peter Janaros, passed unanimously to approve the recommendation from RITBA staff to appoint the firm of Rodio & Ursillo, LTD to serve as board counsel at a rate of \$225 per hour. In July 2023, RITBA staff issued a Request for Proposal (RFP) for legal services and received six (6) proposals related to nine (9) distinct areas of representation (litigation, appellate practice, commercial/taxation/public finance, environmental, labor and employment, tolling, internal and external investigations, general matters and corporate governance, and construction and design). There is no financial effect as the budget contains \$42K for legal fees inclusive of board counsel fees.

**Item No. 6**

Motion by Peter Janaros, seconded by Darrell Waldron, passed unanimously to approve a task order for Commonwealth Engineers and Consultants (CE&C) to perform the routine inspection of the North Main Road Bridges & Wildlife Arches I, II, III, & IV at a cost not to exceed \$30,839.05. RITBA solicited Requests for Quotes from five prequalified, local On-Call Infrastructure Professional Services consultants for routine inspection of the bridges and arches. Five consultants responded, and RITBA staff determined CE&C to be the best candidate for the proposed work. Mr. Seabury noted RITBA typically offers the use of bridge inspection equipment and staff to operate the inspection equipment and manage traffic control. Due to current internal efforts to power wash bridges and perform other required maintenance, the consultants were required to include rental of bridge inspection equipment and traffic control in their proposals. \$37K was budgeted for these routine bridge inspections.

**Item No. 7**

**Discussion – Concrete Deck Repairs vs. Rubberized Asphalt Chip Seal – Mount Hope Bridge:** On October 23, 2023, RITBA received bids to perform 6,000 square feet of concrete deck wearing surface repairs, and the lowest bid was \$1,379,000. This would temporarily address many of the current pothole issues currently being taken care of by RITBA staff, but it would do little toward improving rideability, which has been a common complaint. The wearing surface of the entire bridge deck is scheduled for replacement beginning in FY26 under RITBA’s Capital Improvement Plan. At that time, all temporary concrete deck wearing surface repairs would need to be removed along with the entire wearing surface on the bridge. In the interest of fiscal responsibility, another option to improve rideability has been explored. RITBA staff worked with WSP, one of its On-Call Infrastructure Professional Services consultants, to produce a rough order of magnitude cost estimate to perform a rubberized asphalt chip seal on the entire bridge. This has been performed on the bridge several times in the past ten to twelve years. WSP estimates it would cost between \$265,000 - \$350,000 based on data obtained from RIDOT and City of Newport contracts in recent years. It would improve rideability as there would be a new, refreshed riding surface but it would not address pothole repairs. They would continue to be performed by RITBA staff. A third option is to simply continue patching potholes utilizing RITBA staff. This would not address rideability and would require the current frequency of pothole repairs being taken care of in-house. Chair Salome asked why the Authority is waiting until 2026 to replace the full bridge deck surface. Mr. Seabury indicated it is based on the plan of finance built into the Capital Improvement Plan. Director Janaros stated he is in favor of the chip seal option. There are approximately 16,000 motorists crossing the bridge each day. Director Janaros stated spending 1.3M for the first option, only to have it torn up in a few years to perform the full deck replacement is less favored than the chip seal option, which is a much lower cost and can improve rideability. He believes this option is a modest investment for the benefit of the Authority’s customers. Chair Salome agrees with Director Janaros’ and Mr. Seabury’s recommendations for the chip seal approach. Director Caron Silveira indicated the item can be put on the agenda for a vote at the next

scheduled Board meeting. Director Janaros also noted the project will only take about two days to complete. Director Caron Silveira indicated the full deck replacement project has been included in the recent grant proposals that have been submitted for federal funding. RITBA is hopeful it will have success in securing funding outside of its plan of finance for this project.

