

RHODE ISLAND STATEWIDE PLANNING PROGRAM
Rhode Island State Planning Council

Thursday, March 10, 2016
RIDOA, Conference Room A
One Capitol Hill, Providence, RI

DRAFT MINUTES

I. Attendance

1. Members Present

Mr. Michael DiBiase, Chair	Director, Rhode Island Department of Administration
Ms. Lisa Vura-Weis, Vice-Chair	Deputy Chief, Office of the Governor
Mr. Jared Rhodes, Secretary	Acting Associate Director, Division of Planning
Mr. Peter Alviti	Director, Rhode Island Department of Transportation
Ms. Jeanne Boyle	President's Designee, Rhode Island League of Cities and Towns
Mr. Steven Boudreau	Representing Nicole Alexander-Scott, Director, Rhode Island Department of Health
Ms. Barbara Cesaro	Representing Marion Gold, Commissioner, Rhode Island Office of Energy Resources
Mr. Roy Coulombe	Public Member
Mr. Darin Early	Representing Stefan Pryor, Secretary of Commerce
Mr. Thomas Mullaney	Rhode Island Department of Administration, Budget Office
Mr. L. Vincent Murray	Rhode Island League of Cities & Towns, Government Official Representative
Ms. Bonnie Nickerson	Director, Providence Department of Planning and Development
Ms. Sandy O'Connor	Governor's Designee
Ms. Amy Pettine	Representing Raymond Studley, Rhode Island Public Transit Authority
Ms. Lisa Primiano	Representing Janet Coit, Director, Rhode Island Department of Environmental Management
Ms. Amy Rainone	Representing Barbara Fields, Executive Director, Rhode Island Housing
Mr. Peder Schaefer	Representing Daniel Beardsley, Rhode Island League of Cities and Towns
Mr. Girard Visconti	Large Business Representative
Mr. Jeffrey Willis	Representing Grover Fugate, Executive Director, Rhode Island Coastal Resources Management Council
Mr. Scott Wolf	Environmental Advocate

2. Members Absent

Ms. Jeanne Cola	Non Profit Community Development Representative
Mr. Marcus Mitchell	Small Business Representative
Mr. M. James Riordan	Public Member
Mr. Mathies Santos	Chair, Housing Resources Commission

3. Staff Present

Ms. Kimberly Crabill	RI Statewide Planning Program
Ms. Karen Scott	RI Statewide Planning Program
Ms. Chelsea Siefert	RI Statewide Planning Program

4. Guests Present

Ms. Celia Blue	Rhode Island Department of Transportation
Ms. Meredith Brady	Rhode Island Department of Transportation
Mr. Ryan Gardiner	Rhode Island Department of Transportation
Mr. Josh Pacewicz	Brown University
Ms. Lillian Picchione	Rhode Island Public Transit Authority
Mr. Michael Walker	Rhode Island Commerce Corporation

II. Agenda Items

1. Call to Order

Chairman DiBiase called the meeting to order at 9:01 a.m.

2. Approval of February 11, 2016 Meeting Minutes – for action

Chairman DiBiase asked for a motion to approve the minutes of February 11, 2016. Mr. Boudreau moved to approve the minutes as submitted. The motion was seconded by Mr. Mullaney. There being no discussion, the following members voted aye: Alviti, Boyle, Boudreau, Cesaro, Coulombe, Mullaney, Murray, O'Connor, Pettine, Primiano, Rainone, Schaefer, Visconti, and Willis. Chairman DiBiase and Mr. Rhodes abstained. Not present at this time were Mr. Early, Ms. Nickerson, Ms. Vura-Weis and Mr. Wolf. There were no nay votes.

3. Public Comment on Agenda Items – for discussion

There was none.

4. FY 17- 25 TIP Funding Allocations by Program – for action

Chairman DiBiase introduced Ms. Karen Scott from Statewide Planning. Ms. Scott gave an overview of the Transportation Advisory Committees meeting and their funding recommendation. She also gave some background with regard to the Funding Allocations for the draft Transportation Improvement Program. Ms. Scott then turned the floor over to Director Alviti who delivered the attached presentation and then took questions:

Mr. Coulombe asked where DOT was in the gantry bidding process. Director Alviti explained the permitting and procurement process and the selection of the company who would get the contract for these highly sophisticated gantries. Director Alviti stated that they are reviewing respondents now and hope to make a selection within the next few weeks. DOT estimated that they would be up and operational within eighteen months.

Ms. Pettine asked that DOT coordinate up front in the posting of weight limitations and restrictions on bridge use as it effects their operational costs. Director Alviti responded that DOT would work with RIPTA.

Ms. Boyle asked for clarification in the Pavement Maintenance category. Director Alviti explained that it is for addressing the condition of the State's primary and secondary roadway surfaces with the goal being a state of good repair.

Mr. Boudreau applauded the Director for taking the asset management approach and asked how often the 10 year plan would be revisited. Director Alviti responded that it would be revisited every year.

