

RIPTA

Please complete this form and the project prioritization sheets on the following pages.

Contact Information

Applicant Name: Amy Pettine

Contact Person (if different): Lillian Shuey Picchione Title: Director, Federal Programs

Mailing Address: 705 Elmwood Avenue

City: Providence Zip Code: 02907

Phone: 401-784-9500 x1124 Email: lpicchione@ripta.com

Applicant Certification

Lillian Shuey Picchione 08/11/2017

Contact Person Signature Date

Submittal Checklist

- 3 collated copies of complete STIP submittal package, including:
 - Project Prioritization cover sheet
 - New Project Application Form for each new or updated project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
- Submit complete STIP submittal package to:

Rhode Island Statewide Planning Program
ATTN: Michael D'Alessandro
One Capitol Hill
Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

RIPTA

Newly Proposed Projects <i>(Please use an additional sheet if necessary)</i>			
PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	1	East Side Tunnel Modernization	
	2	Maintenance Facility Modernization	
	3	GovPass	
	4	Transit Corridor Development	7151
	5	Green Fleet Transition Project	7151
	6	Quonset Business Park Transit Access Pilot	

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name RIPTA/Amy Pettine
Contact Person (if different) _____ Title Executive Director of Planning
Mailing Address 705 Elmwood Avenue
City Providence Zip Code 02907
Phone 401-784-9500 x1216 Email apettine@ripta.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|---|-----------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input checked="" type="checkbox"/> Other <u>Tunnel</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No
If you selected no, please continue to the "Current Project Title" Section
If you selected yes, please answer the following:

What was the Project Title? _____
What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title East Side Tunnel
Location by Street Name North Main Street to Thayer Street
Project Limits - From _____ To _____

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will provide preliminary/interim repairs and measures to the East Side Tunnel in order to stabilize identified deficiencies, provide deferred and preventative maintenance, and offer safety enhancements for drivers and passengers until a more comprehensive project is undertaken. The project will allow RIPTA to provide many more years of safe and efficient passage and for public safety departments (Providence Police; Providence Fire; Brown University Police; Rhode Island School of Design Police; and the State Police) to provide expeditious emergency response.

These repairs will be based in part on engineering reports prepared in 2015 and field observations of additional fatigue since that report was compiled. This project is intended to provide "state of good repair" measures until a more comprehensive evaluation and design is undertaken.

This project will also fund critical initial steps required to efficiently and accurately document the existing tunnel construction and field conditions (many of which are visually concealed). These efforts will then allow for a comprehensive wide-range conceptual design and the preliminary phases of Design Development. This work effort will additionally result in the development of a detailed probable estimate of the cost for the more complex project to fully restore, modernize and protect the structure. The results will be used to determine future funding requirements and phasing.

Describe need for proposed project:

The East Side Tunnel was constructed circa 1912-1914 and placed into service circa 1914. RIPTA acquired the tunnel in 1966 with its formation. There is no documentation of the tunnels' history of preventative and predictive maintenance in the period between 1914 and 1966 spanning a duration of some 51 years.

In 1991 a project was undertaken (some 25 years since RIPTA acquisition in 1966) to rehabilitate the tunnel including but not limited to work scope to patch concrete walls, portal repairs, wall drainage components, wing wall improvements, underdrain, catch basin and lighting improvements. It is reported that not all of the work defined in that scope was completed due to financial constraints.

Since then (1991) the tunnel (now some 102 years old) has received limited preventative and predictive maintenance to assure safe passage and very basic safety elements. At this time we want to ensure that the structural integrity remains sound, drainage components are fully functional and compliant with today's standards, and that modernization of amenities including life and safety have been fully evaluated and undertaken. These efforts will ensure proper modern-day operations bringing the tunnel to standards that will provide service well into the future.

The proposed project will address some of the concerns outlined in the 2015 Report while allowing for the development of a comprehensive plan and a probable estimated cost to implement that plan. These efforts will assure the longevity of a State asset critical to the East-West passage within the City of Providence and serving bus routes statewide. These work efforts will not only address short term planning but identify long range planning as well.

\$867,000 in federal funds have already been set aside for this project and will provide match for the state contribution requested here.

Describe anticipated municipal or state transportation network or economic development benefits:

The East Side Tunnel is a unique public asset. The tunnel allows buses to navigate College Hill, whose streets are too steep for bus traffic, enabling East-West bus passage within the city. Passengers on the 10-15 buses that use the tunnel each hour save time. The tunnel has bus stops that are among the top 5 busiest in RIPTA's 4,000-stop system.

