

Introduction

RIPTA has advanced nearly every item in the FY 2013-16 TIP toward full implementation. Available funds have been obligated into grants and are being expended as programmed. In the time since the TIP opened in October 2012, RIPTA has undertaken significant organizational changes, establishing new processes, oversight, and financial controls.

Notable accomplishments in these years include launch of R-Line service, improvements to Kennedy Plaza in partnership with the City of Providence, and the purchase of 50 clean diesel buses. The Elmwood campus was fully secured with ID badge access, and safety and driver training programs were overhauled.

The tables on the following pages show the annual programmed funding levels for the various initiatives detailed in the FY 2013-16 TIP, along with a brief update for each initiative. Projects are grouped under two umbrellas: “Maintaining and Optimizing Service and Facilities” and “Expanding and Enhancing Service and Facilities.” All dollar amounts shown are in millions.





FY 2013 – FY 2016 Transit Program

Maintaining and Optimizing Existing Service and Facilities

Infrastructure investments require routine maintenance in order to ensure longevity and a cost-effective return on the capital investment. Well-maintained vehicles keep their value and suffer fewer failures, benefitting our customers and the bottom line by avoiding expensive emergency repairs. In order to ensure that our vehicles and equipment are kept in a state of good repair, RIPTA spends federal funds each year on the maintenance of its vehicles and replacement of tools and equipment. In addition to maintenance, keeping public transit at existing levels requires financial support for operations. Several federal programs allow for ongoing support of specific bus services.

Capital Replacement and Repair

Replacement of Fixed Route Vehicles

RIPTA’s highest capital priority is regular replacement of revenue vehicles. RIPTA’s current fleet includes 231 buses, trolleys, and vans used for fixed route and Flex zone service. RIPTA replaced 50 full-size fixed route vehicles between FFY 2013 and 2015 and expects to replace an additional 24 full-size buses and 11 Flex zone vans in FFY 2016. Full-size buses are expected to operate a minimum of 12 years and 500,000 miles. Regular replacement of older vehicles allows RIPTA to keep maintenance costs predictable. Newer buses are more fuel-efficient and less polluting than the vehicles they replace. Funds for vehicle replacement come from a combination of the Section 5307 and the CMAQ- Revenue Vehicles program. Under MAP-21, funds for bus purchases are also available from the Section 5339 program; these funds will be available for obligation towards future bus purchases upon completion of a new State Management Plan this year.

<i>FFY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>8.90</i>	<i>8.90</i>	<i>18.90</i>	<i>8.90</i>
<i>Section 5339</i>			<i>9.69</i>	<i>3.25</i>
<i>CMAQ</i>	<i>1.10</i>	<i>1.10</i>	<i>1.10</i>	<i>1.10</i>



FY 2013 – FY 2016 Transit Program

Replacement of Paratransit Vehicles

Passenger vans seating 10-16 people are used to transport passengers on RIPTA’s ADA complementary paratransit service, which is required of every public transit provider. RIPTA completed a paratransit van replacement program shortly before the current TIP opened using a combination of 5307 Urban Area program funds and 5310 Elderly Individuals and Individuals with Disabilities program funds. We plan to replace an additional 25 vehicles in FFY 2016.

<i>FFY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>0.20</i>	<i>0.40</i>	<i>0.83</i>	<i>1.50</i>
<i>Section 5310</i>	<i>0.79</i>	<i>0.80</i>	<i>2.48</i>	<i>1.40</i>

Preventive Maintenance

RIPTA uses federal funds to support ongoing maintenance of federal assets through the Preventive Maintenance program. During the 2013-2015 period RIPTA used Preventive Maintenance funds to support maintenance department salaries, maintenance supplies, and contracted work such as elevator repair, inspection of generators, and repairs to bus lifts. Starting in FFY 2015, RIPTA increased funding due to FTA’s reclassification of some types of work from Equipment and Supplies as well as to reflect renewed focus on maintaining our assets.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>12.00</i>	<i>12.00</i>	<i>14.75</i>	<i>14.75</i>



