



FY 2019 – FY 2024

RHODE ISLAND PUBLIC TRANSIT AUTHORITY



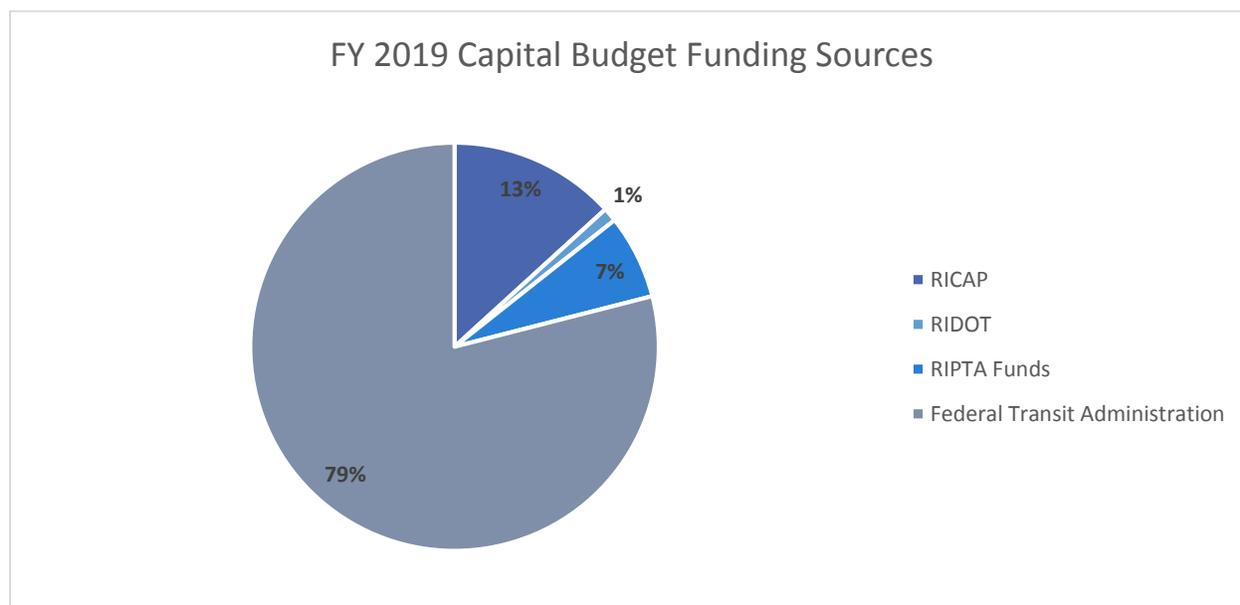
CAPITAL BUDGET AND CAPITAL IMPROVEMENT PLAN

Overview

Presented is the FY 2019 Capital Budget and FY 2020 – FY 2024 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 Governor and General Assembly 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.

\$29.2 million in capital expenditures are planned for FY 2019. Federal funds make up 79% of this total, or about \$23 million. Federal Transit Administration (FTA) funds typically cover 80% of a project cost and require a 20% local match. \$6.2 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 projects with an atypical federal/match split such as the Downtown Transit Connector project, which has a federal portion of 76% of the project cost and a 24% local match. 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 and 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 Administration 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 recently completed 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 of 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 2020. **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 commence can change depending on the availability of operating funds.

Major Projects

Several key projects will continue in FY 2019 including the fare system upgrade, which will introduce new fare media including smart cards and mobile payment, making it quicker and easier to use the bus system. Work will also continue on the Downtown Transit Connector and a 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 (SOGR) 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

Rolling Stock Budget						
	2019	2020	2021	2022	2023	2024
Fixed Route		\$15,896,234	\$5,755,533	\$12,086,619	\$15,929,140	\$19,988,247
Fixed Route-ZEV			\$3,650,000	\$2,920,000	\$0	
Flex Vehicles	\$303,877		\$2,345,167			
Non-Revenue Vehicle	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
Paratransit Vehicle	\$2,316,285	\$2,375,000	\$2,493,750	\$2,618,438		\$2,886,827
Grand Total	\$2,840,162	\$18,491,234	\$14,464,450	\$17,845,057	\$16,149,140	\$23,095,074

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 expired 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 ordered in FY 2019 with an expected delivery in FY 2020. The estimated per vehicle price is \$548,146.