This project will prevent the loss of a key asset. If the tunnel were ever to close due to safety concerns, RIPTA would immediately require additional resources to provide the same service. It saves the agency time, vehicle maintenance effort (reduced braking) and fuel. The tunnel is the Rhode Island bus system's only dedicated right of way, providing a competitive advantage to single occupancy vehicles.

Please note that as a dedicated fixed right of way, bus miles driven through the tunnel contribute to formulas that fund federal programs at a higher level than miles driven on city streets. These contributions currently help generate funds for train track maintenance. Losing the tunnel would impact the state's overall federal revenue.

Finally, RIPTA envisions taking the repair opportunity to make the structure more safe and appealing by including investments in passenger infrastructure at both the RISD- and Brown- ends of the tunnel.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 0.00	\$ 386,000.00	\$ 256,000.00	\$ 1,527,000.00	\$ 2,169,000.00

Amount Requested through TIP Process \$ 1,302,000.00

Is there funding from other sources committed to this project? Yes No

Source	Amount
Federal Transit Administration State of Good Repair Discretionary Grant	\$ 867,000.00
Total	\$ 867,000.00

Estimated date of construction 06/01/2018

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

LB Soley 8/12/2017

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name RIPTA / Amy Pettine
Contact Person (if different) _____ Title Exec Director of Planning
Mailing Address 705 Elmwood Avenue
City Providence Zip Code 02907
Phone 401-784-9500 x1216 Email apettine@ripta.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input checked="" type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other <u>Enter Other Project Type</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? _____

What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title State Employee Transit Pass Program - GovPass

Location by Street Name _____

Project Limits - From _____ To _____

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

RIPTA is requesting funds to advance the recommendation of the State of Rhode Island's Committee on Employee Transportation to defray the cost of employee transit passes through a new GovPass program. The Federal government, the City of Providence and many private businesses support the state's goals to reduce VMT (vehicle miles traveled) by providing subsidized transit passes to employees through EcoPass program. The State does not. Because employees park for free, this puts transit at a competitive disadvantage to driving. This program helps level the playing field.

The GovPass roll out will be timed to integrate with the opening of the PITC, a significant transit investment that will be conveniently located near State employment centers at the Department of Administration, the State House, the Department of Transportation and Department of Health.

Funds would go towards contactless smart cards and to offset the cost of each trip.

Describe need for proposed project:

The State of Rhode Island is alone among similar entities in not providing commuting parity to transit users. Unlike the Federal government, the City of Providence and many private businesses, the state provides free parking to all employees without offsetting the cost of transit passes, putting transit at a competitive disadvantage to driving. This program helps level the playing field.

proportion of transit riders, which will address a number of state priorities:

- reduces state greenhouse gas emissions
- saves money: by reducing demand, the State will be able to reduce future investments in parking infrastructure. The amortized costs of new parking, combined with annual maintenance, significantly exceeds the monthly expense for a transit pass.
- improves safety: Riding transit is safer than other modes of travel; shifting people to transit will help with long-term safety goals.
- improves mobility, helping reduce unemployment, improve access to jobs, and reduce traffic and pollution.

The project is timed to coordinate with opening of the PITC. This large investment in transit that is conveniently located to State employment centers at the Department of Administration, the State House, the Department of Transportation and Department of Health.

Describe anticipated municipal or state transportation network or economic development benefits:

We anticipate GovPass to attract approximately 500 users resulting in 230,000 rides annually. Applying a pass discount, that would cost the State approximately \$335,000 annually (\$460/per user each year).

The program benefits two key constituents:

To the User: GovPass will positively benefit users through reduced expenses, improved safety and greater mobility.

To the State: \$460 annual cost per person compares favorably with the annual cost of a parking space when factoring maintenance and the amortized cost of construction. Current estimates range from \$1,341 for on-street urban parking to \$4,007 for underground structured parking in the Central Business District, per July 2017 report from the Victoria Transport Policy Institute. See assumptions at www.vtppi.org (<http://www.vtppi.org/tca/tca0504.pdf>) These savings would be realized through long-term shifts in parking demand, reducing the need for capital expenditures on additional parking and preventive maintenance.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$ 330,000.00	\$ 330,000.00

Amount Requested through TIP Process \$ 330,000.00

Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of construction 07/01/2018

CERTIFICATION

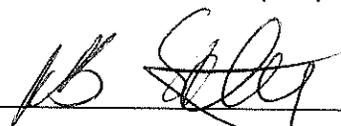
Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____ 8/11/2017
Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

FFY 18-27 Project Application Form

Supplement: Evaluation Criteria

GovPass

The Federal government and the City of Providence and many private businesses subsidize transit passes for their employees. The State of Rhode Island, with offices located close to the majority of transit service in the state, does not. With free parking for state employees, transit riders are at a disadvantage. This project will help provide access to jobs and provide alternative transit options while helping meet state goals to reduce VMT and emissions.

