



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Capital Budget Presentation
Fiscal Years 2015 - 2020
Board of Directors
July 21, 2014



Transit Development Plan

1. Vehicles

A. Bus Replacement; On-board Security Cameras & Capital Maintenance

During FY 2015, RIPTA will replace 11 retiring vehicles. The new Flex vehicles will feature attractive detailing and up-to-date EPA emissions standards. The buses will be wired for ITS and security cameras in order to be fully compatible with RIPTA's real-time public information and management program. This project is funded by 80% federal funds matched by a combination of State of Rhode Island General Obligation Bonds or newly developed State Fleet Revolving Loan account. The State Fleet Revolving Loan account does not require payback on monies provided to RIPTA. It should be noted that the funds from the State Fleet Revolving Loan fund sunset at the end of FY 2017, and the Capital Budget for vehicles reflects fully expending the \$4.2 million allotted to RIPTA by the end of June, 2017. The Authority is currently working with the State Budget Office on a source of match funds once the State Fleet Revolving Loan funds are exhausted.

RIPTA is completing a major initiative to install security cameras on its entire fleet. This project will allow the company to better protect drivers from security incidents. Cameras will provide RIPTA with a clear accident record, protecting the company against fraudulent accident claims. This project is funded with 80% federal funds matched by RIPTA's Capital Revolving Loan Fund, to be paid back over the useful life of the equipment. The project is expected to be completed in FY 2015.

Capital maintenance is critical to ensuring safety, a state of good repair and overall reliable operations. RIPTA conducts regular capital maintenance associated with keeping the fleet in a state of good repair. Funding goes towards the replacement of major fleet components such as engines, turbos, and air compressors, in order to maintain the value of the investment and prevent unscheduled failure. Providing reliable service is integral to building ridership. The match on capital maintenance is RIPTA operating funds.

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Buses	\$ 1,082,004	\$ 8,550,000	\$12,197,737	\$12,097,182	\$ 502,161	\$ 1,449,989
Security Cameras	\$ 1,681,196	\$	\$	\$	\$	
Associated Cap Maint.	\$1,541,348	\$ 1,618,415	\$ 1,699,336	\$ 1,784,303	\$ 1,873,518	\$ 1,967,194
Sum	\$ 4,304,548	\$10,168,415	\$13,897,073	\$13,881,485	\$ 2,375,679	\$ 3,417,183

B. Paratransit

Paratransit Vans

RIPTA purchases and maintains vehicles for Ride, the statewide Paratransit program. The agency currently maintains 134 vehicles for the purpose of providing complementary paratransit services for persons with disabilities, as mandated under the federal Americans with Disabilities Act (ADA), and for human services transportation for the elderly and disabled served by BHDDH. RIPTA works to replace the fleet at the end of a vehicle’s life cycle of five years.

RIPTA is experiencing changes in the Paratransit program since the state awarded the Broker Service contract to Logisticare. In spite of the uncertainty, RIPTA is replacing 25 vehicles due to advanced age of the fleet in FY 2015. At this time we anticipate the need for these vehicles, with reductions affecting the use of taxis in operations. The vans will be purchased with federal funds, matched by the Paratransit Revolving Loan Fund.

Paratransit Vehicles	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Paratransit Vans	\$ 2,292,500	\$ 1,444,275	\$ 1,314,290	\$ 1,698,467	\$ 1,226,081	\$2,786,548
Sum	\$ 2,292,500	\$ 1,444,275	\$ 1,314,290	\$ 1,698,467	\$ 1,226,081	\$2,786,548

C. Non-Revenue Vehicles and Maintenance Equipment

Replacement Non-Revenue Vehicles and Replacement of Capital Tools

RIPTA purchases and maintains a limited fleet of vehicles for the purposes of supporting its operating units, including street supervisor vehicles, service trucks and a van for delivery of marketing materials/schedules. At the present time, RIPTA owns thirty nonrevenue vehicles. The agency replaced 5 supervisor vehicles with hybrid electric CMAX in FY 2014. Eighty percent of the funds were from FTA funds that could not be used elsewhere. RIPTA will continue to replace vehicles that have reached the end of their useful lives. To facilitate this plan, \$150,000 per year is budgeted for the replacement purchases. The federal funds are matched with RIPTA capital operating funds.

The agency owns and maintains a number of maintenance tools, from large-scale items like the Elmwood double bus wash, to smaller items like drills and air compressors. Replacement of capital tools is estimated at \$50,000 annually for the years FY 2016 – FY 2020. In 2015 we have \$160,000 programmed for the purchase a boom lift, scissor lift, and other capital tools for the maintenance area.

