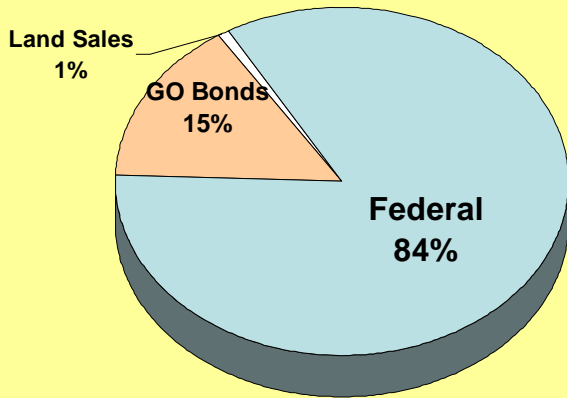


Highway Improvement Program Funding

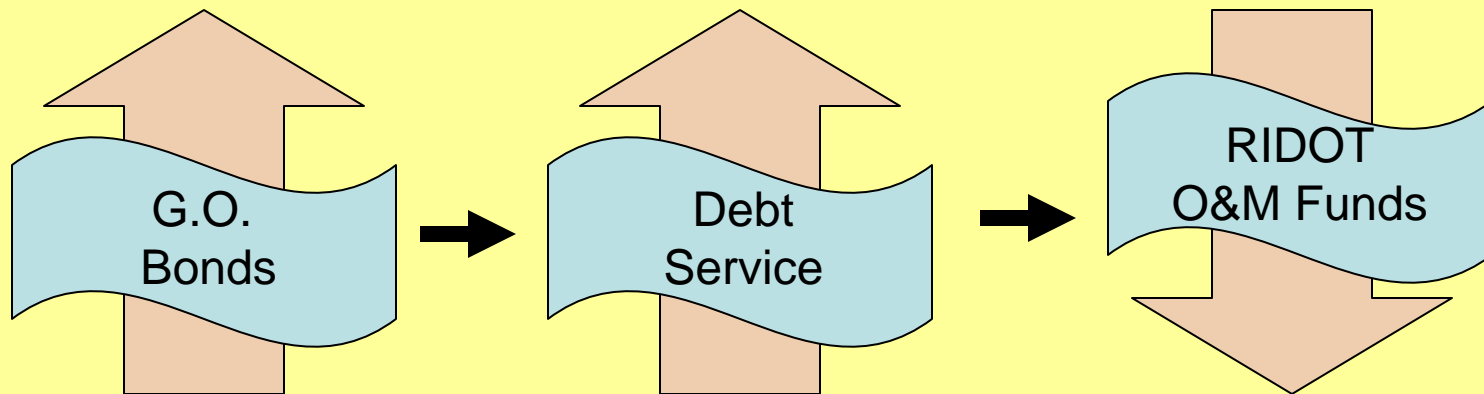
Federal Funds Matched by State GO Bonds Provides Funding for the Highway Improvement Program.



The level of future federal funding to be provided to Rhode Island is uncertain in the face of the fiscal status of the Federal Highway Trust Fund and with the federal transportation bill scheduled for reauthorization in 2010

2009 Highway Program Budget

Increasing GO bonding to provide additional state funds would increase debt service that must be paid by RIDOT's share of the Gas Tax

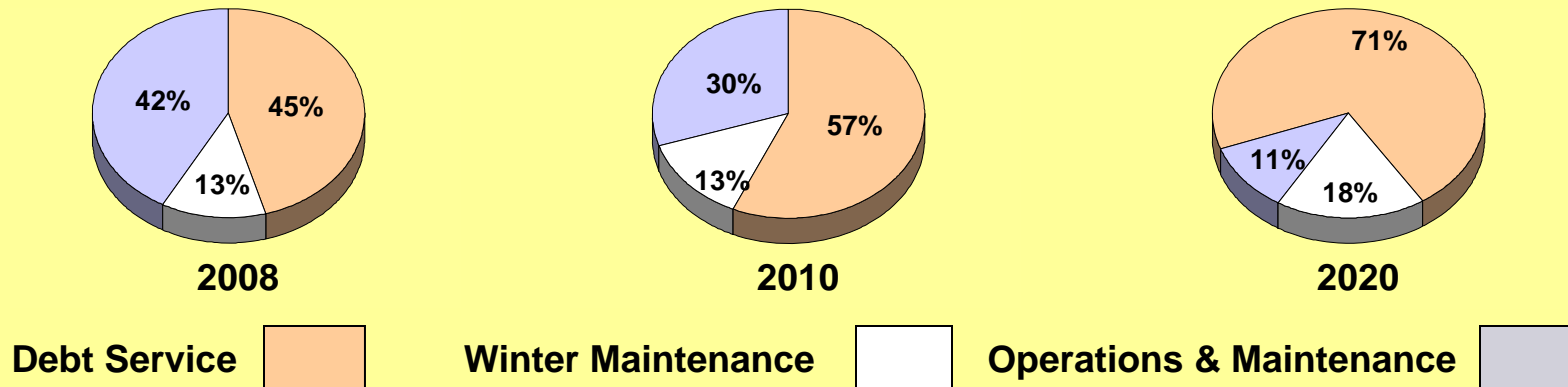


RIDOT Operations and Maintenance Funding

Fixed Gas Tax Provides Funding for RIDOT Operations and Maintenance and Debt Service