- 1) **Mobility:** Subsidizing state employee transit passes opens up new mobility options for employees.
- 2) **Cost Effectiveness:** This project is timed to coordinate with opening of the PITCI, which will provide improved transit infrastructure close to state employment centers. GovPass is a cost-effective way to reduce the demand for parking. Providing free parking to employees costs the state in infrastructure, construction, maintenance; subsidizing transit passes is much less costly, especially if the demand for parking spaces results in fewer spaces rented or built.
- 3) **Economic Development/Jobs:** Transportation is a key household cost. Having the option to use transit decreases average household expenses, freeing funds for other uses.
- 4) **Environment and Climate Change:** By shifting to transit, individuals reduce their carbon footprint, reducing greenhouse gas emissions. Increasing transit use will play a key role in meeting Rhode Island's adopted green house gas emissions reduction targets.
- 5) **Local and State goals:** State goals to reduce unemployment, improve access to jobs, and reduce traffic and pollution are all helped by this project.
- 6) **Safety and Security:** Riding transit is safer than other modes of travel; shifting people to transit will help with long-term safety goals.
- 7) **Equity and Health:** By shifting to transit, individuals reduce their vehicle miles travel and improve air quality, improving health. This project also makes access to jobs more equitable by providing access to jobs for populations who may not be able to drive their own cars to work.

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>RIPTA</u>
	Contact Person (if different) _____ Title <u>Exec Dir, Planning</u>
	Mailing Address <u>705 Elmwood Avenue</u>
	City <u>Providence</u> Zip Code <u>02907</u>
Phone <u>401-784-9500 x1216</u> Email <u>apettine@ripta.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Long Term Capital Projects</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>7151</u>			
Current Project Title <u>Green Fleet Transition Project</u>				
Location by Street Name _____				
Project Limits - From _____ To _____				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>The green fleet transition project will transform the state transit vehicle fleet by replacing current buses with low- or no-emission vehicles as they reach the end of their useful life. Fully funding this project will allow Rhode Island to have a fully green transit fleet by 2034.</p> <p>RIPTA operates 230 vehicles during the weekday peak. Sixty-three (63) of these vehicles are currently low-emission (hybrid-electric vehicles that produce less air pollution and improved gas mileage). While we use a variety of operational and equipment techniques to keep emissions low, RIPTA envisions a cleaner future – one where our entire fleet is made up of low-or no-emission vehicles.</p> <p>Funds for this project were included in last year's TIP in the financially unconstrained later years. This year the project advances into fiscally constrained 2021. RIPTA has identified funds to replace standard vehicles, but the cost to upgrade to low- or no-emissions bus is substantial. We have not identified a specific source of funds for this additional cost.</p>				

Describe need for proposed project:

Rhode Island has set a target for reducing emissions to 45% below 1990 levels by 2035. RIPTA can contribute to this effort by 1) increasing the mode split to transit and 2) reducing vehicle emissions.

Using green vehicles will help with the second piece of this effort by reducing current emissions. RIPTA currently operates 230 vehicles using low-sulphur ("clean") diesel, of which 63 are hybrid-electric vehicles ("low-emissions"). Unlike standard household cars and trucks, the vehicles operate continuously for much of the day. Each vehicle replaced with a no-emission vehicle would have an outsized impact on air quality, in particular in the urban areas where the majority of service is located.

Transitioning to a green fleet first requires determining the best fleet technology for the Rhode Island context. As proposed last year, RIPTA engaged the services of GNA consultants to analyze fleet technology options for transit in Rhode Island. The project is underway and includes consideration of capital infrastructure improvements such as battery charging stations; maintenance impacts; and the relative "green" of various vehicle technologies (from production to tailpipe) within the Rhode Island context. The next step is to establish a pilot fleet. RIPTA is currently partnering with RIDEM and RIOER to request Federal Transit Administration funds for a small test fleet.

