



FY 2018 – FY 2023

RHODE ISLAND PUBLIC TRANSIT AUTHORITY



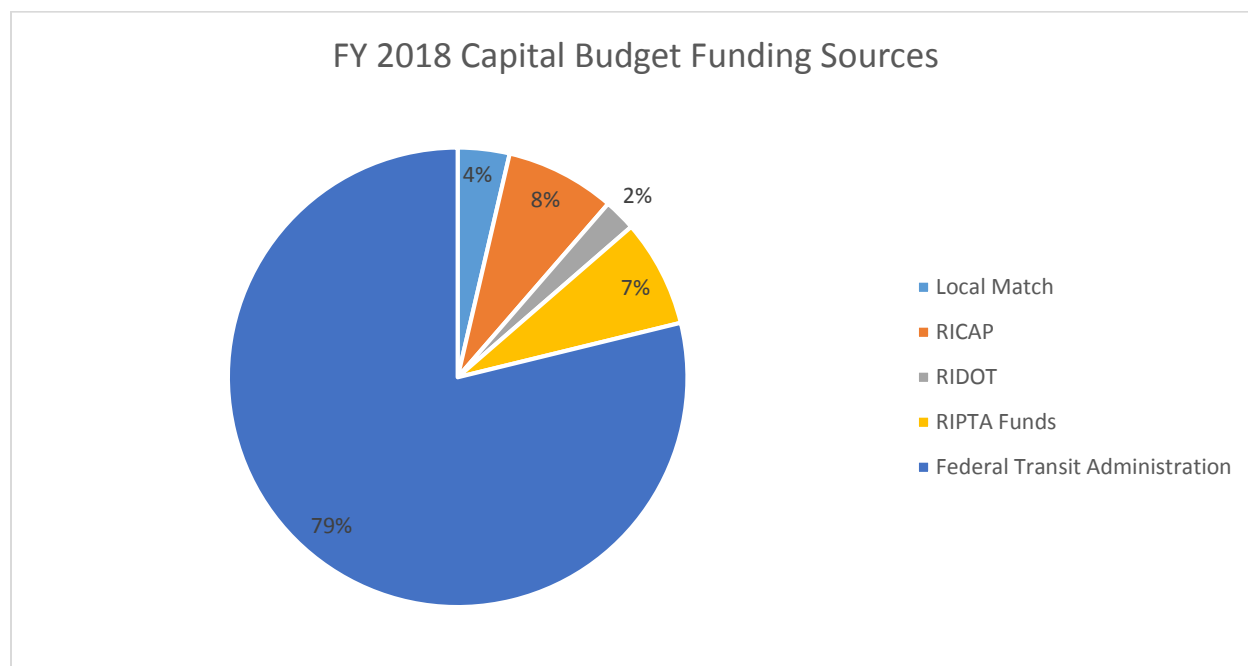
# CAPITAL BUDGET AND CAPITAL IMPROVEMENT PLAN

## Overview

Presented is the FY 2018 Capital Budget and FY 2019 – FY 2023 Capital Improvement Plan. Each year RIPTA prepares an updated capital budget and an updated projection of anticipated capital spending for the ensuing five fiscal years. Following approval by the Board of Directors, the capital budget is submitted to the State Budget Office for inclusion in the overall state budget, which then goes to the General Assembly and Governor for approval.

If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the Finance Department modifies each project accordingly in the next year's submission.

\$16.1 million in capital expenditures are planned for FY 2018. Federal funds make up 79% of this total, or about \$12.7 million. Federal Transit Administration (FTA) funds typically cover 80% of a project cost and require a 20% local match. \$3.4 million in match is required to leverage these federal funds, and comes from various sources. The overall federal portion can differ from 80% due to several projects with a different federal/match split such as Hurricane Sandy funds for the Newport Gateway project which covers 90% of the project cost. The chart below depicts the various funding sources in this year's capital budget.



All projects listed in the capital plan are contingent upon the availability of both match and federal funds. Approval of the capital budget does not signify approval for project commencement. Given the Authority's limited financial resources some projects may have to be delayed or canceled. As a result, all projects included in this plan will follow RIPTA's procurement policy, which sets thresholds for CEO or Board approval. This process ensures that proper funding

is in place before a project commences and takes into consideration any changes in funding, including any change in General Assembly appropriations.

RIPTA is the state's main recipient of Federal Transit funds and as a result receives federal appropriations designated for local municipalities. In these cases, RIPTA may provide project oversight and procurement services for these projects, but does not contribute any operating funds. This ensures that the project remains in compliance with all FTA guidelines. Examples of these types of projects are the repairs to the Newport Gateway Center, and upcoming ADA improvements for Quonset Ferry.

### Funding

With assistance from RIDOT, RIPTA has been able to secure funding to replace the 2005 fleet. This order had been delayed due to a lack in local match for the fleet replacement program. With RIDOT's assistance, RIPTA can now begin procuring 29 buses with an expected delivery date of FY 2019. **There is still no long-term funding solution for fixed route vehicle purchases.**

RIPTA annually requests \$220,000 in RICAP funds from the state to support the facility and environmental capital program. Approximately \$70,000 of these funds cover the FTA's 1% security enhancement requirement, and the remaining funds cover the match for various facility improvements. In FY 2017, these funds were used to leverage federal funds for lift replacement at the Newport maintenance facility, new card readers, gates, and cameras at the Newport transportation and maintenance facility, and a back-up generator at the Providence transportation facility. RIPTA requested \$220,000 for FY 2018, but has only been appropriated \$90,000, a 60% decrease in match funding. This means that more of the capital budget will need to be supported with operating funds, increasing the strain on the operating budget. RIPTA included the decrease in the legislative budget presentations this past spring, pointing out the federal funds that can be leveraged by restoring the RICAP level to \$220,000.

For projects in which local match or RICAP are not available, RIPTA must use operating funds to support the capital budget. This means that gas tax, passenger revenue, and advertising revenue must be used to support the capital budget. These funds are primarily used to fund operations including salaries, benefits, fuel, and parts. As a result, the timing of when projects are started can change depending on the availability of operating funds.

A new transportation-funding act, the FAST act was signed into law December 4, 2015 and funds surface transportation for fiscal years 2016 through 2020. Congress recently funded the remaining portion of federal fiscal year 2017, consistent with Fast act formula funding levels for 2017. These funds will be used to support RIPTA's 2018 budget with reimbursement for preventive maintenance, jobs access/reverse commute service, and rural operating assistance. These formula funds also include funding for ADA reimbursement, which RIPTA can now use to cover up to 20% of ADA service cost. Formerly, RIPTA was only able to seek reimbursement for 10% of ADA service cost.

## Major Projects

Several key projects will commence in FY 2018 including the anticipated commencement of the fare system upgrade. The upgrade will introduce new fare media including smart cards and mobile payment, making it quicker and easier to use the bus system. Work will also begin on the Downtown Transit Connector and a new bus hub at the new Pawtucket/Central Falls train station. Both of these projects will result in increased connections, enhanced passenger facilities, and overall better transit service.

## Transit Asset Management – State of Good Repair Program

RIPTA has started the process of implementing FTA's Transit Asset Management plan program, which requires an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the condition of capital assets. Transit providers are required to set performance targets for their capital assets based on State of Good Repair (SGR) measures and report their targets, as well as information related to the condition of their capital assets to the National Transit Database.

The FTA has deemed asset management programs critical to ensuring passenger safety, system reliability, reduced maintenance costs, and overall system performance. Facility condition assessments have begun with a team of RIPTA employees touring and evaluating RIPTA's facilities and assigning condition codes. This initial assessment is the foundation to implementing the asset management plan and has already identified several assets requiring capital improvements. This program will help identify assets in need of replacement to break the cycle of replacing assets when they are no longer in proper working order. As RIPTA fully implements the Asset Management program, there will likely be an identified need for additional capital funding, both federal and match.