FY 2013 – FY 2016 Transit Program

Renovation of Maintenance and Administrative Facilities

This program funded repairs to RIPTA’s Elmwood and Newport bus garages and administrative offices, including security enhancements, roof replacements, and repairs to building systems. Between 2013 and 2016, funds were used to secure the Elmwood campus through the installation of key card access throughout the facility. In addition, RIPTA replaced the Newport garage roof, made repairs to the fuel pump at Elmwood, and replaced the roof at the Providence Transportation building (solar panels were funded by ARRA grants found in the prior TIP). This program also funded the cost of renovation to the Dispatch offices to accommodate real-time technology. Funds granted in 2016 are expected to be used towards renovations associated with the most up to date environmental and safety compliance.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>0.75</i>	<i>1.10</i>	<i>1.00</i>	<i>1.00</i>

Intelligent Transportation System Equipment and Computers

This program funds the purchase of a variety of Intelligent Transportation System (ITS) equipment, including both regular replacement of standard information systems as well as upgrades associated with increasing operational efficiency. The regular replacement program includes items like desktop computers, servers and networking equipment. In addition, RIPTA has made a series of major investments in performance review technology. This program, generally called the ATMS program, includes real-time bus tracking software coupled with bus-mounted hardware such as Automatic Passenger Counters, Automatic Vehicle Locaters, and Stop Annunicators, as well as real-time signs. Other investments include trip scheduling computer programs for RIde demand response services.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>2.73</i>	<i>2.18</i>	<i>2.20</i>	<i>2.54</i>

Replacement Equipment & Supplies

This item funds replacement of support equipment, capital supplies and non-revenue vehicles. During this period RIPTA replaced bus engines and parts, five street supervision vehicles, some office equipment, and capital tools such as brake lathes and diagnostic equipment.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>2.02</i>	<i>1.92</i>	<i>1.19</i>	<i>2.47</i>



FY 2013 – FY 2016 Transit Program

Operating Support

Service to Jobs and Training

RIPTA used Section 5316 funds, and after MAP-21, 5307 funds, to support fixed route service associated with the Jobs Access Reverse Commute program. These routes support urban residents commuting to jobs in lower density areas.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5316/5307</i>	<i>1.14</i>	<i>1.16</i>	<i>1.17</i>	<i>1.18</i>

Transportation for Individuals with Disabilities (Complementary ADA)

This item funded a portion of the costs of service required under the Americans with Disabilities Act of 1990 for people with disabilities that prevent the use of the fixed route bus system. Service is provided by the Ride program.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>3.38</i>	<i>3.41</i>	<i>3.45</i>	<i>3.48</i>

Rural Service/RTAP/Intercity Bus Connections

These programs defray half the cost of rural service as well as training, technical assistance and support services that benefit the rural areas of the state. With our statewide service, the funds have been used to support training and technical assistance of particular interest to rural areas. Funds obligated under the prior TIP were used to support these services during much of this period. MAP-21 brought increased funding for the programs. Funds obligated in 2015 and 2016 will continue to support and expand rural service moving forward. As part of the renewal of its 5-year strategic plan, RIPTA will engage rural communities in a discussion about their future transit needs.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Intercity</i>			<i>0.63</i>	<i>0.24</i>
<i>Rural Ops/RTAP</i>			<i>3.79</i>	<i>1.41</i>



FY 2013 – FY 2016 Transit Program

Planning, Outreach & Training

This program supports RIPTA’s long and short term transit planning efforts, including data collection and analysis, transit service evaluation, and execution of plans and studies programmed in the MPO’s Unified Planning Work Program. Within certain limitations, federal funds can also be used for direct training expenses. RIPTA’s training programs focus on safe driving and environmental compliance.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>0.98</i>	<i>1.00</i>	<i>2.02</i>	<i>1.04</i>

Mobility Management

This program funds activities which support Ride coordination and brokerage activities. During this period, funds provided ongoing support for RIPTA’s paratransit call center, where trip requests are processed and scheduled, as well as the communications system that supports the service. Funds also defrayed the cost of moving to more efficient real-time scheduling software for the 110-vehicle paratransit system.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>1.20</i>	<i>1.20</i>	<i>1.20</i>	<i>1.20</i>

Transit Service Initiatives – Rapid Bus

CMAQ transit service initiative funds are used to support new bus service. During 2013, RIPTA used CMAQ Service initiative funds to reimburse the cost of expanded Rte 6 service to the Roger Williams Park Zoo. Starting in 2014, RIPTA used CMAQ funds to reimburse a portion of the cost of R-Line service. The R-Line connects downtown Pawtucket to the Providence Train Station and Broad Street. The service has been a notable success, using a combination of elements to improve service on our busiest bus line. Elements include signal priority, artist-designed station improvements, improved stop spacing, and branded vehicles.