The following bus purchase will occur in FY 2022 when 10 buses are purchased to replace a portion of the 2009 fleet. **There is currently no source of match for this, or any other 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.**

Zero Emission Vehicles (ZEV)

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.

Using Volkswagen funds, the current plan is to lease three electric buses starting in FY 2019 as part of a pilot program. The purchase of 10 electric buses would follow in FY 2021 to replace buses from 2005 that will have exceeded their useful life. The following year, FY 2022, an additional eight electric buses would be purchased, replacing a portion of the 2009 fleet. The lease portion of this project will be reflected in the operating budget.

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 \$150,000 in FY 2019, 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 two 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 2021, 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 smaller vehicles with gasoline engines. Part of this plan includes the purchase of Ford Transits, which now meet FTA's Buy America and Altoona testing standards, as well as Dodge Caravans with wheelchair lifts. Five Caravans have been ordered for FY 2019. 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.

Transit Corridors

Transit Corridors Budget	2019	2020	2021
Downtown Transit Connector	\$9,000,000	\$6,000,000	
East Side Tunnel	\$943,705	\$4,160,000	\$4,160,000
Grand Total	\$9,943,705	\$10,160,000	\$4,160,000

Downtown Transit Connector

The City of Providence was 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.

The project began in FY 2017 and new service along the corridor will commence in January 2020. The total project cost is \$19 million. Funding is a combination of TIGER funds, other federal funding, 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 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.

The project is currently expected to total \$9,263,705. Federal funds will be used for 80% of the project cost, including \$903,470 in federal discretionary funds for design and engineering. The State has set aside \$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. If not, match on the design and engineering work will come from RIPTA’s Capital Revolving Loan Fund.

Passenger Facilities

Passenger Facilities Budget			
	2019	2020	2021
Community Partnership Projects	\$150,000		
Kennedy Plaza HVAC	\$159,982		
Transit Hub Pawtucket	\$6,881,931		
Transit Hub Warwick: CCRI		\$600,000	\$700,000
Grand Total	\$7,191,913	\$600,000	\$700,000

Community Partnership Projects

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. The most recent phase of this program is a collaboration with the communities of South Kingstown and East Providence to design and install bus shelters in Riverside and Peacedale, with RIPTA providing federal funds toward these projects and the local communities providing the required match. The bus shelter in East Providence is complete, while the South Kingstown shelter is in progress.

Additionally, RIPTA will provide a local match of \$30,000 to support a Dexter Street project in Central Falls, awarded through the Main Street Rhode Island Streetscape Improvement Fund. This program awards funds that support improvements to the State's commercial districts. RIPTA's federal funds are contributing 30% of the total project costs.

Kennedy Plaza HVAC Replacement/Upgrade

The HVAC system servicing the offices and restrooms in Kennedy Plaza is in need of replacement. The project is underway, with the intention of having the units replaced before the heat of the summer, at a cost of approximately \$100,000. The remaining \$159,982 is budgeted in FY 2019 for further improvements to be determined.

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

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 applied for and successfully received \$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 passenger 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 and construction is expected to be complete in FY 2020. Though this project has been transferred to RIDOT as part of the overall Pawtucket/Central Falls Train Station project, RIPTA will have technical oversight of the bus hub design and construction through WSP, an engineering professional services firm.

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.

Money allocated to this project is now being considered for Downtown Transit Connector overruns, resulting in a delay in the project timeline. Preliminary estimates are that this project will cost \$1.3 million. RIPTA will seek federal discretionary funds for the project, and will make a RICAP request to cover the required match.