Mr. Murray noted that debt service is the second largest component of the expenditure side and asked if that will extend beyond the time frame of 2025. Director Alviti responded that it does extend 5 years beyond 2025 but that it would reduce considerably after the first ten years.

Mr. Murray also asked if there would be a refinancing of the existing Garvee Bonds as part of the plan which Director Alviti confirmed and noted that there would be a small amount of savings with refinancing the existing bonds.

Mr. Wolf asked Director Alviti, if DOT is not doing a "worst first" approach, how they would describe their approach. Director Alviti stated that it is an asset management approach that blends in maintenance projects so as to reduce long term total reconstruction costs. Mr. Wolf then asked what happens to the worst bridges. Director Alviti stated that some of them will be maintained at a steady state while they await full reconstruction.

Ms. Boyle addressed Ms. Scott in reference to the prioritized list and asked if the highest ranked projects would occur first. Ms. Scott responded that in many instances they may not and further explained that there are many factors that will influence scheduling and that the intent is to deliver the full programming/scheduling proposal at the next SPC meeting.

Chairman DiBiase introduced Amy Pettine and Lillian Piccione to review the attached RIPTA 10-year Funding Proposal.

Mr. Wolf asked if the chart was showing all of the planned expenditures for RIPTA for the next ten years. Ms. Pettine explained that the chart was focused on the Federal Capital expenditures.

Ms. Primiano asked what the passenger facility enhancements were. Ms. Pettine explained that it would include such things as maintaining bus stops, signage for the stops, working on shelter projects for the communities, building facilities for passengers and amenities within the structures, to name a few.

In closing the formal presentations Ms. Scott shared some State and Federal Policy information to contextualize all of the funding information presented and to show that RIDOT and RIPTA's funding proposals very closely align with Federal and State Transportation Policies. Ms. Scott concluded by asking the State Planning Council to approve the proposed funding allocations as proposed by RIDOT and RIPTA.

Director DiBiase thanked Ms. Scott, Mr. Alviti, Ms. Pettine and Ms. Piccione for the presentations and information they provided. He further stated that what the Council had just heard was that Rhodeworks and the Federal Fast Act have taken us to a position where we are no longer dramatically underfunding transportation. That does not mean that we are necessarily sufficient or that we are overfunding anything, but we are at a much better place than where we have been in the past.

Director DiBiase then asked Ms. Scott to explain the different policy choices and trade-offs that were made in the decision process. Ms. Scott responded by noting that the primary question to be addressed was how to maintain sufficiency in other categories while getting to a state of good repair on highway and bridges. Director Alviti added that the 10-year plan actually adds 80 million more for transit than we have traditionally spent, 37 million dollars more for transportation alternatives, and 30 million dollars more for paving. Finally, Ms. Scott stated that the next policy question is going to be how do we grow and fix the transit system.

Mr. Wolf asked where the transit hub next to the Amtrak station fits into the proposal. Mr. Alviti responded that the 35 million dollar bond could provide us with a modest transit hub, however the expectation is to take the project beyond that by working with the private sector to achieve economic growth. Currently RIDOT is working with DOA and Commerce to further a P3 proposal. Ms. Scott added that the bond funds do not show in the tables as they are state dollars but the project as a whole will show in the TIP as a project of regional significance.

Chairman DiBiase asked for a motion to vote to approve initial funding allocations per category to be used as the basis for scheduling projects in the draft FY 17-25 TIP. Mr. Wolf made the first motion. The motion was seconded by Ms. Nickerson. Discussion was as follows:

Mr. Early asked if one could presume that the team from a planning standpoint since more funds are needed obviously to do the future plan, that when you are going about building the infrastructure you are keeping in mind with some reason the future proofing acts that you are going to be making. Whether it's not moving a bridge or not looking at a bridge today that may be moved in the future as you go about your plan. Mr. Alviti explained that the movement to an annual cycle of reviewing the TIP should assist in addressing this.

Mr. Murray commented that the 10-year plan should not be seen as taking away the State's aspirations of doing more than just bridge and roadway.

Ms. Vura-Weis emphasized that the governor's office very much hears the need for additional resources on the non-roadway/bridge side and that they look forward to the Long Range Transportation Planning Process as a means to tee-up those needs.

There begin no further discussion, the following members voted aye: Alviti, Boyle, Boudreau, Cesaro, Early, Mullaney, Murray, Nickerson, O'Connor, Pettine, Primiano, Rainone, Schaefer, Visconti, Vura-Weis, Willis and Wolf. Chairman DiBiase and Mr. Rhodes abstained. Mr. Coulombe was no longer present. There were no nay votes.

5. Announcements

Ms. Nickerson announced that City of Providence and the Rhode Island Chapter of the American Planning Association are hosting a Forum on the on the 6/10 Project on March 23rd from 6 – 8 pm at 444 Westminster Street. There will be 3 expert panelists who have done these types of projects around the country.

Ms. Rainone announced that Rhode Island Housing will be releasing a report on the State's current and future housing needs within a couple of weeks.

