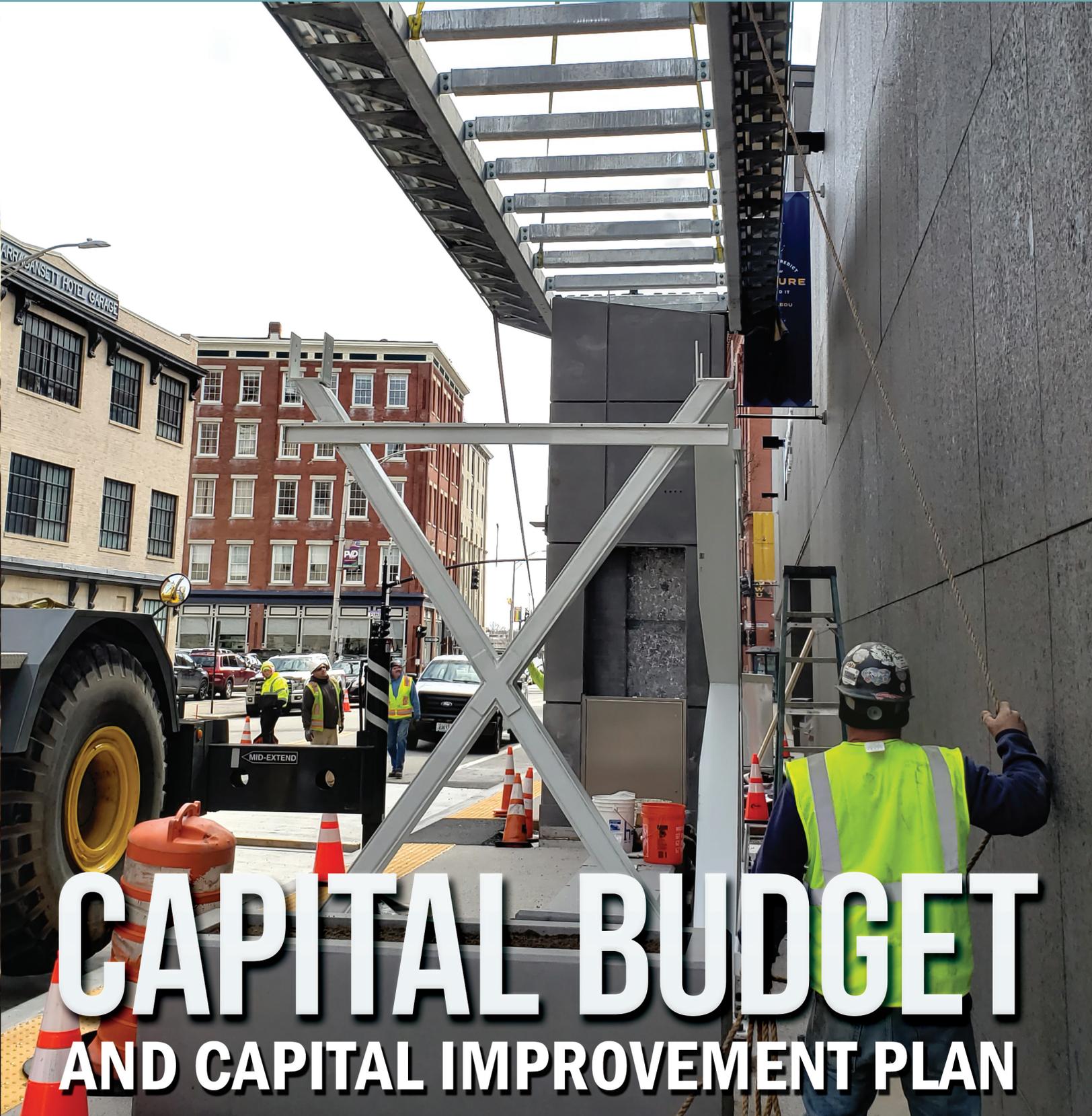




FY 2021 - FY 2026

RHODE ISLAND PUBLIC TRANSIT AUTHORITY



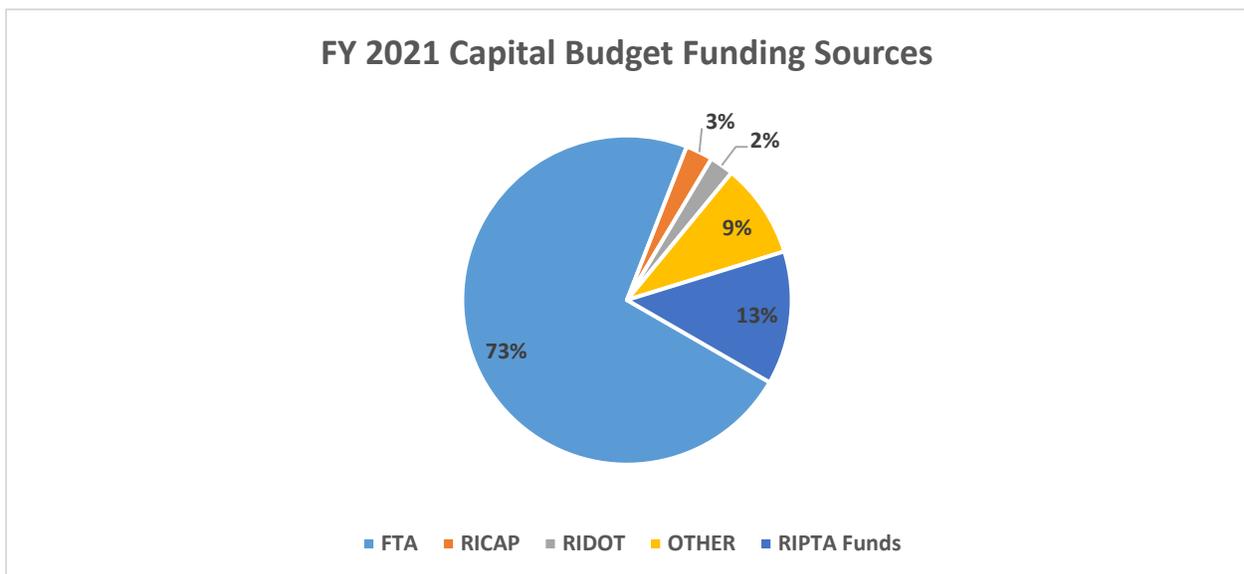
CAPITAL BUDGET AND CAPITAL IMPROVEMENT PLAN

Overview

Presented is the Rhode Island Public Transit Authority (RIPTA) FY 2021 Capital Budget and FY 2022 – FY 2026 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 Office of Management and Budget (OMB) for inclusion in the overall state budget, which then goes to the Governor and General Assembly for approval.

