

**Fiscal Constraint Analysis
STIP FY 2013-2016
Amendment #7**

Rhode Island Public Transit Authority

Fiscal constraint is maintained as this amendment adds \$13 million in federal discretionary TIGER grant funding and \$4 million in RICAP and Highway Maintenance Account funds for the Downtown Providence Enhanced Transit Corridor project. In addition, \$54,066 of federal formula State of Good Repair High Intensity Bus program (FTA 5337) funding and \$13,517 in RIPTA operation budget funds will be directed for repairs associated with the East Side Bus Tunnel.

Rhode Island Department of Transportation

Fiscal constraint is maintained as the table below provided by RIDOT shows the sources and uses and demonstrates fiscal constraint for FFY2016 as part of the proposed amendment.

FFY2016 Funding Sources (in millions)

Highway -State	FY2016
ISTF Fund	
Gas Tax	\$85.2
RICAP (HIP)	\$28.2
RI Highway Maintenance Account	\$53.1
RICAP For Projects	\$6.5
RICAP for Maintenance Facilities	\$4.50
Project Closeouts	\$10.0
GARVEE Bond Proceeds	\$300.0
Transit Hub Bond	\$35.0
Unallocated Bond Proceeds	\$3.0
Third Party Funding	\$3.0
Total RIDOT State Resources Available	\$528.5

Highway - Federal	FY2016
Highway Safety Improvement Program	\$17.0
National Highway Performance Program	\$119.8
CMAQ Program	\$7.2
Planning	\$6.2
Surface Transportation Block Grant Program	\$60.3
National Freight Program	\$6.2
TIGER Grant	\$9.0
Total Federal Highway Funding Sources	\$225.7

Non-Highway Revenue	FY2016
NHTSA	\$3.0
FTA (Fixed Guideway)	\$2.8
Total Non-Highway Funding Sources	\$5.8

Total RIDOT Funding Sources	\$760.0
------------------------------------	----------------

FFY2016 Funding Uses (in millions)

Pipeline Summary	2016
Bridge Maintenance	\$11.7
Pavement Maintenance	\$8.7
Traffic Safety Maintenance	\$10.0
Drainage Maintenance	\$5.0
Maintenance Operations	\$40.7
Transit Operations - RIDOT	\$7.7
Toll Operations	\$0.0
Headquarters Operations	\$18.5
Subtotal	\$102.5
Debt Service	\$66.2
Contingency - Inflation	\$1.6
Bridge Capital Program	\$184.4
Pavement Capital	\$56.0
Traffic Safety Capital Program	\$30.0
Drainage Capital Program	\$3.2
Transportation Alternatives	\$11.0
Planning - Program Development	\$16.4
Toll Capital	\$38.0
Maintenance Capital Program	\$4.5
Transit Capital Program - RIDOT	\$50.2
Subtotal	461.7
RT 6/10 Project	\$195.7
Subtotal	\$195.7
Total	\$760.0

The current, adopted FFY2013-FFY2016 STIP shows a bottom line of \$304 million in revenues and expenditures for FFY 2016 (including the December 2015 Travel Plaza amendment). The proposed FFY2016 amendment shows a bottom line of \$760 million in revenues and expenditures. The difference of \$456 million between the two programs is primarily driven by the changes in state transportation infrastructure and maintenance funding.

1. State funding sources increase from just \$41 million in the adopted FFY 2013 to FFY 2016 STIP to more than \$528 million, an increase of \$487 million.
2. Of this \$487 million state revenue increase, approximately \$130 million is allocated to operating and maintenance expenditures, and is derived from gas tax in combination with the Highway Maintenance Account (HMA). These expenditures have always been part of RIDOT's operating budget, but the proposed FFY2016 amendment would show them in the STIP for the first time.
3. Of the remaining \$357 million in increased state revenue, \$300 million comes from the new GARVEE bonds, which RIDOT expects to have issued in the late summer. Nearly \$200 million will be allocated to the Route 6/10 Interchange, although RIDOT does not expect immediate expenditure of the funds. The remaining \$100 million will allow the RhodeWorks program to advance repair, replacement, and preventative maintenance on bridges, saving nearly a billion dollars in the long-term.

The remaining increase in state sources includes the \$35 million transit hub bond, approved by the voters in November 2014; \$10 million in prior year project closeouts; More than \$6 million in additional Rhode Island Capital Plan (RICAP) funds budgeted to RIDOT in FY2016 for capital projects; \$3 million in third party funds for the construction of the I-295 ramps in Johnston at Greenville Avenue; and \$3 million in unallocated bond funds, also allocated to the I-295 ramp project. *[Note: unallocated bond funds are a limited source accrued through past accounting practices that fiscal staff in the General Assembly and budget office have determined is available for capital projects and should be spent down.]*