**Director of Engineering Eric Seabury - Capital Projects Status Report:**

- Phase II – AET Construction - Newport Pell Bridge: The bridge deck has been completed on the eastbound side for Structure E. It is cured and the next step is paving the top. Half of the concrete has been poured for a 400-foot section of the new roadway that will exist under the new gantry and the new gantry foundations have been poured. They have installed most of the fill for the new highway line. In the coming week, Lynch will pour the other half of the slab that will be under the gantry. The project has been moving along on schedule. The contractor has done a particularly good job, even working on days that it's been snowing.
- Mt. Hope Bridge Suspension Cables & Anchorages Investigation and Dehumidification: Messrs. Seabury, Wiggin, and Flowers made a visit to the Benjamin Franklin Bridge, located between Camden, NJ and Philadelphia, PA and took a tour of their dehumidification system. It was designed by an overseas consultant, and the Delaware River Port Authority has encountered issues. The RITBA team has learned what not to do regarding this project. AECOM, the design consultant for RITBA's dehumidification project, is making recommendations to the staff in charge of the Ben Franklin Bridge to rectify their issues. As AECOM's office is in Philadelphia, the RITBA team met with the consultant to receive an update on the project's 30% design completion and had a kickoff meeting with Kiewit for the upcoming cable airflow test due to begin March 11. This test will require fifty-five workdays or less.
- Compression Link Phase I Work – Newport Pell: RITBA staff continues to monitor the scaffolding that is installed under the Newport Pell Bridge at the compression link location. WSP is continuing with the design work for the final repairs.
- Safety Barrier Feasibility Study: Studies for all four bridges are on schedule.

**CFO Jeff Goulart – Financial Summary Report:** All numbers continue to look positive. January and the first half of February look good. YTD Financial Statement Notes – Actual vs. Budget material variance analysis: Total revenue exceeded budget by \$3.9M or 18%. This increase was 100% driven by higher toll revenue. Gas tax was on budget. Operating expenses were lower than budget by \$400K or 6%. Personnel expenses, utilities, contractual services, other supplies and expenses, bridge inspections, and insurance were all lower. Repairs and maintenance were higher by only \$1K, and transponder expenses were higher by \$3K. For a period of time in December and early January, RITBA charged no fees for transponders as a good will gesture to motorists rerouted to the Pell Bridge due to the Washington Bridge matter. Typically, the Authority sees \$25-35K monthly in transponder revenue. Director Janaros asked what the outlook is on the gas tax revenue. Mr. Goulart has a five-year projection with numbers tweaking down, but the anticipated reduction is built into the plan of finance.

Chair Salome asked Mr. Seabury if he feels the bridges will be capable of managing the additional weight of EVs. Mr. Seabury first noted that he feels the transition to all EVs on RI roadways will take longer than anticipated. He stated the current infrastructure does not exist throughout the country. One of the bigger concerns Mr. Seabury has been reading about is how parking garages will manage the added weight of EVs as they were not designed to handle it. On RITBA's bridges, vehicles are generally "live loads," which means they cross with space between them, which is quite different than a complete dead load, as would be the case in a parking garage. Mr. Seabury feels there will be ways to work with the additional weight given proper time to prepare for the added volume of EVs on the bridges.

**Executive Director's Report:**

- **Plaza Road Design Work** – Director Caron Silveira indicated the work to rebuild Structure E has been done well by Lynch’s subcontractor. She noted she has fielded a lot of questions from the public and the media about the status of the project. She indicated the Authority will be back to two lanes in each direction at the work zone by mid-May. The project will continue, but the single lanes will return to two in each direction, and the “pinch point” will be relieved. There will still be instances when RITBA will need to take a lane for various parts of the project, or for inspection work, or upcoming repair to the compression link. Director Caron Silveira stated the phone calls she answers from the public provide reassuring information to the callers. Once she shares the process of the work, how the Authority is working to keep disruptions to travel at a minimum, the callers appreciate being informed and better understand the process. The public appreciates open communication and the customer service provided by RITBA management in responding to inquiries from the public directly.
- **Mount Hope Bridge Dehumidification Project** – When speaking with elected officials, be it members of the Governor’s office, or the federal delegation, Director Caron Silveira said she stresses that any language which states “this project is set to begin,” is merely referring to the preliminary blow test of the cables. The project has not gone out to bid yet. The RITBA team is working hard to ensure this preliminary work, which will take place over approximately fifty-five business days, will inconvenience motorists as minimally as possible and it will be completed in advance of Roger Williams University’s graduation exercises. RITBA recognizes the motoring public is already having to contend with traffic resulting from the Washington Bridge, and with the road design project underway at RITBA’s toll plaza. Director Janaros shared traffic numbers which validate the Authority’s plan for performing the cable blow test during the hours chosen, which should minimize delays for commuters. The Director has been contacted by the business community in Bristol. Director Caron Silveira and Mr. Seabury will be meeting with a representative from the Bristol Merchants Association. The representative has already indicated once open lines of communication are established, then the business community can stand ready to support RITBA. Director Janaros asked if the Authority will be taking care of traffic control. Director Caron Silveira replied that it will be. Lastly, once the blow test is completed mid-May, all work will stop, as the busy summer season begins, and will not resume until the fall.
- **Washington Bridge – Impact on RITBA Operations** – The impact on traffic in January was approximately 25K or 830 additional vehicles per day. Director Caron Silveira believes the additional traffic is coming westbound; this is not from official data but from observing with the naked eye. The Director feels much of the traffic is coming from the East Bay commuters who are taking a “southern loop” to get to the airport or to Providence or other points north. Another impact which is requiring the attention of RITBA staff is the APRA requests inquiring about bridge inspections and the condition of the bridges. There are ten business days before a response is due. More time can be requested. The Authority has some considerations in terms of what it can disclose. There is a process; TSA must be contacted to ensure no sensitive security information related to the bridges is shared. Resources must be allocated to answer the requests, as the public has the right to request public information under the APRA statute. At the same time, staff are working hard to tend to the day-to-day operations of the Authority.
- **Next Board Meeting** – March 20, 2024.

