



July 24, 2017

Matthew Welbes
Executive Director
U.S. Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Director Welbes,

I hereby certify to the Secretary of the United States that the intercity bus service needs of the State are being met adequately. Pursuant to Subsection 5311(f)(2) of 49 United States Code, the State of Rhode Island accordingly does not intend to expend 15 percent of its Fiscal Years 2015 through 2019 Section 5311 apportionments to carry out a program for the development and support of intercity bus transportation as would be required by Federal law in the absence of this certification. In 2012, the Governor delegated the authority to certify that the intercity bus service needs of the State are being adequately met to the Rhode Island Public Transit Authority (RIPTA). RIPTA is the State's designated recipient for FTA Section 5311 Nonurbanized Area Formula funding.

During the past few months, RIPTA has assessed statewide intercity bus mobility needs. We found that Rhode Island is well served by four intercity bus carriers operating out of Kennedy Plaza in Providence and Newport Transportation and Visitors Center. Greyhound, Peter Pan, Megabus, and GoBuses offer 32 weekday buses departing directly for Boston, New York, and Dartmouth, MA. In addition to these services, intercity bus service is available in adjacent states less than 25 miles from Rhode Island; these intercity connections are available in Fall River, MA, and Mansfield, CT.

Rhode Island Public Transit Authority consulted with affected intercity bus operators: Peter Pan, Greyhound, Megabus, and GoBuses. The consultation process contained the elements required by the circular and involved the following activities:

1. Of the 11 tour and bus operators identified by the American Bus Association as active in Rhode Island, 4 are considered intercity bus carriers with scheduled service in the State. Peter Pan, Greyhound, and Megabus (operated by DATTCO) continue to service Downtown Providence, and Peter Pan also services Newport at Newport Transportation and Visitors Center. Since the last assessment, an additional carrier, GoBuses (operated by Academy), was identified. RIPTA contacted Greyhound, Peter Pan, Megabus, and GoBuses by certified mail, asking them to identify intercity bus needs in our state and to open a conversation about our shared interests and concerns by July 19. None of the operators responded to our requests.
2. We quantified how rural RIPTA passengers access these intercity bus carriers. Timetables for the RIPTA routes that provide rural access (routes 9, 10, 14, 59, 61, 66, and 95) were compared to the publicly posted intercity bus schedules. For each intercity

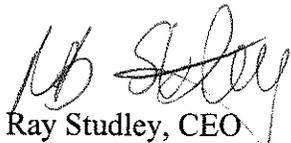
bus departure from Providence, we searched corresponding arrival (“drop off”) times for each route, and for each intercity bus arrival to Providence, we searched corresponding departure (“pick up”) times for each route. The same was done for Newport arrivals and departures.

3. RIPTA published a public notice in the Providence Journal about the availability of funds for intercity bus services on Friday, July 14, 2017 (attached). The advertisement also announced a meeting for intercity bus carriers to discuss projects hosted by RIPTA on Wednesday, July 19, 2017 at 1:00 pm. There were no responses nor attendees at the meeting.
4. RIPTA will include the intercity bus consultation in its update of the State Management Plan and notify intercity providers about opportunities to provide input. We are committed to discussing intercity bus issues with industry representatives.
5. To support an effective relationship with intercity bus providers, RIPTA worked at length with Peter Pan to relocate their Kennedy Plaza customer service counter and bus stop to the Rhode Island Convention Center while maintaining safe and efficient service for their passengers. In addition, the renovations to the Newport Transportation and Visitors Center include a dedicated bus stop and a ticket counter for Peter Pan to operate alongside RIPTA, owned by the Newport Tourism bureau. During construction, we coordinated with Peter Pan to minimize disruption to daily operations.
6. In Rhode Island, transit projects from outside agencies are solicited as part of the general call for projects to be included in the State Transportation Improvement Program. The Metropolitan Planning Organization manages this process and we are working with them to ensure that Intercity Bus Carriers are kept informed of opportunities to contribute.

In addition to Rhode Island’s private intercity carriers, during the past several years RIPTA has worked to reduce administrative barriers to offer service that crosses state lines to allow greater intercity connections. Route 34 runs from Providence to Massachusetts with its terminal in Seekonk Square, and Route 1 links to the South Attleboro train station. Also, RIPTA coordinates with the Greater Attleboro Taunton Regional Transit Authority and the Southeast Regional Transit Authority to link Providence to Fall River and other locations in Massachusetts.

During our consultation with intercity bus carriers on this issue, and our coordination with intercity bus carriers in other contexts, no projects for Section 5311 funds have emerged. Given private carrier service, RIPTA’s current rural feeder service to both in-state and out-of-state intercity services, I certify that Rhode Island’s intercity bus needs are currently met.

Sincerely,



Ray Studley, CEO
Rhode Island Public Transit Authority