
Department of Transportation

Agency Responsibilities

The Department of Transportation is responsible for providing and maintaining the surface transportation (highway, mass transit, and rail) infrastructure that serves the needs of Rhode Island residents and visitors. Infrastructure-related capital projects are outlined in the Department's five-year Capital Improvement Program for inclusion in the Transportation Improvement Program (TIP), which is a ten-year plan updated once a year by the Department of Administration's Office of Statewide Planning and approved by the State Planning Council. The TIP addresses the goals of Rhode Island's transportation program and lists priority projects and activities. In recent years, the Department's capital improvement projects have focused on continued highway construction and reconstruction, bridge repair, and statewide road projects. The State of Rhode Island has relied in the past on the issuance of general obligation debt to both finance state projects and provide the majority of required state match for federal funds. Over the last few years and moving forward, Department of Motor Vehicle fees, along with Rhode Island Capital Plan Fund financing will be the primary funding streams for the local match as the State moves away from borrowing. Federal funds have come from three sources: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA).

Federal highway funding is provided through the Highway Trust Fund and other sources, as appropriated and allocated by Congress through transportation authorization legislation. Typically, these authorization provisions extend five to six years, allowing for mid-range capital planning at the state level. In December 2015, Congress enacted the FAST Act (Fixing America's Surface Transportation Act). This is a five-year, \$305 billion reauthorization of federal surface transportation programs.

The Highway Trust Fund (HTF) is the source of funding for most MAP-21 programs. The HTF

includes the Highway account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the primary source of income for the HTF. The passage of the FAST Act extended highway-user fees (federal gas tax and other related taxes), generally at the rates that were in place when the legislation was enacted.

All projects within the Rhode Island TIP fall into the following categories:

- Bridge Maintenance
- Pavement Maintenance
- Traffic Safety Maintenance
- Drainage Maintenance
- Maintenance Operations
- Transit Operations
- Toll Facilities Operations
- Headquarters Operations
- Debt Service
- Bridge Capital Program
- Pavement Capital Program
- Traffic Safety Capital Program
- Drainage Capital Program
- Railway Highway Crossing Program
- Transit Capital Program
- Transportation Alternatives
- Planning & Development

Bridge Maintenance involves an asset management-based system of planning, with an emphasis on preservation and maintenance to keep assets in good condition. Activities include inspections, permits, joint sealing, and spot painting.

Pavement Maintenance covers the preservation of approximately 1,100 miles of roadway under the Department of Transportation's jurisdiction. Activities include crack sealing and surface treatments.

Traffic Safety Maintenance handles damaged safety equipment that must be repaired or replaced. Activities include signage and lighting repair, permits, and pavement striping.

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Drainage Maintenance activities include cleaning and flushing, removing sediment and debris, inspections, and routine maintenance.

Maintenance Operations include programs covering winter operations, mowing, sweeping, roadside maintenance, and traffic operations.

Transit Operations covers both the Department of Transportation (including commuter rail service and seasonal bus and ferry services) and RIPTA (all bus transit and paratransit operations) funding.

Toll Facilities Operations is authorized through RhodeWorks legislation. The infrastructure consists of cashless, All-Electronic Tolling with equipment mounted on overhead gantries.

Headquarters Operations encompasses all administrative functions at the Department of Transportation, including Legal, Human Resources, Communications, Information Technology, and Finance. These functions maintain a system of centralized program services.

Debt Service is mainly for General Obligation bonds that require annual payments through FY 2034. In addition, debt service is required for Grant Anticipation Revenue Vehicle (GARVEE) and Motor Fuel bonds.

The **Bridge Capital Program** is similar to Bridge Maintenance in that it is an asset management approach used to identify and develop the sequence of preservation, repair, rehabilitation, and repair actions for bridges.

The **Pavement Capital Program** also uses an asset management approach to maintain the Pavement Structural Health Index (PSHI) per mile traveled at an average of 80% over the life of the TIP. A proactive approach is taken to pavement management in order to extend the life of the road surfaces.

The **Traffic Safety Capital Program** covers

activities including roadway departure mitigation, intersection and interchange improvements, pedestrian improvements, traffic signal optimization, bottleneck reduction, and sign and structure replacement.

The **Railway Highway Crossing Program** provides for the elimination of hazards at crossings between rail and highways.