A motion by Peter Janaros, seconded by Darrell Waldron, passed unanimously to adjourn the public meeting at 9:08 a.m.



**Lori Caron Silveira**  
Secretary



## RHODE ISLAND Turnpike and Bridge Authority

### Board Agenda Item Tracking System

<b>AGENDA ITEM</b> <span style="font-size: 2em; font-weight: bold; margin-left: 10px;">4</span>	<b>DATE PREPARED:</b> 3/4/2024	<b>SUBJECT: CONTRACT 15-12 - TOLL COLLECTION SYSTEM EXTENSION</b>
<b>FOR THE MEETING OF:</b> March 20, 2024		<b>PREPARED BY: KATHRYN COLEMAN</b>

**SUMMARY DESCRIPTION:**

RITBA is seeking to exercise an extension for contract 15-12 with Kapsch TrafficCom USA, Inc. This request is for a five-month extension beginning April 1, 2024, for ongoing Toll Collection System maintenance and support while our new All Electronic gantry is being designed and implemented. Our current contract expires March 31, 2024.

**Financial Effect: \$15,511.49**

*Instructions:* The individual named at the top of this page as “preparer” indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

ROUTING	INITIALS	DATE	BOARD ACTION:
<b>EXECUTIVE DIRECTOR</b> <i>LORI CARON SILVEIRA</i>			<p style="margin-left: 40px;">___ <b>TABLED:</b> UNTIL _____</p> <p style="margin-left: 40px;">___ <b>DISCUSSED:</b> <i>Action Taken:</i></p> <p style="margin-left: 80px;">VOTE TAKEN: ___ YES ___ NO</p> <p style="margin-left: 80px;">APPROVED: ___ YES ___ NO</p>
<b>FINANCE</b> <i>JEFFREY GOULART</i>			
<b>ENGINEERING</b> <i>ERIC R. SEABURY, P.E.</i>			
√ <b>TOLLING OPERATIONS</b> <i>KATHRYN COLEMAN</i>	<i>KJC</i>	<i>3/14/24</i>	



## RHODE ISLAND Turnpike and Bridge Authority

### Board Agenda Item Tracking System

<b>AGENDA ITEM</b> <span style="font-size: 2em; font-weight: bold;">5</span>	<b>DATE PREPARED:</b> MARCH 4, 2024	<b>SUBJECT: DESIGN AND BID PHASE SERVICES – TASK ORDER MOUNT HOPE BRIDGE RUBBERIZED ASPHALT CHIP SEAL</b>
<b>FOR THE MEETING OF:</b> MARCH 20, 2024		<b>PREPARED BY: ERIC SEABURY</b>

**SUMMARY DESCRIPTION:**

At the February 21, 2024 RITBA Board of Directors meeting, it was decided to pursue a Rubberized Asphalt Chip Seal treatment for the entire bridge deck surface area on Mount Hope Bridge. WSP, one of RITBA’s On-Call Technical Services consultants, has been involved in the design and implementation of past chip seal treatments. RITBA staff asked WSP for a task order and fee proposal for design and bid phase services. WSP submitted a proposal in the amount not to exceed \$65,806.77. RITBA staff has reviewed the proposal and finds it reasonable given the nature of the work.

