



BOARD OF DIRECTORS MEETING

Wednesday, December 17, 2025

2:30 p.m.

**269 Melrose Street, Providence
Transportation Board Room**

[RIPTA Board of Directors - December 17, 2025](#)

AGENDA

1. Board Discussion/
Potential Vote Board Resolution – Employee Commendation
2. Board Approval To consider for approval the Draft Meeting Minutes of the Board of Directors Meeting of October 23, 2025.
3. Public Comment /
Board Discussion Limited to 3 minutes per person.
4. Board Discussion/
Potential Vote CEO Report
 - CEO Update
 - Key Initiatives
 - Employee Spotlight
 - Ridership
 - On Time Performance
 - Lost Service
 - Safety Data
 - 2024 Rider Survey
 - January Service Changes
5. Board Discussion /
Potential Vote Request for Approval – RIPTA Board of Directors Meeting Schedule 2026

By a majority vote, a public body may amend its agenda to add items. The additional items shall be for informational purposes only and may not be voted on except when necessary to address an unexpected occurrence requiring immediate action or to refer the matter to an appropriate committee pursuant to R.I. Gen. Laws §42-46-6(b).

Copies of Meeting Minutes may be obtained pursuant to RIPTA's public records policy, which is available at <https://www.ripta.com/public-records-request/> of hearing can be provided by calling 784-9500 x1171 at least 48 hours in advance. The location is accessible to the handicapped.



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|-----|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. | Board Discussion/
Potential Vote | Request for Approval – Budget Submission |
| 7. | Board Discussion/
Potential Vote | Request for Approval – Transit Center |
| 8. | Board Discussion/
Potential Vote | Request for Approval – Giro Three Year Maintenance Contract Extension |
| 9. | Board Discussion/
Potential Vote | Request for Approval – Reveal Paratransit Software Contract Extension |
| 10. | Board Discussion/
Potential Vote | Board Questions and Answers |
| 11. | Executive Session | Executive Session to consider, discuss and act upon such matters as may be closed to the public pursuant to R.I. Gen. Laws §42-46-5(a)(2) Sessions pertaining to collective bargaining or litigation, or work sessions pertaining to collective bargaining or litigation. |
| 12. | Adjournment | |

This Agenda was posted on December 15, 2025.

By a majority vote, a public body may amend its agenda to add items. The additional items shall be for informational purposes only and may not be voted on except when necessary to address an unexpected occurrence requiring immediate action or to refer the matter to an appropriate committee pursuant to R.I. Gen. Laws §42-46-6(b).

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Board of Directors Meeting Minutes
Thursday, October 23, 2025
1:30 p.m.
269 Melrose Street, Providence
Transportation Board Room

Members Present: Director Peter Alviti, Board Chair; James Lombardi, Board Vice Chair; James Leach, Board Treasurer; Patrick Crowley, Board Secretary; Normand Benoit; Vincent Masino; and Bernard Georges.

Absent Members: Marcy Reyes; and Heather Schey.

Also Present: Christopher Durand, CEO; Christopher Fragomeni, Esq.; Jacqueline Weidinger, Executive Assistant to CEO; members of RIPTA's staff; and members of the public.

Call to Order: Director Alviti calls the meeting to order at 1:30 p.m., indicating that quorum was present.

Agenda Item 1: To consider for approval the Draft Meeting Minutes of the Board of Directors Meeting of September 25, 2025.

Mr. Crowley makes a motion to approve the minutes. Mr. Lombardi seconds, and the motion passes with favorable votes by Director Alviti, Mr. Georges, Mr. Leach, Mr. Benoit, and Mr. Masino.

Agenda Item 2: To consider for approval the Draft Executive Meeting Minutes of the Board of Directors Meeting of September 25, 2025.

Mr. Crowley makes a motion to approve the minutes. Mr. Masino seconds requesting the minutes be sealed, and the motion passes with favorable votes by Director Alviti, Mr. Georges, Mr. Leach, Mr. Benoit, and Mr. Lombardi.

Agenda Item 3: Public Comment

1. Daria Phoebe Brashear

- RIPTA run cuts are worse, the buses are more crowded. Some buses show up late or not at all.
- Suggests a more aggressive dispatch.

2. Dylan Giles- Save RIPTA – Providence Street Coalition

- Discussed and read some comments from the Rider Impact Survey Response that Save RIPTA and Providence Street Coalition implemented.

3. Mike Hogan – Did not Speak.

Agenda Item 4: **CEO Report**

Christopher Durand, RIPTA's CEO, provides an update regarding RIPTA's Employee Spotlight on Nakeecha Roberts, Customer Service Representative; Ridership; On Time Performance; Lost Service; and the Summer Youth Pass Pilot Program.

No vote is taken.

Christopher Durand requests that Agenda Item 7, Financial Statements, be moved to the next item and the Board agreed.

Agenda Item 7: **Financial Statements**

Erica Olobri, CPA, MPAC, Managing Director CBIZ and Benjamin Wilkinson, Senior Manager, CBIZ present the draft Financial Statements to the board.

Mr. Benoit makes a motion to accept the Financial Statement with the suggested edits made. Mr. Crowley seconds the motion and the motion passes with favorable votes by Director Alviti, Mr. Lombardi, Mr. Masino, Mr. Georges and Mr. Leach.

Agenda Item 5: 2024 Rider Survey Presentation

Sarah Ingle; Deputy Chief of Planning and Ella Ackerman; Long Range Transit Planner presents to the Board.