The **Drainage Capital Program** includes a comprehensive plan to invest in the State's 25,000 stormwater catch basins, 2,000 outfalls, and 100 treatment systems.

The **Transportation Alternatives Program** provides funding for projects defined as transportation alternatives, including pedestrian and bicycle facilities, community improvement activities, environmental mitigation, recreational trail program projects, and safe routes to school projects.

Planning and Development refers to tasks performed by planning personnel including data collection, civil rights, transit and capital planning, the Local Technical Assistance Program (LTAP), permitting, and research.

The **Transit Capital Program** covers both the Department of Transportation (including in-state rail shuttles, new transit stations and hubs, Northeast Corridor capacity improvements, ferry terminals, and rapid bus transit) and the Rhode Island Public Transit Authority (RIPTA), including regular replacement of buses and paratransit vans, passenger facility upgrades, and intelligent transportation system equipment.

GARVEE/Motor Fuel Bond Program

FY 2004 marked the beginning of a major effort on the part of Rhode Island government to address the rebuilding and modernization of the State's transportation systems. In 2003 and 2006, the State completed the first and second parts of a three-part bond transaction which authorized \$709.6 million and programmed \$660.5 million

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for five major infrastructure projects to be completed over an 8½ year period. The majority of the costs were financed through Grant Anticipation Revenue Vehicle bonds (GARVEE). GARVEE is a program approved by Congress that allows states to borrow funds, which are then backed and repaid by the annual allocation of FHWA construction funds. The remaining costs were provided through Motor Vehicle Tax Revenue Bonds. These bonds are financed through a two-cent dedication of the Department's gasoline tax allocation. The State issued a third series of both the GARVEE and Motor Fuel Bonds in 2009. With the established funding sources in place to meet the financing requirements of this borrowing, this program will have no fiscal impact to the State and offer no financial exposure to taxpayers other than the pledging of the FHWA and gas tax funds to repay the bonds.

During the 2015 General Assembly session, the passage of RhodeWorks legislation included the refinancing of existing GARVEE debt to shift payments into the future, which frees up \$120 million in federal funding for use by the Department in the first four years of the program. In 2016, an additional \$300 million in new GARVEE funding was made available, with the debt structured over 15 years with interest-only payments in the first nine years.

Governor's Recommendations

Highway Improvement Program (HIP) – The HIP project is directed towards implementing the Department of Transportation's federally-funded capital program as identified in the TIP. For FY 2019 through FY 2024, a total of \$1.6 billion of federal highway funds will be matched with \$29.2 million in land sale revenue, \$205.8 million in Rhode Island Capital Plan Fund financing, \$540.9 million in vehicle registration fee revenues, \$196.0 million in toll revenue, \$268.6 million from the gas tax, and \$3.0 million from general obligation bond proceeds.

A major part of the HIP project consists of the

RhodeWorks plan, which provides more funding for bridges, pavement, transit and transportation alternatives when compared to previous funding options. The main focus of the program is to reduce the number of structurally deficient bridges in Rhode Island, from 22% in 2015 to 10% in 2025. The RhodeWorks program, which was included in legislation during the 2015 General Assembly, allows the Rhode Island Department of Transportation to establish and collect tolls on large commercial trucks Class 8 or larger while the collection of tolls on other vehicles, including passenger cars, motorcycles, and all other vehicle classes one (1) through seven (7) pursuant to the FHWA vehicle classification schedule, is expressly prohibited. The first two tolling locations began tolling in FY 2018. The Department recently received approval for the next ten (10) gantries. It is expected that they will install one a month commencing spring of 2019. Once completed, expected toll revenue will be \$41.0 million per year once all gantries are built and operational. As such, the Governor recommends \$196.0 million in toll revenues between FY 2018 and FY 2023. The RhodeWorks legislation also made available additional GARVEE funding, as referenced earlier. The Governor recommends a total of \$254.0 million in GARVEE funded expenditures.

For FY 2019 through FY 2024, projected total financing for the Highway Improvement Program is as follows: \$578.0 million in FY 2019, \$548.1 million in FY 2020, \$529.4 million in FY 2021, \$474.9 million in FY 2022, \$475.1 million in FY 2023, and \$443.0 million in FY 2024. These totals include some funding that is allotted to other capital projects within the Department of Transportation and the Rhode Island Public Transit Authority. Such projects will include corresponding offsets in their capital budgets.