RITBA staff recommends approval of a task order with WSP in the amount not to exceed \$65,806.77.

**Financial Effect: Execution of a task order in the total amount not to exceed \$65,806.77.**

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ROUTING	INITIALS	DATE	BOARD ACTION:
<b>EXECUTIVE DIRECTOR</b> <i>LORI CARON SILVEIRA</i>			<p><b>TABLED:</b> UNTIL _____</p> <p><b>DISCUSSED:</b> <i>Action Taken:</i></p> <p>VOTE TAKEN:   __ YES       __ NO</p> <p>APPROVED:       __ YES       __ NO</p>
<b>FINANCE</b> <i>JEFFREY GOULART</i>			
✓ <b>ENGINEERING</b> <i>ERIC R. SEABURY, P.E.</i>	EKS	3/14/2024	
<b>TOLLING OPERATIONS</b> <i>KATHRYN COLEMAN</i>			





## RHODE ISLAND Turnpike and Bridge Authority

### Board Agenda Item Tracking System

<b>AGENDA ITEM</b> <span style="font-size: 2em; font-weight: bold;">6</span>	<b>DATE PREPARED:</b> MARCH 8, 2024	<b>SUBJECT: SELECTION OF PROGRAM MANAGER FOR NEWPORT PELL INFRA GRANT PROJECT BUNDLE</b>
<b>FOR THE MEETING OF:</b> MARCH 20, 2024		<b>PREPARED BY: ERIC SEABURY</b>

**SUMMARY DESCRIPTION:**

On November 14, 2023, RITBA solicited proposals for a Program Manager (PM) to assist RITBA staff in the management of the INFRA Grant projects. The use of a PM was approved by the Federal Highway Administration (FHWA), which is the funding source for the INFRA Grant. The Request For Proposals (RFP) issued was reviewed and approved by FHWA.

On January 16, 2024, RITBA received proposals from HDR and a team, Patrick/AI for PM. RITBA's selection committee reviewed each proposal and interviewed both teams. The interviews were held in person on February 12<sup>th</sup> and 14<sup>th</sup>. RITBA's selection committee then scored each proposer based on the selection criteria included in the RFP. The result was the selection of HDR as the most qualified firm.

RITBA staff requested HDR to prepare a task order and fee for several initial tasks in order to get them on board rapidly so they can participate in the selection of consultants for the design projects. Once negotiated and approved, HDR can begin working with RITBA staff to keep the INFRA Grant projects progressing while a more comprehensive task order and fee are developed and negotiated for the next phases of work. RITBA staff anticipates that due to the multi-year duration and multiple projects, the PM work may be separated into several task orders.

RITBA staff expects to present HDR's initial negotiated task order and fee for approval by the Board of Directors in April.

**Financial Effect: N/A.**

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ROUTING	INITIALS	DATE	BOARD ACTION:
<b>EXECUTIVE DIRECTOR</b> <i>LORI CARON SILVEIRA</i>			<b>TABLED: UNTIL</b> _____  <b>DISCUSSED:</b> <i>Action Taken:</i>  VOTE TAKEN:   __ YES       __ NO  APPROVED:       __ YES       __ NO
<b>FINANCE</b> <i>JEFFREY GOULART</i>			
✓ <b>ENGINEERING</b> <i>ERIC R. SEABURY, P.E.</i>	<i>ERS</i>	<i>3/14/2024</i>	
<b>TOLLING OPERATIONS</b> <i>KATHRYN COLEMAN</i>			

# Ongoing Engineering Projects Updates

Newport-Pell Bridge  
Jamestown Verrazzano Bridge  
Mount Hope Bridge  
Sakonnet River Bridge  
Minor Bridges

Eric R. Seabury, P.E.