Non-Revenue	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Replacement Non-Revenue vehicles	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Replacement Capital Tools	\$ 160,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Sum	\$ 310,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000

2. Land and Buildings Repairs/Preventive Maintenance

RIPTA owns or holds interest in multiple properties around the State: two maintenance/administration facilities, one in Providence and the second in Newport; the Kennedy Plaza Intermodal Center; the Newport Gateway Transportation Center; and the Pawtucket Transportation Center. RIPTA also owns several Park N' Ride lots and communication towers throughout the state.

A. Newport Facilities

During FY 2015, RIPTA will complete the project of replacing the Hastings heating units at the Newport Transportation and Maintenance facility. This project is scheduled to be completed by late summer of FY 2015. Funds are a combination of FTA and RICAP match.

Newport Facilities	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Hastings Units	\$ 130,000	\$	\$	\$	\$	\$
Sum	\$ 130,000	\$	\$	\$	\$	\$

B. Elmwood Facilities/ Future Facilities

RIPTA's Elmwood campus includes four buildings: The Transportation Building, Board Room and Bus Storage area at 269 Melrose; the Chafee Maintenance facility at 750 Elmwood Avenue; the Buildings and Grounds and Utility Building at 265 Melrose; and the new Paratransit Maintenance and Administration facility at 705 Elmwood Avenue.

In the 2015 State Capital Budget submission RIPTA requests RICAP funds to match federal funds for the replacement of the Hastings heating units at 269 Melrose Street. In addition, the request will include a new generator for the Computer Room to ensure the integrity of our data systems, using RICAP funds for the match to federal funds. The Authority has budgeted a small amount of funding annually to use for replacing office equipment that exceeds the useful life of the item. During FY 2015, RIPTA will complete the replacement of the old stockroom shelving system to a new safer shelving system matched with Capital Revolving Loan Fund, and the installation of safety lines in the Chaffee Building matched with RIPTA capital operating funds.

In addition, RIPTA has budgeted \$100,000 for the period from FY 2015 to FY 2020 to assist with scheduled and unscheduled facilities repairs. These funds are a contingency to offset the cost of unexpected repairs.

Elmwood Facilities	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
269 Melrose Hastings Unit	\$ 282,000	\$	\$	\$	\$	\$
Replacement Office Equipment	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Generator – Computer Room	\$ 100,000	\$	\$	\$	\$	\$
Stockroom Shelving	\$ 125,020	\$	\$	\$	\$	\$
Safety Lines	\$ 74,900	\$	\$	\$	\$	\$
265 Melrose Roof	\$	\$	\$ 695,000	\$	\$	\$
Future Facilities Maintenance	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Sum	\$ 701,900	\$ 120,000	\$ 815,000	\$ 120,000	\$ 120,000	\$ 120,000

C. Kennedy Plaza Repairs

RIPTA continues to support efforts among state and local groups to identify and implement improvements to the Kennedy Plaza area. See “Land, Building and Transit Enhancements: Passenger Amenity Enhancements.” At this time we do not have any programmed funding for additional repairs. However, during the upcoming year, staff plans to work with various interest groups to identify additional projects and funding for Kennedy Plaza improvements for the future.

Kennedy Plaza	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
KP Interior Renovations / Reprogramming	\$	\$	\$	\$	\$	\$
Sum	\$	\$	\$	\$	\$	\$

D. Tunnel Maintenance

Drainage and icing are a continuing issue at the East Side Bus Tunnel during freezing weather. The Authority has been awarded a competitive FTA “State of Good Repair” grant to assist with the design and construction to repair the tunnel.

Tunnel Maintenance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Tunnel Repairs	\$ 153,700	\$ 871,300	\$	\$	\$	\$
Sum	\$ 153,700	\$ 871,300	\$	\$	\$	\$

3. Land, Building and Transit Enhancements

This section includes initiatives intended to expand beyond the agency's traditional capital replacement projects.

A. Passenger Amenity Enhancements

In its 5-year Strategic Plan, RIPTA identified a number of initiatives aimed at creating and/or enhancing customer amenities. Several of these were further developed in the Comprehensive Operational Analysis. One issue that will be addressed is bus stop improvements. The number of stops will be reduced and the remaining stops will be rebranded according to bus stop standards. In addition, the Authority has completed the majority of the R-line project, which includes 25 new shelters, 25 way finding totems, 4 windscreens, 43 benches, and 21 enhanced transit signs, 25 trash cans and 12 bike racks. Only completion and finish work on some of the shelters remain to be completed by the end of this month. The R-line was financed with FTA funds matched by RIPTA capital operating funds. In FY 2016, the 25 way finding totems will be retrofitted to use solar technology. The cost of electricity was prohibitively expensive as an ongoing operating expense; hence RIPTA will invest \$400,000 in FTA funds matched by RIPTA capital operating funds in FY 2016. By implementing real-time information panels in way finding totems, the passenger will get more timely information and an enhanced passenger experience. Funds are included in the request for a Mobile Application that will allow customers to track the location of their bus in FY 2015, appealing to our passengers with the ever increasing use of smart phones. RIPTA will invest \$75,000 in FTA funds matched by RIPTA operating funds in FY 2016. Additional funding will be used to expand traffic signal prioritization to other key corridors in FY 2016. This project will utilize FTA and local match funds.