Fixed Guideway (Commuter Rail) – Funding for the project from FY 2019 through FY 2024 includes \$16.9 million in FTA funds, \$920,763 million from a 2008 general obligation bond, and \$3.0 million from the Massachusetts Bay Transportation Authority (MBTA). Previous

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funding also included \$30.0 million in federal stimulus funding. The project involves the planning, design, and construction of new fixed guideway facilities, commuter rail, light rail, and/or intercity rail that will also enhance the commuter rail. The program includes the construction of stations, tracks and signals, right-of-way acquisition, purchase of locomotives and rail coaches, and other rail appurtenances to accommodate rail passenger service in Rhode Island.

Commuter Rail Service is provided by the MBTA as an extension of its service to South Attleboro. Service to Providence began in 1988 when the State of Rhode Island entered into the Pilgrim Partnership Agreement with the MBTA, through which the MBTA provides commuter service to Providence Station in exchange for Rhode Island federal capital funding for projects benefiting commuter rail service. In most cases, the MBTA has provided the local match for capital investments, approximately 20 percent of a project's costs. Such capital projects have included the Pawtucket Layover Facility Yard, a six-track overnight storage yard that opened in July 2006 and accommodates the transfer of the Attleboro Layover yard, as well as new trains, the purchase of five bi-level coaches and a commuter rail locomotive; and planning for improvements to South Attleboro Station.

Rhode Island entered into an additional agreement with the MBTA to provide a South County Commuter Rail (SCCR) under the South County Operating Agreement. The extended service consists of 10 round trips along 20 miles between Providence and North Kingstown, with stops at T.F. Green Airport in Warwick and Wickford Junction. Service to Warwick/T.F. Green Airport became fully operational on December 6, 2010 and new service to Wickford Junction Station became fully operational on April 24, 2012. The Interlink project at T.F. Green Airport, which is an important part of the commuter rail system, is included in Rhode Island Airport Corporation (RIAC) capital budget. The Interlink is a multimodal consolidated rental car

facility stemming from a public/private partnership with the Department of Transportation, RIAC, and the rental car agencies. The facility, which opened on October 27, 2010, centralizes all Airport transportation services, including commuter rail, RIPTA, intercity bus, and rental cars into a 2,670 space parking facility connected to the Airport terminal by a moving Skybridge system. RIAC is responsible for its operation.

In order for the MBTA to provide commuter rail service south of Providence to the Interlink and Wickford Junction, the Department of Transportation entered into a Rail Operating Agreement with the MBTA and the quasi-public agency, the Rhode Island Public Rail Corporation (RIPRC). That agreement requires the Department to support MBTA service with capital projects (with the MBTA providing the match) and to pay for any MBTA costs not covered by fares. Federal Transit Administration funds allocated to Rhode Island will be used to fund the capital projects. Federal Congestion Mitigation and Air Quality (CMAQ) funds have been used to pay all operating costs during the start-up of the train service to Warwick/T.F. Green and Wickford Junction. These costs include monthly payments to AMTRAK for use of the main line and for preventive maintenance of the third track.

During 2019, the following activities will be undertaken under the Fixed Guideway project: site remediation at T. F. Green Airport, payments to Amtrak for Right-Of-Way Access, additional improvements to the Pawtucket Layover Facility, and renovation of MBTA equipment. For FY 2019, the Governor recommends total funding of \$8.1 million, consisting of \$4.2 million in Federal Transit Administration funds, \$3.0 million in MBTA funds, and \$920,763 of general obligation bonds from the issued 2008 authorization. Beginning in FY 2020, all recommended financing is from the Federal Transit Administration and totals \$1.9 million in each FY 2020 and FY 2021, \$2.9

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million in each FY 2022 and FY 2023, and \$3.0 million in FY 2024.