March 14, 2024

## Summary of Major Ongoing Projects

<b>Phase II AET Construction – Newport Pell Bridge Tolling</b>	<b>\$14,849,222</b>
<b>Suspension Cables &amp; Anchorages Investigation and Dehumidification</b>	
<b>Design – Mount Hope Bridge</b>	<b>\$ 2,394,413</b>
<b>Compression Link Phase I Work – Newport Pell Bridge</b>	<b>\$ 343,457</b>
<b>Compression Link Phase II Design &amp; CSS – Newport Pell Bridge</b>	<b>\$ 315,418</b>
<b>Safety Measures Feasibility Study for MHB &amp; JVB</b>	<b>\$ 999,700</b>
<b>Safety Measures Feasibility Study for NPB &amp; SRB</b>	<b>\$ 889,946</b>
<b>Load Ratings &amp; Inspections</b>	<b><u>\$ 987,303</u></b>
<b>JVB – Crack Monitoring Plan (\$202,227)</b>	
<b>NPB – Routine Inspections – Main &amp; Approach Spans (\$725,394)</b>	
<b>Structure E – Routine Inspection (Included in NPB)</b>	
<b>North Main Road Bridges &amp; Wildlife Arches I, II, III, &amp; IV (\$30,839)</b>	
<b>Fishing Pier Access Road Bridge &amp; Temp. Sheet Pile Wall – JVB (\$21,052)</b>	
<b>TOTAL</b>	<b>\$20,771,668</b>

## **Phase II AET Construction – Newport Pell – Contract 21-03A**

*Consultants – WSP (CA), Keville (RE); Contractor – Lynch*

**Work Completed** – Structure E deck rebuilt eastbound, highway partially rebuilt eastbound, new F-barrier and guardrail installed eastbound shoulder and median, stripping and stockpiling of topsoil, new drainage installation, demolition of Eastbound side of toll plaza and tunnel, new gantry foundations.

**Work Remaining** – Structure E westbound deck demolition (started), substructure rehabilitation, finish new highway on new alignment, new gantry installation, remaining toll plaza demolition, installation of stormwater treatment measures, installation of TEB structure foundation (started) and precast structure.

**Original Contract Amount** – \$10,759,843

**Revised Project Budget Amount** – \$13,759,843

**Committed to Date** – \$3,482,179

**Projected On Budget:** - \$0

**Engineering Soft Costs:** - \$1,089,879

**Percent Complete** – 25%

**Original Completion Date** – May 2025

**Revised Completion Date** – N/A

## **Mt. Hope Bridge Suspension Cables & Anchorages Investigation and Dehumidification** **30% Design – Contract 21-09**

*Consultant – AECOM; Contractor – Kiewit*

**Work Completed** – Field inspections & data collection; design layout and OEM estimate prepared, air flow test on cables has commenced, final 30% design report submitted.

**Work Remaining** – Finish air flow test by mid-May, finish final design, advertise plans and specs, open and review bids.

**Original Contract Amount** – \$2,394,413 (Includes both AECOM & Kiewit)

**Revised Project Budget Amount** – N/A

**Committed to Date** – \$246,944

**Projected On Budget**: - \$0

**Engineering Soft Costs**: - N/A

**Percent Complete** – 35%

**Original Completion Date** – June 2024

**Revised Completion Date** – N/A

## **Compression Link Phase I Work – Newport Pell – Contract 23-13**

*Consultant – WSP; Contractor – Aetna*

**Work Completed** – Equipment evaluated and reconditioned, materials procured, quick deck assembly approved, installed quick deck and jacking equipment, removed pin nuts and evaluated condition.

**Work Remaining** – Maintain installed quick deck and jacking equipment during design process of repair.

**Original Contract Amount** – \$100,000 (estimated pre-authorization)

**Revised Project Budget Amount** – \$300,000

**Committed to Date** – \$254,257

**Projected Over Budget:** - \$200,000 (based on updated estimate & progress)

**Engineering Soft Costs:** - \$43,457

**Percent Complete** – 100%

**Original Completion Date** – N/A

**Revised Completion Date** – N/A

## **Compression Link Phase II Design & CSS – Newport Pell – Contract 23-13**

*Consultant – WSP*

**Work Completed – N/A**

**Work Remaining –** Design the repair and/or replacement of compression link components. Perform construction support services during construction of the repair/replacement.

**Original Contract Amount – \$315,418**

**Revised Project Budget Amount – N/A**

**Committed to Date – \$0**

**Projected On Budget: - \$0**

**Engineering Soft Costs: - N/A**

**Percent Complete – 0%**

**Original Completion Date – TBD**

**Revised Completion Date – N/A**

## **Safety Barrier Feasibility Study for MHB & JVB – Contract 21-07**

*Consultant – Atkins; Contractor – N/A; Force Account - \$14,000*

**Work Completed** – Field visits & data collection; initial barrier preliminary options analysis for each bridge (options to move to further study).