## Rolling Stock

Sum of Requested Budget						
	2018	2019	2020	2021	2022	2023
Fixed Route	\$0	\$15,658,594	\$0	\$0	\$15,001,473	\$6,563,144
Flex Vehicles	\$0	\$1,058,400	\$0	\$0	\$2,246,256	\$0
Non-Revenue Vehicle	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
Paratransit Vehicle	\$0	\$2,894,063	\$2,865,122	\$3,190,704	\$3,350,239	\$0
<b>Grand Total</b>	<b>\$220,000</b>	<b>\$19,831,057</b>	<b>\$3,085,122</b>	<b>\$3,410,704</b>	<b>\$20,817,968</b>	<b>\$6,783,144</b>

### Fixed-Route Vehicle Purchases

The Authority's Fixed-route fleet plan is designed to replace 40' vehicles once they come to the end of their 12-year or 500,000-mile useful life. Portions of RIPTA's federal funds are set aside each year in the transit portion of the Transportation Improvement Plan (TIP) to fund the replacement of buses. Match historically has come from the state, formerly through G.O. bonds and more recently from the State Fleet Replacement Revolving Loan fund. These sources of funding have sunsetted and a new long-term funding source is needed. RIPTA has been able to secure \$3.1 million in match for the upcoming order of 29 buses with help from RIDOT and their Highway Maintenance Account funds.

The submitted plan is for 29 vehicles to be purchased in FY 2018 with an expected delivery in FY 2019. The estimated vehicle price is \$539,952.

The next bus purchase after this one will not occur until FY 2022 when 24 buses are purchased to replace the 2009 fleet. **There is currently no source of match for this future order as funding from RIDOT is only a temporary solution. RIPTA will continue to seek a long-term funding solution to ensure that the fleet can sustainably be replaced and kept in a state of good repair.**

It should be noted that while not appearing in the capital plan, in FY 2024 the replacement of the 2010 fleet will begin which consists of 53 hybrids, 10 35' buses, and 10 trolley buses, totaling 73 buses.

### Green Fleet Upgrade

Zero-emission bus technology is rapidly progressing and has become a viable alternative to diesel-fueled buses. The Authority has begun working with a consultant to determine the cost-effectiveness of various zero-emission vehicle configurations. The results of this study will help determine the capital funds required to make this transition. With numerous funding sources becoming available for zero-emission vehicles including Volkswagen settlement funds and No/Low-emission grant awards by the Federal Transit Administration, the Authority feels confident in the ability to leverage existing federal and match funds to transition to zero-emission vehicles.

This transition will not affect the federal and match funds required as these funds set aside for diesel vehicle purchases will be used to cover the base bus cost of a zero-emission vehicle. Over time, the savings from reduced/eliminated fuel purchases in addition to reduced maintenance costs should allow RIPTA to sustainably transition to a fully zero-emission fleet.

#### Flex Vehicle Purchases

Flex is a fixed route service that is operated using vehicles similar to our Paratransit vehicle, the difference being Flex vehicles have destination signs and a farebox. The current vehicle and engine configuration has been discontinued due to failure to comply with EPA standards. Due to higher passenger volume than the Paratransit program, a larger vehicle makes more sense and provides more flexibility for fixed route operations. The Authority is looking to procure a larger vehicle built on a heavy-duty chassis, but with a similar body to existing flex vehicles. The price of the vehicle is projected to be about \$168,000 in FY 2018, but will carry a longer useful life than the current vehicles, and will be better suited for service needs resulting in lower maintenance costs.

The current plan is to procure 6 of these vehicles with an expected delivery in FY 2019. The match on these vehicles is provided by the state, and federal funds are available to cover 80% of the vehicle match cost.

The Authority recently purchased eleven flex vehicles in FY 2016, which will be retired in FY 2022, the end of their five-year useful life.

#### Non-Revenue Vehicle Replacement

This is a line item used to replace the Authority's non-revenue vehicles, which include street supervisor vehicles, pick-up trucks for maintenance, and hybrid vehicles for staff to conduct business. Over the past two fiscal years, many of the old vehicles (2001 Ford Explorers) have been retired, but there are still old vehicles in service needing replacement. In addition to replacing older vehicles, there is a need for additional non-revenue vehicles. The annual replacement budget is \$220,000 and allows for the purchase of 5-6 vehicles. Federal funding covers 80% of the purchase cost and the remaining 20% is funded via RIPTA's Capital Revolving Loan Fund.

#### Paratransit Vehicle Purchases

Similar to flex vehicles discussed above, the current engine/chassis configuration for these vehicles has been discontinued. The Paratransit fleet size is approximately 100 vehicles. Twenty-five vehicles were purchased in FY 2016, but the remaining 75 are scheduled for replacement starting in FY 2019.

The Authority is using this as an opportunity to review Paratransit operations to determine what vehicles make the most sense going forward. Many programs are moving towards diversified

fleets made up of smaller and larger vehicles and in some cases sedans. The fleet plan currently calls for the purchase of vehicles in the same chassis size as the current fleet, but with a gasoline engine. There will also be a purchase of smaller Ford Transit's which now meet FTA's Buy America and Altoona testing standards. The current plan is to replace the 75 aging vehicles with 15 smaller vehicles and 60 normal sized vehicles. As the specifications are developed, there may be more smaller vehicles purchased resulting in a lower fleet replacement cost.

Paratransit vehicles are financed using 80% federal funds. The remaining 20% match comes from the Paratransit Revolving Loan Fund, an investment account where Paratransit operating revenue is deposited to support vehicle replacement.

## Passenger Facilities

<b>Sum of Requested Budget</b>	<b>2018</b>	<b>2019</b>
Kennedy Plaza HVAC	\$259,982	
PEEP Commerce RI Improvements	\$494,000	
PEEP TransArt: Peacedale & East Providence	\$25,000	\$25,000
Transit Hub Newport	\$1,610,000	
Transit Hub Pawtucket	\$2,013,123	\$4,730,839
Transit Hub Warwick	\$150,000	\$1,150,000
<b>Grand Total</b>	<b>\$4,552,105</b>	<b>\$5,905,839</b>

### Kennedy Plaza HVAC Replacement/Upgrade

The HVAC system servicing the offices and restrooms in Kennedy Plaza is in need of replacement. The project is estimated to cost \$276,097 and has been delayed due to a possible redesign of the Kennedy Plaza Intermodal Center. If undertaken, this project could commence in FY 2018.

Federal funds will cover 80% of the project cost, and RICAP funds would be used for match.

### Passenger Experience Enhancement Program: Commerce RI Improvements

RIPTA is providing local match to two projects awarded through the Main Street Rhode Island Streetscape Improvement Fund. This program awards funds that support improvements to the State's commercial districts with transit as a key component of both awarded projects. RIPTA will be providing \$30,000 in federal funds to support a Dexter St. project in Central Falls and \$84,000 to support an Olneyville Square project in Providence. RIPTA's federal funds are contributing 30% of the total project costs.

### Passenger Experience Enhancement Program: Peacedale & City of Providence

The goal of RIPTA's TransART program, launched in 2007, is to enhance the experience of those using RIPTA service by providing seating and shelter from the weather while introducing interesting and unique bus shelters to the streetscape environment. RIPTA is currently collaborating with the communities of South Kingstown and East Providence to design and install bus shelters in Riverside and Peacedale. RIPTA is providing federal funds towards these projects with the local communities providing the required match.