6. Adjourn

Chairman DiBiase asked for a motion to adjourn. Mr. Mullaney motioned to adjourn. The motion was seconded by Mr. Early. There being no discussion, the following members voted aye: Alviti, Boyle, Boudreau, Cesaro, Early, Mullaney, Murray, Nickerson, O'Connor, Pettine, Primiano, Rainone, Schaefer, Visconti, Vura-Weis, Willis and Wolf. Chairman DiBiase and Mr. Rhodes abstained. Mr. Coulombe was no longer present. There were no nay votes. The meeting adjourned at 10:18 a.m.

Respectfully Submitted,

Jared Rhodes
Secretary



Recommended TIP Funding Sources & Uses

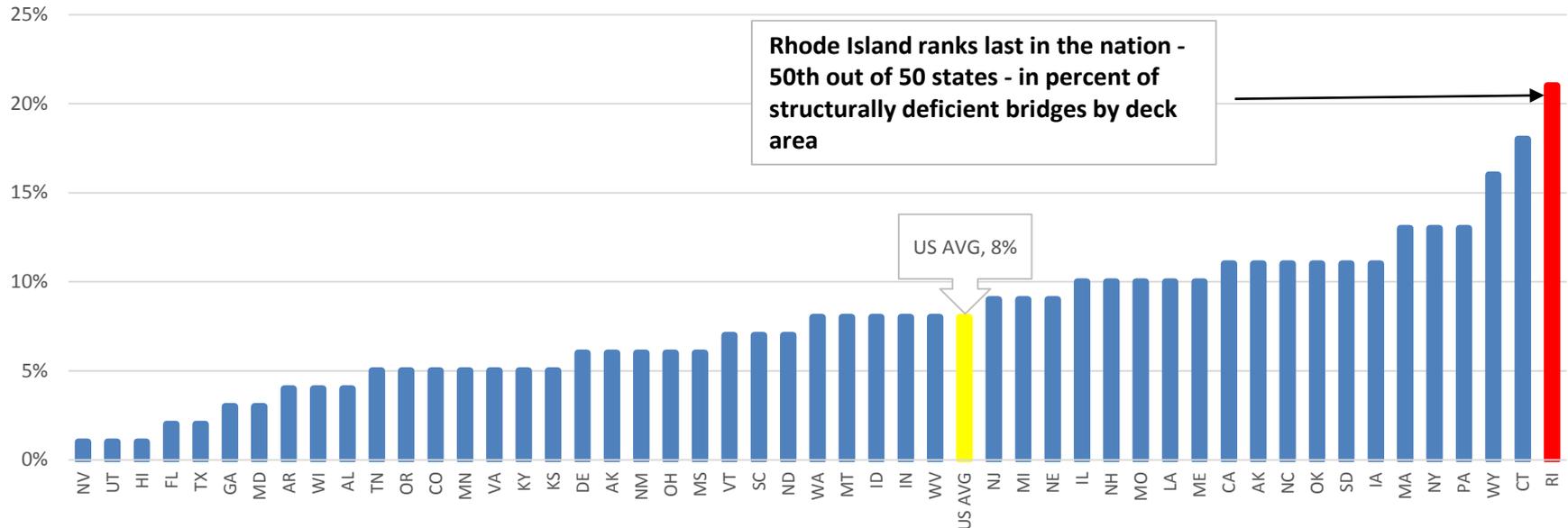
FY2017-FY2025 Proposed TIP Allocations