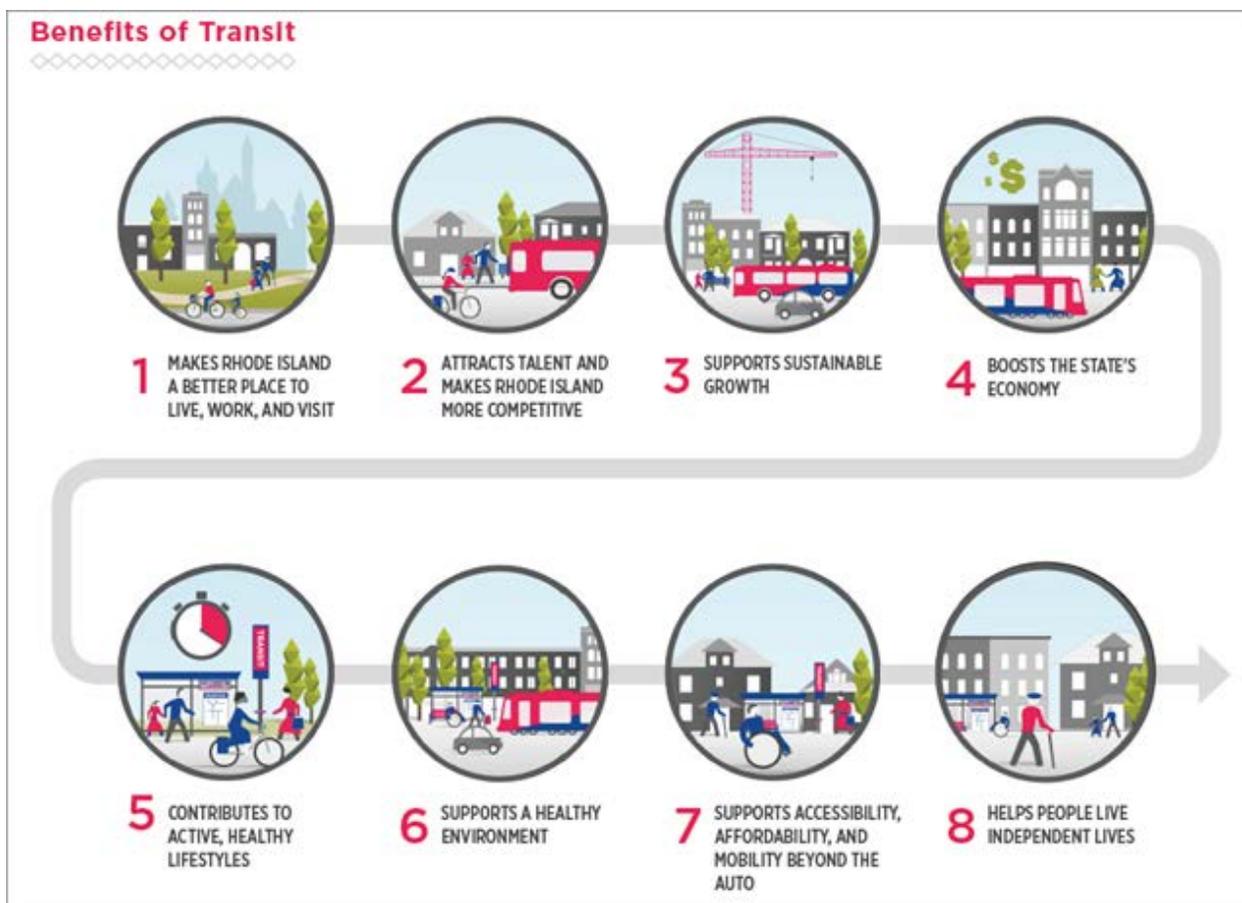
If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the Finance Department modifies each project accordingly in the next year's submission.

\$48.5 million in capital expenditures are planned for FY 2021. Federal funds make up 73% of this total, \$35.2 million. Federal Transit Administration (FTA) funds typically cover 80% of a project cost and require a 20% local match. \$13.3 million in match is required to leverage these federal funds in FY 2021 and comes from various sources. The overall federal portion can differ from 80% due to projects with an atypical federal/local 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 the FY 2021 Capital Budget.



All projects listed in the capital budget 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. 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.

Investment in these projects will generate benefits on multiple levels. In particular, these investments will improve (1) access to transit – by providing high-quality passenger facilities where riders need them most, (2) interconnectedness of the transit network – by creating additional transfer points between routes at key locations throughout the state, and (3) speed and reliability of transit – by maintaining and expanding dedicated transit rights-of-way and associated technologies such as transit signal priority. Such investments directly support increased ridership, which in turn supports a number of statewide goals. Strong ridership drives growing farebox revenue which in turn reduces the need for state and federal subsidies. Per passenger greenhouse gas emissions and single-occupancy vehicle miles traveled are reduced, bringing Rhode Island closer to its climate goals. And a strong transit system with high ridership, frequent service, and quality passenger amenities directly supports economic development, transit-oriented development, community mobility, and public health goals as well.



RIPTA is the state’s main recipient of FTA 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 bulkhead improvements for Quonset Ferry.

Match 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. RIPTA calculates the interest to be paid by subtracting 1% from the Prime Rate.

Gas Tax – RIPTA receives a portion of the State Gas Tax receipts monthly. This revenue typically supports operations, though can be used to match capital projects if other match sources are unavailable.

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

Other – A miscellaneous match category for all other capital match sources and sources that have yet to be identified. For example, the Volkswagen settlement funding (explained below) is categorized as Other.

Paratransit Revolving Loan Fund (PRLF) – The match for Paratransit vehicles is provided using the PRLF. 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.

Rhode Island Capital Plan Fund (RICAP) – 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. RICAP funds are appropriated by the General Assembly.

Rhode Island Department of Transportation (RIDOT) – RIDOT provides match on transit projects, mostly through the Highway Maintenance Account (HMA): an account created within the state’s intermodal surface transportation fund to leverage federal transportation dollars for both RIDOT and RIPTA.

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

State Bus Match – A placeholder for outer year bus purchases that currently have no identified match funding. RIPTA will continue to seek a long-term funding solution with the State to ensure sustainable fleet development.

State Fleet Revolving Loan Fund (SFRLF) – A separate fund within the State Treasury with the purpose of acquiring motor vehicles and vehicle-related equipment and attachments for State departments and agencies. RIPTA has \$263,857 remaining from this fund that will be used to match upcoming bus orders. However, no new funding amounts from this source have materialized for RIPTA bus purchases. RIPTA is exempt from repaying funds to the SFRLF.

Funding

RIPTA previously requested, and received, \$220,000 in RICAP funds from the state each year, to support the facility and environmental capital program. Approximately \$70,000 of these funds covered the FTA's 1% security enhancement requirement, and the remaining funds covered the match for various facility improvements. In FY 2017, these funds were used to leverage federal grant dollars for lift replacements 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. Beginning in FY 2018, that appropriation decreased by 60%, to \$90,000 per year 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 completed a Transit Asset Management plan to address State of Good Repair needs throughout its facilities in 2017. In addition to the \$70,000 in security upgrades, RIPTA identified RICAP match needs of \$300,000 for support facilities (maintenance, garage, administration, etc.), and \$200,000 for passenger facilities (Kennedy Plaza, Newport Gateway, bus stops, etc.) As such, beginning in FY 2019, RIPTA increased its general RICAP ask to \$600,000. **The Governor's Proposed FY 2021 Capital Budget included \$500,000 per year in RICAP match to support State of Good Repair projects.**

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.

With assistance from RIDOT, RIPTA secured funding to replace the 2005 fleet in FY 2020. This order was delayed due to a lack of local match for the fleet replacement program. With a committed match in place, RIPTA was able to order and receive 29 buses to replace the 2005 fleet. **The Governor's Proposed FY 2021 Capital Budget included a long-term funding solution for bus match in the form of Vehicle Registration Fees.**

Through a nationwide settlement with Volkswagen, the State of Rhode Island received \$14.4 million in funds from the Volkswagen Mitigation Trust, which must be used for environmental mitigation projects. RIPTA will receive \$10.8 million to procure Zero Emission Vehicles and related infrastructure. An additional 1.1 million will be allocated to RIPTA for administration of the program, which will be reflected in the RIPTA Operating Budget.