### Transit Hub Newport

During Hurricane Sandy, much of the Newport Gateway was extensively damaged. The Authority has been awarded \$6.6 million in Hurricane Sandy resiliency funds by the FTA that will pay for 90% of the cost of the project with the city of Newport paying the remaining 10% local match.



Construction started in FY 2017 with improvement to overhead passenger protection, drainage, lighting, signage, and other features that will make it easier for the public to make their transit connections. Repairs are expected to finish in the first half of FY 2018.

#### [Transit Hub Pawtucket](#)

Downtown Pawtucket is the second busiest bus hub in Rhode Island, with 4,000 passenger movements daily. Passenger facilities are in need of upgrades, but are in a private facility without a long-term lease. Meanwhile, a new commuter rail station is being planned ½-mile to the west. A multi-entity planning effort has identified a new transit vision for Pawtucket that relocates the hub to the station site and creates a downtown transit corridor feeding this future intermodal center.

RIPTA has applied for and successfully awarded \$5.4 million in federal discretionary funds to build a new bus hub in Pawtucket. These funds will be leveraged using match funds from the City of Pawtucket and from State RICAP for a total project cost of \$7 million.

The new hub will be adjacent to the Pawtucket/Central Falls Train Station and will include 6-8 bus berths for passengers loading and bus layoff, shelters, real-time information signage, ticket vending machines (TVMs) and a small building with enclosed waiting space, restrooms and RIPTA support space.

Preliminary design work for this project commenced in late FY 2017. Construction is expected to be complete in FY 2020.

#### [Transit Hub Warwick](#)

The last Comprehensive Operational Analysis (COA) identified the development of a Warwick hub as a key change needed to enhance service. The COA realignment has made Warwick a new transit hub focused on routes serving CCRI's Knight Campus and routes south.

The Governor's recommended capital budget includes funds for the Knight Campus Renewal Project, which includes improvements to plumbing, lighting, doors, hardware, roadway, and landscaping. RIPTA is in discussions with CCRI to construct the new bus hub in conjunction to any roadway and landscaping improvements made.

Preliminary estimates are that this project will cost \$1.5 million. RIPTA will begin seeking out federal discretionary funds for the project, and will be making a RICAP request to cover the required match.

## Support Facilities

<b>Sum of Requested Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
269 Melrose Diesel Fume Detection System	\$75,000					
Additional Generator 705 Elmwood		\$300,000				
Chafee Lift Replacement		\$250,000	\$250,000	\$250,000		
Chafee Roof & HVAC Units		\$475,000	\$475,000	\$475,000	\$650,000	
Future Facilities Maintenance	\$150,000	\$25,000	\$25,000	\$25,000	\$100,000	\$750,000
Newport Pit Conversion		\$300,000				
Oil Water Separators	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Overhead Garage Door Replacement	\$200,000					\$144,000
Security Enhancements (1% Requirement)	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
<b>Grand Total</b>	<b>\$835,000</b>	<b>\$1,760,000</b>	<b>\$1,160,000</b>	<b>\$1,160,000</b>	<b>\$1,160,000</b>	<b>\$1,304,000</b>

### 269 Melrose Diesel Fume Detection System

Each facility is equipped with fume detection systems to monitor fumes emitted by vehicles and equipment. When fume levels rise above allowable thresholds, the detection system activates alarms, opens doors, and activates exhaust fans to quickly improve air quality. The system at the 269 Melrose Street transportation building has reached the end of its useful life and requires replacement.

The system is currently estimated to cost \$75,000 and is eligible for federal reimbursement. RIPTA capital match will provide the required 20% match.

### Additional Generator 705 Elmwood

The Authority is currently preparing to conduct a building load test on the generator at 705 Elmwood. This test will determine what is currently being powered by the existing generator and what the excess capacity is. Several functions are not tied into the existing generator including administrative offices. Performing this test will determine what functions can be tied into the existing generator and what size generator is needed to ensure that remaining functions are powered in the event of a power outage.

The current cost estimate for this project is \$300,000. Federal funds are available for 80% of the project's cost with RIPTA capital match providing the required 20%. This project is currently scheduled for FY 2019.

### Chafee Lift Replacement

The Authority is planning to begin replacing lifts at the Chafee maintenance facility in FY 2019. The current lifts are aging and require frequent repairs. The lifts will be expensive to replace so the replacement plan is being developed and is planned to take several years to complete. Lifts at the Newport maintenance facility have been completely rebuilt in FY 2017, and this project

will continue efforts to ensure all vehicle lifts are in a state of good repair. The Authority will use federal funds to cover 80% of the replacement cost. RICAP is being requested for the remaining 20%.

#### Chafee Roof and Rooftop Units

The roof at the Chafee maintenance facility is in need of painting, re-flashing, and in certain areas, replacement. In conjunction with the roof repairs, new make-up air units are required at this facility, similar to the ones installed at 269 Melrose transportation building and at the Newport facility. Federal funds will be used for 80% of the project cost. RICAP is being requested for the remaining 20%.

#### Future Facilities Maintenance

Each year the Authority sets aside funds for unexpected upgrades or repairs to facilities or equipment that arise over the course of the year. Federal funds are used to cover 80% of the cost with RICAP used as match. Examples of previous expenditures include the rebalancing of the HVAC system at 705 Elmwood Avenue, repairs to the ramp expansion joint at 705 Elmwood Avenue, and repairs to the oil/water separator system at the Chafee maintenance facility.

#### Newport Pit Conversion & Bus Exhaust System

The open pit at the Newport maintenance facility has been identified as a hazard to employees and the recommendation from the maintenance department is that this pit should be converted into a lift, giving maintenance the ability to perform a wider range of repairs at the Newport garage. The total cost of the project is \$300,000. Included in this cost is a Vehicle Tailpipe Exhaust system for each of the four working stations. This system will ensure exhaust fumes are properly vented when repairs require vehicles to be running, such as recharging the air conditioning system.

Federal funds are available to cover 80% of the project, and RIPTA capital match funds will be used to fund the required 20% match. This project has been delayed until FY 2019, as the two existing lifts required a rebuild in FY 2017.

#### Oil Water Separators

Oil Water Separators prevent oil and other hazardous liquids from going into the sewer or storm water system. These systems need to be periodically emptied and cleaned and any deterioration in the internal components needs to be quickly rectified. The oil water separators need capital improvements to ensure they function properly. Some of the tanks will be re-lined which is cheaper than replacing the tanks and will extend the useful life of the system. Other tanks require new filters and components, which are accounted for in the operating budget and preventative maintenance program. It is expected that \$60,000 will be spent annually for capital improvements to the Oil Water Separator system.

Repairs and replacement of the oil water separators are eligible for federal reimbursement. RIPTA capital match will provide the required match to leverage these federal funds.

### Replacement of Overhead Garage Doors

Repairs to overhead garage doors are a frequent and costly expense to the Authority. Garage doors experience heavy usage and a review of peer agencies has resulted in the discovery of a solution, more suitable to RIPTA's needs.

The doors being reviewed are heavy-duty rubber doors, which when faced with an impact, pop out of the track without causing any damage to the overhead door, door tracks, or the vehicle incurring the impact. There are no moving parts on the door itself so there is less maintenance required than an ordinary garage door.

The Authority will begin replacing the garage doors at the Newport maintenance facility, where the original doors have surpassed their useful life. The remaining garage doors at the Elmwood campus will be replaced on an as needed basis, with the remaining doors replaced in FY 2022 when they reach the end of their useful life. Federal funds are available for 80% of the purchase cost with State RICAP providing the required match.