Support Facilities

Support Facilities Budget						
	2019	2020	2021	2022	2023	2024
Fume Detection Systems (269 Melrose, 705 Elmwood)	\$88,000					
Future Facilities Maintenance (All RIPTA Facilities)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Lift Replacement (750 Elmwood)	\$350,000		\$400,000	\$275,000	\$300,000	\$450,000
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Overhead Garage Door Replacement (750 Elmwood)		\$122,000			\$144,000	\$30,130
Roof & HVAC Units (750 Elmwood)	\$950,000		\$475,000	\$450,000	\$425,000	\$625,000
Security Enhancements (All RIPTA Facilities)	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
Grand Total	\$1,823,000	\$557,000	\$1,310,000	\$1,160,000	\$1,304,000	\$1,540,130

Fume Detection Systems (269 Melrose, 705 Elmwood)

Each facility must be equipped with fume detection systems to monitor CO/NO² fumes emitted by vehicles and equipment. When fume levels rise above allowable thresholds, the detection system sounds alarms, opens doors, and activates exhaust fans to quickly improve air quality. There is currently no such system at the 269 Melrose Street transportation building, and the 705 Elmwood Avenue paratransit building currently has NO² sensors, but lacks CO sensors.

To upgrade/install the fume detection systems in both buildings will cost \$88,000 and is eligible for federal reimbursement. RIPTA capital match will provide the required 20% match. CO sensors must be replaced every 2 years, while NO² sensors must be replaced every 5 years. This ongoing maintenance is reflected in the operating budget.

Future Facilities Maintenance (All RIPTA Facilities)

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.

Lift Replacement (750 Elmwood)

The Authority plans to replace lifts at the Chafee maintenance facility starting in FY 2019. The current lifts are aging and require frequent repairs. Due to the high cost of this project,

replacements will take place in phases over several years. The first phase will replace the drive-on wash bay lift and two currently inoperable post lifts. The post lifts will be replaced with scissor lifts, which use less oil, require less maintenance, and lessen the likelihood of environmental impact. 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, and will request RICAP for the remaining 20%.

Oil Water Separators (All RIPTA Facilities)

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. The Authority expects to spend \$60,000 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 (750 Elmwood)

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.

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 RICAP providing the required match.

Roof & HVAC Units (750 Elmwood)

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 (MAUs) are required at this facility, similar to the ones installed at the 269 Melrose transportation building and at the Newport facility. Due to the high cost of this project, repairs/replacements will take place in phases over several years. The first phase will replace MAUs 1, 3, and 5, as well as a portion of the roof. The Authority will use federal funds to cover 80% of the project cost, and will request RICAP for the remaining 20%.

Security Enhancements (All RIPTA Facilities)

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 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.

Card readers and cameras will continue to be installed through the first part of FY 2019. 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

Transit Enhancements Budget				
	2019	2020	2021	2024
Automatic Passenger Counters and Software	\$310,000			
Bus-On-Shoulder			\$450,000	
Fare Technology Upgrade	\$2,800,000	\$2,800,000		
Interactive Voice Response (IVR) Upgrade		\$50,000		\$55,000
Real-Time Scheduling		\$490,000		
Transit Signal Priority Expansion - Implementation		\$1,149,810		
Grand Total	\$3,210,000	\$4,489,810	\$450,000	\$55,000

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 APCs 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 is \$310,000. Federal funds will be used to fund 80% of this project and RIPTA Capital Match will be used to cover the remaining 20%. Once all APCs are installed, there will be ongoing maintenance costs that are reflected in the operating budget.

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 was expected to start in FY 2018, but regulatory hurdles, construction needs, and limited funding have delayed project implementation.

Fare Technology Upgrade

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 will upgrade the current fare system to contain the components necessary to support smart cards and mobile payments.

Init, a supplier of IT solutions for public transport, was awarded a contract in FY18 for \$5.6 million. The upgrade began in February 2019 and completion is expected in FY 2020. Federal funds are available for 80% of the total project cost, and RIPTA's Capital Revolving Loan Fund will be used to finance the remaining 20%.

Interactive Voice Response (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 in 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. This funding may be used

in conjunction with the Downtown Transit Connector project, as there are traffic signals along that corridor that could be prioritized. Federal funds are available to cover 80% of the project total with local communities providing the 20% match.