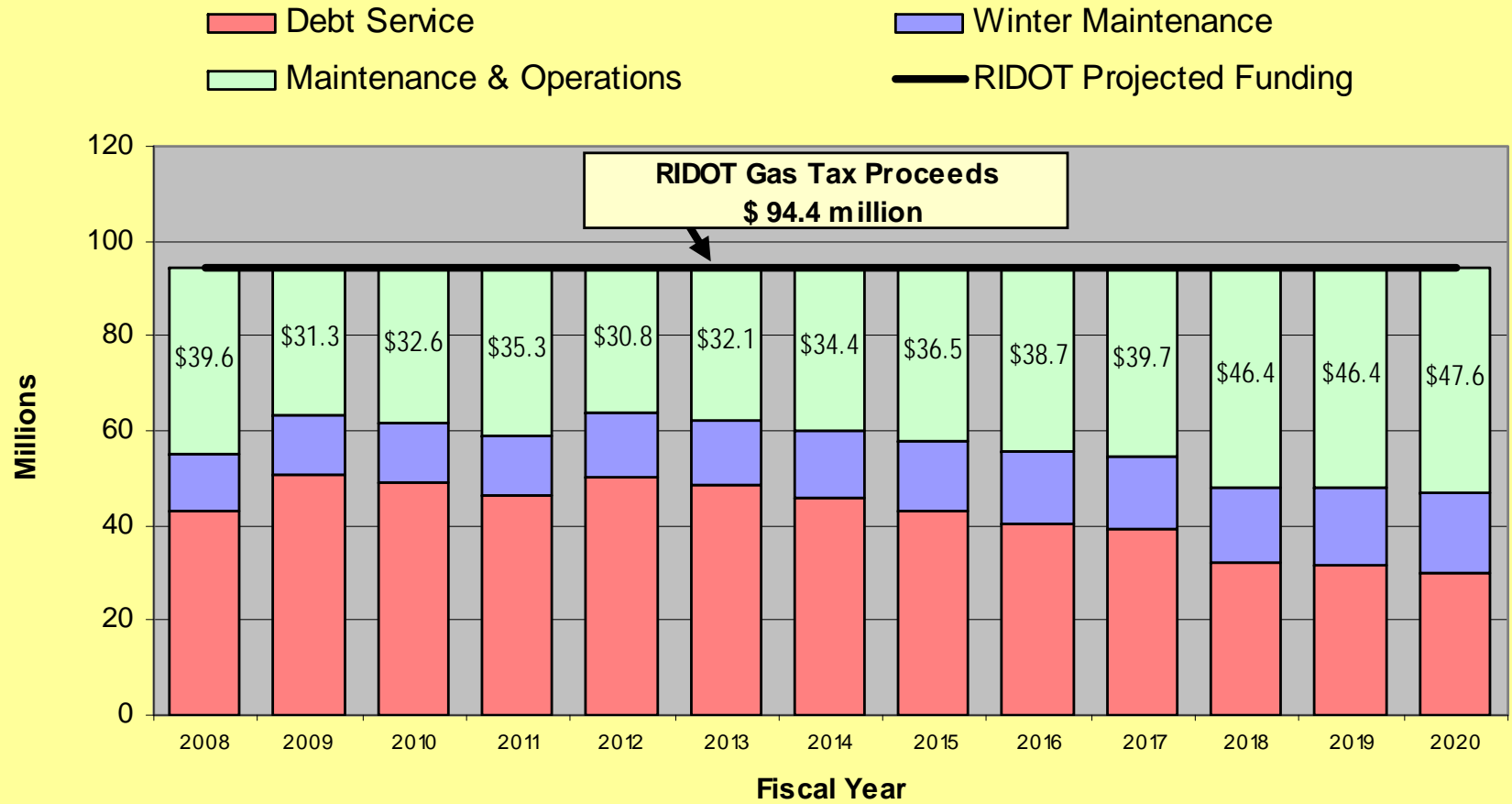
Debt Service is increasing from \$42.9 million in 2008 to \$67.3 million in 2020
Gas tax yield is expected to remain constant or even decrease



(Debt Service based on \$40 million in GO bonds issued per year)

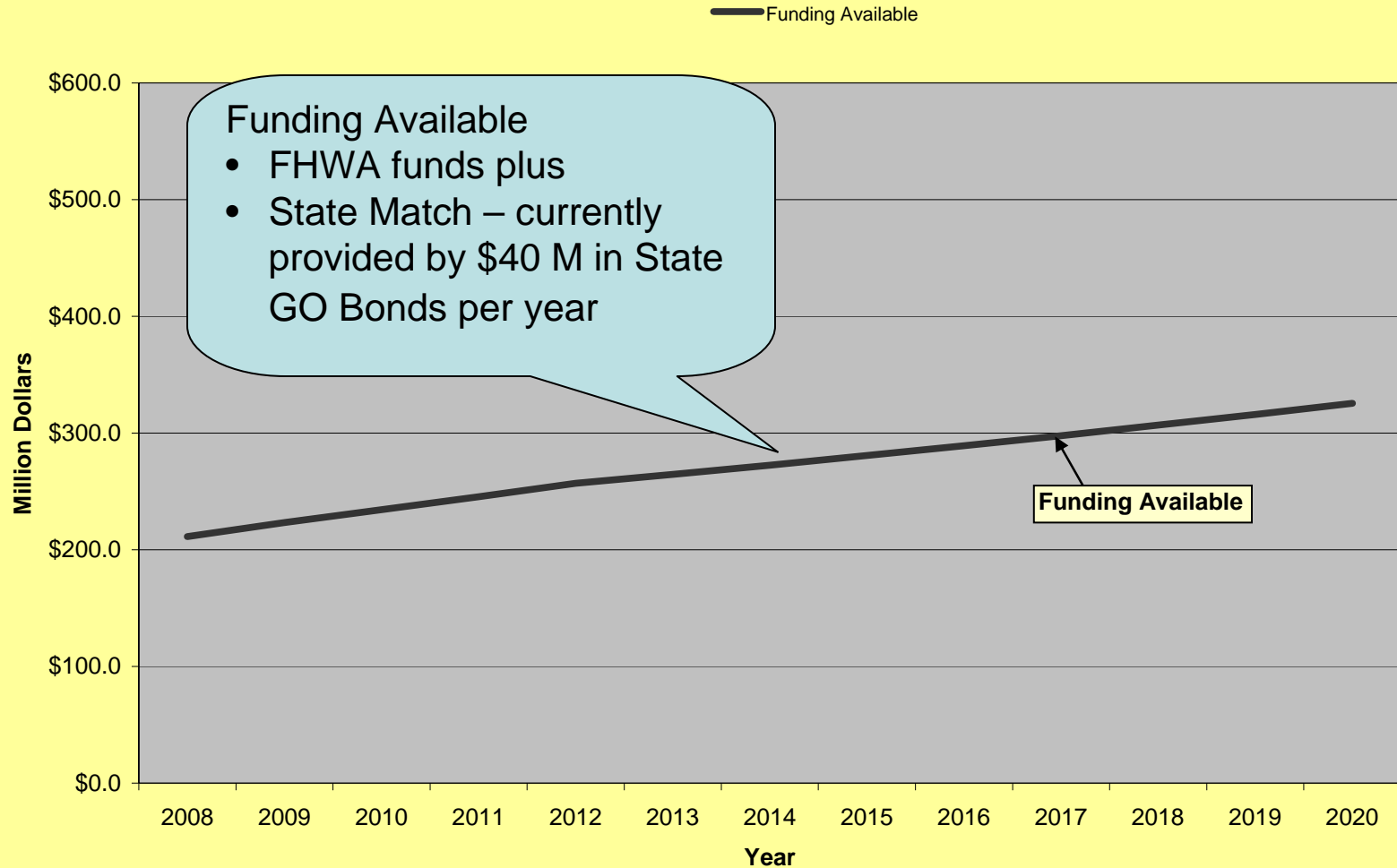
RIDOT Operational/Maintenance Funding Trends