State Planning Council Meeting
March 10, 2016

Peter Alviti, Jr. PE
Director
Rhode Island Department of
Transportation

A Quick Reminder – Rhode Island's Bridges



PERCENT OF BRIDGES STRUCTURALLY DEFICIENT BY STATE

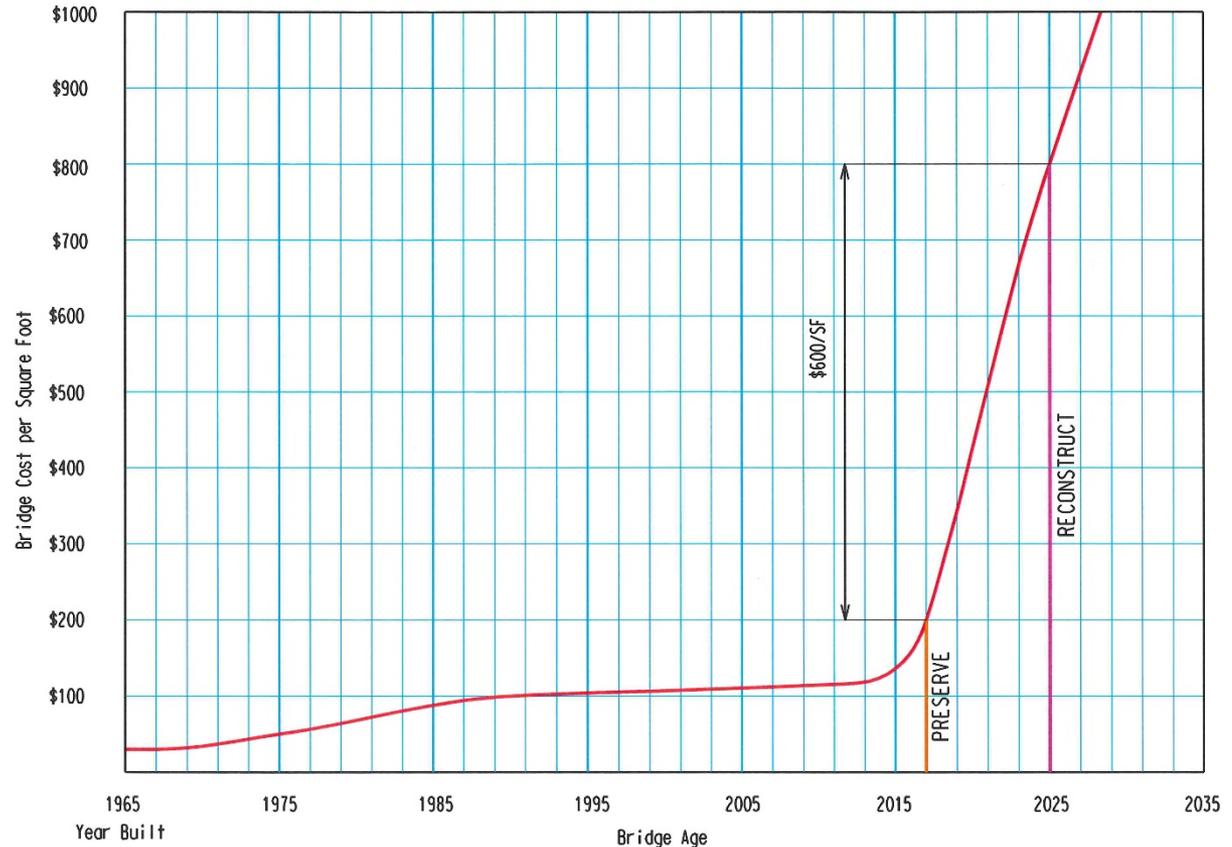


Estimated Savings of \$950 Million By Accelerating Bridge Reconstruction

If we don't do this now, it will continue to become more expensive

Deterioration vs. Cost

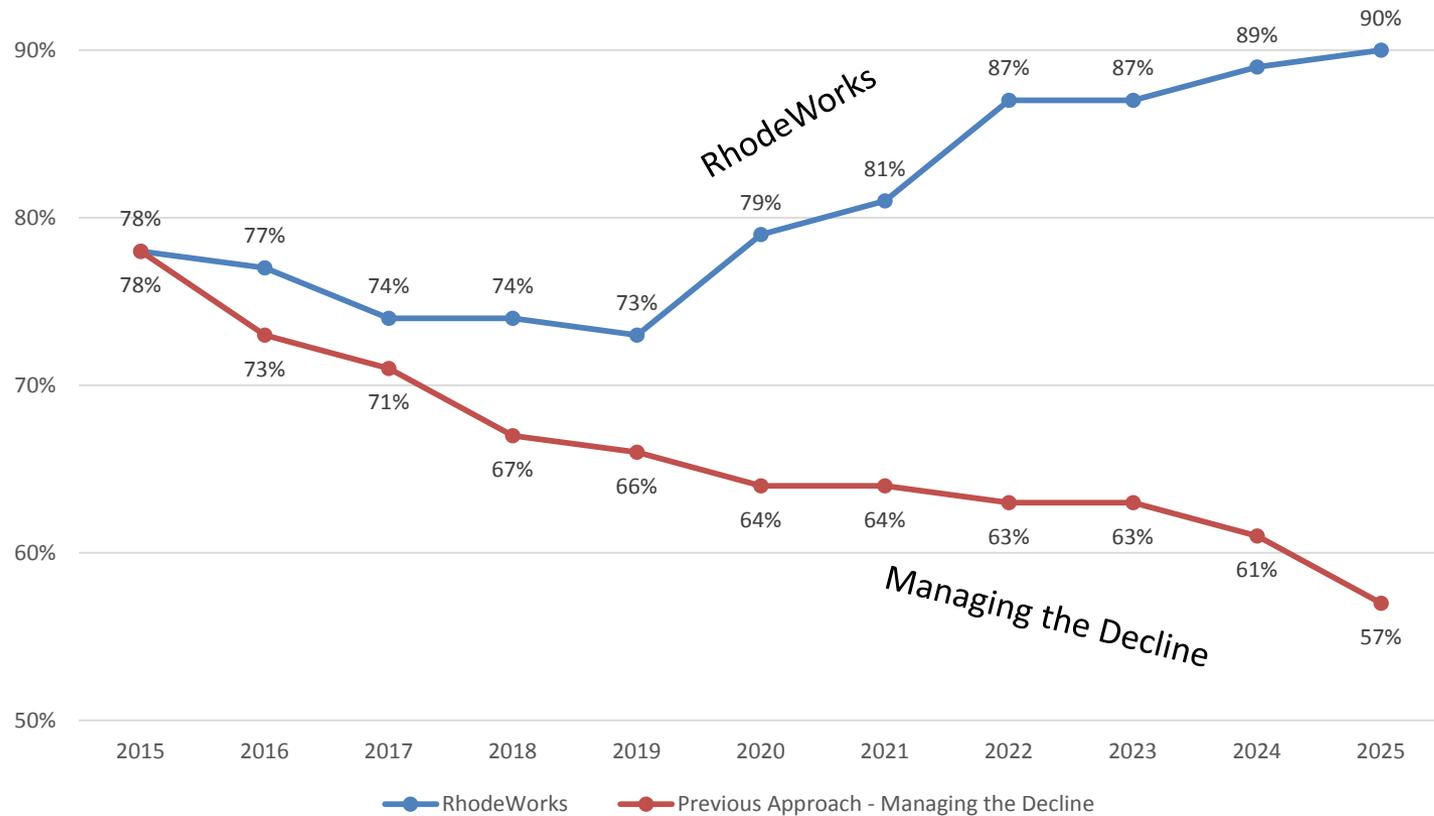
GROUP 5: Greenwich Avenue Bridge No. 068101
 Greenwich Avenue over I-95, Warwick
 Rhode Works Bonded - \$2.6M start construction 2017, preserve
 Without Rhode Works - \$10.4M start construction 2025, reconstruct