CARES Act

State funding sources, which were originally budgeted for the purpose of matching federal dollars on capital projects, continue to decline due to COVID-19. When State/Local funding does not materialize, RIPTA must match capital projects with funding typically set aside for operations.

On March 27, 2020, Congress approved the CARES Act: \$2 trillion in emergency funding to support the economy during the COVID-19 public health crisis. Included in this funding package was \$25 billion for public transit, of which RIPTA will receive approximately \$91 million.

As a result of the loss of State revenue, RIPTA will use operating dollars to match critical capital projects. CARES Act funding will then be used to support operations where needed. For example: RIPTA will use gas tax as match on fixed route bus purchases in FY 2021 and FY 2022 (including 17 electric buses). Other State sources were originally budgeted for this purpose but declines in all State revenue sources have reduced the funding available as match. CARES Act funding will then be used to support operations due to the shift of gas tax to match bus purchases.

Major Projects

Several key projects will continue/complete in FY 2021 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 on the Downtown Transit Connector is nearing completion and work continues on 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 implemented 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 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. A team of RIPTA employees completed a campus-wide facility condition assessment in 2017, touring and assigning condition codes to all RIPTA facilities. This initial assessment is the foundation to implementing the asset management plan and has already identified several assets requiring capital improvements. These capital improvements are prioritized in the RIPTA Capital Budget and Capital Improvement Plan, including buses and bus facilities projects. In order to maximize the useful life of buses, bus facilities, and other equipment, RIPTA requires a preventative maintenance plan for all assets. Funding for the preventative maintenance program is included in the RIPTA Operating Budget. 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 (Buses/Vehicles)

Rolling Stock Budget	2021	2022	2023	2024	2025	2026
Fixed Route	\$16,169,269	\$15,806,854	\$15,367,775	\$20,063,397	\$21,687,004	\$17,790,121
Fixed Route-URI			\$2,500,000			
Fixed Route-ZEV Upgrade		\$7,191,000				
Flex Vehicles	\$1,320,000				\$1,604,468	
Non-Revenue Vehicles	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
Paratransit Vehicles	\$3,300,000	\$3,465,000	\$3,638,250	\$244,132	\$2,863,490	\$4,211,729
Grand Total	\$19,116,517	\$27,105,086	\$24,054,195	\$15,603,996	\$19,139,646	\$23,399,570

Fixed-Route

RIPTA's current fixed-route fleet plan is designed to replace 40-foot vehicles once they reach the end of their 12-year or 500,000-mile useful life. 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 General Obligation 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 required. RIPTA will use gas tax, in the amount of \$2.9 million, to match the upcoming purchase of 24 buses.

The FY 2021 order is for 24 diesel buses (9-30' Buses, 15-40' Buses) with an expected delivery beginning in Q2 of FY 2021. The price per vehicle for a 30' Bus is \$595,493, while a 40' Bus is \$594,472.

The next bus purchase will occur in FY 2022, when 26 buses will be purchased, including 17 electric buses (outlined below). RIPTA will use gas tax, in the amount of \$3.2 million, to match the base bus cost. **There is currently no source of match beyond these temporary solutions. RIPTA will continue to seek a long-term funding solution to ensure sustainable fleet replacement.**

Fixed Route – ZEV Upgrade

Zero-emission bus technology is rapidly progressing and the Authority is 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 from FTA, the Authority feels confident in the ability to leverage existing federal and match funds to transition a portion of the fleet to zero-emission vehicles.

Currently, RIPTA is using part of the Volkswagen settlement money to lease three electric buses as part of a pilot program, which is reflected in the RIPTA Operating Budget. The pilot program will result in the collection and analysis of data that will inform the study mentioned above. As

mentioned above, RIPTA plans to purchase 17 electric buses in FY 2022, using a combination of Volkswagen Settlement funds and No/Low-Emission discretionary grant funds.

This transition will not affect the federal and match funds required as the funds set aside for diesel vehicle purchases will be used to cover the base bus cost of a zero-emission vehicle. However, results of the transition study and ongoing data collection may indicate a need for a 2 to 1 replacement moving forward (i.e. for every 1 diesel bus retired, 2 electric buses will come into service), depending on the maximum range of electric vehicles.

Flex Vehicles

Flex is a fixed route service that is operated using vehicles similar to the Paratransit vehicle; the differences 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 \$132,000 in FY 2021.

The current plan is to procure 10 of these vehicles with an expected delivery in FY 2021. The match on these vehicles is provided by the state, and federal funds are available to cover 80% of the vehicle match cost.

Non-Revenue Vehicles

This is a line item used to replace the Authority's non-revenue vehicles, which include street supervisor vehicles, pick-up trucks and other maintenance vehicles, and hybrid vehicles for staff to conduct business. Over the past few fiscal years, many of the old vehicles (2001 Ford Explorers) have been retired, but there are still old vehicles in service that need 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 Vehicles

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.

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, 25 of which were delivered in FY 2020, as well as Dodge Caravans with wheelchair lifts. Five Caravans were purchased in FY 2019. As the specifications are developed, and depending on the performance of the Ford Transits and Dodge Caravans, 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	2021	2022	2023	2024
Downtown Transit Connector	\$5,748,614			
East Side Tunnel		\$4,000,000	\$4,000,000	\$1,500,000
East Side Tunnel Security		\$200,000	\$100,000	\$100,000
Grand Total	\$5,748,614	\$4,200,000	\$4,100,000	\$1,600,000

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.

The project represents a major augmentation of bus service in the downtown area, with key destinations getting one-seat transit access to far more destinations. Buses will get transit signal priority and dedicated lanes for much of the project length, and stations will have high-quality amenities.

The project began in FY 2017 and new service along the corridor commenced in January 2020. Work on the DTC is nearing completion, with shelters and electronic components the only remaining elements.

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 \$9.5 million. Federal funds will be used for 80% of the project cost, including \$903,470 in federal discretionary funds for design and engineering. The

State had set aside \$1.9 million in RICAP to complete the project, however, due to COVID-19 that funding has been rescinded and will be replaced with RIPTA Gas Tax.

Passenger Facilities

Passenger Facilities Budget	2021	2022	2023
Community Partnership Projects	\$150,000		
Kennedy Plaza Improvement/Upgrade		\$750,000	\$250,000
Transit Hubs: Pawtucket/Central Falls	\$5,373,090		
Transit Hubs: URI Kingston		\$5,000,000	\$1,250,000
Transit Hubs: Warwick/CCRI		\$1,300,000	
Grand Total	\$5,523,090	\$7,050,000	\$1,500,000

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 project is in progress.

Additionally, RIPTA will provide federal funding 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 80% of the total project costs.

Kennedy Plaza Improvement/Upgrade

As the central RIPTA hub, Kennedy Plaza is one of the most visible locations in the state. Opened in 2002, years of heavy foot traffic and public use give rise to the need for improvements and upgrades to the Intermodal Transportation Center. The HVAC system servicing the offices and restrooms in Kennedy Plaza is in need of replacement, as are the fixtures in the restrooms themselves. Minor improvements were made recently, though a more extensive upgrade of the entire building is necessary for continued operation. As a central public space in downtown Providence, there are many different stakeholders interested in the future of Kennedy Plaza.

Early estimates for this project total \$1 million. Federal funds would cover 80% of the project cost, and RICAP funds would be requested from the state to match the project. RIPTA was forced to close Kennedy Plaza to all customers and employees as a result of COVID-19. This project could potentially be advanced in order to ensure the safety of passengers and employees.