No GO Bonds Issued After 2008



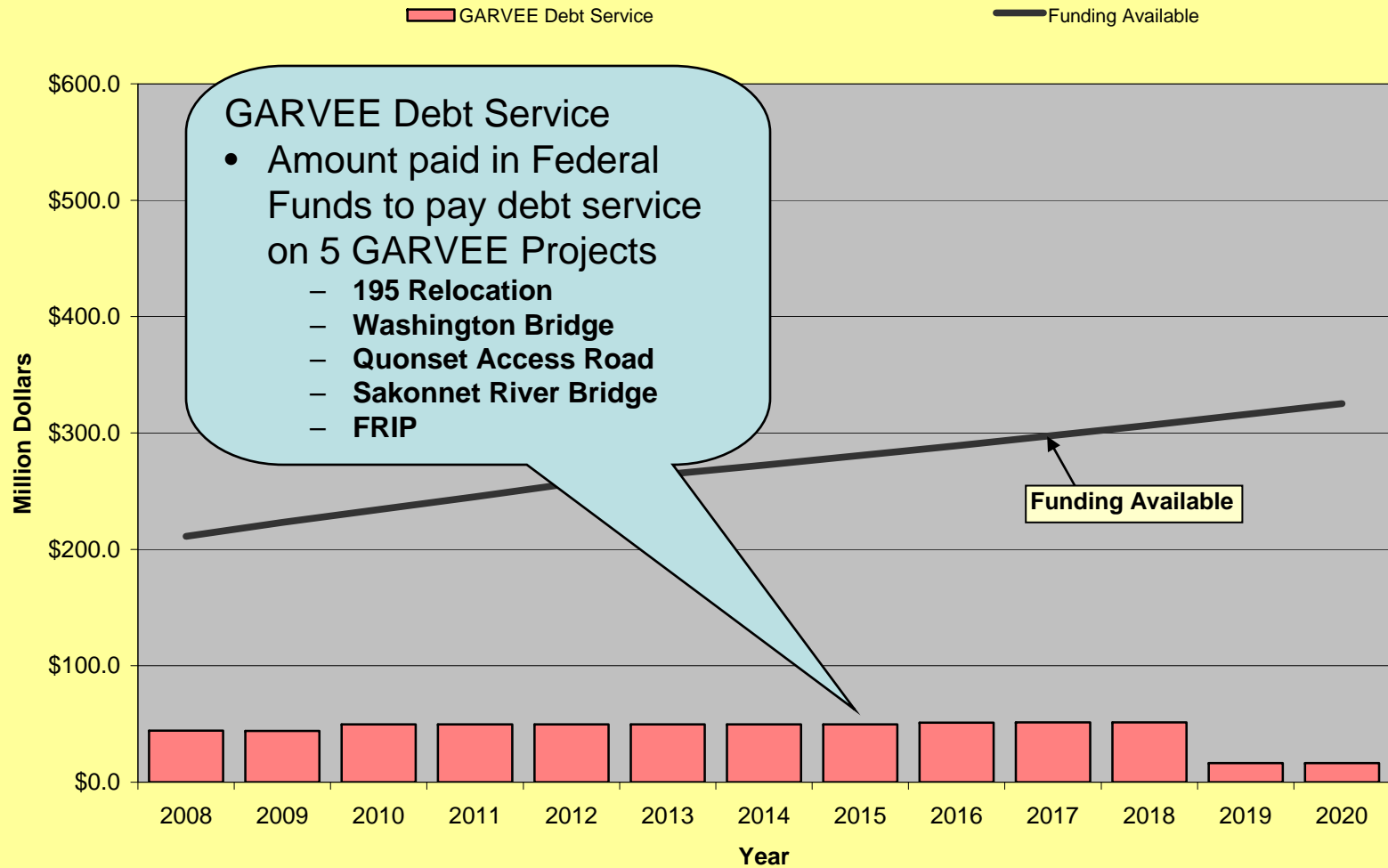
Assumptions: - Gas Tax Funding Will Remain Constant
 - Maintenance & Operational Needs Increase 3% per Year

Highway Program Needs (Tread Water) Compared with Available Funding



Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.