Greenwich Avenue Bridge, Warwick
 Preservation vs. Reconstruction

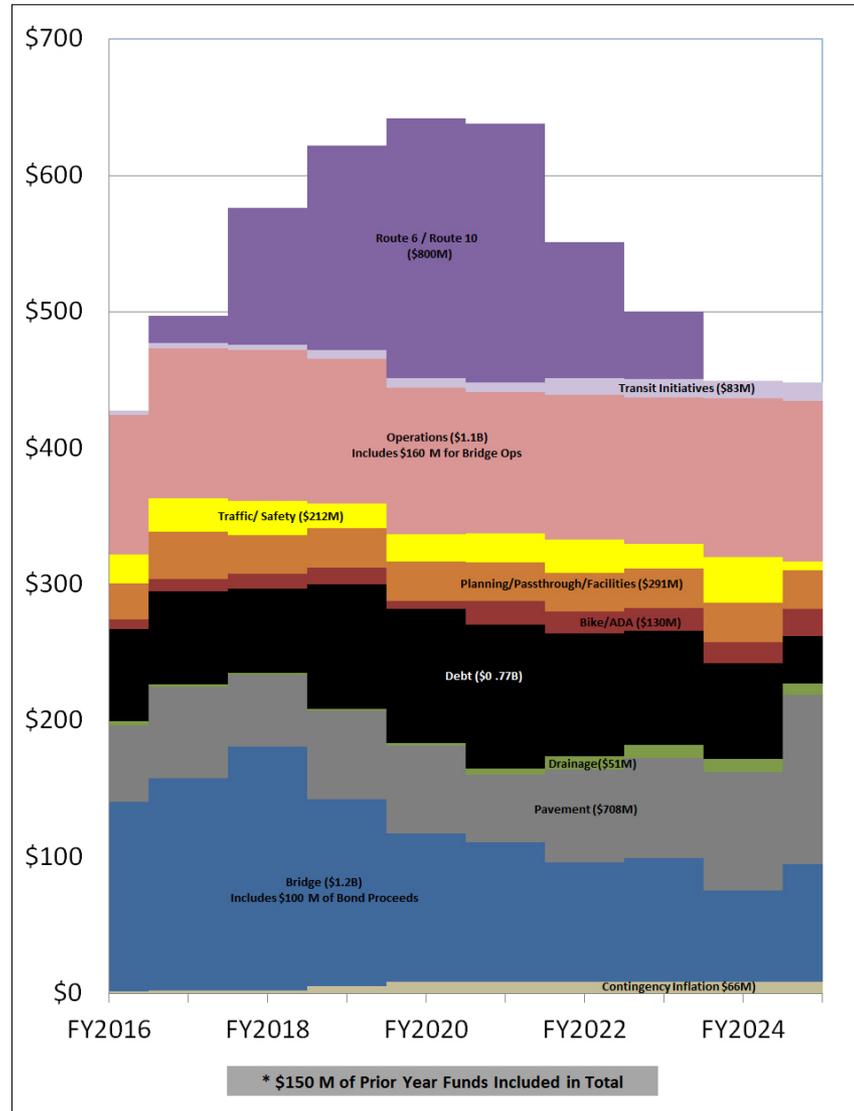


Structural Bridge Sufficiency in the Next 10 Years



\$4.7 Billion

Billion



More than Just Bridges

Over 10 Years:

- \$80M More for Transit
- \$37M More for Transportation Alternatives
- \$30M More for Pavement

Program Benefits



\$950 million SAVINGS by fixing the bridges sooner

-\$204 million in interest costs (including GARVEE refinance)