**Work Remaining** – Feasibility study of safety barrier installation on Mount Hope and Jamestown-Verrazzano Bridges.

**Original Contract Amount** - \$999,700

**Revised Contract Amount** – N/A

**Committed to Date** - \$635,068

**Projected On Budget:** - \$0

**Engineering Soft Costs:** - N/A

**Percent Complete** – 64%

**Original Completion Date** – May 2024

**Anticipated Completion Date** – ON TIME



## **Safety Barrier Feasibility Study for NPB & SRB – Contract 21-07**

*Consultant – Atkins; Contractor – N/A; Force Account - \$14,000*

**Work Completed** – Field visits & data collection.

**Work Remaining** – Feasibility study of safety barrier installation on Newport Pell and Sakonnet River Bridges.

**Original Contract Amount** - \$889,946

**Revised Contract Amount** – N/A

**Committed to Date** - \$158,424

**Projected On Budget:** - \$0

**Engineering Soft Costs:** - N/A

**Percent Complete** – 18%

**Original Completion Date** – February 2025

**Anticipated Completion Date** – ON TIME

# Financial Reports

**RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY**  
**Profit and Loss Statement**  
For the Seven Months Ending Wednesday, January 31, 2024

	January MTD			January YTD		
	Actual	Budget	Variance	Annual	Budget	Variance
<b>Operating Revenues</b>						
Tolls	\$2,475,080	\$1,759,433	\$715,647	\$19,796,716	\$15,172,902	\$4,623,814
Gas Tax Revenue	1,298,520	1,156,849	141,672	8,999,475	8,836,699	162,776
Transponder Revenue	20,380	22,435	(2,055)	150,355	180,269	(29,914)
Fees	6,285	5,916	369	48,554	46,314	2,240
<b>Total Operating Revenues</b>	<b>3,800,265</b>	<b>2,944,632</b>	<b>855,633</b>	<b>28,995,100</b>	<b>24,236,184</b>	<b>4,758,916</b>
<b>Operating Expenses</b>						
Personnel Services	492,670	529,127	36,457	3,493,584	3,803,582	309,998
Utilities	36,064	39,266	3,202	231,045	276,773	45,728
Contractual Services	136,655	163,058	26,403	870,685	935,292	64,607
Other Supplies and Expenses	207,743	160,843	(46,900)	1,290,677	1,269,278	(21,399)
Insurance	144,480	146,067	1,587	890,948	950,022	59,074
Repairs and Maintenance	36,357	50,291	13,934	387,848	401,411	13,563
Bridge Inspections	105,222	110,000	4,778	416,957	429,234	12,277
Transponder Expense	18,337	14,583	(3,754)	123,764	117,177	(6,587)
<b>Total Operating Expenses</b>	<b>1,177,528</b>	<b>1,213,235</b>	<b>35,707</b>	<b>7,705,508</b>	<b>8,182,769</b>	<b>477,261</b>
Grant Expenses	79,793	-	(79,793)	544,836	-	(544,836)
<b>Total Operating/Grant Expenses</b>	<b>1,257,321</b>	<b>1,213,235</b>	<b>(44,086)</b>	<b>8,250,343</b>	<b>8,182,769</b>	<b>(67,574)</b>
<b>Operating Income</b>	<b>2,542,944</b>	<b>1,731,397</b>	<b>811,547</b>	<b>20,744,757</b>	<b>16,053,414</b>	<b>4,691,342</b>
<b>Non Operating Revenue</b>						
Bond Premium Amortization	74,381	74,381	0	520,667	520,667	0
Investment Income	561,062	12,000	549,062	3,893,617	84,000	3,809,617
Miscellaneous Income	3,070	4,549	(1,479)	53,018	31,844	21,174
Grant Revenue	78,230	-	78,230	534,064	-	534,064
<b>Total Non Operating Revenue</b>	<b>716,743</b>	<b>90,930</b>	<b>625,813</b>	<b>5,001,366</b>	<b>636,511</b>	<b>4,364,856</b>
<b>Non Operating Expenses</b>						
Interest Expense	612,348	612,349	1	4,345,754	4,345,756	2
Depreciation Expense	1,256,225	1,256,225	0	8,793,575	8,793,577	2
<b>Total Non Operating Expenses</b>	<b>1,868,573</b>	<b>1,868,574</b>	<b>1</b>	<b>13,139,329</b>	<b>13,139,332</b>	<b>3</b>
<b>Net Income</b>	<b>\$1,391,114</b>	<b>(\$46,247)</b>	<b>\$1,437,361</b>	<b>\$12,606,794</b>	<b>\$3,550,593</b>	<b>\$9,056,202</b>

