

November 3, 2011

To: Kevin Flynn
State Planning Council

From: Mark Therrien
Assistant General Manager for Planning & IT
RIPTA

Subject: RIPTA Recommendations for 2013-2016 TIP

The Rhode Island Public Transit Authority (RIPTA) is submitting the following attached documents as its recommendations for the 2013-2016 TIP:

- **TIP Funding Table** showing the recommended TIP funding level in total and a budget for each TIP category for each year from 2013 through 2016 TIP;
- **Draft TIP** showing candidate projects for implementation in 2013 through 2016; and
- **Project Application Form** for a project RIPTA recommends be added to the TIP.

This memo explains RIPTA's recommendations.

TIP Funding Level

The first step in the process of developing RIPTA's TIP project list is to project the anticipated funding level that is available from the Federal Transit Authority. We have reviewed the recent funding that has been available and has remained steady over the past few years. Based on this information RIPTA projected future funding at the current availability of funding that is expected to continue. The current TIP reflects the loss of past discretionary funding that is not expected to be available in the future.

TIP Category Funding Level

RIPTA programs funding for on-going projects, including the following activities:

Transit Program – Funding Target: \$42-\$44 M/Year

The Transit Program funding level is driven primarily by the need to protect the assets that allow RIPTA to provide public transit service, including replacing and maintaining buses, facilities, and support equipment. A description of each activity is provided below.

Facilities, Administrative & Maintenance: this project supports maintenance of our Providence and Newport garages and offices to include inspection, repair, or upgrade of major building components, such as roofs, HVAC, parking lots, and other systems. This is an investment in protecting the assets and extending the useful life of our facilities.

Facilities, Passenger: RIPTA maintains two major hubs, one at Kennedy Plaza in Providence and another in Newport, and has over 5,000 bus stops throughout the State. This project funds maintenance of major systems and passenger amenities at these facilities, extending the useful life of these facilities, which service transit passengers.



Major Projects: This category is for the Providence streetcar project's next phase of project development, to include preliminary engineering and final design.

Planning and Program Management: This category supports MPO participation, RIdE coordination and brokerage activities, and other planning activities.

Support Equipment/Supplies/Vehicles: RIPTA purchases a wide variety of parts, supplies, and equipment for its vehicles and administrative functions, and is equipping buses with monitoring systems to track vehicle malfunctions, route adherence, and provide other information. Regular preventive maintenance protects our investment in our rolling stock. This category also pays for equipment that is used in maintenance and administrative functions, such as computers.

Transit Operations: Transit Operations includes several categories of federal funding. RIPTA uses FTA's Nonurbanized Area Formula Program to fund the safe and effective delivery of transit services in the rural areas of Rhode Island. The Nonurban grant program requires that 15% of rural funding be used to make connections to intercity bus services, unless the grantee has consulted with intercity bus carriers and determined that people in Rhode Island's rural areas have adequate access to intercity bus service.

FTA funding and the Americans with Disabilities Act (ADA) require that transit agencies provide paratransit services for people with disabilities that prevent use of the fixed route transit services. ADA service is provided through The RIdE Program. The Elderly/Disabled Program provides capital funding for The RIdE Program.

FTA has programs that require a competitive selection process to award projects. New Freedom funds projects that benefit people with disabilities in ways that are beyond what the ADA requires. Job Access Reverse Commute (JARC) is an FTA program that funds improved access to transportation services to employment related activities.

Vehicles, Revenue and Vehicles, Paratransit: RIPTA has a fleet of 238 buses that are used for fixed route and Flex service. The RIdE Program maintains a 130 vehicle fleet for complementary ADA paratransit and human service transportation. The Federal Transit Administration recognizes a twelve year useful life for the 40' fixed route buses and a useful life of five years for 26' vans, which are used in Flex, RIdE, and on fixed routes with bridges that cannot accommodate larger, heavier buses. RIPTA uses funding from FTA programs, 5307 Urbanized Area Formula Program, and 5310 program for Elderly Individuals and Individuals with Disabilities to pay for these vehicle purchases.

CMAQ Program – Funding Target: \$3.3 M/Year

Passenger Initiatives: This program subsidizes fares on Air Quality Alert days and supports the availability of information about RIPTA's transit services. RIPTA uses these funds to develop and distribute timetables and other information about transit in Rhode Island.