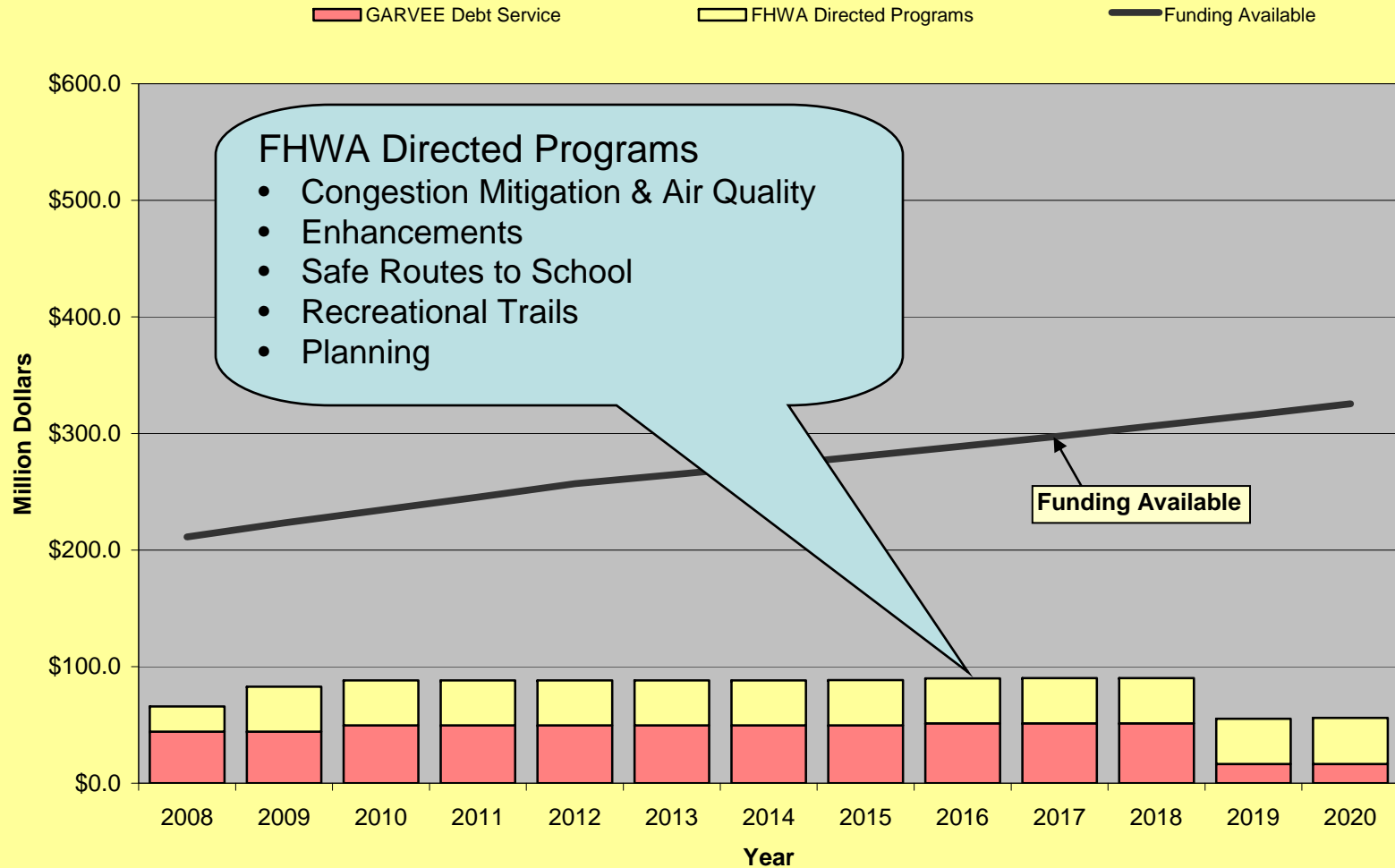
Highway Program Needs (Tread Water) Compared with Available Funding



- GARVEE Debt Service**
- Amount paid in Federal Funds to pay debt service on 5 GARVEE Projects
 - 195 Relocation
 - Washington Bridge
 - Quonset Access Road
 - Sakonnet River Bridge
 - FRIP

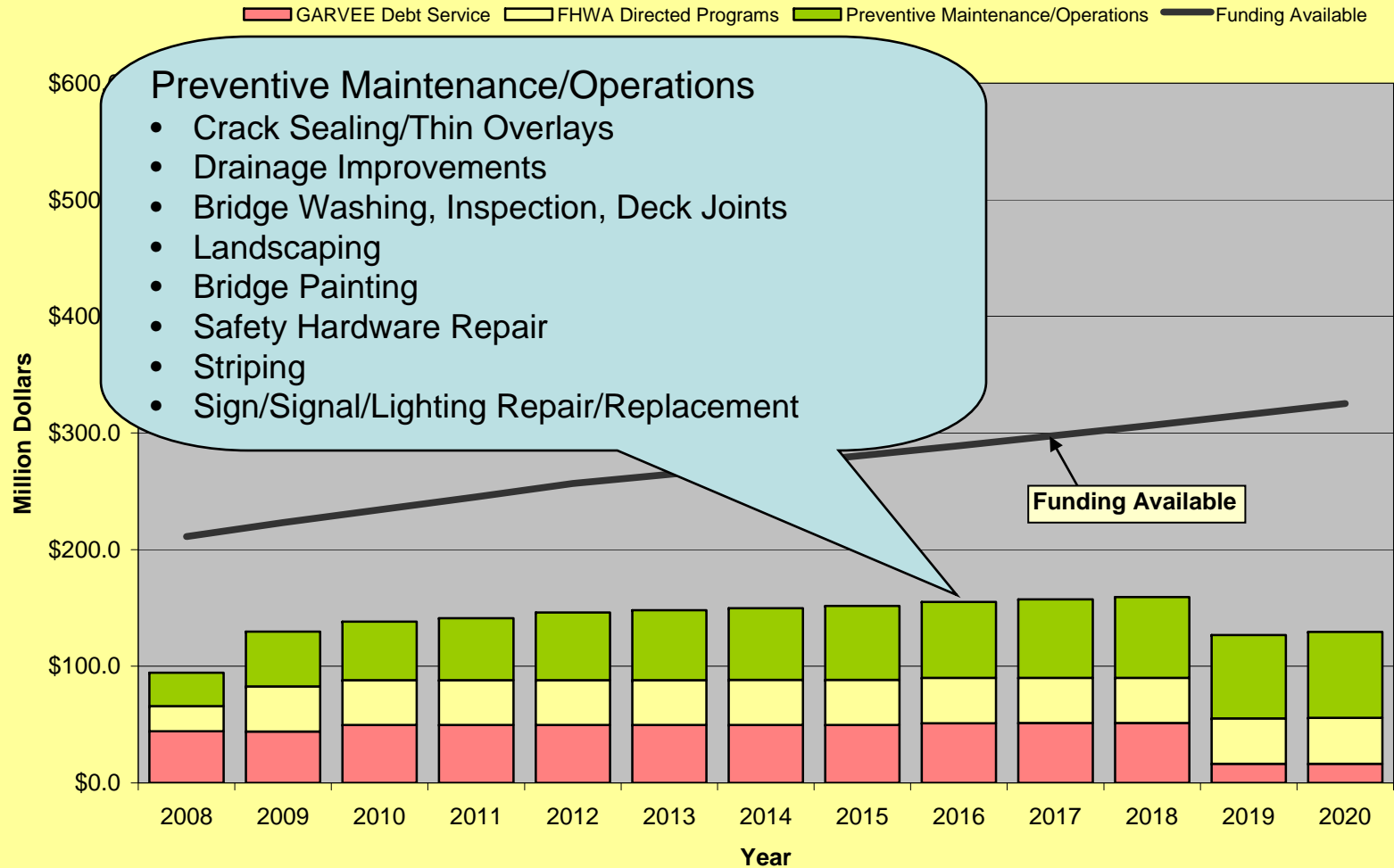
Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
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Highway Program Needs (Tread Water) Compared with Available Funding