The plan includes funding for making needed improvements at three of the four Transit hubs (Kennedy Plaza, Newport, and Warwick Mall). It is intended for these improvements to include interesting and unique art work that will enhance the streetscape environment. Due to damage from Hurricane Sandy and pavement issues, the Newport Gateway Center has received a grant from FTA for \$1.6 million which will be matched by the City of Newport. The project is expected to be completed by December 2014 if it is awarded as a design build, if not, the project should be completed by Fall 2015. The budget reflects a design build contract. The Capital Budget request contains \$150,000 for construction on the transit hub at the Warwick Mall. The COA realignment makes the Warwick Mall a

new transit hub focused on routes serving CCRI's Knight Campus and routes south. Construction is expected to be completed in 2015, and the match will come from local funds.

Construction has begun by the City of Providence in Kennedy Plaza. RIPTA will contract for design and engineering services on this project, which may include analysis and design of new traffic circulation patterns, design services for improved traffic light configuration, and pedestrian amenities as specified in the construction details. Funds are for the construction of transit passenger-related facilities to improve the form and function of the Plaza. Improved transit passenger amenities and related improvements will include items such as potential curb extensions, improved lighting, and signage. New signage will direct pedestrians to bus stops and rail connections in the Greater Kennedy Plaza area. RIPTA will request RICAP fund for the match on the \$700,000 in FTA funds in the Capital Budget request.

Passenger Amenity Enhancements	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
RIDOT Bus Stop Improvement Program	\$ 650,000	\$	\$	\$	\$	\$
Rapid Bus – Shelters & Amenities	\$ 1,066,646	\$	\$	\$	\$	\$
Traffic Signal Prioritization Expansion Program	\$	\$ 250,000	\$	\$	\$	\$
R-Line Totems with Real Time Information	\$	\$ 400,000	\$	\$	\$	\$
TransArt Upgrade	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Mobile App Development	\$ 75,000	\$	\$	\$	\$	\$
Transit Hubs	\$ 1,930,000	\$	\$	\$	\$	\$
Kennedy Plaza	\$ 700,000					
Sum	\$ 4,471,917	\$ 750,000	\$ 100,000	\$ 200,000	\$ 100,000	\$ 100,000

4. Information Technology

A. Information Technology Replacement

Each year the IT department replaces a limited amount of computer infrastructure as it reaches the end of its useful life. The FY 2015 budget of \$325,000 includes software updates and a portion of the overall IT equipment, such as servers, scanners, and workstations. The match to FTA funds will be RIPTA capital operating match.

Annual IT Replacements	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Replacement IT Equipment	\$ 325,000	\$ 300,000	\$300,000	\$ 300,000	\$ 300,000	\$ 300,000
Sum	\$ 325,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000

B. Information Technology Enhancements

RIPTA is making major investments in Information Technology. The ITS project, which provides real-time vehicle location information for management, service planning, and the public, is well underway.

Several new projects are directed at improving performance indicators and efficiency. RIPTA has begun the Enterprise Software – Asset Management project, replacing and upgrading computer systems to support asset management software. This new system will be easier to use and provide more robust and integrated features, real-time communication, and business analytics for improved reporting, management, and planning. The system integrates vehicle maintenance and asset reporting and is 80% funded by a competitive FTA State of Good Repair grant matched by the Capital Revolving Loan Fund. Development of the system is underway, with plans to run parallel this Fall, with a “go live” date of January 2015.

In addition, RIPTA is continuing work on an upgrade to the fluid monitoring system which will accurately integrate fluid dispensing information with vehicle records. This project is expected to be completed in FY 2015 and is financed with FTA funds matched by the Capital Revolving Loan Fund. The Ride improvement project is ongoing, implementing additional software modules including a new interface with LogistiCare to aid in scheduling, and upgrading the older Ranger technology with tablets that communicate with the Flex and Paratransit fleets.

The Transportation Management Software Project will look at ways to automate and integrate the Transportation area information which is now mainly a paper based system. The cost of the project is \$1.9 million broken over FY 2016 and FY 2017, financed with FTA funds matched by the Capital Revolving Loan Fund. The total cost for this project includes upgrades to the Hastus System currently in use. The upgrade is required to utilize the new software and integrate it into RIPTA's current system.

The current Automatic Passenger Counters (APC) are nearing the end of their useful lives. We are required to keep a minimum of 10% of the fleet with APCs in order to meet the annual National Transportation Database reporting requirements, and have scheduled a \$65,000 purchase in FY 2015. Match to FTA funds will be RIPTA capital operating funds.