Transit Hubs: Pawtucket/Central Falls

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 constructed ½-mile to the west. A multi-entity planning effort has identified a new transit vision for Pawtucket/Central Falls 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/Central Falls. 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 and ticket vending machines (TVMs).

Preliminary design work for this project commenced in late FY 2017 and construction is expected to be complete in FY 2022. 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 Hubs: URI Kingston

The University of Rhode Island wishes to further strengthen its partnership with RIPTA through the establishment of a transit hub on its campus that would act as a nexus for both current and expanded bus services both between the campus, South County and across Rhode Island. The hub is considered to be a major element of the University's Transportation and Parking Master Plan. This project intersects at a unique moment in time as URI has decided to take a series of actions to improve mobility including: 1) a ban on parking for all incoming freshman, 2) the reconstruction of Upper College Road as a Complete Street.

This project will provide a safe passenger facility on the URI campus and attract new riders by providing expanded connections to not just the University's other campus locations but across South County. This hub unlocks a number of operational and service opportunities that will better serve residents in this part of Rhode Island.

RIPTA applied for and successfully received \$8.0 million from the FTA Bus & Bus Facilities discretionary program to fund this project and the transit hub at CCRI/Warwick (see below). Match for this project includes RICAP, RIHEBC Bonds, and Vehicle Registration Fees. Planning work is expected to take place through the beginning of fall 2020. Engineering work would be completed by the spring of 2021 and intended construction would commence at the beginning of FY 2022.

Transit Hubs: CCRI 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 with any roadway and landscaping improvements made.

Preliminary estimates are that this project will cost \$1.3 million. Federal discretionary funds, awarded for this project and the transit hub at URI Kingston, would cover 80% of the project cost, and RICAP funds have been allocated by the state in the amount of \$260,000 to be used as match.

Support Facilities

Support Facilities Budget						
	2021	2022	2023	2024	2025	2026
Asbestos Abatement (265 Melrose)		\$300,000	\$575,000			
Chafee Maintenance Facility Rehab	\$2,750,000	\$3,850,000				
Driver Facilities: Providence City Line		\$50,000				
Elmwood Fuel Tank Replacement		\$50,000		\$1,000,000	\$1,200,000	
Fire Alarm System Upgrade (750 Elmwood)	\$25,000					
Gasoline Fuel Stand	\$360,000					
Gate Install/Upgrade	\$100,000	\$400,000	\$100,000			
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Overhead Garage Door Replacement		\$179,433	\$188,405	\$197,825	\$207,716	
Replace Safety Bollards		\$200,000	\$200,000			
Safety Signage (Properties/Facilities)		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Saw Cutting/Sidewalk Repair (269 Melrose)		\$150,000				
Security Camera System Upgrade		\$150,000	\$100,000	\$100,000	\$100,000	
Security Enhancements (All RIPTA Facilities)	\$250,000				\$100,000	\$200,000
Security Fencing				\$100,000	\$100,000	\$100,000
Transit Asset Management – Facilities	\$15,000	\$60,567	\$876,595	\$892,175	\$682,284	\$2,090,000
Trench Drain Replacement (269 Melrose)		\$250,000				
ZEV Infrastructure	\$4,500,000	\$2,300,000				
Grand Total	\$8,060,000	\$8,050,000	\$2,150,000	\$2,400,000	\$2,500,000	\$2,500,000

Chafee Maintenance Facility Rehab

The Authority plans to replace lifts at the Chafee maintenance facility starting in FY 2021. The current lifts are aging and require frequent repairs. Due to the high cost of this project, it was initially going to take place in phases over several years, but discretionary and state funding have allowed this project to be expedited. Most of the work will be done in 2021, with

completion estimated in 2022. 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 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.

RIPTA was awarded \$3.3 million in FTA discretionary funding which, along with FTA formula funding, will be used for 80% of the project. RICAP funds were allocated by the State in the amount of \$800,000 (\$300K – FY20, \$500K – FY21) to be used as match, though due to revenue losses from COVID-19 those funds are not guaranteed.

[Driver Facilities: Providence City Line](#)

Bus drivers have asked for years for restroom facilities at the Providence end of the R-Line. When drivers do need to use facilities, they walk into the nearby McDonald's which frequently does not allow them to use their toilets. This project would involve the procurement and installation of a prefabricated and self-cleaning bathroom facility on land owned by RIPTA. This land already has utility connections (electricity, sewer, etc.). To minimize operational costs, it is recommended that RIPTA get a self-cleaning toilet to keep operational costs to a minimum.

This facility is expected to cost \$50,000 (80% FTA funding, 20% RICAP).

[Elmwood Fuel Tank Replacement](#)

The current underground fuel storage tanks on the Elmwood campus are nearly thirty years old and need replacement. The removal and replacement of the underground fuel storage tanks, or a replacement with above ground fuel storage tanks, are both options for this project. Underground storage tanks require more costly reporting and testing throughout the life of the equipment, while above ground storage tanks require extensive planning, space, and relocation decisions.

The project would require an engineering assessment in FY 2022 with a goal to replace the tanks by FY 2025. At an estimated cost of \$2.2 million, RIPTA would use federal funds and request RICAP for the required 20% match.

[Fire Alarm System Upgrade \(750 Elmwood\)](#)

The current alarm system at 750 Elmwood is over 20 years old and requires frequent service by fire alarm technicians. Upgrade of this system is necessary to meet compliance requirements of state and local fire codes and regulations. Federal funds are used to cover 80% of the cost with RIPTA Capital Match used for the remaining 20%.

[Gasoline Fuel Stand](#)

RIPTA Paratransit is currently operating an aging fleet of diesel-only vehicles with a need to convert to gasoline vehicles and therefore a need for safe, reliable, on-site gasoline fueling. This

need arises from the fact that the paratransit van manufacturing industry is phasing out diesel van production in favor of gasoline vehicles.

Brockton Area Transit (BAT) recently completed a similar diesel to gasoline conversion project on their property, at a cost of \$400,000. RIPTA's project is similar in size and scope with project estimates totaling \$360,000, funded through our federal grant program and the Paratransit Revolving Loan Fund for match.

[Gate Install/Upgrade](#)

See Security Enhancements line below.

[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 replacement 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. RICAP will provide the required match to leverage these federal funds.

[Overhead Garage Door Replacement](#)

Due to heavy usage, there are a number of overhead garage doors that are scheduled to be replaced over the coming years. The current doors would be replaced with rubber doors, similar to recent installations at the transportation building. These rubber doors require less maintenance and have greater durability than the more traditional metal overhead doors. RIPTA plans to replace four doors per year beginning in FY21. This project is expected to cost approximately \$193,000 per year and will be paid with 80% federal funds and 20% RICAP.

[Replace Safety Bollards](#)

Safety bollards at some RIPTA sites need to be replaced and others need to be relocated for better safety measures. This project will use federal funds and RICAP match, as outlined in the Security Enhancements line below.

[Safety Signage \(Properties/Facilities\)](#)

See Security Enhancements line below.

[Saw Cutting/Sidewalk Repair \(269 Melrose\)](#)

Curbs in 269 Melrose that separate fueling lanes and the rest of the garage need replacement/repainting. The current condition of these sidewalks/curbs is unsafe and taped off to prevent injury. Cost estimates for this project total \$150,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

Security Camera System Upgrade

See Security Enhancements line below.

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. Future gate installations and upgrades are programmed in FY 2021 and FY 2022, while security camera upgrades and safety signage replacements will continue across RIPTA properties on a yearly basis.

Security Fencing

Security fencing at all RIPTA properties will be replaced beginning in FY 2024. This project will use federal funds and RICAP match, as outlined in the Security Enhancements line below.