<i>FY</i>	<i>2012 Carryover</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>CMAQ</i>	<i>1.20</i>	<i>1.20</i>	<i>1.20</i>	<i>1.20</i>	<i>1.20</i>



FY 2013 – FY 2016 Transit Program

Passenger Initiatives

This program funds programs to introduce new passengers to transit and improve air quality by improving outreach and engagement with passengers. During this period, the program funded publication and distribution of timetables at intermodal facilities, on the web, and at other public places within the state’s transportation network. In addition, a portion of the funds supported the final year of the Ozone Alert air quality campaign, as well the Try Transit Summer Challenge.

<i>FY</i>	<i>Carryover 2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>

Newport Gateway Hurricane Repairs

In the aftermath of Hurricane Sandy, RIPTA received a special Public Transportation Emergency Relief Program grant to aid in repairing the storm-damaged Newport Gateway bus hub. These funds are not required to be listed in the TIP but are being expended and monitored by RIPTA in accordance with the principles applied to all federal grants.



FY 2013 – FY 2016 Transit Program

Expanding and Enhancing Service and Facilities

Each year, communities around the state request additional transit service. Yet RIPTA is challenged to meet service standards within its existing footprint. This is due to the inherent structural deficit created by using the gas tax – a shrinking source of revenue – as a public subsidy. Despite these constraints, the agency has had notable success by making targeted improvements in service quality, passenger facilities, and vehicles. During the first years of implementation of the FY 2013-16 TIP, RIPTA implemented operational efficiencies developed through the COA (a comprehensive review of how our service could best meet current demands) and launched new rapid bus service and express routes.

Capital Expansion

Passenger Facility Improvements (including 1% 5307 Associated Transit Improvements set aside)

This program funds improvements to passenger hubs, bus shelters, and the expansion of rapid bus corridors, as identified in RIPTA’s 5-year strategic plan. Funds were used in coordination with the City of Providence’s efforts to renovate Kennedy Plaza, funding the installation of new passenger shelters, ticket vending machines, and landscaping. By reducing a lane of traffic and reworking service patterns, RIPTA reduced our footprint in the Plaza and created a safer, more user-friendly space. We anticipate using 2015 and 2016 funds to support construction of bus hubs identified in the COA.

<i>FY</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Section 5307</i>	<i>1.00</i>	<i>0.89</i>	<i>0.68</i>	<i>0.70</i>

Transportation Support Projects

This program allocates funding for traffic signalization and other investments that support transit services such as bus stop signs, bus shelters, and traffic signalization. In 2013 and 2014 these funds contributed to the R-Line project by funding the design and engineering of improvements to traffic signals. R-Line buses can hold the signal as they approach a green light, shortening trip travel time and reducing emissions. Latter-year funds support the bus stop realignment program and performance management software.

<i>FY</i>	<i>2012 Carryover</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>CMAQ</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>



FY 2013 – FY 2016 Transit Program

Traffic Signalization

These 2012 funds were carried forward into 2014 in order to contribute to the development of traffic signalization improvements.

FY	2012 Carryover	2013	2014	2015	2016
CMAQ	0.50				

New Freedom

This program was eliminated as a separately funded program with the advent of MAP-21. However, prior year funds were spent during this period on several programs, including the purchase of accessible cabs in partnership with Rhode Island taxi companies. Funds were also used in the development of ADA improvements to Park and Ride Lots owned by RIDOT.

Incomplete Projects

Pilot Car Sharing

Since this item was programmed, Zipcar and other car sharing programs have established themselves in Rhode Island. However, a need for expanded vanpool service has been identified, particularly to serve employers located in the Quonset Business Park. RIPTA is now working to advance this project.

FY	2012 Carryover	2013	2014	2015	2016
CMAQ	0.14				

Quonset Ferry Boat Discretionary Program

RIPTA was awarded a ferry boat discretionary grant in partnership with Rhode Island Fast Ferry (RIFF) for improvements to the parking lot at Quonset Ferry Terminal. RIFF asked to shift the project start date by a year to allow for completion of another construction project.

FY	2013	2014	2015	2016
Ferry Boat Discretionary			0.35	