The third step, which we are addressing with this application, is to budget funds for the higher incremental cost associated with green vehicles. These vehicles cost as much as twice RIPTA's standard replacement vehicles. A policy decision to transition to a green fleet can only be accomplished with the support of the State.

Describe anticipated municipal or state transportation network or economic development benefits:

Switching to green vehicles has several benefits to the economy. Low/No-emissions vehicles improve air quality by reducing emissions for the benefit of residents. It reduces the State's dependence on fossil fuels. Fewer dollars will leave the state, instead investing in local fuel infrastructure such as charging stations.

In addition, Rhode Island is in a position to be the first state to transition entirely to no-emissions vehicles. By virtue of our small size and centralized transit services, transitioning RIPTA's fleet alone allows us to transition the entire state transit fleet. This provides the opportunity to promote Rhode Island as a center of green infrastructure. It builds on our position as the state with the first off-shore wind farm and a well-known focus on climate change.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

CRITERIA

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$ 73,900,000.00	\$ 73,900,000.00

Amount Requested through TIP Process **\$ 35,900,000.00**

Is there funding from other sources committed to this project? Yes No

Source	Amount
Federal Transit Administration Formula Grants	\$ 30,400,000.00
State Highway Maintenance Funds	\$ 7,600,000.00
Total	\$ 38,000,000.00

Estimated date of construction 01/01/2020

PROJECT ESTIMATES

Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

LB Steyer _____ 8/12/2017

Chief Executive or Elected Municipal Official Signature _____ Date _____

CERTIFICATION

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

FFY 18-27 Project Application Form

Supplement: Evaluation Criteria

Long Term Capital Projects/Green Fleet

Project # 7151

Green vehicles have a number of tangible and intangible benefits:

1) Mobility – Public transit investments provide greater choice and mobility options to all Rhode Islanders.

2) Cost effectiveness – RIPTA has already budgeted for the replacement of its fleet as buses meet the end of their useful life. The Green fleet project will leverage the existing fleet replacement plan, which is 80% federally funded. In addition, it takes advantage of RIPTA's existing procurement and maintenance systems.

3) Economic Development – This project promotes economic development in several ways:

- Investments in transit are attractive to job-seekers, particularly Millennials, who consistently rank livability, walkability, sustainability and transit as important to their decisions about where to live.

- Taking transit reduces household transportation costs, putting more money into the local economy.

- Being the state with the first fully green transit fleet would provide a unique branding opportunity, adding to our reputation as a leader in green technology and jobs.

- Transit infrastructure construction such as on-route charging stations creates design and construction jobs.

5) Environment and Climate Change: Alternative fuel vehicles reduce tailpipe emissions. Investing in a cost-effective alternative fuel choice will help Rhode Island meet its greenhouse gas emission reduction targets.

6) Local and State goals: A green fleet aligns with Rhode Island's Greenhouse Gas Emissions reduction targets. If we choose battery-operated vehicles, service would be quieter and less-disruptive than standard buses.

7) Safety and Security: Newer vehicles have improved safety features. Taking transit is many times safer than driving alone, so attracting riders with state of the art vehicles has an ancillary impact on safety.

8) Equity and Health: Low and no-emission emit fewer pollutants, improving health. This is particularly true in urban areas where the majority of service is located. In addition, transit investments disproportionately benefit low-income residents because they are more frequent users of public transit.

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>RIPTA / Amy Pettine</u>
	Contact Person (if different) _____ Title <u>Executive Director, Planning</u>
	Mailing Address <u>705 Elmwood Avenue</u>
	City <u>Providence</u> Zip Code <u>02907</u>
	Phone <u>401-784-9500 x1216</u> Email <u>apettine@ripta.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Quonset Business Park Transit Access Pilot</u>				
Location by Street Name <u>Roger Williams Way</u>				
Project Limits - From <u>Quonset Bus Park</u> To <u>Providence- Kennedy Plaza</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>This project would help subsidize an initial transit service between Warwick, RI and the Quonset Business Park, with a limited number of trips providing direct access to Kennedy Plaza in Providence. The service would operate following RIPTA's existing Flex service model, with set schedules at certain locations and flexibility to make custom pickups between those points. The service would be timed to meet observed shift times in the Business Park. Timed connections would be offered in Warwick to bus routes continuing to West Warwick, Coventry, South County, Cranston, South Providence, and express buses to Kennedy Plaza. This will help provide access to a wide variety of neighborhoods with a single bus route. This project would cover the cost of operating a modest single-vehicle pilot program for three years.</p>				

Describe need for proposed project:

Quonset Business Park is one of the largest Rhode Island employment centers but currently has only limited bus service. A transit connection is a missing transportation link in our state. The EDC and area businesses have asked RIPTA to review options for additional service.