Transit Asset Management - 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. The Governor's Proposed FY 2021 Capital Budget included \$500,000 per year in RICAP to match these State of Good Repair projects, which would allow RIPTA to plan for more significant facility upgrades/improvements.

Trench Drain Replacement (269 Melrose)

The trench drains in 269 Melrose need replacement. The grates that cover the drains are cracked and broken in places creating trip and fall hazards. The drains themselves are too wide, requiring wider than necessary grates, which buckle under the pressure of buses when parked or driven over them. This project would replace the drains and grates with a more appropriately sized system for the 269 Melrose location. Cost estimates for this project total \$250,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

ZEV Infrastructure

Infrastructure upgrades will be needed for the 17 electric buses expected to arrive in FY22. Locations at the Elmwood campus and the R-Line turnaround at Broad Street and Montgomery Avenue are being considered for depot charging and in-line charging, respectively. System for the 269 Melrose location. Cost estimates for this project are being developed and will include architectural/engineering services, construction costs, and installation. VW funds are available to cover the cost of these upgrades.

Transit Enhancements

Transit Enhancements Budget		
	2021	2022
Bus on Shoulder		\$450,000
Fare Technology Upgrade	\$1,496,148	
IVR Replacement		\$700,000
Kiosks: Info/Ticket Vending	\$100,000	\$100,000
One Call-One Click Implementation		\$200,000
Real-Time Scheduling/Mobility on Demand		\$400,000
Transit Signal Prioritization - Implementation	\$1,324,204	
Web-Based Reservation System		\$50,000
Grand Total	\$2,920,352	\$1,900,000

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 \$450,000. 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 2021. 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) Replacement

Currently, the IVR system is located on the AS400, which necessitates duplicative entries between that system and the new Hastus system. Moving the IVR off the AS400 would eliminate the need for that constant manual data exchange and create efficiency.

The replacement is estimated to cost \$700,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

Kiosks: Info/Ticket Vending

This project is for the procurement and installation of interactive outdoor kiosks to be placed at high traffic bus facilities and stops across RIPTA's network. Funding includes the ability for RIPTA to obtain a vendor that can also provide ticket vending capability.

Project costs are estimated at \$200,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

One Call-One Click Implementation

This project would provide easily accessible, customized travel information to the general public, and in particular, older adults, individuals with disabilities, and any others reliant on public or community transportation services.

The project cost is estimated at \$200,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

Real-Time Scheduling/Mobility on Demand

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 \$400,000 with federal funds covering 80% of the project cost and RIPTA Capital Match covering the remaining 20%.

Transit Signal Prioritization – Implementation

This project will improve reliability and on-time performance along the determined corridors by installing an advanced GPS-based solution that allows vehicles to communicate with intersections resulting in coordinated traffic signal timing.

The project scope involves the implementation of TSP at more than 150 intersections across five new corridors. TSP hardware for the new system will be installed on the majority of the fleet to enable them to communicate with the intersections.

Capital costs are estimated at \$1,324,204. Federal funds are available to cover 80% of the project total with RIPTA Capital Match providing the 20% match. There will also be a \$278,100 ongoing yearly maintenance expense reflected in the RIPTA Operating Budget.

Web-Based Reservation System

The Ride department requests new software to enable a smart phone-based application to accept online reservations. In addition to smart phone reservations, trips can also be reserved on a personal computer.

The software is expected to cost \$50,000 with federal funds covering 80% of the project cost and RIPTA Capital Match covering the remaining 20%.

Support Systems

Support Systems Budget						
	2021	2022	2023	2024	2025	2026
A/V Conference Room Upgrades		\$25,000				
ATMS Upgrade Current Systems	\$1,500,000	\$3,000,000	\$2,000,000			
Compliance Software		\$40,000				
Eligibility Software Suite		\$250,000				
Enterprise Software/Asset Management		\$500,000	\$2,000,000			
Fuel and Fluid Management System	\$150,000					
Hastus Upgrade and Expansion	\$200,000					
Improved/Additional Report Module		\$50,000				
Incident/Accident Management Software		\$250,000				
Phone System Replacement/Upgrade		\$100,000				
Power 9 iSeries - Virtual AS400	\$150,000					
Redundancy/Disaster Recovery	\$860,000	\$1,000,000				
Replacement IT Equipment	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Ruggedized Laptops-Street Supervisors	\$75,000					
Server Software	\$40,000					
Server/SAN Replacement	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Upgrade Network	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
VMWare		\$50,000		\$50,000		
Grand Total	\$3,525,000	\$5,765,000	\$4,500,000	\$750,000	\$500,000	\$500,000

A/V Conference Room Upgrades

As more meetings, both internal and external, are conducted via the internet, RIPTA will upgrade conference rooms with the necessary A/V equipment to ensure seamless communications.

Federal funds will be used for 80% of the upgrades with the remaining 20% coming from RIPTA's Capital Revolving Loan Fund.

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.

The total replacement cost is estimated to be \$4.5 million. Another \$2.0M is included in FY23 for further program expansion/upgrades. Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA's Capital Revolving Loan Fund.

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%.

Eligibility Software Suite

The Ride department receives ADA applications daily. There is currently one staff member who manually inputs each application determination into the Reveal system and manually tracks processing timeframe and eligibility durations.

The Ride department would like to procure a software to store and track ADA application information. The software would track applications from the date of submission through application processing and eligibility duration based on eligibility category and timeframe, decreasing process times and more effectively tracking and reporting on ADA eligibility outcomes.

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

Enterprise Software/Asset Management

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. 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 replace the current obsolete fuel management systems currently in use with a single system that will provide more automated functionalities. Some of the paybacks include minimizing the consumption of costly petroleum based fuels and other fluids; assuring fuel and fluid security and accountability; reducing the cost of fuel used by the fleet and providing safe, convenient fueling access for the fleet and reliable and accurate fleet data information. This system will also provide vehicle health monitoring alerts to maintenance, increasing the effectiveness of the preventative maintenance program. This contract was awarded to CoenCorp in FY 2019 and is scheduled to complete in FY 2021. The project 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. This project is 80% federally funded, with 20% match coming from the RIPTA Capital Revolving Loan Fund. The project is expected to be completed in FY 2021.

Improved/Additional Report Module

The Ride department requests an additional, or improved, module to enhance ad hoc reporting. It would also provide the ability to generate specific reports based on additional service types and generate reports across a longer date range.

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

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 \$250,000. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA Capital Match. This software could potentially be included as part of the ATMS System Upgrade.

Phone System Replacement/Upgrade

Ride operates a 12-person contact center comprised of 1 Manager, 2 Supervisors and 9 outbound/inbound agents. This department currently utilizes Shoretel as the base phone and reporting system. Shoretel reporting does not contain all the reports needed to monitor Automatic Call Distribution (ACD) activities, call center performance, and agents' activities.

The Ride department requests the procurement of a Cloud-based call-monitoring system that has the ability to evaluate quality, calibrate quality scores, monitor agents' audio and/or screen interactions, and integrate performance management tools. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA Capital Match.

Power 9 iSeries – Virtual AS/400

The physical server, iSeries (aka AS/400), is nearing the end of its useful life. In addition to replacing the physical server, as part of the ongoing disaster recovery plan, the system will be duplicated in the cloud. This will allow for easy backups, redundancy, and system restoration if necessary. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA Capital Match.