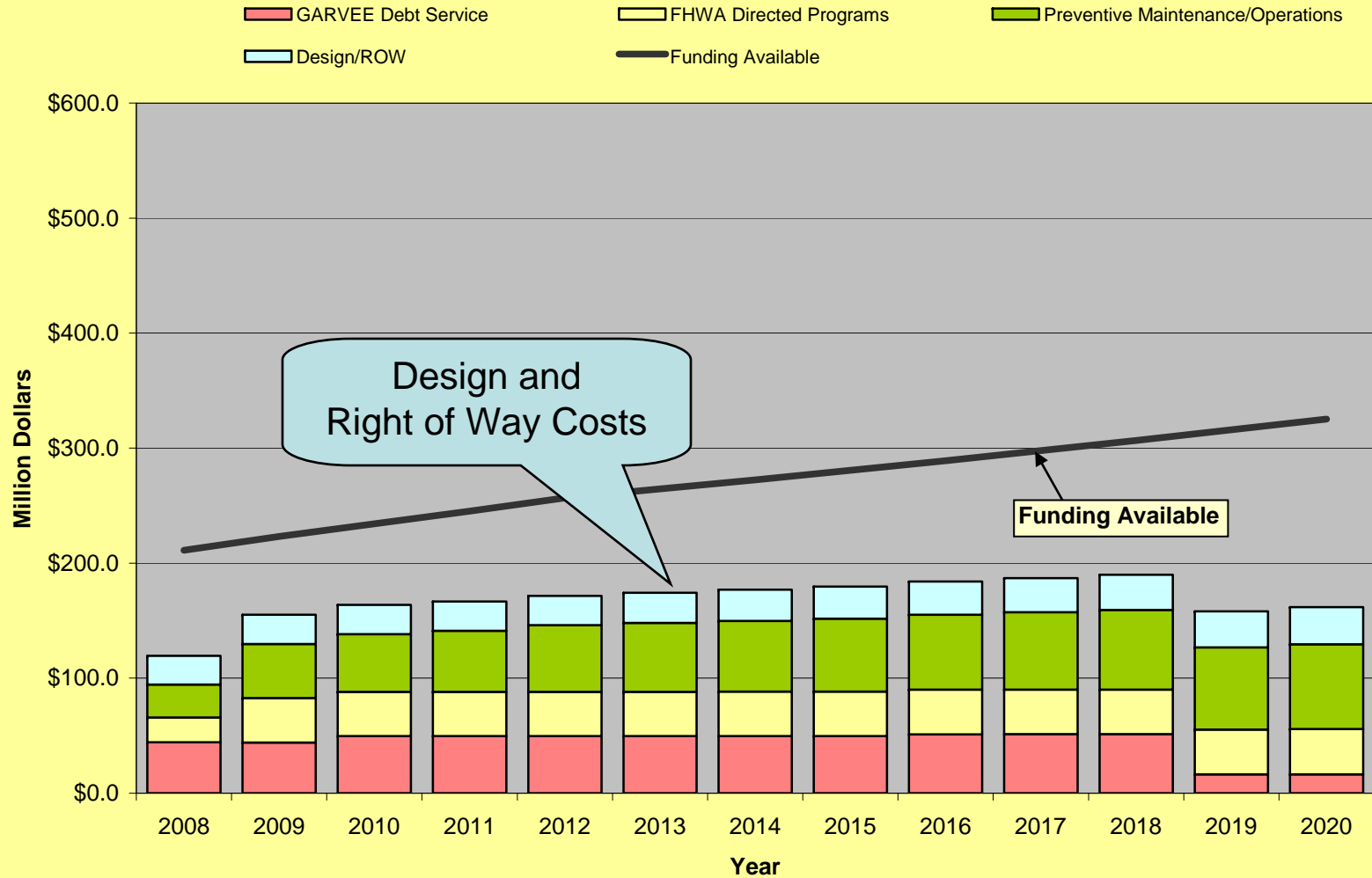
Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.

Highway Program Needs (Tread Water) Compared with Available Funding



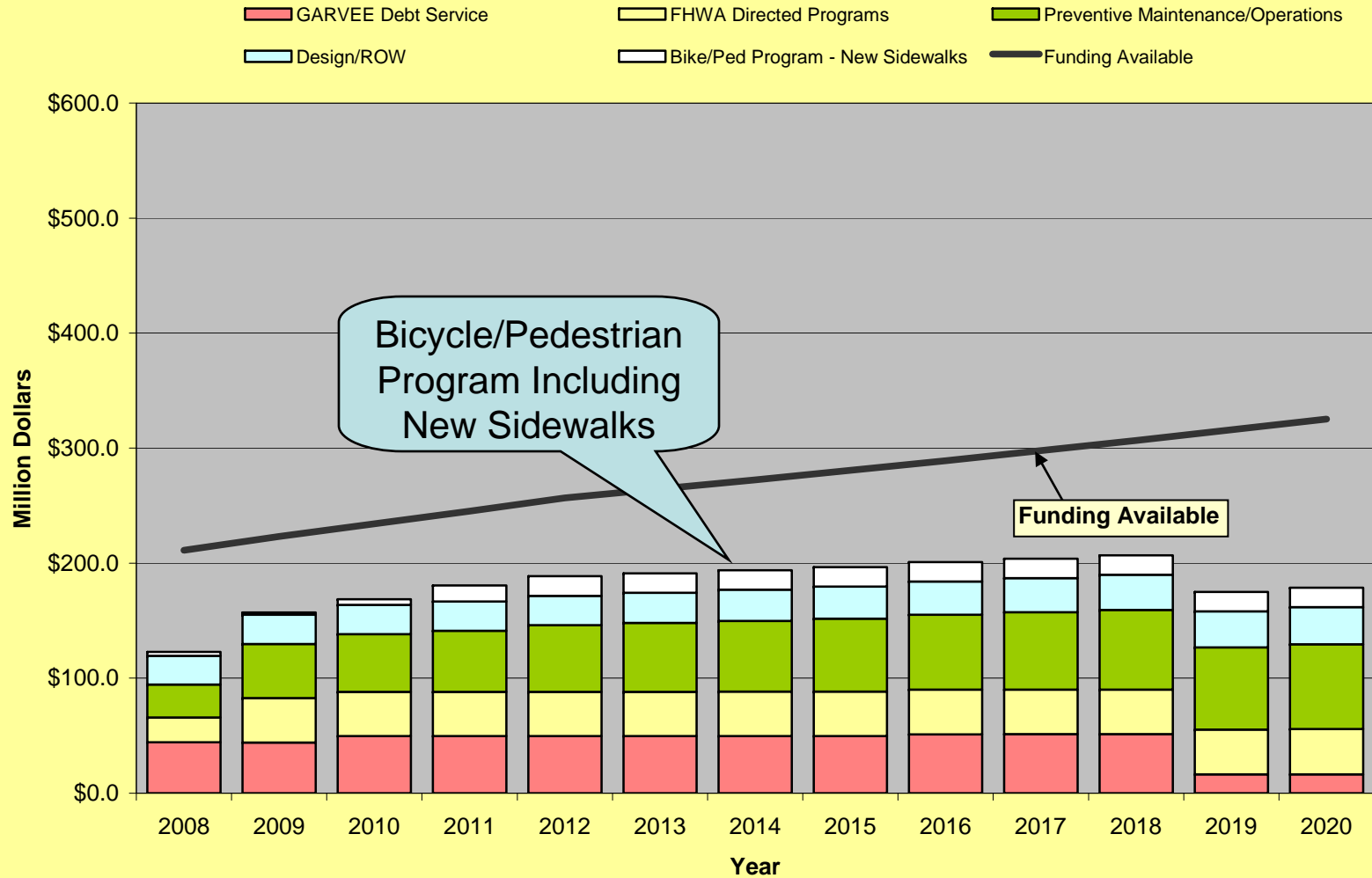
Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.