Internal/Unaudited

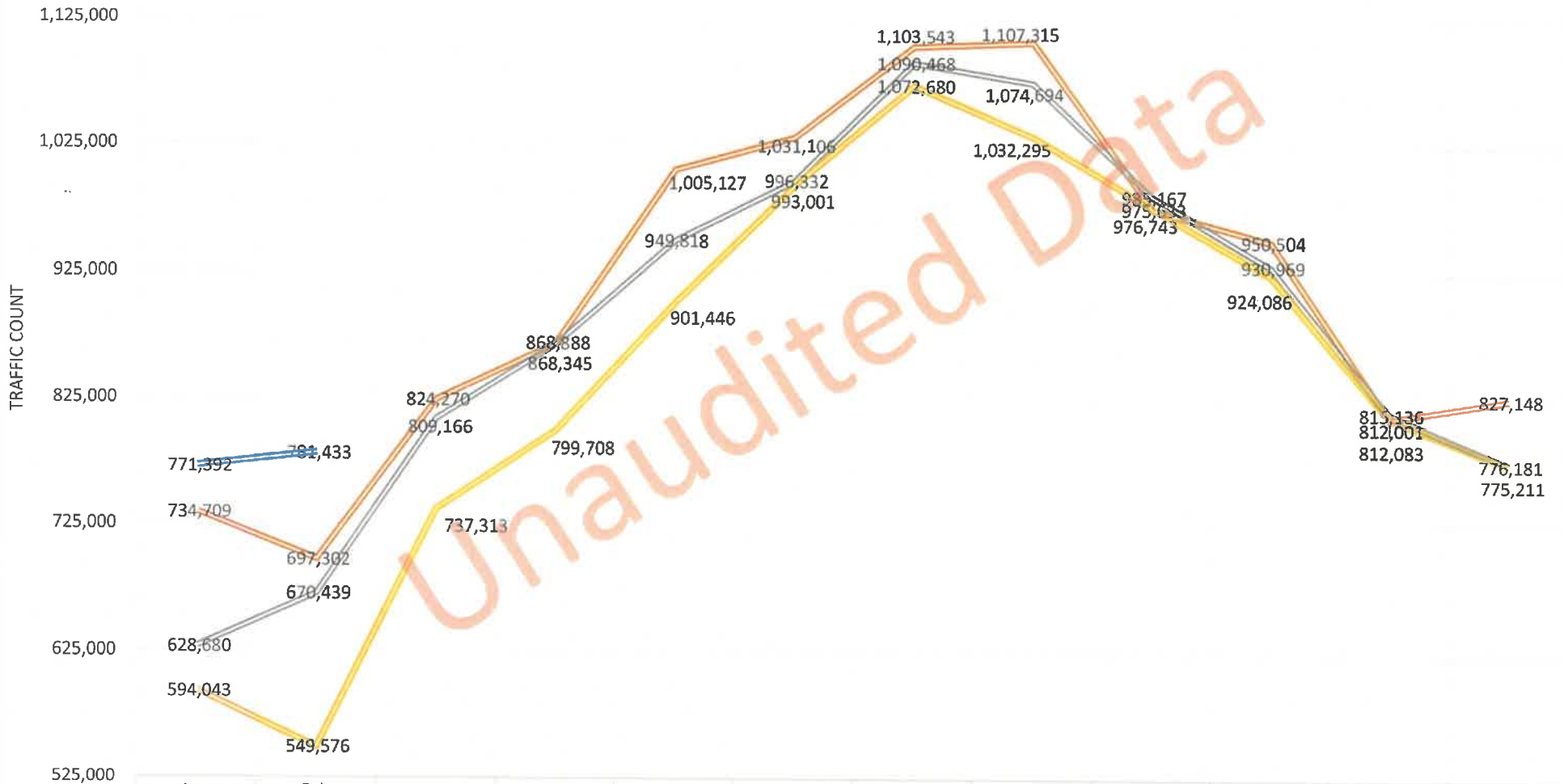
**RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY**  
**Profit and Loss Statement**  
**Current Year vs. Prior Year - January, 2024 MTD and YTD**