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 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 \$350,000. 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 \$900,000. 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 \$100,000 through FY 2024. Federal funds will be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Federally Funded Pass Through Projects

Federally Funded Pass Through Projects Budget	2021
Quonset Ferry ADA Improvements	\$349,000
Quonset Ferry Bulkhead Improvements	\$695,920
Quonset Ferry Terminal Building	\$2,520,000
Grand Total	\$3,564,920

For the following projects, RIPTA successfully partnered with the Quonset Development Corporation (QDC) to bring discretionary federal dollars for improvements to the Rhode Island Fast Ferry site. Those grants will fund 80% of the projects, while QDC will match the other 20%.

These projects provide for infrastructure improvements to Rhode Island Fast Ferry’s passenger ferry facility at Quonset Point, North Kingstown, RI. RIFF’s 5.5-acre facility in Quonset Point consists of a terminal building, an unpaved parking lot and two new docking piers constructed in 2013.

Quonset Ferry ADA Improvements

This project consists of improvements limited to RIFF’s 2.5 acre high-traffic parking area. Accessing the paved, ADA compliant ticketing and dock areas from this lot is difficult for the elderly and disabled.

Quonset Ferry Terminal Building

This project provides for construction of a bulkhead seawall at Rhode Island Fast Ferry’s Quonset Point passenger ferry facility. The outcome of this project will make RIFF’s harbor area more usable and enable service expansion to Block Island.

Quonset Ferry Terminal Building

This project involves the construction of a proper passenger terminal building at Rhode Island Fast Ferry’s Quonset Point docks.

Rhode Island Public Transit Authority
Capital Budget & Capital Improvement Plan
Fiscal Years 2021 - 2026

Program/Project	2021	2022	2023	2024	2025	2026	Grand Total
Rolling Stock							
Fixed Route	\$14,276,517	\$16,229,086	\$17,695,945	\$15,139,864	\$14,451,689	\$18,967,841	\$96,760,942
Fixed Route-ZEV Upgrade		\$7,191,000					\$7,191,000
Flex Vehicles	\$1,320,000				\$1,604,468		\$2,924,468
Non-Revenue Vehicles	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,320,000
Paratransit Vehicles	\$3,300,000	\$3,465,000	\$3,638,250	\$244,132	\$2,863,490	\$4,211,729	\$17,722,600
Fixed Route-URI			\$2,500,000				\$2,500,000
Rolling Stock Total	\$19,116,517	\$27,105,086	\$24,054,195	\$15,603,996	\$19,139,646	\$23,399,570	\$128,419,010
Transit Corridors							
Downtown Transit Connector	\$5,748,614						\$5,748,614
East Side Tunnel		\$4,000,000	\$4,000,000	\$1,500,000			\$9,500,000
East Side Tunnel Security		\$200,000	\$100,000	\$100,000			\$400,000
Transit Corridors Total	\$5,748,614	\$4,200,000	\$4,100,000	\$1,600,000			\$15,648,614
Passenger Facilities							
Community Partnership Projects	\$150,000						\$150,000
Kennedy Plaza Improvement/Upgrade		\$750,000	\$250,000				\$1,000,000
Transit Hubs: Pawtucket/Central Falls	\$5,373,090						\$5,373,090
Transit Hubs: URI Kingston		\$5,000,000	\$1,250,000				\$6,250,000
Transit Hubs: Warwick/CCRI		\$1,300,000					\$1,300,000
Passenger Facilities Total	\$5,523,090	\$7,050,000	\$1,500,000				\$14,073,090
Support Facilities							
Chafee Maintenance Facility Rehab	\$2,750,000	\$3,850,000					\$6,600,000
Driver Facilities: Providence City Line		\$50,000					\$50,000
Asbestos Abatement (265 Melrose)		\$300,000	\$575,000				\$875,000
Gasoline Fuel Stand	\$360,000						\$360,000
Gate Install/Upgrade	\$100,000	\$400,000	\$100,000				\$600,000
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
Overhead Garage Door Replacement (750 Elmwood)		\$179,433	\$188,405	\$197,825	\$207,716		\$773,379
Security Camera System Upgrade		\$150,000	\$100,000	\$100,000	\$100,000		\$450,000
Security Enhancements (All RIPTA Facilities)	\$250,000				\$100,000	\$200,000	\$550,000
ZEV Infrastructure	\$4,500,000	\$2,300,000					\$6,800,000
Elmwood UST Fuel Tank Replacement		\$50,000		\$1,000,000	\$1,200,000		\$2,250,000
Fire Alarm System Upgrade (750 Elmwood)	\$25,000						\$25,000
Saw Cutting/Sidewalk Repair (269 Melrose)		\$150,000					\$150,000
Transit Asset Management - Facilities	\$15,000	\$60,567	\$876,595	\$892,175	\$682,284	\$2,090,000	\$4,616,621
Trench Drain Replacement (269 Melrose)		\$250,000					\$250,000
Replace Safety Bollards		\$200,000	\$200,000				\$400,000
Safety Signage (Properties/Facilities)		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Security Fencing				\$100,000	\$100,000	\$100,000	\$300,000
Support Facilities Total	\$8,060,000	\$8,050,000	\$2,150,000	\$2,400,000	\$2,500,000	\$2,500,000	\$25,660,000
Transit Enhancements							
Bus on Shoulder		\$450,000					\$450,000

**Rhode Island Public Transit Authority
Capital Budget & Capital Improvement Plan
Fiscal Years 2021 - 2026**

Program/Project	2021	2022	2023	2024	2025	2026	Grand Total
Fare Technology Upgrade	\$1,496,148						\$1,496,148
Real-Time Scheduling/Mobility on Demand		\$400,000					\$400,000
Transit Signal Prioritization - Implementation	\$1,324,204						\$1,324,204
Web-Based Reservation System		\$50,000					\$50,000
IVR Replacement		\$700,000					\$700,000
Kiosks: Info/Ticket Vending	\$100,000	\$100,000					\$200,000
One Call-One Click Implementation		\$200,000					\$200,000
Transit Enhancements Total	\$2,920,352	\$1,900,000					\$4,820,352
Support Systems							
ATMS Upgrade Current Systems	\$1,500,000	\$3,000,000	\$2,000,000				\$6,500,000
Compliance Software		\$40,000					\$40,000
Eligibility Software Suite		\$250,000					\$250,000
Enterprise Software/Asset Management		\$500,000	\$2,000,000				\$2,500,000
Fuel and Fluid Management System	\$150,000						\$150,000
Hastus Upgrade and Expansion	\$200,000						\$200,000
Incident/Accident Management Software		\$250,000					\$250,000
Phone System Replacement/Upgrade		\$100,000					\$100,000
Power 9 iSeries - Virtual AS400	\$150,000			\$200,000			\$350,000
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
Server Software	\$40,000						\$40,000
Server/SAN Replacement	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
Upgrade Network	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
VMWare		\$50,000		\$50,000			\$100,000
A/V Conference Room Upgrades		\$25,000					\$25,000
Ruggedized Laptops - Street Supervisors	\$75,000						\$75,000
Improved/Additional Report Module		\$50,000					\$50,000
Support Systems Total	\$3,525,000	\$5,765,000	\$4,500,000	\$750,000	\$500,000	\$500,000	\$15,540,000
Federally Funded Pass Through Projects							
Quonset Ferry ADA Improvements	\$349,000						\$349,000
Quonset Ferry Bulkhead Improvements	\$695,920						\$695,920
Quonset Ferry Terminal Building	\$2,520,000						\$2,520,000
Federally Funded Pass Through Projects Total	\$3,564,920						\$3,564,920
Grand Total	\$48,458,493	\$54,070,086	\$36,304,195	\$20,353,996	\$22,139,646	\$26,399,570	\$207,725,986