Support Systems

Support Systems Budget						
	2019	2020	2021	2022	2023	2024
ATMS Radio Replacement					\$2,000,000	\$2,000,000
ATMS Upgrade Current Systems			\$200,000	\$200,000	\$200,000	\$200,000
Compliance Software			\$40,000			
Enterprise Software/Asset Management			\$500,000	\$2,000,000		
Fuel & Fluid Management System	\$1,800,000					
Hastus Upgrade & Expansion	\$1,342,000					
Incident/Accident Management Software			\$75,000			
Redundancy / Disaster Recovery	\$860,000	\$1,000,000				
Replacement IT Equipment	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Server Software			\$40,000			
Server/SAN Replacement			\$50,000	\$50,000	\$50,000	\$50,000
Upgrade Network			\$150,000	\$150,000	\$150,000	\$150,000
VMWare			\$50,000	\$50,000		\$50,000
Grand Total	\$4,302,000	\$1,300,000	\$1,405,000	\$2,750,000	\$2,700,000	\$2,750,000

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 starting in FY 2023. Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA’s Capital Revolving Loan Fund. The total replacement cost is estimated to be \$4,000,000.

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.

ATMS Upgrade Current Systems

The ATMS servers, network, and the operating systems that they run are aging, which in turn prevents upgrades to the ATMS front-end software that the dispatchers and supervisors use. This project will facilitate the hardware replacement and software upgrades, as well as the devices used by the supervisors when on the road.

Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA Capital Match.

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 (SOGR). The new program requires an inventory of capital assets, asset condition assessments, and new decision support tools.

RIPTA had been working to implement the One Solution Enterprise Resource Planning system, which was intended to meet the requirements of FTA's asset management program. Due to significant issues with the vendor in delivering a software solution that would meet the needs of the Authority, RIPTA, with guidance from FTA, cancelled the contract with this vendor

However, RIPTA conducted an extensive business process review, which documented each department's policies, procedures, and processes, which will assist in the procurement of a new product 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 Capital 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 is currently in the procurement stage and is 80% federally funded, and matched using the RIPTA Capital Revolving Loan Fund.

Hastus Upgrade & Expansion

Phase 1 of this project, Hastus Upgrade, was completed in 2018. In addition to the Hastus upgrade, the Authority is also adding 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. The completion of this project is expected to cost \$1.3 million with 80% of the financing coming from federal funds. The remaining 20% will be funded using the RIPTA Capital Revolving Loan Fund. This project commenced in FY 2016 and is expected to be completed in FY 2019.

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 RIPTA Capital Revolving Loan Fund.

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.

Server Software

In FY 2021, 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 starting in FY 2021. The total cost is estimated to be \$200,000. 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 \$600,000. Federal funds would be used 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 \$150,000 through FY 2024. Federal funds will be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

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.

**Rhode Island Public Transit Authority
Capital Improvement Plan
Fiscal Years 2019 - 2024**

Sum of Requested Budget Row Labels	Column Labels						Grand Total
	2019	2020	2021	2022	2023	2024	
Transit Enhancements							
IVR Upgrade		\$50,000				\$55,000	\$105,000
Automatic Passenger Counters and Software	\$310,000						\$310,000
Bus-On-Shoulder			\$450,000				\$450,000
Real-Time Scheduling		\$490,000					\$490,000
Transit Signal Priority Expansion - Implementation		\$1,149,810					\$1,149,810
Fare Technology Upgrade	\$2,800,000	\$2,800,000					\$5,600,000
Transit Enhancements Total	\$3,110,000	\$4,489,810	\$450,000			\$55,000	\$8,104,810
Rolling Stock							
Fixed Route		\$15,896,234	\$5,755,533	\$12,086,619	\$15,929,140	\$19,988,247	\$69,655,773
Flex Vehicles	\$303,877		\$2,345,167				\$2,649,044
Non-Revenue Vehicle	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,320,000
Paratransit Vehicle	\$2,316,285	\$2,375,000	\$2,493,750	\$2,618,438		\$2,886,827	\$12,690,300
Fixed Route-ZEV			\$3,650,000	\$2,920,000	\$0		\$6,570,000
Rolling Stock Total	\$2,840,162	\$18,491,234	\$14,464,450	\$17,845,057	\$16,149,140	\$23,095,074	\$92,885,117
Passenger Facilities							
Transit Hub Pawtucket	\$6,881,931						\$6,881,931
Kennedy Plaza HVAC	\$159,982						\$159,982
Community Partnership Projects	\$150,000						\$150,000
Transit Hub Warwick: CCRI		\$600,000	\$700,000				\$1,300,000
Passenger Facilities Total	\$7,191,913	\$600,000	\$700,000				\$8,491,913
Support Facilities							
Security Enhancements (All RIPTA Facilities)	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,100,000
Fume Detection Systems (269 Melrose, 705 Elmwood)	\$88,000						\$88,000
Overhead Garage Door Replacement (750 Elmwood)		\$122,000			\$144,000	\$30,130	\$296,130
Future Facilities Maintenance (All RIPTA Facilities)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Lift Replacement (750 Elmwood)	\$350,000		\$400,000	\$275,000	\$300,000	\$450,000	\$1,775,000
Roof & HVAC Units (750 Elmwood)	\$950,000		\$475,000	\$450,000	\$425,000	\$625,000	\$2,925,000
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
Support Facilities Total	\$1,823,000	\$557,000	\$1,310,000	\$1,160,000	\$1,304,000	\$1,540,130	\$7,694,130
Transit Corridors							
Downtown Transit Connector	\$9,000,000	\$6,000,000					\$15,000,000
East Side Tunnel	\$943,705	\$4,160,000	\$4,160,000				\$9,263,705
Transit Corridors Total	\$9,943,705	\$10,160,000	\$4,160,000				\$24,263,705
Support Systems							
Fuel & Fluid Management System	\$1,800,000						\$1,800,000
Hastus Upgrade & Expansion	\$1,342,000						\$1,342,000