\$746 million in NET SAVINGS

Plus:

- 90% Bridge Sufficiency Reached in 2025
- Route 6/10 Project Local Share Funded
- More Dollars for Transit, Transportation Alternatives, Paving, Bikes, & Increased Maintenance Capabilities





RIDOT Recommendations

Sources and Uses (Pipelines) Included in Your Meeting Materials



RhodeWorks Funding Sources												Sep-16	DRAFT
Highway - State	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10 Year Total	Previous	Delta
Current State Law - RIDOT Funding Sources													
ISTF Fund													
Gas Tax	\$85.2	\$85.0	\$88.7	\$88.3	\$91.9	\$91.2	\$94.3	\$93.3	\$92.1	\$91.0	\$901.3	\$901.3	(\$0.0)
RICAP Funds	\$28.2	\$27.2	\$27.2	\$27.2	\$27.2	\$27.2	\$27.2	\$27.2	\$27.2	\$27.2	\$273.0	\$273.0	\$0.0
RI Highway Maintenance Account	\$53.1	\$77.1	\$88.1	\$86.7	\$87.5	\$87.7	\$87.8	\$88.0	\$88.4	\$88.2	\$832.5	\$832.5	(\$0.0)
RICAP For Projects	\$6.5	--	--	--	--	--	--	--	--	--	\$6.5	\$186.5	(\$180.0)
RICAP for Maintenance Facilities	\$4.5	\$6.5	\$4.8	\$4.3	\$4.3	\$4.3	\$14.7	\$10.2	\$10.2	\$9.0	\$72.7	\$72.7	\$0.0
Project Closeouts	\$10.0	\$5.0	\$5.0	\$3.0	\$3.0	--	--	--	--	--	\$26.0	\$26.0	\$0.0
IWAY Land Sales Proceeds	--	\$10.0	--	--	--	--	--	--	--	--	\$10.0	\$10.0	\$0.0
GARVEE Bond Proceeds	\$300.0	--	--	--	--	--	--	--	--	--	\$300.0	--	\$300.0
Toll Bond Proceeds	--	--	--	--	--	--	--	--	--	--	--	\$500.0	(\$500.0)
Toll Revenue	--	--	\$38.0	\$44.8	\$44.8	\$44.8	\$44.8	\$44.8	\$44.8	\$44.8	\$351.6	--	\$351.6
Total RIDOT State Resources Available	\$487.5	\$210.8	\$251.8	\$254.3	\$258.7	\$255.2	\$268.8	\$263.5	\$262.7	\$260.2	\$2,773.6	\$2,802.0	(\$28.4)
Highway - Federal													
Railway-Highway Crossings Program	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$12.0	\$11.0	\$1.0
Highway Safety Improvement Program	\$17.5	\$17.8	\$18.0	\$18.2	\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$182.5	\$158.7	\$23.8
Transportation Alternative Program	\$3.2	\$3.2	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$32.8	\$36.0	(\$3.2)
National Highway Performance Program	\$123.1	\$126.0	\$128.6	\$131.4	\$134.4	\$134.4	\$134.4	\$134.4	\$134.4	\$134.4	\$1,315.5	\$1,233.7	\$81.8
CMAQ Program	\$10.4	\$10.6	\$10.8	\$11.0	\$11.2	\$11.2	\$11.2	\$11.2	\$11.2	\$11.2	\$110.3	\$78.9	\$31.4
Planning	\$6.2	\$6.3	\$6.3	\$6.3	\$6.4	\$6.4	\$6.4	\$6.4	\$6.4	\$6.4	\$63.4	\$65.7	(\$2.3)
Surface Transportation Block Grant Program	\$58.3	\$59.7	\$61.1	\$62.2	\$63.7	\$63.7	\$63.7	\$63.7	\$63.7	\$63.7	\$623.5	\$568.4	\$55.1
National Freight Program	\$6.4	\$6.1	\$6.6	\$7.5	\$8.3	\$8.3	\$8.3	\$8.3	\$8.3	\$8.3	\$76.4	--	\$76.4
Federal Budgetary Holdback	(\$6.2)	(\$6.3)	(\$6.4)	(\$6.5)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$65.2)	(\$58.6)	(\$6.6)
Total Federal Highway Funding Sources	\$220.0	\$224.6	\$229.5	\$234.7	\$240.4	\$240.4	\$240.4	\$240.4	\$240.4	\$240.4	\$2,351.2	\$2,093.8	\$257.4
Non-Highway Revenue													
NHTSA	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.0	\$30.0	--
FTA (Fixed Guideway)	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$28.0	\$28.0	--
Total Non-Highway Funding Sources	\$5.8	\$58.0	\$58.0	--									
Total RIDOT Funding Sources	\$ 713.3	\$ 441.2	\$ 487.2	\$ 494.8	\$ 504.9	\$ 501.4	\$ 515.0	\$ 509.7	\$ 508.9	\$ 506.4	\$ 5,182.8	\$ 4,953.8	\$ 229.0



Recommended Sources (Changes)

- \$180 million less RICAP for projects.
- \$300 million more new GARVEE debt service and no Toll (Revenue) Bond.
- More than \$350 million in toll revenue.
- Net change of less than \$30 million in State resources.
- Nearly \$260 million more in Federal funds over 10 years.