Highway Program Needs (Tread Water) Compared with Available Funding



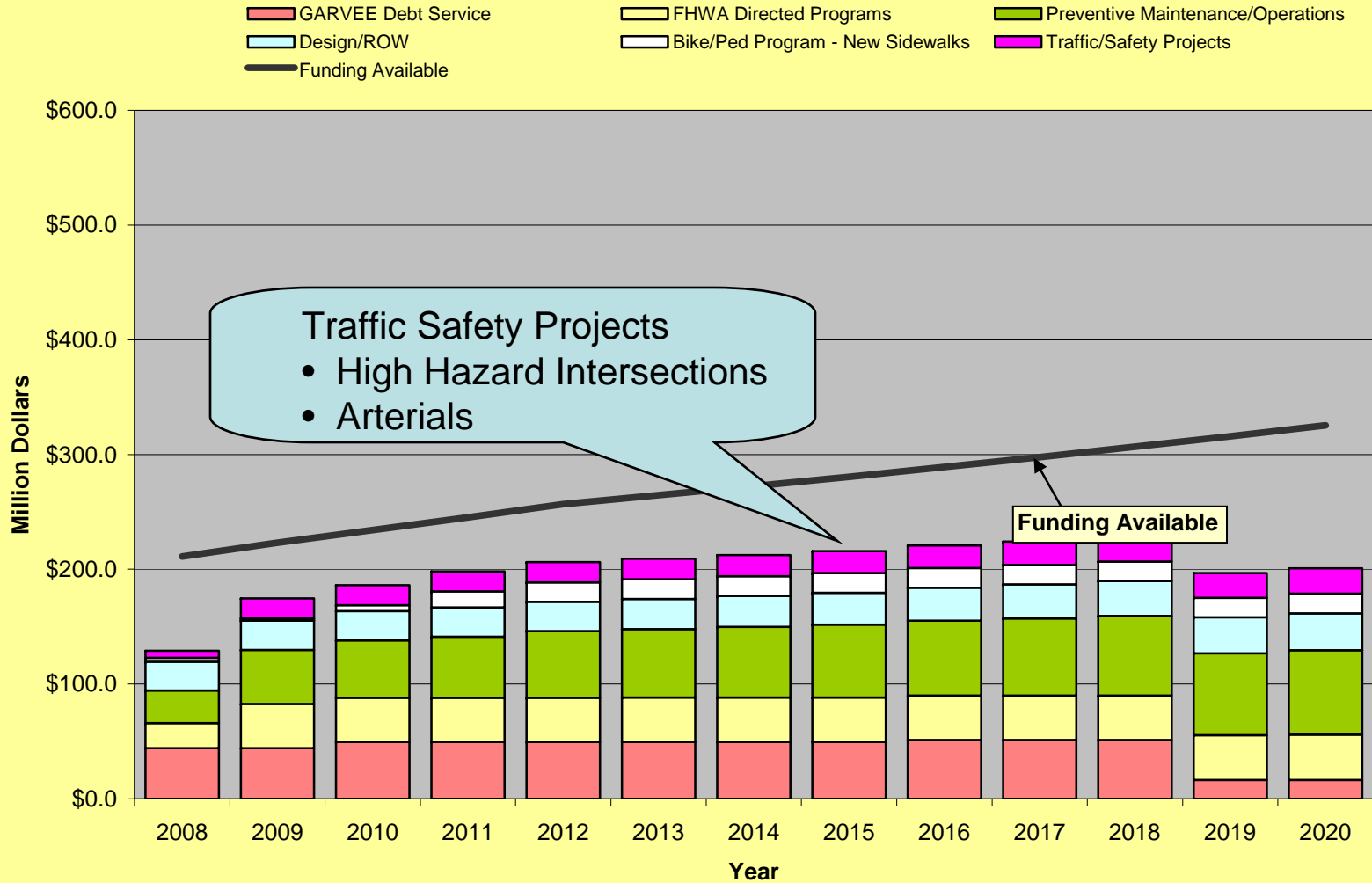
Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.