Sum of Requested Budget	Column Labels						
Row Labels	2019	2020	2021	2022	2023	2024	Grand Total
Redundancy / Disaster Recovery	\$860,000	\$1,000,000					\$1,860,000
Replacement IT Equipment	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Upgrade Network			\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Server/SAN Replacement			\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
VMWare			\$50,000	\$50,000		\$50,000	\$150,000
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	\$4,000,000
Enterprise Software/Asset Management			\$500,000	\$2,000,000			\$2,500,000
ATMS Upgrade Current Systems			\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Support Systems Total	\$4,302,000	\$1,300,000	\$1,405,000	\$2,750,000	\$2,700,000	\$2,750,000	\$15,207,000
Grand Total	\$29,210,780	\$35,598,044	\$22,489,450	\$21,755,057	\$20,153,140	\$27,440,204	\$156,646,675

Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2019

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	\$310,000	\$248,000	\$62,000
	Fare Technology Upgrade	CRLF	\$2,800,000	\$2,240,000	\$560,000
Transit Enhancements Total			\$3,110,000	\$2,488,000	\$622,000
Rolling Stock	Flex Vehicles	State Bus Match	\$303,877	\$243,102	\$60,775
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,316,285	\$1,853,028	\$463,257
Rolling Stock Total			\$2,840,162	\$2,272,130	\$568,032
Passenger Facilities	Transit Hub Pawtucket	RICAP	\$6,881,931	\$5,505,545	\$1,376,386
	Kennedy Plaza HVAC	RICAP	\$159,982	\$127,986	\$31,996
	Community Partnership Projects	Local	\$150,000	\$120,000	\$30,000
Passenger Facilities Total			\$7,191,913	\$5,753,530	\$1,438,383
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Fume Detection Systems (269 Melrose, 705 Elmwood)	RIPTA Capital Match	\$88,000	\$70,400	\$17,600
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Lift Replacement (750 Elmwood)	RICAP	\$350,000	\$280,000	\$70,000
	Roof & HVAC Units (750 Elmwood)	RICAP	\$950,000	\$760,000	\$190,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$1,823,000	\$1,458,400	\$364,600
Transit Corridors	Downtown Transit Connector	RICAP	\$9,000,000	\$6,882,353	\$2,117,647
	East Side Tunnel	CRLF	\$943,705	\$754,964	\$188,741
Transit Corridors Total			\$9,943,705	\$7,637,317	\$2,306,388
Support Systems	Fuel & Fluid Management System	CRLF	\$1,800,000	\$1,440,000	\$360,000
	Hastus Upgrade & Expansion	CRLF	\$1,342,000	\$1,073,600	\$268,400
	Redundancy / Disaster Recovery	RIPTA Capital Match	\$860,000	\$688,000	\$172,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
Support Systems Total			\$4,302,000	\$3,441,600	\$860,400
Grand Total			\$29,210,780	\$23,050,977	\$6,159,803