**FY 2016 - 2025 Proposed Rhode Island Ten Year Transportation Plan
RhodeWorks Funding Use Summary (Million Dollars)**

Pipeline Summary	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total	Sep-16	Delta
												Previous	
Bridge Maintenance	11.7	13.2	15.2	17.3	16.4	17.4	17.4	17.4	17.4	16.4	159.8	159.8	0.0
Pavement Maintenance	8.7	7.1	7.1	7.2	7.2	7.2	7.2	7.2	7.3	7.3	73.5	73.5	0.0
Traffic Safety Maintenance	10.1	8.4	7.7	6.3	6.2	6.3	6.2	6.4	6.2	6.1	69.9	69.9	0.0
Drainage Maintenance	5.0	7.7	7.2	5.4	6.9	5.9	7.2	5.2	6.0	5.0	61.5	61.5	0.0
Maintenance Operations	40.8	47.8	47.4	44.1	45.8	42.4	46.7	49.3	58.1	61.6	484.0	484.0	0.0
Transit Operations - RIDOT	7.7	8.1	8.2	8.3	8.5	8.6	8.7	8.8	8.9	9.1	84.9	84.9	0.0
Toll Operations	0.0	0.0	1.9	2.2	2.2	2.2	2.2	2.2	2.2	2.2	17.6	0.0	17.6
Headquarters Operations	18.6	18.1	18.0	17.6	16.7	15.7	13.2	13.2	12.7	12.6	156.4	156.4	0.0
Subtotal	102.6	110.4	112.7	108.4	109.9	105.7	108.8	109.7	118.8	120.3	1,107.6	1,090.0	17.6
Debt Service	69.2	80.5	73.9	104.1	100.4	107.9	103.9	103.2	98.0	87.6	928.7	772.9	155.8
Passthroughs	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	79.0	69.0	10.0
Contingency - Inflation	1.7	2.3	2.5	5.5	8.5	9.0	9.0	9.0	9.0	9.0	65.5	65.5	0.0
Bridge Capital Program	184.4	112.2	176.8	137.3	108.7	101.8	87.5	90.3	66.4	85.7	1,151.1	1,151.1	0.0
Pavement Capital	56.0	67.0	52.9	64.6	64.9	50.0	67.6	73.3	87.3	124.5	708.1	708.1	0.0
Traffic Safety Capital Program	21.1	23.8	24.7	18.2	20.2	21.2	23.9	18.5	33.4	6.4	211.4	211.4	0.0
Drainage Capital Program	3.2	2.2	1.8	1.2	2.7	5.2	9.7	10.7	10.2	8.0	54.8	50.8	4.0
Transportation Alternatives	11.1	9.2	10.3	12.3	5.8	17.0	15.7	16.5	15.9	19.9	133.7	129.7	4.0
Planning - Program Development	14.7	15.2	14.9	14.9	14.9	15.0	15.0	14.9	14.9	14.7	149.1	149.1	0.0
Toll Capital	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	38.0
Maintenance Capital Program	4.5	6.5	4.8	4.3	4.3	4.3	14.7	10.2	10.2	8.9	72.7	72.7	0.0
Transit Capital Program - RIDOT	3.2	4.0	4.0	6.5	7.0	7.0	12.0	13.0	13.0	13.5	83.2	83.2	0.0
Subtotal	415.0	330.8	374.5	376.8	345.3	346.3	366.9	367.5	366.2	386.1	3,675.3	3,463.5	211.8
RT 6/10 Project	195.7	0.0	0.0	9.5	49.7	49.4	39.3	32.5	23.9	0.0	400.0	400.0	0.0
Subtotal	195.7	0.0	0.0	9.5	49.7	49.4	39.3	32.5	23.9	0.0	400.0	400.0	0.0
Total	713.3	441.2	487.2	494.7	504.9	501.4	515.0	509.7	508.9	506.4	5,182.9	4,953.5	229.4



Recommended Uses (Changes)

- Funding included for toll facility operation (\$17.6 million) and toll facility capital (\$38 million).
- Funding included for the debt service on the new GARVEE bond over the 10 years.
- Two drainage projects added (\$4.0 million).
- Transportation Alternatives increased to match the TAC recommendation and include seven additional projects with prior commitments (\$4.0 million).

Thank You!

