

July 23, 2008

Mr. James S. Simpson  
Administrator  
Federal Transit Administration  
400 Seventh Street SW  
Washington, DC 20590

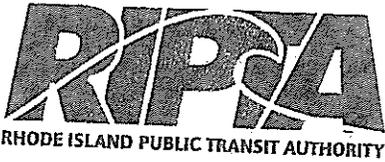
Dear Mr. Simpson:

I hereby certify to the Secretary of the United States Department of Transportation that the intercity bus service needs of the State of Rhode Island are being met adequately. Pursuant to Subsection 5311(f)(2) of 49 United States Code, the State of Rhode Island accordingly does not intend to expend 15 percent of its Fiscal Years 2007 and 2008 Section 5311 apportionments to carry out a program for the development and support of intercity bus transportation as would be required by Federal law in the absence of this certification.

Governor Donald Carcieri has designated the Rhode Island Public Transit Authority to be the recipient for FTA Section 5311 Nonurbanized Area Formula funding. The General Laws of Rhode Island, Chapter 13-18 paragraph 4 (14) b (3) assign the Rhode Island Public Transit Authority, RIPTA, the duty to work with agencies of the federal government to provide a network of mobility options. In accordance with an April 2006 resolution by the RIPTA Board of Directors, the General Manager is authorized to execute and file grant applications and support information with the Federal Transit Administration.

During the past year and a half, RIPTA has conducted an assessment of statewide intercity bus mobility needs, which dates are no more than four years before the date of this certification. We have found that Rhode Island is well served by two intercity bus carriers, operating out of Kennedy Plaza in Providence and Gateway Center in Newport. These carriers offer 33 weekday buses departing for or arriving from Boston and New York City and additional services on weekends. In addition to these services, intercity bus service is available in adjacent states less than 25 miles from Rhode Island; these intercity connections are available in Fall River, MA, Foxwoods, New London and Danielson, CT. The Rhode Island Public Transit Authority provides transit service that connects rural areas of our state to the intercity bus system. Over one hundred weekday trips from rural areas of the state arrive at or depart from Kennedy Plaza or Gateway Center daily, including 64 trips that arrive or depart within 15 to 90 minutes of scheduled intercity services.

Through the coordinated planning process, we have been identifying Rhode Island's existing transportation services and unmet transportation needs. During this process, we have heard requests for transportation to destinations throughout the state, including the rural areas, and to destinations across the state line in nearby employment centers. We have not received or identified needs for additional connections to the intercity bus system.



Before this certification, as required by 5311(f)(2), the Rhode Island Public Transit Authority consulted with affected intercity bus operators, Peter Pan, Bonanza and Greyhound. The consultation process contained the four elements required by the circular and involved the following activities:

1. RIPTA contacted the American Bus Association and confirmed that the intercity bus operators active in Rhode Island are Peter Pan, Bonanza and Greyhound. As part of the intercity consultation process, RIPTA has written to Greyhound Bus Lines, Peter Pan, and Bonanza to identify intercity bus needs in our state and to open a conversation about our shared interests and concerns. After the first letter, we were able to have a productive discussion about intercity bus issues with a representative of Peter Pan and Bonanza during the public hearing for the State Management Plan.
2. The Rhode Island Public Transit Authority has included the intercity bus operators in its update of the State Program Management Plan and notified them of the public meeting on the SMP, discussed intercity bus issues with a representative of Peter Pan Bus.
3. As part of our on-going working relationship with intercity bus providers, we have renewed leases with Peter Pan and Greyhound for ticket sales, passenger waiting and bus berthing at Kennedy Plaza. RIPTA has included a note in the Rhode Island STIP, recognizing the eligibility of Peter Pan to receive FTA funding, and including funds that are available to Peter Pan in RIPTA's TIP program.
4. In Rhode Island, transit projects from outside agencies are solicited as part of the general call for projects to be included in the State Transportation Improvement Program. The Metropolitan Planning Organization manages this process and has included intercity bus carriers in the outreach for project proposals. In the most recent TIP project selection, although transit project proposals were received for rail facilities, there were no requests for transit operations. This fall, RIPTA will operate a separate solicitation for transit projects as part of its competitive selection process for the JARC and New Freedom programs.

Considering the State's assessment and the results of the consultation process to date, the basis for the certification that there are no unmet intercity bus needs in the State is based on the following: 1) RIPTA 5311 service provides regular access to intercity bus service for most of the state's rural population 2) except for Block Island, which is 20 miles off shore, intercity bus service is available within 25 miles of all locations in Rhode Island (Block Island's ferry service docks at Galilee, Rhode Island where passengers can make board RIPTA bus service and from there make connections to the intercity bus system) and 3) available reports and public comments identify other priorities for provision of transit services. Based on these factors, RIPTA allocates its transportation efforts to provide access to Providence and Newport where there are connections to intercity bus service, as well as employment, education, shopping and recreation.

Sincerely,

Alfred J. Moscola  
General Manager

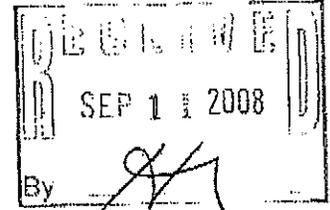
cc: Richard H. Doyle, Regional Administrator



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Agency of Transportation



September 5, 2008

Mr. James S. Simpson, Administrator  
Federal Transit Administration  
Office of the Administrator  
400 7<sup>th</sup> Street S.W., Room 9328  
Washington, DC 20590

Dear Mr. Simpson:

I hereby certify to the Secretary of the United States Department of Transportation that for the purposes of subsection 5311(f)(2), the intercity bus service needs of the State of Vermont are being met as all requests for intercity services have been funded. Pursuant to subsection 5311(f)(2) of 49 United States Code, the state accordingly does not intend to expend fifteen percent of its fiscal year 2007 Section 5311 apportionment to carry out a program for the development and support of intercity bus transportation, as would be required by Federal law in the absence of this certification.

Vermont has taken several steps to obtain input regarding the intercity bus service needs, and to share information regarding the availability of Section 5311 funds for intercity bus services. For example, through its Public Transportation Policy Plan, Vermont gathered input from the public and from intercity operators. During this process, dozens of meetings were conducted around the state, which were attended by a number of residents. Vermont is currently developing 12 short-range public transportation plans and gathering input from the public and intercity operators. Additional opportunities for public and provider input are afforded annually through the Transportation Improvement Plan (TIP) and Statewide Transportation Improvement Plan (STIP) processes.

As required by 5311(f)(2), the State of Vermont consulted with affected intercity bus operators in the spring of 2008. That consultation process contained the four elements required by the circular. The Department of Transportation identified four intercity bus carriers providing service within the State of Vermont, and contacted each of the providers. The notification provided the availability of Section 5311 funds, some general information regarding the 5311 program, and information on how to apply for operating and capital funds. None of our consultation efforts led to any intercity bus providers seeking 5311 funds because of their unwillingness to absorb the non-funded operating loss on potential routes. Recently we were notified of Greyhound's decision to cease service between Rutland and White River Junction, Vermont.

Current small urban and rural needs for operating and capital assistance exceed available Section 5311 funds. Maintaining an unused and unrequested set-aside for intercity service is not a good use of available funding.

Sincerely,

David C. Dill  
Secretary of Transportation

cc: ✓ Richard Doyle, FTA Region I  
Judi Malloy, FTA Region I  
Krista Chadwick, Public Transit Assistant Administrator

