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Rhode Island Turnpike and Bridge Authority
Jamestown, Rhode Island

Dear Mr. Darlington and Mr. Croft:

The purpose of this letter is to summarize our activity related to the Traffic and Revenue update conducted by Jacobs engineering for the Rhode Island Turnpike and Bridge Authority (RITBA or the Authority).

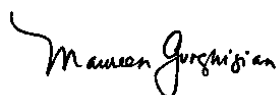
In addition to existing debt service, the Authority faces significant additional borrowing needs to fund critical long-term maintenance requirements as outlined in its 10-year renewal and replacement plan.

FirstSouthwest has updated the RITBA debt model to reflect the borrowing needs required to fund the most recently adopted 10 year plan. Funding the program will require a significant increase in debt, with a planned \$70 to 75 million issue in 2012 and approximately \$90 million in future borrowings from 2015 - 2017. As the RITBA expected when the 2010 bonds were issued, net revenues must increase in the fiscal year ending June 30, 2013 in order to comply with the Authority's bond covenants in its Trust Indenture and provide adequate debt service coverage.

We have reviewed a variety of scenarios provided by Jacobs that would result in adequate debt service coverage. The specific elements of the revenue adjustments in the Jacobs scenarios can be modified, but the required revenue increases cannot be modified without seriously jeopardizing implementation of the 10 year plan and risking violating the Authority's bond covenants. For each scenario, it is clear that coverage will go below the required level of 1.50X debt service in the fiscal year ending June 30, 2013 without an increase in revenues. Even more important to note is that coverage would be below 1.00X debt service in fiscal year ending June 30, 2016 without an increase in revenues.

Please see the attached analysis for additional information and let us know if you have any questions or need anything further.

Regards,



Maureen E. Gurghigian
Managing Director