Rhode Island Public Transit Authority
Capital Budget
FY 2021

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Rolling Stock	Fixed Route	Gas Tax	\$14,276,517	\$11,421,214	\$2,855,303
	Flex Vehicles	SFRLF	\$1,320,000	\$1,056,000	\$264,000
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicles	PRLF	\$3,300,000	\$2,640,000	\$660,000
Rolling Stock Total			\$19,116,517	\$15,293,214	\$3,823,303
Transit Corridors	Downtown Transit Connector	RIDOT	\$5,748,614	\$4,598,891	\$1,149,723
Transit Corridors Total			\$5,748,614	\$4,598,891	\$1,149,723
Passenger Facilities	Community Partnership Projects	Local	\$150,000	\$120,000	\$30,000
	Transit Hubs: Pawtucket/Central Falls	Local	\$869,005	\$695,204	\$173,801
		RICAP	\$4,504,085	\$3,603,268	\$900,817
Passenger Facilities Total			\$5,523,090	\$4,418,472	\$1,104,618
Support Facilities	Gasoline Fuel Stand	PRLF	\$360,000	\$288,000	\$72,000
	Gate Install/Upgrade	RICAP	\$100,000	\$80,000	\$20,000
	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000
	Security Enhancements (All RIPTA Facilities)	RICAP	\$250,000	\$200,000	\$50,000
	ZEV Infrastructure	Other	\$4,500,000		\$4,500,000
	Chafee Maintenance Facility Rehab	RICAP	\$1,500,000	\$1,200,000	\$300,000
		RIPTA Capital Match	\$1,250,000	\$1,000,000	\$250,000
	Fire Alarm System Upgrade (750 Elmwood)	RICAP	\$25,000	\$20,000	\$5,000
	Transit Asset Management - Facilities	RICAP	\$15,000	\$12,000	\$3,000
Support Facilities Total			\$8,060,000	\$2,848,000	\$5,212,000
Transit Enhancements	Fare Technology Upgrade	CRLF	\$1,496,148	\$1,196,918	\$299,230
	Transit Signal Prioritization - Implementation	RIPTA Capital Match	\$1,324,204	\$1,059,363	\$264,841
	Kiosks: Info/Ticket Vending	RIPTA Capital Match	\$100,000	\$80,000	\$20,000
Transit Enhancements Total			\$2,920,352	\$2,336,281	\$584,071
Support Systems	ATMS Upgrade Current Systems	CRLF	\$1,500,000	\$1,200,000	\$300,000
	Fuel and Fluid Management System	CRLF	\$150,000	\$120,000	\$30,000
	Hastus Upgrade and Expansion	CRLF	\$200,000	\$160,000	\$40,000
	Power 9 iSeries - Virtual AS400	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	Redundancy/Disaster Recovery	RIPTA Capital Match	\$860,000	\$688,000	\$172,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Server Software	RIPTA Capital Match	\$40,000	\$32,000	\$8,000
	Server/SAN Replacement	RIPTA Capital Match	\$100,000	\$80,000	\$20,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	Ruggedized Laptops - Street Supervisors	RIPTA Capital Match	\$75,000	\$60,000	\$15,000
Support Systems Total			\$3,525,000	\$2,820,000	\$705,000

**Rhode Island Public Transit Authority
Capital Budget
FY 2021**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Federally Funded Pass Through Projects	Quonset Ferry ADA Improvements	Local	\$349,000	\$279,200	\$69,800
	Quonset Ferry Bulkhead Improvements	Local	\$695,920	\$556,736	\$139,184
	Quonset Ferry Terminal Building	Local	\$2,520,000	\$2,016,000	\$504,000
Federally Funded Pass Through Projects Total			\$3,564,920	\$2,851,936	\$712,984
Grand Total			\$48,458,493	\$35,166,794	\$13,291,699

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2022**

Program	Project	Match Source	Project Funding			
			Total	FTA	Match	
Rolling Stock	Fixed Route	Gas Tax	\$16,229,086	\$12,983,269	\$3,245,817	
	Fixed Route-ZEV Upgrade	Other	\$7,191,000	\$5,752,800	\$1,438,200	
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000	
	Paratransit Vehicles	PRLF	\$3,465,000	\$2,772,000	\$693,000	
Rolling Stock Total			\$27,105,086	\$21,684,069	\$5,421,017	
Transit Corridors	East Side Tunnel	Gas Tax	\$4,000,000	\$3,200,000	\$800,000	
	East Side Tunnel Security	RICAP	\$200,000	\$160,000	\$40,000	
Transit Corridors Total			\$4,200,000	\$3,360,000	\$840,000	
Passenger Facilities	Transit Hubs: Warwick/CCRI	RICAP	\$1,300,000	\$1,040,000	\$260,000	
	Kennedy Plaza Improvement/Upgrade	RICAP	\$750,000	\$600,000	\$150,000	
	Transit Hubs: URI Kingston	RICAP	\$3,000,000	\$2,400,000	\$600,000	
		RIHEBC Bonds	\$2,000,000	\$1,600,000	\$400,000	
Passenger Facilities Total			\$7,050,000	\$5,640,000	\$1,410,000	
Support Facilities	Asbestos Abatement (265 Melrose)	RICAP	\$300,000	\$240,000	\$60,000	
	Gate Install/Upgrade	RICAP	\$400,000	\$320,000	\$80,000	
	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000	
	Overhead Garage Door Replacement (750 Elmwood)	RICAP	\$179,433	\$143,546	\$35,887	
	ZEV Infrastructure	Other	\$2,300,000		\$2,300,000	
	Chafee Maintenance Facility Rehab	RICAP	\$2,600,000	\$2,080,000	\$520,000	
		RIPTA Capital Match	\$1,250,000	\$1,000,000	\$250,000	
	Driver Facilities: Providence City Line	RICAP	\$50,000	\$40,000	\$10,000	
	Security Camera System Upgrade	RICAP	\$150,000	\$120,000	\$30,000	
	Elmwood UST Fuel Tank Replacement	RICAP	\$50,000	\$40,000	\$10,000	
	Saw Cutting/Sidewalk Repair (269 Melrose)	RICAP	\$150,000	\$120,000	\$30,000	
	Transit Asset Management - Facilities	RICAP	\$60,567	\$48,454	\$12,113	
	Trench Drain Replacement (269 Melrose)	RICAP	\$250,000	\$200,000	\$50,000	
	Replace Safety Bollards	RICAP	\$200,000	\$160,000	\$40,000	
	Safety Signage (Properties/Facilities)	RICAP	\$50,000	\$40,000	\$10,000	
	Support Facilities Total			\$8,050,000	\$4,600,000	\$3,450,000
	Transit Enhancements	Bus on Shoulder	RIPTA Capital Match	\$450,000	\$360,000	\$90,000
Real-Time Scheduling/Mobility on Demand		RIPTA Capital Match	\$400,000	\$320,000	\$80,000	