Pawtucket-Central Falls Train Station – The total cost of this project is projected to be \$38.3 million, including \$33.9 million in federal funds, \$1.4 million in land sale revenue, and \$3.0 million in local funds. In addition, \$4.0 million of matching state funds is included in the Department of Transportation’s Highway Improvement Program (HIP). The project encompasses construction of a new commuter rail station in Pawtucket near the Central Falls border, including two siding tracks, two platforms, a pedestrian overpass, drop-off access, parking, and enhanced bicycle/pedestrian access. The station will be served along the Providence MBTA line that connects to Boston and will relieve some of the capacity issues currently faced by Providence and South Attleboro Stations. The area of the new station is mostly underutilized or vacant mill space and is well-suited for redevelopment. Preliminary engineering and environmental reviews have already been completed. In addition to \$2.3 already spent in federal funds, the Governor recommends \$8.3 million in FY 2019, \$12.8 million in FY 2020, \$7.0 million in FY 2021, and \$3.5 million in FY 2022. These figures include some federal funds that are part of the Department of Transportation’s broader HIP, but intended for this project specifically.

Mass Transit Hub Infrastructure – The Rhode Island Public Transit Authority, the Department of Transportation and the Division of Statewide Planning worked cooperatively on a comprehensive operational analysis of the State’s mass transit hub system to determine if the current system was the most effective and efficient structure that best serves the citizens of the State. A \$35.0 million general obligation bond referendum was placed on the November 2014 ballot and ultimately approved by voters. The referendum allowed the State “to issue not more than \$35.0 million to fund enhancements and renovations to mass transit hub infrastructure throughout the State of Rhode

Island to improve access to multiple intermodal sites, key transportation, healthcare, and other locations.” The intent of this project was to provide citizens with quick and easy access to good jobs that offer opportunities for upward mobility in Rhode Island or beyond and a resilient downtown Providence that attracts and cultivates economic activity with an equitable, convenient, affordable and sustainable transportation network. The Governor recommends \$18.3 million in the current year and \$15.5 million in FY 2020.

Train Station Maintenance and Repairs – The Governor recommends of \$502,323 in the current year, and expenditures of \$350,000 in Rhode Island Capital Plan Fund financing for each year between FY 2020 and FY 2024 to fund maintenance and repairs at three train stations. The Department is responsible for the oversight and maintenance of train stations located in Woonsocket, South Kingstown, and Westerly. The train stations serve as intermodal facilities for each of their communities. There is a need for major capital repairs at each location, such as HVAC and roofing repairs.

Maintenance – Capital Equipment Replacement – This project involves the purchase of heavy trucks, sweepers, loaders, tractors, and other equipment that will replace existing fleet equipment. An analysis of the Department of Transportation’s Maintenance Division’s rolling stock and heavy vehicle inventory has been made and a replacement plan has been developed. In addition, new dump trucks have a graduated salt dispensing system which can better regulate the amount of salt placed on roads. The older trucks, which lack this system, would dispense too much salt, causing environmental issues, as well as financial issues from the wasted salt. As a means to replace the Department of Transportation’s aging heavy equipment fleet, the Governor recommends \$41.1 in funding from FY 2019 through FY 2024, including \$9.0 million from the Rhode Island Capital Plan Fund and \$32.1 million from gas tax revenues.

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Non-Maintenance Capital Equipment Replacement – The Governor recommends a total of \$3.3 million from FY 2019 through FY 2024 for fleet replacement needs outside of the heavy equipment used in the Infrastructure Maintenance program. Aging vehicles that have been identified in the agency’s fleet replacement plan include pick-up trucks, trailers and vans used by the construction and materials sections of the Infrastructure Engineering program.

Salt Storage Facilities – This project is a planning effort on the part of the Department to examine the consolidation of salt stockpiles to improve operational efficiencies, remedy environmental deficiencies, and reduce costs. This project will combat potential groundwater contamination and reduce environmental concerns over the storage of this chemical. The Department has reviewed the existing salt storage facilities and developed a plan to replace/improve salt storage facilities to meet operational and environmental concerns. Salt is purchased in bulk with tens of thousands of tons stored at locations statewide. Currently, salt is stored uncovered at three of the division’s storage sites out of the twenty-three salt distribution centers located throughout the State. The Department has identified facilities which it plans to remediate and proposes to reduce the number of salt distribution centers to twenty. To date, five facilities have been closed; however, due to a continued need for strategically located material piles, uncovered locations continue to operate in Newport, Portsmouth, and Narragansett. Beginning in FY 2019, the Department will begin replacement and renovations to the dome and “barn” type salt storage structures around the State. The Governor recommends \$8.0 million in Rhode Island Capital Plan Funds from FY 2019 through FY 2024. Prior to FY 2019, \$4.5 million was spent.