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	IVR Upgrade	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Real-Time Scheduling	RIPTA Capital Match	\$490,000	\$392,000	\$98,000
	Transit Signal Priority Expansion - Implementation	Local	\$1,149,810	\$919,848	\$229,962
	Fare Technology Upgrade	CRLF	\$2,800,000	\$2,240,000	\$560,000
Transit Enhancements Total			\$4,489,810	\$3,591,848	\$897,962
Rolling Stock	Fixed Route	RIDOT - Bus Match	\$15,896,234	\$12,716,987	\$3,179,247
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,375,000	\$1,900,000	\$475,000
Rolling Stock Total			\$18,491,234	\$14,792,987	\$3,698,247
Passenger Facilities	Transit Hub Warwick: CCRI	RICAP	\$600,000	\$480,000	\$120,000
Passenger Facilities Total			\$600,000	\$480,000	\$120,000
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Overhead Garage Door Replacement (750 Elmwood Ave)	RICAP	\$122,000	\$97,600	\$24,400
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$557,000	\$445,600	\$111,400
Transit Corridors	Downtown Transit Connector	RICAP	\$6,000,000	\$4,588,235	\$1,411,765
	East Side Tunnel	RICAP	\$4,160,000	\$3,328,000	\$832,000
Transit Corridors Total			\$10,160,000	\$7,916,235	\$2,243,765
Support Systems	Redundancy / Disaster Recovery	RIPTA Capital Match	\$1,000,000	\$800,000	\$200,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
Support Systems Total			\$1,300,000	\$1,040,000	\$260,000
Grand Total			\$35,598,044	\$28,266,670	\$7,331,374

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	Bus-On-Shoulder	RIPTA Capital Match	\$450,000	\$360,000	\$90,000
Transit Enhancements Total			\$450,000	\$360,000	\$90,000
Rolling Stock	Fixed Route	State Bus Match	\$5,755,533	\$4,604,426	\$1,151,107
	Flex Vehicles	State Bus Match	\$2,345,167	\$1,876,134	\$469,033
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,493,750	\$1,995,000	\$498,750
	Fixed Route-ZEV	State Bus Match	\$3,650,000	\$2,920,000	\$730,000
Rolling Stock Total			\$14,464,450	\$11,571,560	\$2,892,890
Passenger Facilities	Transit Hub Warwick: CCRI	RICAP	\$700,000	\$560,000	\$140,000
Passenger Facilities Total			\$700,000	\$560,000	\$140,000
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Lift Replacement (750 Elmwood)	RICAP	\$400,000	\$320,000	\$80,000
	Roof & HVAC Units (750 Elmwood)	RICAP	\$475,000	\$380,000	\$95,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$1,310,000	\$1,048,000	\$262,000
Transit Corridors	East Side Tunnel	RICAP	\$4,160,000	\$3,328,000	\$832,000
Transit Corridors Total			\$4,160,000	\$3,328,000	\$832,000
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	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	\$50,000	\$40,000	\$10,000
	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	\$500,000	\$400,000	\$100,000
	ATMS Upgrade Current Systems	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
Support Systems Total			\$1,405,000	\$1,124,000	\$281,000
Grand Total			\$22,489,450	\$17,991,560	\$4,497,890

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
Rolling Stock	Fixed Route	State Bus Match	\$12,086,619	\$9,669,295	\$2,417,324
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,618,438	\$2,094,750	\$523,688
	Fixed Route-ZEV	State Bus Match	\$2,920,000	\$2,336,000	\$584,000
Rolling Stock Total			\$17,845,057	\$14,276,046	\$3,569,011
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Lift Replacement (750 Elmwood)	RICAP	\$275,000	\$220,000	\$55,000
	Roof & HVAC Units (750 Elmwood)	RICAP	\$450,000	\$360,000	\$90,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$1,160,000	\$928,000	\$232,000
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	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	\$50,000	\$40,000	\$10,000
	Enterprise Software/Asset Management	CRLF	\$2,000,000	\$1,600,000	\$400,000
	ATMS Upgrade Current Systems	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
Support Systems Total			\$2,750,000	\$2,200,000	\$550,000
Grand Total			\$21,755,057	\$17,404,046	\$4,351,011