**Rhode Island Public Transit Authority
Ten Year TIP**

Projects	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total
5307 Vehicles											
Total Cost	\$2.0	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$50.7
Federal Cost	\$1.6	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$4.3	\$30.3
RICAP	\$0.4	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.1
5339 Vehicles											
Total Cost	\$3.7	\$3.7	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$3.8	\$37.9
Federal Cost	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.3
RICAP	\$0.7	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$7.6
5307 Paratransit Vehicles											
Total Cost	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$10.5
Federal Cost	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$8.4
RIPTA - PT Revolving Loan Fund	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$2.1
5310 Vehicles											
Total Cost	\$1.2	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$13.1
Federal Cost	\$1.0	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
RIPTA - PT Revolving Loan Fund	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$2.6
5307 Operating Expense Reimbursements											
Total Cost	\$28.2	\$28.9	\$29.6	\$30.3	\$31.0	\$31.8	\$32.5	\$33.3	\$34.1	\$34.1	\$313.8
Federal Cost	\$21.6	\$19.3	\$19.8	\$20.2	\$20.7	\$21.2	\$21.7	\$22.2	\$22.8	\$22.8	\$212.3
State/RIPTA Cost	\$6.6	\$9.6	\$9.8	\$10.0	\$10.3	\$10.6	\$10.8	\$11.1	\$11.4	\$11.4	\$101.5
5307 Capital Projects - Passenger Enhancements and Maintenance Facilities											
Total Cost	\$5.4	\$5.4	\$5.2	\$5.2	\$6.3	\$6.3	\$6.4	\$4.9	\$4.9	\$4.9	\$54.9
Federal Cost	\$4.4	\$4.3	\$4.2	\$4.2	\$5.0	\$5.1	\$5.1	\$3.9	\$3.9	\$3.9	\$43.9
State/RIPTA Cost	\$1.1	\$1.1	\$1.0	\$1.0	\$1.3	\$1.3	\$1.3	\$1.0	\$1.0	\$1.0	\$11.0
5311 Rural Operations & RTAP											
Total Cost	\$1.7	\$1.7	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$18.0
Federal Cost	\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.4
RIPTA Cost	\$0.8	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$8.6
CMAQ Initiatives											
<u>Vehicles</u>											
Total Cost	\$0.0	\$0.0	\$0.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$14.0
Federal Cost	\$0.0	\$0.0	\$0.0	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$11.2
RIPTA Operating	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$2.8
<u>Transit Service Initiatives (R-Line) CMAQ</u>											
Total Cost	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$22.5
Federal Cost	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$18.0
RIPTA Operating	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.5
<u>Passenger Initiatives CMAQ</u>											
Total Cost	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
Federal Cost	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$4.0
RIPTA Operating	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.0
<u>Capital Enhancements - Passenger Facility Enhancements</u>											
Total Cost	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$6.3
Federal Cost	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$5.0
RIPTA Operating	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.3
<u>Commuter Resources</u>											
Total Cost	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$6.0
Federal Cost	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$6.0
No Match Required	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Subtotal CMAQ	\$4.0	\$4.0	\$4.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$53.8
Federal CMAQ Cost	\$3.3	\$3.3	\$3.3	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$44.2
State/RIPTA CMAQ Cost	\$0.7	\$0.7	\$0.7	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$9.6
Total Cost of Programs											
Total Cost of Programs	\$47.3	\$51.4	\$52.1	\$54.9	\$56.7	\$57.5	\$58.3	\$57.6	\$58.4	\$58.4	\$552.6
Total Federal Cost	\$36.5	\$37.0	\$37.4	\$39.5	\$40.9	\$41.4	\$41.9	\$41.3	\$41.8	\$41.8	\$399.5
Total State/RIPTA Cost	\$10.8	\$14.4	\$14.7	\$15.4	\$15.8	\$16.1	\$16.4	\$16.3	\$16.6	\$16.6	\$153.1

Federal Sources of Revenue

Section 5307	\$28.4	\$28.8	\$29.1	\$29.6	\$30.9	\$31.4	\$32.0	\$31.3	\$31.8	\$31.8	\$305.1
Section 5339	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$30.3
Section 5310	\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$9.4
Section 5311	\$1.0	\$1.0	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$10.5
CMAQ	\$3.3	\$3.3	\$3.3	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$44.2
Total Federal Funds	\$36.5	\$37.0	\$37.4	\$39.5	\$40.9	\$41.4	\$41.9	\$41.3	\$41.8	\$41.8	\$399.5

Local and State Sources of Revenue

Vehicle Match (RICAP)	\$1.1	\$1.8	\$1.8	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$20.5
PT Revolving Loan Fund	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.7
Operating Project Match	\$8.0	\$11.0	\$11.2	\$11.5	\$11.7	\$12.0	\$12.2	\$12.5	\$12.8	\$12.8	\$115.6
Capital Project Match											
Operating budget & RICAP	\$1.2	\$1.2	\$1.2	\$1.2	\$1.4	\$1.4	\$1.4	\$1.1	\$1.1	\$1.1	\$12.2
Sum Local/State Match	\$10.8	\$14.4	\$14.7	\$15.4	\$15.8	\$16.1	\$16.4	\$16.3	\$16.6	\$16.6	\$153.1
Total Revenue	\$47.3	\$51.4	\$52.1	\$54.9	\$56.7	\$57.5	\$58.3	\$57.6	\$58.4	\$58.4	\$552.6