Most businesses are an impractically long walk away from most employers in the park. A recent study suggests there is a need for additional transit service to the Park, so that private cars are no longer the only practical means of reaching the 10,000 jobs in this area. There is a crucial need to provide better access to jobs in the area, both to help employers recruit and keep staff, and to improve the lives of underemployed persons statewide.

The service plan proposed here is based on research done as part of the Quonset Alternative Transportation Study completed in 2016 by Foursquare Integrated Transportation Planning, and would be timed to match existing shift times in the Business Park.

Describe anticipated municipal or state transportation network or economic development benefits:

Quonset Business Park is a large, fast-growing center for jobs in a state that still has a 5% unemployment rate. Underemployed workers in the state who do not have cars currently have no practical means of accessing jobs in Quonset. This project will help provide access to jobs and provide alternative transit options for current workers as well.

A transit connection to the Quonset Business park is a major missing transportation link in our state. Introducing this service will help make the transit network overall more useful. It will allow businesses to advertise this option for potential employees.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$ 618,000.00	\$ 618,000.00

Amount Requested through TIP Process \$ 618,000.00

Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

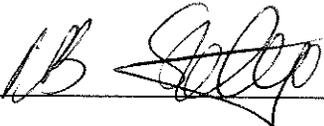
Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____ 8/11/2017
Chief Executive or Elected Municipal Official Signature Date

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Quonset Pilot Service TIP Proposal

Supplement – Evaluation Criteria

- 1) **Mobility:** Transportation is a key household cost. Having the option to use transit decreases average household expenses, freeing funds for other uses. It also offers connections to jobs for households without cars.
- 2) **Cost Effectiveness:** This proposed service enhancement leverages connections to the existing transit network, offering access to jobs for thousands of households for a small overall cost.
- 3) **Economic Development/Jobs:** This infrastructure will increase economic growth at Quonset by opening the development to more potential workers and increasing the appeal of the site to possible new companies.
- 4) **Environment and Climate Change:** By shifting to transit, individuals reduce their carbon footprint, reducing greenhouse gas emissions. Increasing transit use will play a key role in meeting Rhode Island's adopted green house gas emissions reduction targets.
- 5) **Local and State goals:** State goals to reduce unemployment, improve access to jobs, and reduce traffic and pollution are all helped by this project.
- 6) **Safety and Security:** Riding transit is safer than other modes of travel; shifting people to transit will help with long-term safety goals.
- 7) **Equity and Health:** By shifting to transit, individuals reduce their vehicle miles travel and improve air quality, improving health. This project also makes access to jobs more equitable by providing access to jobs for populations who may not be able to drive their own cars to work.

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Amy Pettine / RIPTA</u>
	Contact Person (if different) _____ Title <u>Executive Director of Planning</u>
	Mailing Address <u>705 Elmwood Avenue</u>
	City <u>Providence</u> Zip Code <u>02907</u>
	Phone <u>401-784-9500 X1216</u> Email <u>apettine@ripta.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Facility Improvement</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title <u>RIPTA Facility Modernization</u>	
Location by Street Name <u>705/750 Elmwood Avenue</u>	
Project Limits - From _____ To _____	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>RIPTA is requesting funds for the modernization of RIPTA's maintenance facilities. RIPTA's heavy maintenance facility the Chafee maintenance facility opened for use October 2001. The building is now 16 years old and is in need of major repairs. We are requesting funds to accelerate this rehabilitation, which will shorten the time needed to complete the projects, reducing the total project cost and ensuring that a state of good repair is reached faster.</p> <p>The assets being rehabilitated are 22 vehicle lifts, HVAC/Make-up air units, and the Chafee building roof. This work will address assets identified as no longer in a state of good repair by the recently completed facility assessments, as required by the FTA's Transit Asset management program.</p>	

Describe need for proposed project:

RIPTA sets aside a portion of federal funds each year for facility improvements to ensure assets are maintained within a state of good repair. However, due to the large costs associated with HVAC systems and heavy vehicle lifts, and the urgency of the repairs needed, additional funds are needed to speed up the repairs.

These projects were identified in the capital budget last year with an anticipated start date of FY 2019, with expenditures planned over a five-year span. However, this would mean that vehicle lifts that went into service in 2001 could still be in service in 2021, over double the expected useful life for this type of equipment. The result would be increased maintenance costs, and would negatively affect the ability for maintenance to make vital repairs to keep buses in service. By receiving additional funds these investments could be sped up which will lower the cost of the investment and save RIPTA from spending additional funds on repairing aging lifts.