Other important projects include replacement of the telephone system, which dates from 1997, to a Voice over Internet Protocol system; which is scheduled for FY 2016. The phone system will be financed with FTA funds matched by the Capital Revolving Loan Fund. RIPTA plans to implement an IVR (interactive voice response) system in 2015, in order to address long-standing issues with RIPTA's customer service phone system. Financing will from FTA funds matched by RIPTA capital operating funds.

The first steps towards creating redundancy in the computer architecture are schedule in FY 2015, in order to protect against computer failure as RIPTA migrates to increasingly data-enabled management. Various avenues are being pursued to accomplish this goal in the most efficient manner, including using the State's Data Center for offsite backup. A total of \$1.4 million is budgeted for FY 2015 consisting of FTA funds matched by the Capital Revolving Loan Fund.

IT Enhancements	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
ITS (ACS Contract)	\$ 1,959,217	\$	\$	\$	\$	\$
Fluid Monitoring/ Fueling	\$ 624,000	\$	\$	\$	\$	\$
Telephone System Replacement	\$	\$ 173,000	\$	\$	\$	\$
Enterprise Software – Fleet Maintenance	\$ 1,248,857	\$ 185,000	\$	\$	\$	\$
Redundancy	\$ 1,400,000	\$	\$	\$	\$	\$
IVR Project	\$ 300,000	\$ 300,000	\$	\$	\$	\$
Ride Technology	\$ 653,990	\$	\$	\$	\$	\$
Transportation Mgmt. Software	\$	\$ 950,000	\$ 950,000	\$	\$	\$
Automated Passenger Counters	\$ 65,000	\$	\$	\$	\$	\$
Sum	\$ 6,251,064	\$ 1,608,000	\$ 950,000	\$	\$	\$

5. Planning Studies and System Development

RIPTA will incorporate planning needs identified by the Strategic Planning subcommittee of the RIPTA Board. These studies are not funded within Capital Project budgets and are stand-alone planning studies that require consultant assistance. Funding is provided through federal grants and studies are supported by RIPTA staff (staff is funded through the Operating Budget).

A. Odyssey Farebox Upgrade

During FY 2015, RIPTA will begin studying the current farebox and fare media structure in order to speed up passenger boarding as well as simplify the current fare structure and make fare products more easily accessible. In FY 2016 RIPTA will upgrade the current fareboxes to allow for an entirely Smart Card fare system.

Security	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Odyssey Farebox Upgrade	\$ 150,000	\$ 2,357,295	\$	\$	\$	\$
Sum	\$ 150,000	\$ 2,357,295	\$	\$	\$	\$

6. Safety and Security

A. Radio Interoperability and Securing Elmwood

In its Security plan, RIPTA has identified several key priorities. Using an annual allotment of federal funds matched by State RICAP funds, as well as competitive federal grants where available, RIPTA is working to implement all its capital security priorities. During FY 2014, RIPTA has completed the Radio Interoperability Project, funded by the Transportation Security Agency. This project allowed RIPTA to migrate from its current stand-alone analog radio system to the State's digital system, improving the State system's capabilities and fully integrating RIPTA into RISCON, the Rhode Island Statewide Communications Network. Work is continuing on securing the RIPTA campus with working gates, security fencing, and new security badges for employees. FTA funds are matched by RICAP funds for Security projects.

Please note that RIPTA has devoted significant federal funds and operating dollars to staff training, security drills, and public awareness campaigns. Those projects are not capital in nature and so are not included in this report.

Security	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Paratransit Cameras	\$ 355,341	\$	\$	\$	\$	\$
1% Security-Security Plan Projects	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000
	\$ 705,341	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000

Appendix

ADA – Americans with Disabilities Act

BHDDH – Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals

ITS – Intelligent Transportation Systems

IVR – Interactive Voice Response System

Funding Terminology

Capital Local Match – Operating budget funds set aside to match capital projects

Capital Revolving Loan Fund (CRLF) – RIPTA investment account that provides up front funds for long-term capital investments, paid back over the life of the asset.

CMAQ – Congestion Mitigation and Air Quality – US DOT grant program for projects that improve air quality, distributed by the State through a prioritization process

RI General Obligation Bonds – Voter approved bonds for bus purchases or repair; debt service is paid back to State over set time period

Paratransit Revolving Loan Fund – investment account funded by fee charged to Paratransit funding agencies to provide funds for capital investment in the program. RIPTA's ADA service is the largest contributor to this account

RICAP – Rhode Island Capital funds, granted by the State annually to fund selected capital improvements

State Fleet Revolving Loan Account – Funds granted by State to fund match on Bus purchases. Funds are only available until 2017. The State does not require payback on use of monies.

Urbanized Area Funds – Federal Transit Administration grants apportioned by census area. The State of Rhode Island splits funds with other transit agencies in the area.