### Security Enhancements

The Authority is required to spend 1% of its 5307 funds each year on Security Enhancements. This amounts to \$350,000 per year or about \$280,000 per year in federal funds with the remaining \$70,000 in match coming from State RICAP. Recent Initiatives have included installing cameras, gates, and card readers at RIPTA's Newport transportation and maintenance facility at 350 Coddington Highway, Middletown RI.

Starting in FY 2018, work will begin to replace cameras and card readers at the 705 Elmwood avenue administrative building. Existing cameras are analog and several card readers have failed and need replacing. With this upgrade, all cameras and card readers at all of RIPTA's facilities will be brought onto the same system. This will improve operations and be easier to maintain, as one vendor will be responsible for all security systems.

## Transit Enhancements

<b>Sum of Requested Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Automatic Passenger Counters and Software	\$206,000	\$255,000	\$10,000	\$10,000	\$10,000	\$10,000
Bus-On-Shoulder	\$100,000	\$400,000				
Farebox Upgrade	\$2,000,000	\$2,600,000	\$900,000			
IVR Upgrade			\$50,000			
Real-Time Scheduling	\$490,000					
Signal Priority Expansion	\$200,000	\$474,905	\$474,905			
<b>Grand Total</b>	<b>\$2,996,000</b>	<b>\$3,729,905</b>	<b>\$1,434,905</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>

### Automatic Passenger Counters and Software

In order to remain compliant with FTA required National Transit Database (NTD) Reporting, RIPTA maintains automatic passenger counters on a portion of the fixed-route fleet. The industry is moving towards fleet-wide deployment of APC's to increase the accuracy of ridership data. This enhanced data will assist the Planning department in ensuring service is better allocated according to ridership trends resulting in more effective service overall.

The total project cost will be \$501,000 over 6 years, with \$206,000 being spent in FY 2018. \$400,800 is available in federal funds and RIPTA Capital Match will be used to cover the remaining 20%.

### Bus-On-Shoulder

Bus-on-shoulder is a program where transit buses are allowed to use roadway shoulders during times of heavy traffic. Deployed programs have experienced a drastic increase in ridership and on-time performance. Implementing a bus-on-shoulder program enables RIPTA to increase the attractiveness of its service, reduce bus idling time in traffic, and reduces the environmental footprint. This project will include the final design and construction of roadway improvements to begin a bus-on-shoulder pilot. Roadway improvements may include shoulder widening/reconstruction, signage and control devices.

The project is currently estimated to cost \$500,000. RIPTA will use a portion of its formula funds to cover 80% of project costs, and RIPTA capital match will be used to finance the remaining 20%. This project is currently expected to start in FY 2018, but regulatory hurdles and construction needs may require implementation to be spread out over several fiscal years.

### Farebox Upgrade

The purpose of the Authority's recent fare study was to review the current fare structure and fare collection system. The Authority's current fare collection system is not capable of securely expanding into smart cards or mobile payments and is in need of upgrades and/or replacement. The new technology options are to replace the current fareboxes, upgrade the current fareboxes,

or install on-board readers, which will contain the components necessary to support smart cards and mobile payments.

A specification was developed with the assistance of RIPTA's fare consultants and a RFP has been issued with results due back in May 19, 2017. The upgrade is expected to cost \$5.5 million, and completion is expected in FY 2020. Federal funds are available for 80% of the total project cost, and RIPTA's revolving loan fund will be used to finance the remaining 20%.

#### IVR Upgrade

RIPTA recently completed implementing an IVR software for the Ride program. However, given the relatively short useful-life of technology the system currently being used in the fixed-route program will need upgrading or replacing around FY 2020. Keeping the IVR systems up to date with the most recent technology will have a positive impact on customer service.

The upgrade is estimated to cost \$50,000 in FY 2020. Federal funds will be used for 80% of the upgrade cost with RIPTA capital match funding the remaining 20%.

#### Real-Time Scheduling

This project is for the purchase of an additional module that will work with the existing Ride and Flex software to give passengers the ability to schedule trips within Flex zones real-time. Currently, riders need to make a trip request the day prior to the anticipated travel date. This technology will create a better travel experience for passengers and make RIPTA's service more attractive.

The software is expected to cost \$490,000 with federal funds covering 80% of the project cost and RIPTA Capital Match covering the remaining 20%.

#### Signal Priority Expansion

An ongoing Signal Prioritization Expansion study is ending and the results are expected to identify traffic signals across the state that can be targeted for prioritization equipment. Once these locations have been identified, work will begin on implementation. Signal prioritization creates efficiencies in service and makes transit more appealing to commuters. Federal funds are available to cover 80% of the project total with local communities providing the 20% match.

## Support Systems

Sum of Requested Budget						
	2018	2019	2020	2021	2022	2023
ATMS Radio Replacement				\$2,000,000		
Compliance Software	\$40,000					
Enterprise Software/Asset Management	\$1,200,000	\$500,000	\$800,000			
Fuel & Fluid Management System	\$900,000	\$900,000				
Hastus Upgrade & Expansion	\$699,748	\$117,765				
Incident/Accident Management Software	\$75,000					
Redundancy / Disaster Recovery	\$1,000,000	\$860,000				
Replacement IT Equipment	\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$300,000
Ride Tablets	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Ruggedized Laptops	\$43,750					\$50,000
Server Software	\$40,000					
Server/SAN Replacement	\$50,000					\$50,000
Upgrade Network	\$150,000					\$50,000
VMWare	\$40,000					
<b>Grand Total</b>	<b>\$4,548,498</b>	<b>\$2,687,765</b>	<b>\$1,110,000</b>	<b>\$2,310,000</b>	<b>\$610,000</b>	<b>\$460,000</b>

### ATMS Radio Replacement

Radios on the fixed route buses enable voice and data communications for the ATMS system. These radios have a limited useful life, which once surpassed will no longer receive support from the manufacturer. It is recommended that the radios be replaced in FY 2021. Federal fund are available for 80% of the project cost with the remaining 20% coming from RIPTA's revolving loan fund. The total replacement cost is estimated to be \$2,000,000.

The last time this radio system was replaced, Emergency Management funds were available to cover 100% of the replacement cost. As the time for replacement comes nearer, similar opportunities will be pursued.

### Compliance Software

The Authority is seeking a software solution to assist with compliance issues. The software will track due dates, send out reminders, and provide reports to ensure that RIPTA is in compliance at all times with its numerous state and federal requirements.

In FY 2016, the Authority began testing a software to increase the effectiveness of the facilities preventative maintenance program. Reminders are distributed to proper personnel and reports are uploaded after the task has been completed. This provides a clear record that facilities are being properly maintained.

A more advanced software solution is being pursued which will work in conjunction with an asset management system and other Enterprise systems. This software may be incorporated into the new asset management system, but this determination will be made as the project advances to the next phase.

It is currently estimated that the software will cost \$40,000. Federal funds are available for 80% of the project cost with RIPTA capital match providing the remaining 20%.

#### [Enterprise Software/Asset Management System](#)

The Federal Transit Administration has implemented a Transit Asset Management program to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR). The new program requires an inventory of capital assets, asset condition assessments, and new decision support tools.

RIPTA has been working to implement the One Solution Enterprise Resource Planning system, which was intended to meet the requirements of FTA's asset management program along with an update to RIPTA's various finance, procurement, and human resource systems. It has been determined to cancel this contract with the vendor.