Maintenance Facility Improvements – The Department of Transportation’s Division of Highway & Bridge Maintenance is responsible for the continued maintenance and upkeep of over 90 structures, ranging in size from 10’x10’

storage sheds to a nearly 60,000 square foot Headquarters in Warwick. This capital project covers the regular inspections, preventative maintenance, and repairs to keep each asset safe and functional. Work to be performed includes repairs and renovations to roofs, walls, flooring, windows and garage doors, drainage, plumbing systems, HVACs, and electrical systems. Emphasis will be placed on renovations that make facilities more energy-efficient. Upcoming projects include the replacement of a water hydrant at the Smithfield facility, and the completion of the water tie-in at the Westerly facility. The Governor’s recommendation includes \$612,624 in Rhode Island Capital Plan Fund financing in FY 2019 and \$500,000 per year from FY 20220 through FY 2024.

360 Lincoln Avenue Building – The Governor recommends \$1.3 million from general obligation bond proceeds for FY 2019 to design and construct a pre-engineered metal building to serve as a vehicle garage. It will be located at 360 Lincoln Avenue in Warwick. The building will ensure that all vehicles and equipment can be properly stored to prolong their useful lives. The building will also provide limited office space for maintenance personnel.

Bike Path Maintenance – The Governor recommends \$800,000 in each fiscal year from FY 2020 through FY 2024, split evenly between the Rhode Island Capital Plan Fund and the Rhode Island Highway Maintenance Account. This would fund the maintenance, such as crack-sealing and repaving, of existing state bike paths, which is not a purpose eligible for federal funding. The repairs would preserve state assets, consistent with the asset management system for our transportation infrastructure.

Materials Quality Assurance Testing Lab – The Governor recommends \$3.2 million in land sale revenue from FY 2019 through FY 2021 for renovations to the Materials Laboratory located in the basement of Two Capitol Hill. Staff members utilize the Laboratory to sample and test all materials used in RIDOT highway and bridge

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construction and maintenance projects Currently, the Materials lab has several deficiencies, including insufficient space to conduct appropriate materials testing. The renovated Laboratory will provide consistent humidity and temperature, adequate environmental and air quality control, and vibration and noise control.

Welcome Center – In the current fiscal year, the Governor recommends \$150,000 from the RI Highway Maintenance Account to address the Richmond facility’s most-needed renovations. The agency noted that, due to increased visitors, bathroom renovations, roof rehabilitation and/or replacement, and a new filtration system will be needed.

Information Technology Investment Strategy – The Governor recommends a total of \$4.3 million beginning in FY 2019 to finance several Information Technology projects within the Department of Transportation. Each project is essential to the agency’s efficient operations, because it supports more than 700 users and provides day-to-day services to a diverse array of divisions with varied intensity of data and analysis needs. Financing includes federal funds, gas tax revenues, other funds, and transportation soft match funds.

Rhode Island Public Transit Authority

Agency Responsibilities

The Rhode Island Public Transit Authority (RIPTA) has primary responsibility for directing statewide fixed-route bus service and Americans with Disabilities Act paratransit service operations. RIPTA is managed under the direction of an eight-member Board of Directors.

In addition to its core transit services, RIPTA operations also include program development and implementation of the statewide carpool and vanpool program. RIPTA is committed to protecting the environment and providing safe, reliable, quality transit service that is responsive to customer needs with particular emphasis on Rhode Island's families, children, transit dependent populations, elderly and disabled residents. RIPTA has a fleet of 356 buses and trolleys, which are operated and maintained by over 800 employees. The authority's main facilities are located in the City of Providence with a satellite operation on Aquidneck Island.