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
Rolling Stock	Fixed Route	State Bus Match	\$15,929,140	\$12,743,312	\$3,185,828
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
Rolling Stock Total			\$16,149,140	\$12,919,312	\$3,229,828
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Overhead Garage Door Replacement (750 Elmwood)	RIPTA Capital Match	\$144,000	\$115,200	\$28,800
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Lift Replacement (750 Elmwood)	RICAP	\$300,000	\$240,000	\$60,000
	Roof & HVAC Units (750 Elmwood)	RICAP	\$425,000	\$340,000	\$85,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$1,304,000	\$1,043,200	\$260,800
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	ATMS Radio Replacement	CRLF	\$2,000,000	\$1,600,000	\$400,000
	ATMS Upgrade Current Systems	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
Support Systems Total			\$2,700,000	\$2,160,000	\$540,000
Grand Total			\$20,153,140	\$16,122,512	\$4,030,628

Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2024

Program	Project	Match	Sum of Requested Budget	Sum of Grant Amount	Sum of Match Amount
Transit Enhancements	IVR Upgrade	RIPTA Capital Match	\$55,000	\$44,000	\$11,000
Transit Enhancements Total			\$55,000	\$44,000	\$11,000
Rolling Stock	Fixed Route	State Bus Match	\$19,988,247	\$15,990,598	\$3,997,649
	Non-Revenue Vehicle	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicle	PRLF	\$2,886,827	\$2,309,462	\$577,365
Rolling Stock Total			\$23,095,074	\$18,476,059	\$4,619,015
Support Facilities	Security Enhancements (All RIPTA Facilities)	RICAP	\$350,000	\$280,000	\$70,000
	Overhead Garage Door Replacement (750 Elmwood)	RICAP	\$30,130	\$24,104	\$6,026
	Future Facilities Maintenance (All RIPTA Facilities)	RICAP	\$25,000	\$20,000	\$5,000
	Lift Replacement (750 Elmwood)	RICAP	\$450,000	\$360,000	\$90,000
	Roof & HVAC Units (750 Elmwood)	RICAP	\$625,000	\$500,000	\$125,000
	Oil Water Separators (All RIPTA Facilities)	RIPTA Capital Match	\$60,000	\$48,000	\$12,000
Support Facilities Total			\$1,540,130	\$1,232,104	\$308,026
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	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	\$50,000	\$40,000	\$10,000
	ATMS Radio Replacement	CRLF	\$2,000,000	\$1,600,000	\$400,000
	ATMS Upgrade Current Systems	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
Support Systems Total			\$2,750,000	\$2,200,000	\$550,000
Grand Total			\$27,440,204	\$21,952,163	\$5,488,041

**Rhode Island Public Transit Authority
Capital Improvement Plan FY 2019 - FY 2024
Funding Sources by Fiscal Year**

Sum of Match Amount	Column Labels					
Row Labels	2019	2020	2021	2022	2023	2024
CRLF	\$1,421,141	\$604,000	\$144,000	\$444,000	\$444,000	\$444,000
Local	\$30,000	\$229,962				
PRLF	\$463,257	\$475,000	\$498,750	\$523,688		\$577,365
RICAP	\$3,861,030	\$2,463,165	\$1,222,000	\$220,000	\$220,000	\$296,026
RIDOT - Bus Match		\$3,179,247				
RIPTA Capital Match	\$323,600	\$380,000	\$283,000	\$162,000	\$180,800	\$173,000
State Bus Match	\$60,775		\$2,350,140	\$3,001,324	\$3,185,828	\$3,997,649
Grand Total	\$6,159,803	\$7,331,374	\$4,497,890	\$4,351,011	\$4,030,628	\$5,488,041

Federal Portion of Projects

	Column Labels					
	2019	2020	2021	2022	2023	2024
Sum of Grant Amount	\$23,050,977	\$28,266,670	\$17,991,560	\$17,404,046	\$16,122,512	\$21,952,163