There have been significant issues with the vendor in delivering a software solution that would meet the needs of the Authority. The contract was entered into with RIPTA being one of the first transit agencies using the software. The software has since been sold several times, the software's project management team experienced significant turnover and as a result did not display the ability to deliver a product which would meet RIPTA's needs and satisfy the FTA's new asset management requirements. The FTA provided RIPTA with guidance on the issue and stated that if the product would not meet RIPTA's needs then it would be best to terminate the contract and pursue other software options, which have a proven history of delivering solutions to transit agencies.

RIPTA has conducted an extensive business process review, which documented each department's policies, procedures, and processes. This new documentation will assist RIPTA in procuring new systems to upgrade the systems used by finance, procurement, human resources, and maintenance.

The remaining funds from this project have been reallocated to a new Asset Management System and Enterprise Resource Planning System. To meet the FTA's Asset Management requirements, RIPTA will likely pursue an Asset Management System first. Early budget estimates are that the project will cost \$2.5 million. Existing federal funds and additional federal formula funds will be used to cover 80% of the project cost with RIPTA's revolving loan fund covering the remaining 20%.



### Fuel & Fluid Management System

The fuel and fluid management system will improve the operation of our fuel and fluid management. Some of the paybacks include minimizing the consumption of costly petroleum based fuels and other fluids; assure fuel and fluid security and accountability; minimize the cost of fuel used by the fleet; provide safe, convenient fueling access for the fleet, and provide reliable and accurate fleet data information. This system will also provide vehicle health monitoring alerts to Maintenance. This project will be 80% federally funded and matched using the Capital Revolving Loan fund. The specifications are currently being developed for this project and a recent review determined that the project budget should be increased to \$1.8 million. The procurement process will begin early FY 2018 and project completion is expected in FY 2019.

### Hastus Upgrade & Expansion

Our current Hastus version dates back to 2011. Giro (the maker of the software) recommends upgrading at least every 5 years. The efficiency the software creates in our scheduling process is expected to pay for itself. In addition to the Hastus upgrade, the Authority is also looking to add additional modules. These new modules would offer increased driver management tools integrated with the scheduling software, including enabling drivers to go through the choose-up options at a computer kiosk instead of the current method of pen and paper. This project is expected to cost \$1.5 million with 80% of the financing coming from federal funds. The remaining 20% will be funded using the Capital Revolving Loan fund. This project commenced in FY 2016 and is expected to be completed in FY 2018.

### Incident/Accident Management Software

RIPTA is in need of an accident and incident management system to report, track, and manage incidents from initial notification, response, and investigation, through claims and corrective actions. Some of this is currently done in the AS/400 system with non-integrated custom programs that do not allow for easy reporting or trend analysis. The estimated cost for this project is \$75,000. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA capital match. This software could potentially be procured as part of the Enterprise Resource Planning (ERP) software.

### Redundancy / Disaster Recovery

A review of current IT systems and infrastructure has been completed. The resulting report provides recommendations with cost-benefit analyses for improving continuity and recovery of IT systems. IT outages can occur for two reasons, planned maintenance or disaster. During planned maintenance, redundancy or replication of databases can ensure access throughout the process. In case of a major incident, replication can minimize downtime of the IT systems. The Authority needs to improve its disaster recovery and business continuity processes and procedures as well as its infrastructure and systems. This project is expected to cost \$1.86 million. This project is 80% federally funded using several grants and the remaining 20% will be matched

using the Capital Revolving Loan fund. A change in IT staff has resulted in a delay of this project. Discussions have begun on moving the project forward with a review of the needs assessment recently completed.

#### Replacement of IT Equipment

Each year the Authority sets aside \$240,000 in federal formula funds for the replacement and upgrades of IT equipment. RIPTA provides \$60,000 in capital matching funds to create a total annual replacement budget of \$300,000. These funds are used to replace or upgrade desktop computers, monitors, software, and other miscellaneous software or equipment needed to keep RIPTA's IT systems in functional order.

#### Ride Tablets

Each paratransit vehicle is equipped with a tablet linked to the Reveal Transportation Management System. These tablets are capitalized and have a useful life of two years. Each year approximately half of the fleet's tablets are replaced at a cost of \$10,000. This is an ongoing capital expense eligible for federal reimbursement, and matched using RIPTA capital matching funds.

#### Ruggedized Laptops

The Maintenance department and Street Supervision use heavy-duty ruggedized laptops. These laptops are reaching the end of their useful life and are in need of replacement. Over the span of the capital plan \$93,750 will be spent on laptop replacement. Federal funds are available for 80% of the replacement cost with RIPTA capital match providing the remaining 20%.

#### Server Software

In FY 2018, the Authority's Server Software will need upgrading/replacement. The current cost estimate is \$40,000. Federal funds are available for 80% of the upgrade cost with RIPTA capital match providing the remaining 20% match.

#### Server/SAN Replacement

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The IT department recommends replacing the servers in FY 2018 and then again in FY 2023 when the equipment reaches the end of its useful life. The total cost is estimated to be \$100,000 for both years combined. Federal funds are available for 80% of the replacement cost with RIPTA capital match providing the remaining 20%.

#### Upgrade Network

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The IT department recommends upgrading the network. The total cost over the span of the capital budget is estimated to be \$200,000. Federal funds are available for 80% of the replacement cost with RIPTA capital match providing the remaining 20%.

## VMware

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The IT department recommends upgrading the VMware. The total cost of the upgrade is estimated to be \$40,000 in FY 2018. Federal funds are available for 80% of the replacement cost with RIPTA capital match providing the remaining 20%.

## Transit Corridors

<b>Sum of Requested Budget</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Downtown Transit Connector	\$2,000,000	\$14,600,000		
East Side Tunnel		\$943,705	\$4,160,000	\$4,160,000
<b>Grand Total</b>	<b>\$2,000,000</b>	<b>\$15,543,705</b>	<b>\$4,160,000</b>	<b>\$4,160,000</b>

### Downtown Transit Connector

The City of Providence has been awarded \$13,000,000 in Tiger VI funding for the Downtown Transit Connector (DTC), an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of six stops in each direction, the DTC will be anchored by the Providence Station Hub in the north and the Rhode Island Hospital Hub in the south.

Investment included as part of the DTC includes no or low emission vehicles, custom designed shelters, signage, real-time information, off-vehicle fare payment, bike infrastructure, roadway improvements and transit signal priority. In addition, this project will also create a new southern operational hub for RIPTA in front of Rhode Island Hospital. This hub will create a centralized place for transfer activity, bus layovers, and improved passenger access.

The project began in FY 2017 and new service along the corridor will commence in January 2019. The total project cost is \$17 million. Funding is a combination of TIGER funds and State funds. RICAP will be the match for capital expenditures such as shelters, roadway and sidewalk improvements, and RIDOT will provide Highway Maintenance funds to purchase the six additional vehicles required for the new service.

### East Side Tunnel

The East Side Bus Tunnel is in need of passenger amenity improvements, structural repairs, drainage repairs, and safety improvements. A preliminary needs analysis has been completed, and architectural and engineering work is expected to commence as funds become identified.

RIPTA has submitted a RICAP request of \$1,600,000 to provide 20% match for \$8,000,000 in expected construction costs, and is seeking an FTA State of Good Repair (SOGR) grant to cover the remaining federal portion. A price proposal of \$943,705 has been provided for A&E work, and \$320,000 for construction oversight. The project is currently expected to total \$9,263,705. RIPTA has been awarded \$1.6 million in RICAP to complete the project, but these funds are not available until FY 2020. RIPTA is working with the State Budget Office to determine if these funds can be made available prior to FY 2020.

## Funding Sources

Capital Revolving Loan Fund (CRLF) - In 1997, RIPTA placed \$2.5 million into an investment account to create a sustainable source of capital match for projects. Any withdrawals from the account to match capital projects must be repaid, with interest, over the life of the asset purchased.