In addition to the fixed-route service, RIPTA administers the paratransit service and, as the largest of the three existing carriers, provides direct service in four of six designated regions. RIPTA is responsible for oversight of coordinated paratransit services, including coordination of the purchase of vehicles and state equipment for contractors in the state paratransit system; and ensuring that project vehicles and equipment are maintained in good operating condition. As the statewide public transit organization, RIPTA has a primary role to expand access and mobility opportunities for Rhode Islanders by undertaking actions and supportive strategies, directly and in collaboration with others, to provide a full range of options other than the single-occupant automobile. These key mobility strategies include: transit design and service strategies which help improve the livability of communities and act as a stimulus for neighborhood renewal; technological

advancements which increase travel options and convenience; and, collaborative land use strategies and economic development initiatives that foster transit ridership and pedestrian movement through transit-friendly land use and development.

Governor's Recommendations

RIPTA Bus Purchases – The Governor recommends expenditures of \$80.4 million from FY 2019 through FY 2024 for the continued purchase of buses and other revenue vehicles that have exceeded, or will exceed, their estimated useful life over the five-year plan. Most of the funding for these purchases (\$51.7 million) is provided by Federal Transit Administration (FTA) grants. The Governor recommends expenditures as follows: \$303,877 in the current year, \$13.3 million in FY 2020, \$17.6 million in each FY 2021 and FY 2022, \$15.4 million in FY 2023, and \$16.1 million in FY 2024. Agency and local funds, state financing from the State Fleet Replacement Revolving Loan Fund, as well as funding from the Highway Maintenance Account are included in the Governor's recommendation. Note: A sustainable source of revenue from agency funds has yet to be determined to provide the match for the bus purchases in FY 2021 through 2024.

Paratransit Vehicles – For FY 2019 through FY 2024, the Governor recommends expenditures of \$12.7 million, including \$10.2 million in FTA grants and \$2.5 million from the RIPTA Paratransit Revolving Loan Fund, for the continued replacement and renovation of paratransit vehicles for transportation service provided to elderly and disabled people throughout Rhode Island. The RIPTA Paratransit Revolving Loan funds are generated by lease payments made to RIPTA by contracted paratransit carriers (at an 80 percent/20 percent match rate). The Governor recommends expenditures of \$2.3 million in the current year, \$2.4 million in FY 2020, \$2.5 million in FY 2021, \$2.6 million in FY 2022, and \$2.9 million

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in FY 2024.

Downtown Providence Transit Connector – The Governor recommends expenditures of \$16.6 million in FY 2019 through FY 2020, including \$11.8 million in FTA funding and \$4.8 million in other funding. The FTA funding is a discretionary TIGER grant that was awarded to implement the Downtown Transit Connector, an enhanced transit corridor that provides peak bus service through the of downtown Providence and connect passengers to the state’s largest employment hubs and major redevelopment area. The project investments include additional hybrid electric vehicles, custom designed shelters, signage, roadway improvements and bike infrastructure. The matching state funding will be from three sources. \$2.0 million of the state match will come from RIPTA’s share of revenues from vehicle registration fees, specifically for the match required to purchase the new hybrid electric vehicles (the total costs for vehicles is \$4.4 million). Another \$1.3 million of the match will be from municipal sources. The remaining \$1.6 million in match will be from Rhode Island Capital Plan Funds. In addition to the \$1.9 million spent prior to FY 2019, the Governor recommends \$10.1 million in FY 2019 and \$6.6 million in FY 2020 for this project.

Pawtucket Bus Hub and Transit Corridor – The Governor recommends total project costs of \$9.3 million dollars for a bus hub adjacent to the Pawtucket-Central Falls Commuter Rail Station. The current Pawtucket bus hub, which is the second busiest in the state, is outdated and in need of replacement. The new hub will be moved a half-mile to the west to realign with an improved transit corridor within the city and will include six to eight bus berths, shelters, real-time bus information, ticket vending machines (TVMs), and a small building for waiting space and restrooms. In addition, the project will include shelters and TVMs at a number of stops along the transit corridor within the city of Pawtucket, as well as improvements to curbs, sidewalks, and crosswalks at the station and along

the corridor. Funding for the project will be primarily from Federal Transit Administration funds (\$7.4 million), Rhode Island Capital Plan Funds (\$1.6 million), and local funds from the City of Pawtucket (\$236,000). The Governor recommends \$7.0 million in the current year to complete the project.