Describe anticipated municipal or state transportation network or economic development benefits:

The goal of FTAs Transit Asset Management program is to ensure assets are properly maintained to provide safe, cost-effective, and reliable public transportation. With limited operating funds, it is important for RIPTA to ensure assets are replaced in a timely manner. Spending money to repair and maintain assets, which have long exceeded their useful life, is money that could be used to enhance service and grow ridership.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$ 100,000.00	\$ 4,200,000.00	\$ 4,300,000.00

Amount Requested through TIP Process \$ 4,300,000.00

Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of construction 07/01/2018

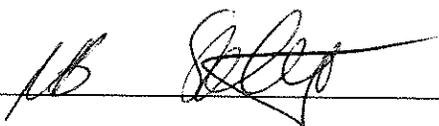
Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____ 8/11/2017
Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name	RIPTA / Amy Pettine
	Contact Person (if different)	Title Executive Director of Planning
	Mailing Address	705 Elmwood Avenue
	City	Providence
	Zip Code	02907
	Phone	401-784-9500 x1216
	Email	apettine@ripta.com

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>Transit Corridor Capacity Expansion</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>7151</u>
Current Project Title <u>Transit Corridor Development</u>	
Location by Street Name <u>Statewide</u>	
Project Limits - From _____ To _____	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>To grow Rhode Island's transit mode share, RIPTA is exploring options to expand the capacity of the transit network. Thoughtful investments in transit infrastructure can turn us into a leader among metropolitan areas of our size and density.</p> <p>RIPTA proposes to expand the capacity of Rhode island's transit infrastructure by investing in a combination of projects, guided by the LRTP 2040 and a long-range Transit Master Plan:</p> <ul style="list-style-type: none"> - Fixed guideway corridors such as bus rapid transit, rail, light rail, ferry and enhanced bus - Improving throughput by adding Bus On Shoulder capability for key choke points in the system, such as Route 146 and Route 195 - Partnering with municipalities and RIDOT to upgrade traffic signals. This technology has improved travel time on our pilot project, the R-Line corridor, by an average of 15% <p>Effective projects leverage local and state to make the most of projects. This is especially true for transit, where key factors influencing the choice to use transit are outside a transit agency's control (the the cost of gasoline, the availability and cost of parking, and the level of congestion). RIPTA will ensure transparent and effective communication with municipalities and stakeholders at every level of project planning.</p>	

Describe need for proposed project:

To grow Rhode Island's transit mode share, the state must determine the most compelling investments in increased capacity and mobility while ensuring they are sustainable over the long term. Increasing mode share supports economic development and aligns with many goals, including helping meet RI's Greenhouse Gas reduction requirements.

Describe anticipated municipal or state transportation network or economic development benefits:

- 1) Mobility: Transportation is a key household cost. Having the option to use transit decreases average household expenses, freeing funds for other uses.
- 2) Cost Effectiveness: RIPTA will work with municipalities and RIDOT to coordinate with local priority projects, leveraging resources.
- 3) Economic Development/Jobs: Transit infrastructure construction creates design and construction jobs
- 4) Environment and Climate Change: By shifting to transit, individuals reduce their carbon footprint, reducing greenhouse gas emissions. Increasing transit use will play a key role in meeting Rhode Island's adopted green house gas emissions reduction targets.
- 5) Local and State goals: Coordination with local goals for mobility are key to making an effective transit investment – zoning, parking, and neighborhood interest are some of the important factors for success. These projects must align with municipal and state goals in order to work.
- 6) Safety and Security: Riding transit is safer than other modes of travel; shifting people to transit will help with long-term safety goals.
- 7) Equity and Health: By shifting to transit, individuals reduce their vehicle miles travel and improve air quality, improving health.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 1,000,000.00	\$ 296,950.00	\$ 250,000.00	\$ 4,000,000.00	\$ 5,546,950.00

Amount Requested through TIP Process

Is there funding from other sources committed to this project? Yes No

Source	Amount
RIPTA/UPWP - TSP Expansion Study	\$ 180,200.00
RIPTA/FTA - Bus on Shoulder Study	\$ 16,750.00
Total	\$ 196,950.00

Estimated date of construction _____

Municipal Applications

I attest that the information provided on this application is true and accurate.

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____ 8/11/2017
Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017