Highway Program Needs (Tread Water) Compared with Available Funding



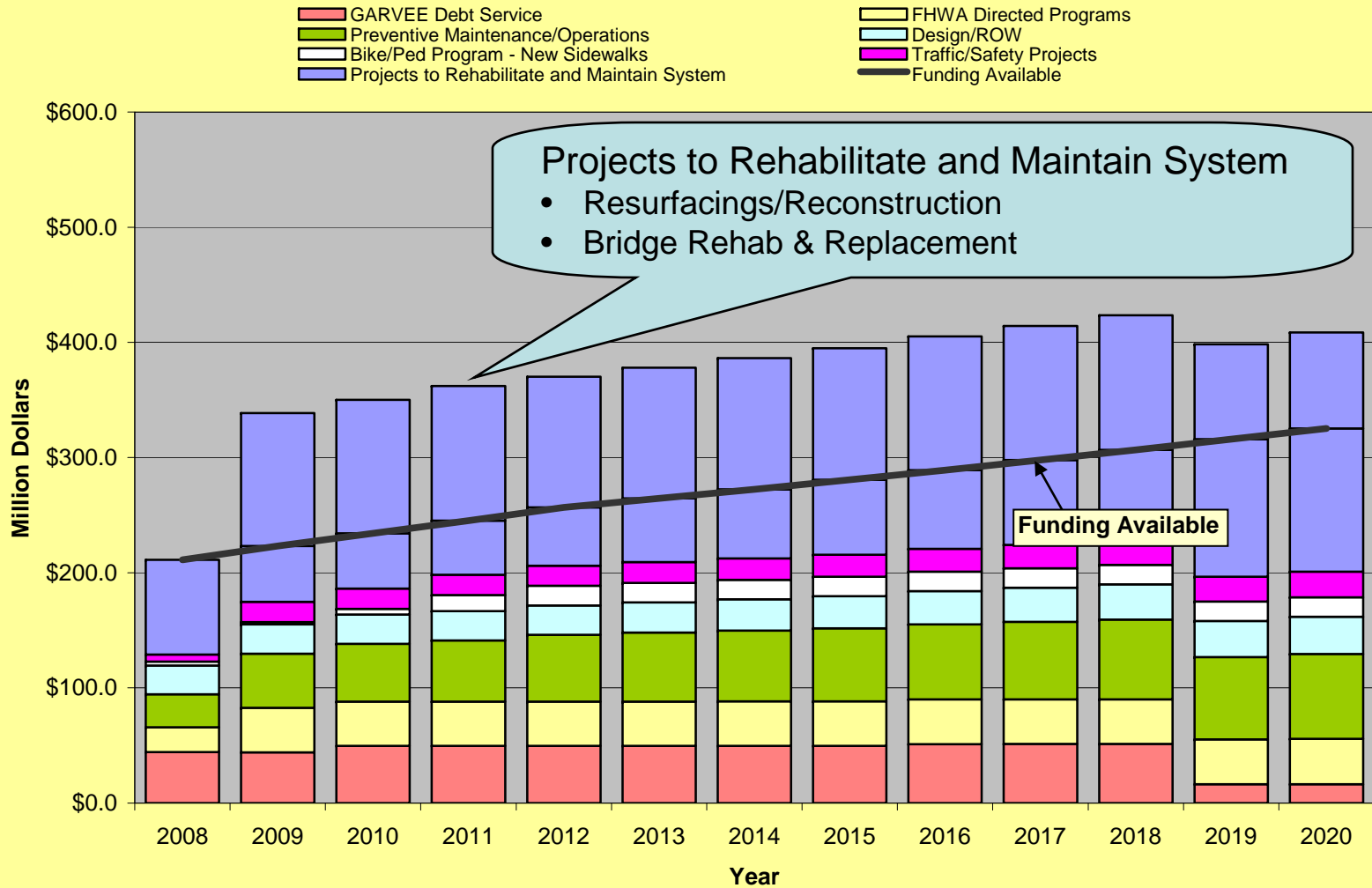
Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.

Highway Program Needs (Tread Water) Compared with Available Funding



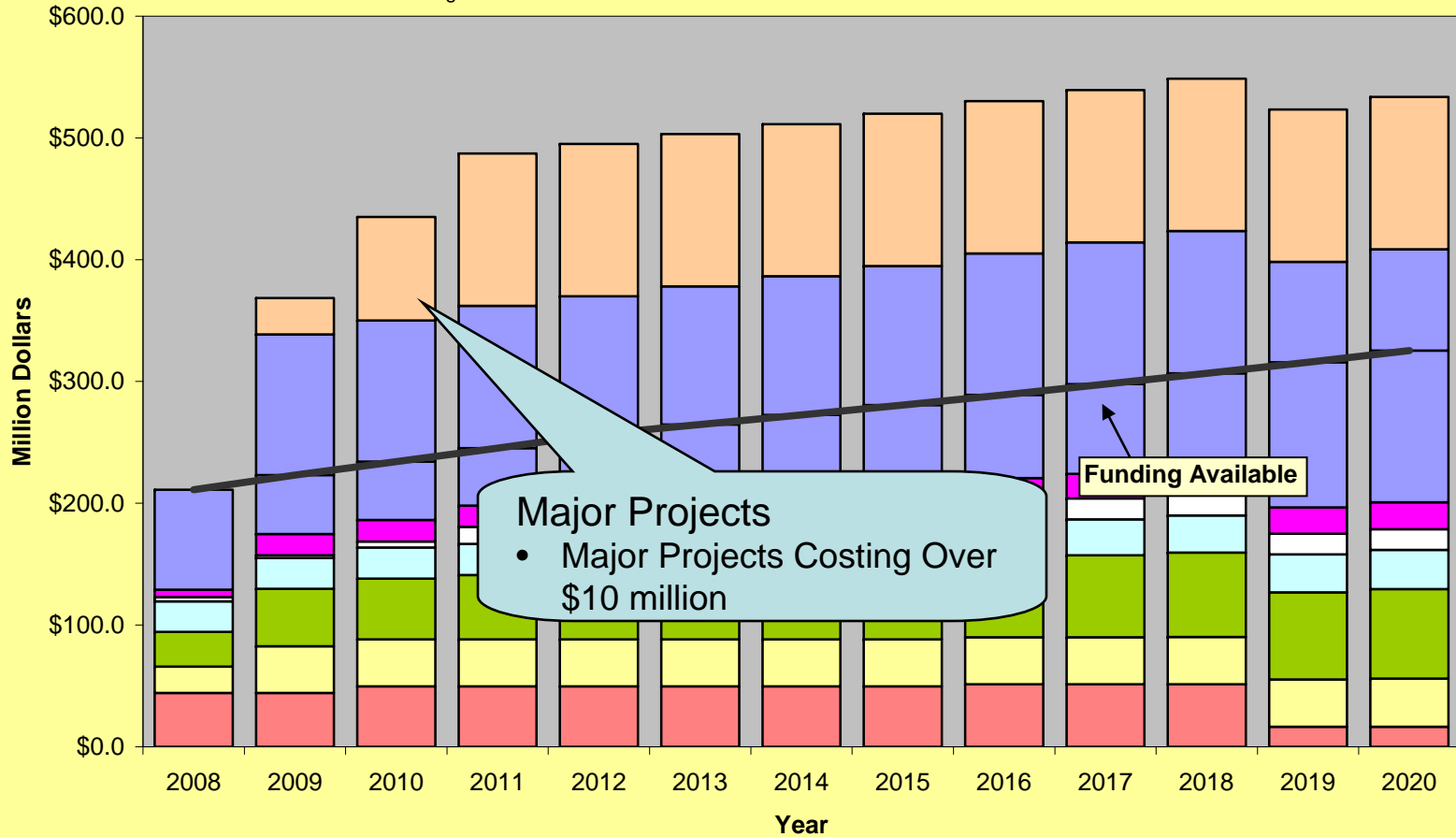
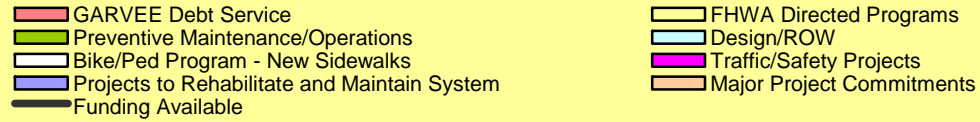
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Highway Program Needs (Tread Water) Compared with Available Funding