College Hill Bus Tunnel – The Governor recommends \$9.6 million in expenditures from FY 2019 through FY 2022, in addition to \$69,929 in pre-FY 2019 expenditures for improvements, structural and drainage repairs, and safety enhancements to the College Hill Bus Tunnel. The tunnel is a critical element of the transit network and is designated as a “fixed guideway”, in which the federal government requires the tunnel be maintained as a condition of transit funding. Funding sources include FTA funds (\$7.4 million), Rhode Island Capital Plan Fund financing (\$1.9 million) and RIPTA operating funds (\$252,741). Projected expenditures by year are as follows: \$943,705 in FY 2019; \$4.2 million in FY 2020 and FY 2021; and \$300,000 in FY 2022.

Land and Buildings Enhancements – The Governor recommends expenditures of \$23.0 million from FY 2019 through FY 2024 for upgrades to transit hubs and Park and Ride lots, financed from \$18.8 million of FTA funds, \$80,000 of local funds, \$558,134 of Rhode Island Capital Plan Fund financing, \$575,822 of RIPTA capital funds, and \$3.0 million from RIPTA’s ongoing share of the Highway Maintenance Account. This project is an ongoing asset protection project that supports the repairs and replacement of RIPTA’s land and building enhancements. The Governor recommends expenditures as follows: \$2.7 million in FY 2019; \$3.6 million in FY 2020; \$4.2 million in FY 2021, \$4.0 million in FY 2022, \$4.2 million in FY 2023, and \$4.4 million in FY 2024.

Farebox Upgrade – The Governor recommends expenditures of \$5.0 million in FY 2019 through FY 2020, in addition to \$2.1 million spent prior

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to FY 2019, to upgrade RIPTA's vehicle fareboxes from a mechanical process to a digital process. As part of the project, RIPTA will conduct a fare study to create a simplified, more equitable fare structure. The remainder of the project will be financed using \$4.0 million in Federal Transit Administration funds and \$996,320 from RIPTA revolving loan funds.

Redundancy – The Governor recommends expenditures of \$1.9 million in FY 2018 and FY 2019, in addition to \$31,328 spent prior to FY 2019, for a computer system redundancy to ensure the duplication of critical components and functions of RIPTA's data and computer systems with the intention of increasing reliability of the system. Of this total, the Governor recommends \$1.5 million from FTA funds with a match of \$372,000 from RIPTA's revolving loan fund. The Governor recommends expenditures as follows: \$860,000 in FY 2019 and \$1.0 million in FY 2020.

Enterprise Software Solution – The Governor recommends expenditures of \$2.5 million between FY 2021 and FY 2022 to migrate RIPTA's current iSeries IBM platform to a Windows-based enterprise software solution. \$2.3 million was spent prior to FY 2019. The upgrade will allow RIPTA to improve its financial and other data systems; improve data quality; reduce processing time; and provide management with new tools to monitor agency performance. The FTA awarded RIPTA a competitive grant for 80.0 percent of the cost of the project to improve RIPTA's data systems and asset management through its "State of Good Repair" program. The match will be provided through RIPTA's revolving loan fund. RIPTA will benefit from the efficiencies of an upgraded enterprise software solution by providing increased performance measures, which may lead to greater cost containment. The Governor recommends \$500,000 in FY 2021 and \$2.0 million in FY 2022.

Fixed Route and Paratransit Cameras – The Governor recommends expenditures of \$101,033 in the current year to complete a \$2.3 million project to install a digital security camera system (SCS) on RIPTA's 245 fixed route and 111 paratransit vehicles, which will improve employee and public safety and reduce insurance claims due to injury and accidents. Some features of the SCS include: a minimum of six cameras on each fixed route vehicle; five cameras on paratransit vehicles; a wireless LAN network in the garage; and a database server large enough to store 2,000 hours of video data. FTA funds will support 80.0 percent of the project in the amount of \$1.8 million, matched by \$453,961 from RIPTA's Revolving Loan Fund.

Warwick Bus Hub – The Governor recommends \$1.3 million to construct a new bus hub at the Knight Campus of the Community College of Rhode Island (CCRI). Currently, the campus is serviced by a super-stop at the Warwick Mall; as the campus undergoes roadway and landscaping improvements. A new bus hub will encourage the use of public transportation and provide a safer and less congested bus stop for students and employees. The project is funded by the Federal Transit Administration, to be matched with Rhode Island Capital Plan financing. The Governor recommends \$600,000 in FY 2020 and \$700,000 in FY 2021.