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2022**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Transit Enhancements	Web-Based Reservation System	PRLF	\$50,000	\$40,000	\$10,000
	IVR Replacement	RIPTA Capital Match	\$700,000	\$560,000	\$140,000
	Kiosks: Info/Ticket Vending	RIPTA Capital Match	\$100,000	\$80,000	\$20,000
	One Call-One Click Implementation	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
Transit Enhancements Total			\$1,900,000	\$1,520,000	\$380,000
Support Systems	ATMS Upgrade Current Systems	CRLF	\$3,000,000	\$2,400,000	\$600,000
	Compliance Software	RIPTA Capital Match	\$40,000	\$32,000	\$8,000
	Eligibility Software Suite	PRLF	\$250,000	\$200,000	\$50,000
	Enterprise Software/Asset Management	CRLF	\$500,000	\$400,000	\$100,000
	Incident/Accident Management Software	RIPTA Capital Match	\$250,000	\$200,000	\$50,000
	Phone System Replacement/Upgrade	PRLF	\$100,000	\$80,000	\$20,000
	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
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	VMWare	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	A/V Conference Room Upgrades	RIPTA Capital Match	\$25,000	\$20,000	\$5,000
Improved/Additional Report Module	PRLF	\$50,000	\$40,000	\$10,000	
Support Systems Total			\$5,765,000	\$4,612,000	\$1,153,000
Grand Total			\$54,070,086	\$41,416,069	\$12,654,017

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2023**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Rolling Stock	Fixed Route	State Bus Match	\$17,695,945	\$14,156,756	\$3,539,189
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicles	PRLF	\$3,638,250	\$2,910,600	\$727,650
	Fixed Route-URI	State Bus Match	\$2,500,000	\$2,000,000	\$500,000
Rolling Stock Total			\$24,054,195	\$19,243,356	\$4,810,839
Transit Corridors	East Side Tunnel	Gas Tax	\$4,000,000	\$3,200,000	\$800,000
	East Side Tunnel Security	RICAP	\$100,000	\$80,000	\$20,000
Transit Corridors Total			\$4,100,000	\$3,280,000	\$820,000
Passenger Facilities	Kennedy Plaza Improvement/Upgrade	RICAP	\$250,000	\$200,000	\$50,000
	Transit Hubs: URI Kingston	RICAP	\$1,250,000	\$1,000,000	\$250,000
Passenger Facilities Total			\$1,500,000	\$1,200,000	\$300,000
Support Facilities	Asbestos Abatement (265 Melrose)	RICAP	\$575,000	\$460,000	\$115,000
	Gate Install/Upgrade	RICAP	\$100,000	\$80,000	\$20,000
	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000
	Overhead Garage Door Replacement (750 Elmwood)	RICAP	\$188,405	\$150,724	\$37,681
	Security Camera System Upgrade	RICAP	\$100,000	\$80,000	\$20,000
	Transit Asset Management - Facilities	RICAP	\$876,595	\$701,276	\$175,319
	Replace Safety Bollards	RICAP	\$200,000	\$160,000	\$40,000
	Safety Signage (Properties/Facilities)	RICAP	\$50,000	\$40,000	\$10,000
Support Facilities Total			\$2,150,000	\$1,720,000	\$430,000
Support Systems	ATMS Upgrade Current Systems	CRLF	\$2,000,000	\$1,600,000	\$400,000
	Enterprise Software/Asset Management	CRLF	\$2,000,000	\$1,600,000	\$400,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
Support Systems Total			\$4,500,000	\$3,600,000	\$900,000
Grand Total			\$36,304,195	\$29,043,356	\$7,260,839

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2024**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Rolling Stock	Fixed Route	State Bus Match	\$15,139,864	\$12,111,891	\$3,027,973
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicles	PRLF	\$244,132	\$195,305	\$48,827
Rolling Stock Total			\$15,603,996	\$12,483,196	\$3,120,800
Transit Corridors	East Side Tunnel	Gas Tax	\$1,500,000	\$1,200,000	\$300,000
	East Side Tunnel Security	RICAP	\$100,000	\$80,000	\$20,000
Transit Corridors Total			\$1,600,000	\$1,280,000	\$320,000
Support Facilities	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000
	Overhead Garage Door Replacement (750 Elmwood)	RICAP	\$197,825	\$158,260	\$39,565
	Security Camera System Upgrade	RICAP	\$100,000	\$80,000	\$20,000
	Elmwood UST Fuel Tank Replacement	RICAP	\$1,000,000	\$800,000	\$200,000
	Transit Asset Management - Facilities	RICAP	\$892,175	\$713,740	\$178,435
	Safety Signage (Properties/Facilities)	RICAP	\$50,000	\$40,000	\$10,000
	Security Fencing	RICAP	\$100,000	\$80,000	\$20,000
Support Facilities Total			\$2,400,000	\$1,920,000	\$480,000
Support Systems	Power 9 iSeries - Virtual AS400	RIPTA Capital Match	\$200,000	\$160,000	\$40,000
	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
	VMWare	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
Support Systems Total			\$750,000	\$600,000	\$150,000
Grand Total			\$20,353,996	\$16,283,196	\$4,070,800

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2025**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Rolling Stock	Fixed Route	State Bus Match	\$14,451,689	\$11,561,351	\$2,890,338
	Flex Vehicles	State Bus Match	\$1,604,468	\$1,283,574	\$320,894
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicles	PRLF	\$2,863,490	\$2,290,792	\$572,698
Rolling Stock Total			\$19,139,646	\$15,311,717	\$3,827,929
Support Facilities	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000
	Overhead Garage Door Replacement (750 Elmwood)	RICAP	\$207,716	\$166,173	\$41,543
	Security Enhancements (All RIPTA Facilities)	RICAP	\$100,000	\$80,000	\$20,000
	Security Camera System Upgrade	RICAP	\$100,000	\$80,000	\$20,000
	Elmwood UST Fuel Tank Replacement	RICAP	\$1,200,000	\$960,000	\$240,000
	Transit Asset Management - Facilities	RICAP	\$682,284	\$545,827	\$136,457
	Safety Signage (Properties/Facilities)	RICAP	\$50,000	\$40,000	\$10,000
	Security Fencing	RICAP	\$100,000	\$80,000	\$20,000
Support Facilities Total			\$2,500,000	\$2,000,000	\$500,000
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
Support Systems Total			\$500,000	\$400,000	\$100,000
Grand Total			\$22,139,646	\$17,711,717	\$4,427,929

**Rhode Island Public Transit Authority
Capital Improvement Plan
FY 2026**

Program	Project	Match Source	Project Funding		
			Total	FTA	Match
Rolling Stock	Fixed Route	State Bus Match	\$18,967,841	\$15,174,273	\$3,793,568
	Non-Revenue Vehicles	CRLF	\$220,000	\$176,000	\$44,000
	Paratransit Vehicles	PRLF	\$4,211,729	\$3,369,383	\$842,346
Rolling Stock Total			\$23,399,570	\$18,719,656	\$4,679,914
Support Facilities	Oil Water Separators (All RIPTA Facilities)	RICAP	\$60,000	\$48,000	\$12,000
	Security Enhancements (All RIPTA Facilities)	RICAP	\$200,000	\$160,000	\$40,000
	Transit Asset Management - Facilities	RICAP	\$2,090,000	\$1,672,000	\$418,000
	Safety Signage (Properties/Facilities)	RICAP	\$50,000	\$40,000	\$10,000
	Security Fencing	RICAP	\$100,000	\$80,000	\$20,000
Support Facilities Total			\$2,500,000	\$2,000,000	\$500,000
Support Systems	Replacement IT Equipment	RIPTA Capital Match	\$300,000	\$240,000	\$60,000
	Server/SAN Replacement	RIPTA Capital Match	\$50,000	\$40,000	\$10,000
	Upgrade Network	RIPTA Capital Match	\$150,000	\$120,000	\$30,000
Support Systems Total			\$500,000	\$400,000	\$100,000
Grand Total			\$26,399,570	\$21,119,656	\$5,279,914