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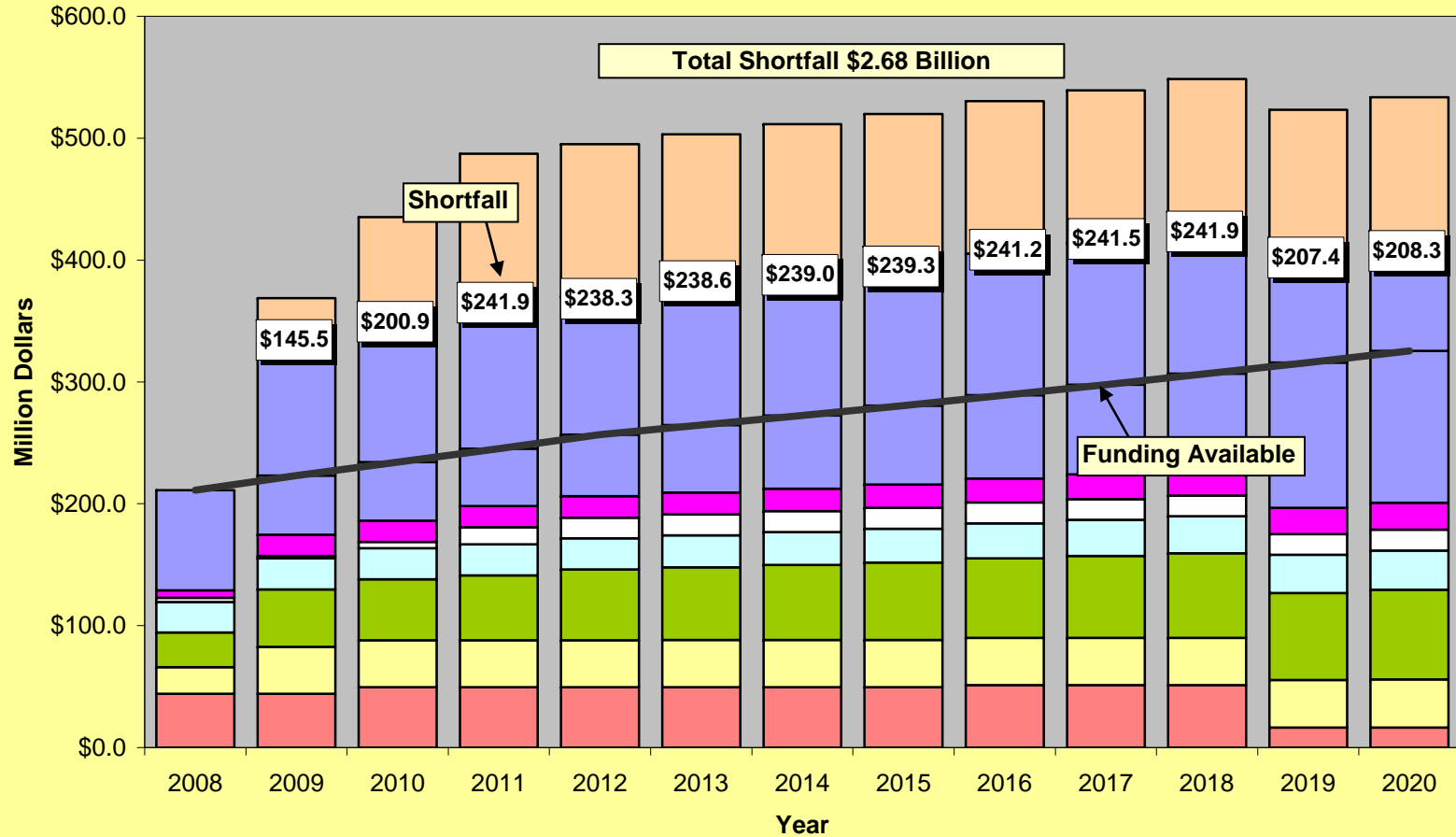
Highway Program Needs (Tread Water) Compared with Available Funding



Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
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Highway Program Needs (Tread Water) Compared with Available Funding

- | | |
|--|--|
| <ul style="list-style-type: none"> GARVEE Debt Service Preventive Maintenance/Operations Bike/Ped Program - New Sidewalks Projects to Rehabilitate and Maintain System Funding Available | <ul style="list-style-type: none"> FHWA Directed Programs Design/ROW Traffic/Safety Projects Major Project Commitments |
|--|--|



Assumptions: Federal Funding Increases by \$10 million per year through 2012 and 3% per Year thereafter.
The State will Match all Federal Funds Provided.