Highway Maintenance Account – An account created within the state’s intermodal surface transportation fund to leverage federal transportation dollars for both RIDOT and RIPTA.

Local Match – Match provided by local municipalities and organizations to leverage federal funds.

Paratransit Revolving Loan Fund – The match for Paratransit vehicles purchased is provided using the Paratransit Revolving Loan Fund. A portion of revenue from each trip provided via the Paratransit program is allocated to vehicle replacement. Formerly this revenue was divided between maintenance of vehicles, training, and vehicle replacement. Declining trip volume and revenue has required a shift towards vehicle replacement to ensure the program is sustainably funded.

RICAP – The Rhode Island Capital Plan Fund (RICAP) is a “rainy day fund” created by the State using excess general revenues and is intended to fund capital expenditures for asset protection or to fund debt service. RI Capital Plan Funds are appropriated by the General Assembly.

RIPTA Capital Match – Funds that RIPTA receives from operations that are used to leverage federal funds on capital expenditures.

State Fleet Revolving Loan Fund (SFRLF) – A separate fund within the State Treasury called the State Fleet Replacement Revolving Loan Fund with the purpose of acquiring motor vehicles, and vehicle-related equipment and attachments for State departments and agencies. Except for RIPTA, any proceeds from the fund must be repaid to constitute a continuing revolving loan fund.

A total of \$4.2 million has been made available as a direct grant from the State Fleet Replacement Revolving Loan Fund for the required 20% match for RIPTA to obtain federal funds to purchase buses through FY 2017. Any such sums need not be repaid to the revolving loan fund.

There is a small balance of approximately \$180,000 state fleet funds, which will be carried over into the next bus purchase.

**Rhode Island Public Transit Authority  
Capital Improvement Plan  
Fiscal Year 2018 - 2023**

Sum of Requested Budget Row Labels	Column Labels						Grand Total
	2018	2019	2020	2021	2022	2023	
<b>Transit Enhancements</b>							
Farebox Upgrade	\$2,000,000	\$2,600,000	\$900,000				\$5,500,000
IVR Upgrade			\$50,000				\$50,000
Automatic Passenger Counters and Software	\$206,000	\$255,000	\$10,000	\$10,000	\$10,000	\$10,000	\$501,000
Bus-On-Shoulder	\$100,000	\$400,000					\$500,000
Real-Time Scheduling	\$490,000						\$490,000
Signal Priority Expansion	\$200,000	\$474,905	\$474,905				\$1,149,810
<b>Transit Enhancements Total</b>	<b>\$2,996,000</b>	<b>\$3,729,905</b>	<b>\$1,434,905</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$8,190,810</b>
<b>Rolling Stock</b>							
Fixed Route	\$0	\$15,658,594	\$0	\$0	\$15,001,473	\$6,563,144	\$37,223,211
Flex Vehicles	\$0	\$1,058,400	\$0	\$0	\$2,246,256	\$0	\$3,304,656
Non-Revenue Vehicle	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,320,000
Paratransit Vehicle	\$0	\$2,894,063	\$2,865,122	\$3,190,704	\$3,350,239	\$0	\$12,300,128
<b>Rolling Stock Total</b>	<b>\$220,000</b>	<b>\$19,831,057</b>	<b>\$3,085,122</b>	<b>\$3,410,704</b>	<b>\$20,817,968</b>	<b>\$6,783,144</b>	<b>\$54,147,995</b>
<b>Passenger Facilities</b>							
Transit Hub Newport	\$1,610,000						\$1,610,000
Transit Hub Pawtucket	\$2,013,123	\$4,730,839					\$6,743,963
Transit Hub Warwick	\$150,000	\$1,150,000					\$1,300,000
PEEP Commerce RI Improvements	\$494,000						\$494,000
Kennedy Plaza HVAC	\$259,982						\$259,982
PEEP TransArt: Peacedale & East Providence	\$25,000	\$25,000					\$50,000
<b>Passenger Facilities Total</b>	<b>\$4,552,105</b>	<b>\$5,905,839</b>					<b>\$10,457,945</b>
<b>Support Facilities</b>							
Additional Generator 705 Elmwood		\$300,000					\$300,000
Future Facilities Maintenance	\$150,000	\$25,000	\$25,000	\$25,000	\$100,000	\$750,000	\$1,075,000
Newport Pit Conversion		\$300,000					\$300,000
Chafee Lift Replacement		\$250,000	\$250,000	\$250,000			\$750,000
Chafee Roof & HVAC Units		\$475,000	\$475,000	\$475,000	\$650,000		\$2,075,000
269 Melrose Diesel Fume Detection System	\$75,000						\$75,000
Security Enhancements (1% Requirement)	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,100,000
Oil Water Separators	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
Overhead Garage Door Replacement	\$200,000					\$144,000	\$344,000
<b>Support Facilities Total</b>	<b>\$835,000</b>	<b>\$1,760,000</b>	<b>\$1,160,000</b>	<b>\$1,160,000</b>	<b>\$1,160,000</b>	<b>\$1,304,000</b>	<b>\$7,379,000</b>
<b>Transit Corridors</b>							
Downtown Transit Connector	\$2,000,000	\$14,600,000					\$16,600,000
East Side Tunnel		\$943,705	\$4,160,000	\$4,160,000			\$9,263,705
<b>Transit Corridors Total</b>	<b>\$2,000,000</b>	<b>\$15,543,705</b>	<b>\$4,160,000</b>	<b>\$4,160,000</b>			<b>\$25,863,705</b>
<b>Support Systems</b>							
Fuel & Fluid Management System	\$900,000	\$900,000					\$1,800,000

<b>Sum of Requested Budget</b>	<b>Column Labels</b>						
<b>Row Labels</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Grand Total</b>
Hastus Upgrade & Expansion	\$699,748	\$117,765					\$817,513
Redundancy / Disaster Recovery	\$1,000,000	\$860,000					\$1,860,000
Replacement IT Equipment	\$300,000	\$300,000	\$300,000	\$300,000	\$600,000	\$300,000	\$2,100,000
Ruggedized Laptops	\$43,750					\$50,000	\$93,750
Ride Tablets	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Upgrade Network	\$150,000					\$50,000	\$200,000
Server/SAN Replacement	\$50,000					\$50,000	\$100,000
VMWare	\$40,000						\$40,000
Compliance Software	\$40,000						\$40,000
Incident/Accident Management Software	\$75,000						\$75,000
Server Software	\$40,000						\$40,000
ATMS Radio Replacement				\$2,000,000			\$2,000,000
Enterprise Software/Asset Management	\$1,200,000	\$500,000	\$800,000				\$2,500,000
<b>Support Systems Total</b>	<b>\$4,548,498</b>	<b>\$2,687,765</b>	<b>\$1,110,000</b>	<b>\$2,310,000</b>	<b>\$610,000</b>	<b>\$460,000</b>	<b>\$11,726,263</b>
<b>Grand Total</b>	<b>\$15,151,603</b>	<b>\$49,458,271</b>	<b>\$10,950,027</b>	<b>\$11,050,704</b>	<b>\$22,597,968</b>	<b>\$8,557,144</b>	<b>\$117,765,718</b>

Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2018

			Values		
Program	Project	Match	Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	Farebox Upgrade	CRLF	\$2,000,000	\$1,600,000	\$400,000
	Automatic Passenger Counters and Software	RIPTA Capital Match	\$206,000	\$164,800	\$41,200
	Bus-On-Shoulder	RIPTA Capital Match	\$100,000	\$80,000	\$20,000
	Real-Time Scheduling	RIPTA Capital Match	\$490,000	\$392,000	\$98,000
	Signal Priority Expansion	Local	\$200,000	\$160,000	\$40,000
<b>Transit Enhancements Total</b>			<b>\$2,996,000</b>	<b>\$2,396,800</b>	<b>\$599,200</b>
Rolling Stock	Fixed Route	State Bus Match	\$0	\$0	\$0
	Flex Vehicles	State Bus Match	\$0	\$0	\$0
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$0	\$0	\$0
<b>Rolling Stock Total</b>			<b>\$220,000</b>	<b>\$176,000</b>	<b>\$44,000</b>
Passenger Facilities	Transit Hub Newport	Local	\$1,610,000	\$1,449,000	\$161,000
	Transit Hub Pawtucket	RICAP	\$2,013,123	\$1,610,499	\$402,625
	Transit Hub Warwick	RICAP	\$150,000	\$120,000	\$30,000
	PEEP Commerce RI Improvements	Local	\$494,000	\$114,000	\$380,000
	Kennedy Plaza HVAC	RICAP	\$259,982	\$207,986	\$51,996
	PEEP TransArt: Peacedale & East Providence	Local	\$25,000	\$20,000	\$5,000
<b>Passenger Facilities Total</b>			<b>\$4,552,105</b>	<b>\$3,521,484</b>	<b>\$1,030,621</b>
Support Facilities	Future Facilities Maintenance	RICAP	\$150,000	\$120,000	\$30,000
	269 Melrose Diesel Fume Detection System	RIPTA Capital Match	\$75,000	\$60,000	\$15,000
	Security Enhancements (1% Requirement)	RICAP	\$350,000	\$280,000	\$70,000
	Oil Water Separators	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
	Overhead Garage Door Replacement	RICAP	\$200,000	\$160,000	\$40,000
<b>Support Facilities Total</b>			<b>\$835,000</b>	<b>\$668,000</b>	<b>\$167,000</b>
Transit Corridors	Downtown Transit Connector	RICAP	\$2,000,000	\$1,529,412	\$470,588
<b>Transit Corridors Total</b>			<b>\$2,000,000</b>	<b>\$1,529,412</b>	<b>\$470,588</b>
Support Systems	Fuel & Fluid Management System	CRLF	\$900,000	\$720,000	\$180,000
	Hastus Upgrade & Expansion	CRLF	\$699,748	\$559,798	\$139,950
	Redundancy / Disaster Recovery	CRLF	\$1,000,000	\$800,000	\$200,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Ruggedized Laptops	RIPTA Capital Match	\$43,750	\$35,000	\$8,750
	Ride Tablets	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	VMWare	RIPTA Capital Match	\$40,000	\$32,000	\$8,000
	Compliance Software	RIPTA Capital Match	\$40,000	\$32,000	\$8,000
	Incident/Accident Management Software	RIPTA Capital Match	\$75,000	\$60,000	\$15,000
	Server Software	RIPTA Capital Match	\$40,000	\$32,000	\$8,000
	Enterprise Software/Asset Management	CRLF	\$1,200,000	\$960,000	\$240,000
<b>Support Systems Total</b>			<b>\$4,548,498</b>	<b>\$3,638,798</b>	<b>\$909,700</b>
<b>Grand Total</b>			<b>\$15,151,603</b>	<b>\$11,930,494</b>	<b>\$3,221,109</b>



Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2019

			Values		
Program	Project	Match	Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
<b>Transit Enhancements</b>	<b>Farebox Upgrade</b>	CRLF	\$2,600,000	\$2,080,000	\$520,000
	<b>Automatic Passenger Counters and Software</b>	RIPTA Capital Match	\$255,000	\$204,000	\$51,000
	<b>Bus-On-Shoulder</b>	RIPTA Capital Match	\$400,000	\$320,000	\$80,000
	<b>Signal Priority Expansion</b>	Local	\$474,905	\$379,924	\$94,981
<b>Transit Enhancements Total</b>			<b>\$3,729,905</b>	<b>\$2,983,924</b>	<b>\$745,981</b>
<b>Rolling Stock</b>	<b>Fixed Route</b>	RIDOT - Bus Match	\$15,658,594	\$12,526,875	\$3,131,719
	<b>Flex Vehicles</b>	State Bus Match	\$1,058,400	\$846,720	\$211,680
	<b>Non-Revenue Vehicle</b>	CRLF	\$220,000	\$176,000	\$44,000
	<b>Paratransit Vehicle</b>	PRLF	\$2,894,063	\$2,315,250	\$578,813
<b>Rolling Stock Total</b>			<b>\$19,831,057</b>	<b>\$15,864,846</b>	<b>\$3,966,211</b>
<b>Passenger Facilities</b>	<b>Transit Hub Pawtucket</b>	RICAP	\$4,730,839	\$3,784,672	\$946,168
	<b>Transit Hub Warwick</b>	RICAP	\$1,150,000	\$920,000	\$230,000
	<b>PEEP TransArt: Peacedale &amp; East Providence</b>	Local	\$25,000	\$20,000	\$5,000
<b>Passenger Facilities Total</b>			<b>\$5,905,839</b>	<b>\$4,724,672</b>	<b>\$1,181,168</b>
<b>Support Facilities</b>	<b>Additional Generator 705 Elmwood</b>	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	<b>Future Facilities Maintenance</b>	RICAP	\$25,000	\$20,000	\$5,000
	<b>Newport Pit Conversion</b>	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	<b>Chafee Lift Replacement</b>	RICAP	\$250,000	\$200,000	\$50,000
	<b>Chafee Roof &amp; HVAC Units</b>	RICAP	\$475,000	\$380,000	\$95,000
	<b>Security Enhancements (1% Requirement)</b>	RICAP	\$350,000	\$280,000	\$70,000
	<b>Oil Water Separators</b>	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
<b>Support Facilities Total</b>			<b>\$1,760,000</b>	<b>\$1,408,000</b>	<b>\$352,000</b>
<b>Transit Corridors</b>	<b>Downtown Transit Connector</b>	RICAP	\$14,600,000	\$11,164,706	\$3,435,294
	<b>East Side Tunnel</b>	RICAP	\$943,705	\$754,964	\$188,741
<b>Transit Corridors Total</b>			<b>\$15,543,705</b>	<b>\$11,919,670</b>	<b>\$3,624,035</b>
<b>Support Systems</b>	<b>Fuel &amp; Fluid Management System</b>	CRLF	\$900,000	\$720,000	\$180,000
	<b>Hastus Upgrade &amp; Expansion</b>	CRLF	\$117,765	\$94,212	\$23,553
	<b>Redundancy / Disaster Recovery</b>	CRLF	\$860,000	\$688,000	\$172,000
	<b>Replacement IT Equipment</b>	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	<b>Ride Tablets</b>	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	<b>Enterprise Software/Asset Management</b>	CRLF	\$500,000	\$400,000	\$100,000
<b>Support Systems Total</b>			<b>\$2,687,765</b>	<b>\$2,150,212</b>	<b>\$537,553</b>
<b>Grand Total</b>			<b>\$49,458,271</b>	<b>\$39,051,323</b>	<b>\$10,406,948</b>

Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2020

Program	Project	Match	Values		
			Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	Farebox Upgrade	CRLF	\$900,000	\$720,000	\$180,000
	IVR Upgrade	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Automatic Passenger Counters and Software	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	Signal Priority Expansion	Local	\$474,905	\$379,924	\$94,981
<b>Transit Enhancements Total</b>			<b>\$1,434,905</b>	<b>\$1,147,924</b>	<b>\$286,981</b>
Rolling Stock	Fixed Route	State Bus Match	\$0	\$0	\$0
	Flex Vehicles	State Bus Match	\$0	\$0	\$0
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,865,122	\$2,292,098	\$573,024
<b>Rolling Stock Total</b>			<b>\$3,085,122</b>	<b>\$2,468,098</b>	<b>\$617,024</b>
Support Facilities	Future Facilities Maintenance	RICAP	\$25,000	\$20,000	\$5,000
	Chafee Lift Replacement	RICAP	\$250,000	\$200,000	\$50,000
	Chafee Roof & HVAC Units	RICAP	\$475,000	\$380,000	\$95,000
	Security Enhancements (1% Requirement)	RICAP	\$350,000	\$280,000	\$70,000
	Oil Water Separators	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
<b>Support Facilities Total</b>			<b>\$1,160,000</b>	<b>\$928,000</b>	<b>\$232,000</b>
Transit Corridors	East Side Tunnel	RICAP	\$4,160,000	\$3,328,000	\$832,000
<b>Transit Corridors Total</b>			<b>\$4,160,000</b>	<b>\$3,328,000</b>	<b>\$832,000</b>
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Ride Tablets	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	Enterprise Software/Asset Management	CRLF	\$800,000	\$640,000	\$160,000
<b>Support Systems Total</b>			<b>\$1,110,000</b>	<b>\$888,000</b>	<b>\$222,000</b>
<b>Grand Total</b>			<b>\$10,950,027</b>	<b>\$8,760,022</b>	<b>\$2,190,005</b>

Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2021

Program	Project	Match	Values		
			Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	Automatic Passenger Counters and Software	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
<b>Transit Enhancements Total</b>			<b>\$10,000</b>	<b>\$8,000</b>	<b>\$2,000</b>
Rolling Stock	Fixed Route	State Bus Match	\$0	\$0	\$0
	Flex Vehicles	State Bus Match	\$0	\$0	\$0
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$3,190,704	\$2,552,563	\$638,141
<b>Rolling Stock Total</b>			<b>\$3,410,704</b>	<b>\$2,728,563</b>	<b>\$682,141</b>
Support Facilities	Future Facilities Maintenance	RICAP	\$25,000	\$20,000	\$5,000
	Chafee Lift Replacement	RICAP	\$250,000	\$200,000	\$50,000
	Chafee Roof & HVAC Units	RICAP	\$475,000	\$380,000	\$95,000
	Security Enhancements (1% Requirement)	RICAP	\$350,000	\$280,000	\$70,000
	Oil Water Separators	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
<b>Support Facilities Total</b>			<b>\$1,160,000</b>	<b>\$928,000</b>	<b>\$232,000</b>
Transit Corridors	East Side Tunnel	RICAP	\$4,160,000	\$3,328,000	\$832,000
<b>Transit Corridors Total</b>			<b>\$4,160,000</b>	<b>\$3,328,000</b>	<b>\$832,000</b>
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Ride Tablets	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	ATMS Radio Replacement	CRLF	\$2,000,000	\$1,600,000	\$400,000
<b>Support Systems Total</b>			<b>\$2,310,000</b>	<b>\$1,848,000</b>	<b>\$462,000</b>
<b>Grand Total</b>			<b>\$11,050,704</b>	<b>\$8,840,563</b>	<b>\$2,210,141</b>

Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2022

Program	Project	Match	Values		
			Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	Automatic Passenger Counters and Software	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
<b>Transit Enhancements Total</b>			<b>\$10,000</b>	<b>\$8,000</b>	<b>\$2,000</b>
Rolling Stock	Fixed Route	State Bus Match	\$15,001,473	\$12,001,178	\$3,000,295
	Flex Vehicles	State Bus Match	\$2,246,256	\$1,797,005	\$449,251
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$3,350,239	\$2,680,191	\$670,048
<b>Rolling Stock Total</b>			<b>\$20,817,968</b>	<b>\$16,654,374</b>	<b>\$4,163,594</b>
Support Facilities	Future Facilities Maintenance	RICAP	\$100,000	\$80,000	\$20,000
	Chafee Roof & HVAC Units	RICAP	\$650,000	\$520,000	\$130,000
	Security Enhancements (1% Requirement)	RICAP	\$350,000	\$280,000	\$70,000
	Oil Water Separators	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
<b>Support Facilities Total</b>			<b>\$1,160,000</b>	<b>\$928,000</b>	<b>\$232,000</b>
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$600,000	\$480,000	\$120,000
	Ride Tablets	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
<b>Support Systems Total</b>			<b>\$610,000</b>	<b>\$488,000</b>	<b>\$122,000</b>
<b>Grand Total</b>			<b>\$22,597,968</b>	<b>\$18,078,374</b>	<b>\$4,519,594</b>

Rhode Island Public Transit Authority  
Capital Improvement Plan  
FY 2023

Program	Project	Match	Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	Automatic Passenger Counters and Software	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
<b>Transit Enhancements Total</b>			<b>\$10,000</b>	<b>\$8,000</b>	<b>\$2,000</b>
Rolling Stock	Fixed Route	State Bus Match	\$6,563,144	\$5,250,515	\$1,312,629
	Flex Vehicles	State Bus Match	\$0	\$0	\$0
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$0	\$0	\$0
<b>Rolling Stock Total</b>			<b>\$6,783,144</b>	<b>\$5,426,515</b>	<b>\$1,356,629</b>
Support Facilities	Future Facilities Maintenance	RICAP	\$750,000	\$600,000	\$150,000
	Security Enhancements (1% Requirement)	RICAP	\$350,000	\$280,000	\$70,000
	Oil Water Separators	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
	Overhead Garage Door Replacement	RIPTA Capital Match	\$144,000	\$115,200	\$28,800
<b>Support Facilities Total</b>			<b>\$1,304,000</b>	<b>\$1,043,200</b>	<b>\$260,800</b>
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Ruggedized Laptops	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Ride Tablets	RIPTA Capital Match	\$10,000	\$8,000	\$2,000
	Upgrade Network	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
<b>Support Systems Total</b>			<b>\$460,000</b>	<b>\$368,000</b>	<b>\$92,000</b>
<b>Grand Total</b>			<b>\$8,557,144</b>	<b>\$6,845,715</b>	<b>\$1,711,429</b>

**Rhode Island Public Transit Authority  
Capital Improvement Plan FY 2018 - FY 2023  
Funding Sources by Fiscal Year**

<b>Sum of Match Amount</b>	<b>Column Labels</b>					
<b>Row Labels</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
CRLF	\$1,203,950	\$1,039,553	\$384,000	\$444,000	\$44,000	\$44,000
Local	\$586,000	\$99,981	\$94,981			
PRLF	\$0	\$578,813	\$573,024	\$638,141	\$670,048	\$0
RICAP	\$1,095,209	\$5,020,203	\$1,052,000	\$1,052,000	\$220,000	\$220,000
RIDOT - Bus Match		\$3,131,719				
RIPTA Capital Match	\$335,950	\$325,000	\$86,000	\$76,000	\$136,000	\$134,800
State Bus Match	\$0	\$211,680	\$0	\$0	\$3,449,546	\$1,312,629
<b>Grand Total</b>	<b>\$3,221,109</b>	<b>\$10,406,948</b>	<b>\$2,190,005</b>	<b>\$2,210,141</b>	<b>\$4,519,594</b>	<b>\$1,711,429</b>

**Federal Portion of Projects**

	<b>Column Labels</b>					
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Sum of Grant Amount</b>	<b>\$11,930,494</b>	<b>\$39,051,323</b>	<b>\$8,760,022</b>	<b>\$8,840,563</b>	<b>\$18,078,374</b>	<b>\$6,845,715</b>