Transit Service Initiatives: This funding supports the introduction of new transit services. These funds provide a subsidy for the introduction of new services.

Transportation Support Projects: This category funds the various activities that are required for the operation of transit services, such as funding for repairs to transit facilities, installation of traffic signals that improve the efficiency of traffic, including transit service.

Vehicles, Revenue: This funding supports the purchase of buses and other equipment that is required for operation of transit service.

State of Rhode Island
RIPTA Recommended Transportation Improvement Program
2013-2016
(Million Dollars)

Project/Program	Activity	Funding	Limits	ID	Phase	2013	2014	2015	2016	FUT	Special Funding
<u>CMAQ Program</u>											
Passenger Initiatives	RIPTA	CMAQ			O	\$0.50	\$0.50	\$0.50	\$0.50		
Transit Service Initiatives	RIPTA	CMAQ			O	\$1.20	\$1.20	\$1.20	\$1.20		
Transportation Support Projects	RIPTA	CMAQ			O	\$0.50	\$0.50	\$0.50	\$0.50		
Vehicles, Revenue	Replacement	CMAQ			C	\$1.10	\$1.10	\$1.10	\$1.10		
CMAQ Program						- Program Total	\$3.30	\$3.30	\$3.30	\$3.30	

Project/Program	Activity	FTA Program	Limits	ID	Phase	2013	2014	2015	2016	FUT	Special Funding
<u>Transit Program</u>											
Facilities, Administrative & Maintenance	Rehab/Renovation	5307			C	\$1.25	\$1.05	\$1.40	\$2.00		
Facilities, Passenger	Rehab/Renovation/ Upgrades	5307			C	\$1.05	\$2.14	\$1.39	\$1.38		
Major Projects	Development	5307			D	\$2.50					
Planning & Program Management	Planning, Outreach, & Training	5307			P	\$1.13	\$1.15	\$1.17	\$1.19		
	Mobility Management	5307			P	\$1.35	\$1.38	\$1.42	\$1.45		
Support Equipment/Supplies/Vehicles	ITS/Computers	5307			C	\$4.43	\$4.47	\$4.52	\$4.56		
	Preventive Maintenance	5307			O	\$12.00	\$12.29	\$12.58	\$12.88		
	Replacement	5307			C	\$2.21	\$2.11	\$2.21	\$2.11		
Transit Operations	Complementary ADA	5307			O	\$3.38	\$3.41	\$3.45	\$3.48		
	Job Access/ Reverse Commute	5316			O	\$1.14	\$1.16	\$1.17	\$1.18		
	New Freedom	5317			O	\$0.46	\$0.46	\$0.47	\$0.47		
	Rural Intercity Bus Connections	5311			O	\$0.17	\$0.17	\$0.17	\$0.18		
	Rural Operations/ RTAP	5311			O	\$1.06	\$1.07	\$1.08	\$1.09		
Vehicles, Revenue	Replacement	5307			C	\$8.90	\$8.90	\$8.90	\$8.90		
Vehicles, Revenue - Paratransit	Replacement	5310			C	\$0.79	\$0.80	\$0.80	\$0.81		
		5307			C	\$1.50	\$1.50	\$1.50	\$1.50		
Transit Program						- Program Total	\$43.96	\$42.70	\$42.23	\$43.18	

**State of Rhode Island
 RIPTA Recommended Transportation Improvement Program
 2013-2016
 (Million Dollars)**

TIP Category	2013	2014	2015	2016
CMAQ Program	\$ 3.30	\$ 3.30	\$ 3.30	\$ 3.30
Transit Programs	\$ 43.96	\$ 42.70	\$ 42.23	\$ 43.18
Total Amount Programmed	\$ 47.26	\$ 46.00	\$ 45.53	\$ 46.48
Available Funds	\$ 40.72	\$ 41.10	\$ 41.47	\$ 41.86
Funding Balance*	\$ (6.54)	\$ (4.90)	\$ (4.06)	\$ (4.62)

Available Funding	2013	2014	2015	2016
Estimate of FTA Funds	\$ 37.42	\$ 37.80	\$ 38.17	\$ 38.56
Estimate of FHWA Funds	\$ 3.30	\$ 3.30	\$ 3.30	\$ 3.30
Total Funding	\$ 40.72	\$ 41.10	\$ 41.47	\$ 41.86

*RIPTA is working on a transition plan to make up for the loss of discretionary funding which was used for the bus replacement program. Currently we have programmed all bus replacements in CMAQ and FTA 5307 funding.