	January MTD			January YTD		
	2024	2023	Variance	2024	2023	Variance
<b>Operating Revenues</b>						
Tolls	\$2,475,080	\$2,515,114	(\$40,034)	\$19,796,716	\$18,959,195	\$837,521
Gas Tax Revenue	1,298,520	1,127,810	170,711	8,999,475	8,953,802	45,673
Transponder Revenue	20,380	24,115	(3,735)	150,355	181,948	(31,593)
Fees	6,285	5,991	294	48,554	46,481	2,073
<b>Total Operating Revenues</b>	<b>3,800,265</b>	<b>3,673,030</b>	<b>127,235</b>	<b>28,995,100</b>	<b>28,141,426</b>	<b>853,674</b>
<b>Operating Expenses</b>						
Personnel Services	492,670	467,249	(25,420)	3,493,584	3,190,904	(302,681)
Utilities	36,064	37,545	1,481	231,045	248,719	17,674
Contractual Services	136,655	153,042	16,387	870,685	958,675	87,990
Other Supplies and Expenses	207,743	161,346	(46,397)	1,290,677	1,356,896	66,219
Insurance	144,480	131,044	(13,436)	890,948	805,666	(85,281)
Repairs and Maintenance	36,357	42,692	6,336	387,848	350,462	(37,386)
Bridge Inspections	105,222	155,722	50,499	416,957	613,340	196,383
Transponder Expense	18,337	15,295	(3,042)	123,764	119,685	(4,079)
<b>Total Operating Expenses</b>	<b>1,177,528</b>	<b>1,163,935</b>	<b>(13,593)</b>	<b>7,705,508</b>	<b>7,644,346</b>	<b>(61,162)</b>
Grant Expenses	79,793	-	(79,793)	544,836	-	(544,836)
<b>Total Operating/Grant Expenses</b>	<b>1,257,321</b>	<b>1,163,935</b>	<b>(93,386)</b>	<b>8,250,343</b>	<b>7,644,346</b>	<b>(605,997)</b>
<b>Operating Income</b>	<b>2,542,944</b>	<b>2,509,095</b>	<b>33,849</b>	<b>20,744,757</b>	<b>20,497,080</b>	<b>247,677</b>
<b>Non Operating Revenue</b>						
Bond Premium Amortization	74,381	74,381	-	520,667	520,667	-
Investment Income	561,062	539,967	21,094	3,893,617	1,280,674	2,612,943
Miscellaneous Income	3,070	5,391	(2,321)	53,018	50,476	2,542
Grant Revenue	78,230	1,697	76,533	534,064	1,697	532,367
<b>Total Non Operating Revenue</b>	<b>716,743</b>	<b>621,436</b>	<b>95,307</b>	<b>5,001,366</b>	<b>1,853,514</b>	<b>3,147,852</b>
<b>Non Operating Expenses</b>						
Interest Expense	612,348	629,628	17,280	4,345,754	4,472,695	126,941
Depreciation Expense	1,256,225	1,140,182	(116,043)	8,793,575	7,981,274	(812,301)
<b>Total Non Operating Expenses</b>	<b>1,868,573</b>	<b>1,769,810</b>	<b>(98,763)</b>	<b>13,139,329</b>	<b>12,453,969</b>	<b>(685,360)</b>
<b>Net Income</b>	<b>\$1,391,114</b>	<b>\$1,360,721</b>	<b>\$30,393</b>	<b>\$12,606,794</b>	<b>\$9,896,624</b>	<b>\$2,710,170</b>

Internal/Unaudited

# Executive Director's Report

# NEWPORT BRIDGE VEHICLE CROSSINGS



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024	771,392	781,433										
2023	734,709	697,302	824,270	868,888	1,005,127	1,031,106	1,103,543	1,107,315	975,633	950,504	812,001	827,148
2022	628,680	670,439	809,166	868,345	949,818	996,332	1,090,468	1,074,694	985,167	930,969	815,136	776,181
2021	594,043	549,576	737,313	799,708	901,446	993,001	1,072,680	1,032,295	976,743	924,086	812,083	775,211