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov



CONTACT

Contact Information

Entity / Organization _____

Contact Person _____

Address _____

City _____ Rhode Island Zip Code _____

Phone _____ Email _____

PROJECT INFORMATION

Project Information

Project Title _____

Location by Street Name _____

Project Limits - From _____ To _____

Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number _____ of a Total of _____ Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Describe Need for Proposed Project

Enterprise Zone - Yes No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes No

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

- | | |
|--------------------------------|--|
| 1. Mobility Benefits | 4. Environmental Impact |
| 2. Cost-Effectiveness | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing _____
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
 - Attached 2-page narrative
 - Location Maps as PDF files
- Email a copy of completed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:

Rhode Island Statewide Planning Program	Statewide Planning Official Use Only
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	



A PROVIDENCE STREETCAR



A 2.5-mile streetcar route would connect our major activity centers, improve transit and mobility, encourage development, and support future growth. The project is anticipated to spur **4 million square feet of new development and create 6,000 new jobs**, enhancing the vitality and attractiveness of our Capital City.

45% of jobs in Providence are within walking distance of this streetcar route

- One-time cost:** \$126.7 million (infrastructure costs)
- Recurring (annual) cost:** \$3.6 million (transit operations)
- Vehicles Required:** 4 active plus 1 spare (total of 5)
- Streetcar Stops:** 14 stops, spaced approximately every 800 feet
- End-to-End Travel Time:** 18 minutes
- Projected Ridership**
Year 2015: about 2,700 daily riders
Year 2030: about 3,600 daily riders

- Proposed Core Connector Route
- Potential Future Expansion of Core Connector System
- Proposed Core Connector Stop
- Planned Rapid Bus Route (Broad-North Main)



PRAIRIE AVE. TO COLLEGE HILL STREETCAR BEST MEETS PROJECT GOALS

Goals:

Route must connect key destinations and attract riders



Streetcar
(College Hill – Prairie Ave.) OR
(Providence Station – Prairie Ave.)

- Route to College Hill is strongest transit market and connects the largest private employers in RI
- Ridership to Providence Station is less certain because train station is within walk distance of many locations, but ridership will grow over time with commuter rail market
- Ridership on either route will increase over time as streetcar investment spurs new development

Enhanced Bus
(College Hill – Providence Station – Prairie Ave.)

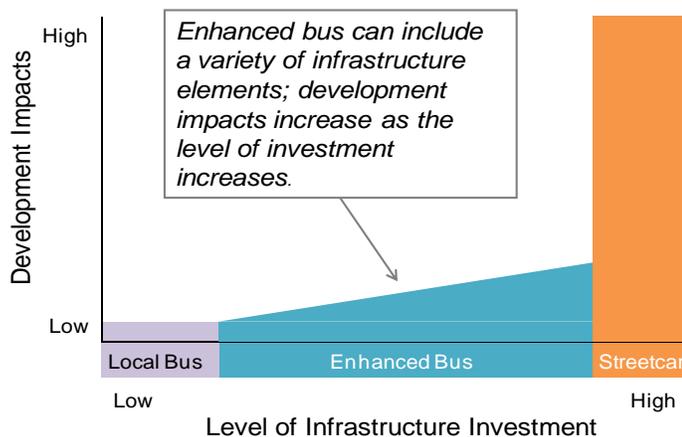
- High ridership because both the train station and College Hill are served
- Longer travel times between College Hill and Jewelry District makes this option less attractive for many riders

Conclusions:

Enhanced Bus	Streetcar
✓	✓

- Both bus and streetcar meet basic mobility goals
- A College Hill line attracts more riders in the near-term
- Initial success will support future extensions to the train station and other neighborhoods

Economic Development is a desired project outcome



Streetcar tracks are viewed as permanent investment and more likely to attract development:

- Comfortable ride
- High-quality stations
- Improved sense of place
- Attractive vehicles

Enhanced Bus	Streetcar
	✓

Streetcar is needed to meet City's economic development goals

Enhance the Vitality, Livability and Attractiveness of our City



	Streetcar	Enhanced Bus
Community Impacts	<ul style="list-style-type: none"> • Streetcar spurs mixed-use development and more neighborhood activity • More visual impacts on streetscape • Infrastructure provides valuable wayfinding 	<ul style="list-style-type: none"> • Bus options have not had as significant of an impact on neighborhood activity levels • Little visual impact, aside from stations • Wayfinding impacts are limited by reduced infrastructure
Passenger Experience	<ul style="list-style-type: none"> • Smoother ride in larger, roomier vehicle • Passengers have more confidence in the route and are more likely to board • Bicycles accommodated on-board • More iconic for City 	<ul style="list-style-type: none"> • Decreased ride comfort (potholes, more abrupt starting and stopping) • Infrequent riders are less likely to use a bus • Bicycles stored on rack on front bus bumper • Does not grab attention

Enhanced Bus	Streetcar
	✓

- Streetcar better meets community and livability goals
 - Better passenger experience
 - Attracts new transit riders
 - Enhances neighborhood vitality

DEVELOPMENT BENEFITS OF STREETCARS

Development translates into increased property values and jobs

Streetcar is projected to produce 6,000+ new jobs in the City over 20 years, which is almost as many as currently employed by Rhode Island Hospital.

Nearly 4 million square feet of new development is expected to be generated by streetcar over 20 years, equal to THREE Providence Place Malls.

More than 1,500 new residents would move into the area, supporting local businesses.

In addition to the expected additional development, streetcar construction alone is expected to generate over 200 jobs and \$3.1 million in tax revenue in Rhode Island.



What has been the economic impact of streetcar in other cities?

City	Streetcar Infrastructure Cost	Development Investment along Route	Return on Investment
Portland, OR	\$103.2 million	\$3.5 billion	34 : 1
Little Rock, AR	\$28 million	\$400 million	14 : 1
Tampa, FL	\$48.3 million	\$1 billion	21 : 1
Kenosha, WI	\$5.2 million	\$150 million	29 : 1
Memphis, TN	\$104.3 million	\$2 billion	19 : 1
Providence, RI	\$126 million	\$1.1 billion	9 : 1

Portland's Pearl District



Before Streetcar



After Streetcar

FUNDING A STREETCAR IN PROVIDENCE

Funding Strategy

Leverage available federal funding

Capture value from anticipated streetcar-induced development

Do not shift resources away from RIPTA's existing bus system.

Make sure entities that stand to realize the greatest benefit share in project financing.

Comparison to other Rhode Island projects

Project	Cost
Warwick Interlink	\$267 M
Wickford Station	\$56 M
Proposed Pawtucket Station	\$54 M
Purchase/Rehab of The Dunk	\$109 M

Other US cities receiving federal funds for streetcars

Atlanta, GA	\$47 M (67%)
Charlotte, NC	\$25 M (67%)
Cincinnati, OH	\$25 M (25%)
Dallas, TX	\$23 M (51%)
Salt Lake City, UT	\$26 M (58%)
St. Louis, MO	\$25 M (57%)
Tucson, AZ	\$63 M (42%)

Many partners (City, RIPTA, State, and local business groups) are working to adopt an a practical and fair funding plan.

RIPTA & the City will continue to advance streetcar design concepts in order to prepare for any potential opportunities to receive federal support.

Proposed Funding Mechanisms

Initial Costs (Infrastructure): \$126.7 M

Competitive federal grants (50%)

RIPTA and the City plan to apply for up to \$60M in competitive funds

Other Federal (10%)
USDOT dollars through other programs available to Rhode Island

State (10%)

RI State Capital Funds would be requested



Bonding (30%)

A 20-year bond is proposed to be repaid using dedicated State (1/3) and City of Providence (2/3) revenues

On-going Operations: \$3.6 M

- Passenger Fares, Sponsorships & Advertising Revenues would support about 20-25% of project costs
- Remaining costs would be shared as shown below

Assessment District (50%)

Property owners along the route would be assessed based on the value of their property

City Revenues (25%)

Parking revenues, or increased revenues from new development could be dedicated to streetcar operations



Higher property values and new development spurred by the streetcar would bring in increased revenues over time, providing a sustainable means of covering inflation

RIPTA (25%)
RIPTA is working to identify a new sustainable revenue source for statewide transit