The RIPTA Board of Directors discusses the importance of this Survey and how it can benefit in the future.

No vote is taken.

Agenda Item 6: Public Transit Authority Safety Plan

Joseph Philbin, Director of Street Supervision and Security Specialist; and Kenneth Vinacco; Director of Training and Security Specialist present to the board.

Mr. Crowley makes a motion to approve the Public Transit Authority Safety Plan. Mr. Masino seconds, and the motion passes with favorable votes by Director Alviti, Mr. Georges, Mr. Leach, Mr. Benoit, and Mr. Lombardi.

Agenda Item 8: Van Wrapping Contract

John Chadwick, Chief Administrative Officer makes the request.

Mr. Crowley makes a motion to approve. Mr. Masino seconds the motion and the motion passes with favorable votes by Director Alviti, Mr. Lombardi, Mr. Benoit, Mr. Georges and Mr. Leach.

Agenda Item 9: Board Questions and Answers

The Board of Directors inquires about adding a lobbyist to RIPTA's team; and would like Mr. Durand to provide a strategy at next month's Board of Director's meeting.

No vote is taken.

Agenda Item 10: Adjournment – 2:41 p.m.

Mr. Lombardi makes a motion to adjourn. Mr. Benoit seconds, and the motion passes with favorable votes by Director Alviti, Mr. Georges, Mr. Crowley, Mr. Leach and Mr. Masino.

Respectfully submitted,

Patrick Crowley, Secretary



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



CEO UPDATE



Drive Less RI Challenge

In October, RIPTA launched a year-long initiative aimed at increasing bus ridership and reducing single-occupancy car trips across the state. Powered by the new Drive Less RI app, the challenge encourages Rhode Islanders to choose sustainable travel options—walking, biking, carpooling, vanpooling, or taking transit—and earn rewards for every trip they log. Funded by the RI Executive Climate Change Coordinating Council, the program automatically enters participants into drawings for prizes, from local retail gift cards to larger quarterly giveaways designed to keep riders motivated throughout the year.

RIPTA Launches Multifamily Residential Pilot Program to Increase Ridership

Funded by the RI Executive Climate Change Coordinating Council, RIPTA launched a new pilot program to provide transportation benefits to tenants in multifamily housing communities. The initiative encourages sustainable travel choices and reduces dependence on personal vehicles, particularly in areas already well-served by transit. Through this pilot, property owners and managers can request free monthly transit passes for their residents, offering them the gift of free transportation throughout December 2025 and January 2026.

Buy Nothing Day Coat Drive

RIPTA embraced the spirit of giving this holiday season by collecting new and gently worn coats for the Buy Nothing Coat Exchange, held on the State House lawn. Thanks to the generosity of our team, RIPTA collected over 150 coats and warm items to support this vital cause.

RI Delegation Announces \$25M for New Hybrid Buses

The Federal Transit Administration (FTA) is awarding Rhode Island federal funding through the Low or No Emission Grant Program to support RIPTA’s transition to low- or zero-emission buses.

Food Pantries Near You

RIPTA launched a new webpage to help connect riders with essential community resources. Visit [RIPTA.com/Food](https://www.ripta.com/food) to find local food pantries across Rhode Island and the bus routes that serve them.

2025 Community Site Visits for Reduced Fare Bus Pass Program for Seniors and People with Disabilities

Every month, RIPTA’s Customer Service staff will travel to communities throughout the state to process Photo ID bus passes for qualified seniors and individuals with disabilities with valid documentation. These statewide Photo ID Community Site Visits allow residents in both rural and urban areas to access transit information and apply for the Reduced Fare Bus Pass Program without having to travel to RIPTA offices in Providence.

In October and November, RIPTA staff traveled to the Narragansett Senior Center, East Providence Senior Center, Leon Mathieu Senior Center in Pawtucket, Edward King House in Newport, Fox Point Manor in Providence, processing a total of 44 bus passes.

KEY INITIATIVES

Workforce Development

Resumed hiring van operators, utility workers and mechanics



Service Improvements

Next schedule change takes effect January 17, 2026



Amenity Improvements

Shelters being installed along Pawtucket Transit Emphasis Corridor
Configuration of new real-time signs in Kennedy Plaza nearly complete



Performance Data and Benchmarking

Data workgroup will present at upcoming board meeting



Xiomara Pacheco



EMPLOYEE SPOTLIGHT

Xiomara Pacheco has been driving for RIPTA for 25 years and from the moment she started, she knew it was the right path. After earning her CDL and briefly working as a truck driver, she realized that long-haul work wouldn't allow her to be home for her kids. As a single mom, she needed something local, stable, and meaningful. That's when she applied to RIPTA. "In my opinion," she says, "it's the best thing I ever did."

A proud early riser who's usually pulling out of the garage by 4:40am, Xiomara brings discipline, warmth, and grit to every shift. "I'm the kind of person who loves to follow the rules," she says. "At home, at work—everywhere." That sense of structure helped her navigate the early years of her career while raising two young children.

"It wasn't easy, but I always focused on doing the job well and showing my kids how to work hard."

Through blizzards, power outages, and long days behind the wheel, Xiomara has remained steady and reliable. She credits her success to loving what she does and working with a "beautiful team" of dispatchers, supervisors, and fellow operators. "If there's ever a situation I can't control, I know I have people who've got my back."

Xiomara is friendly but focused and has earned the respect of riders who appreciate her no-nonsense style and even notice when she's not behind the wheel. "Some say they miss me when I'm off," she laughs, "I don't know why!"

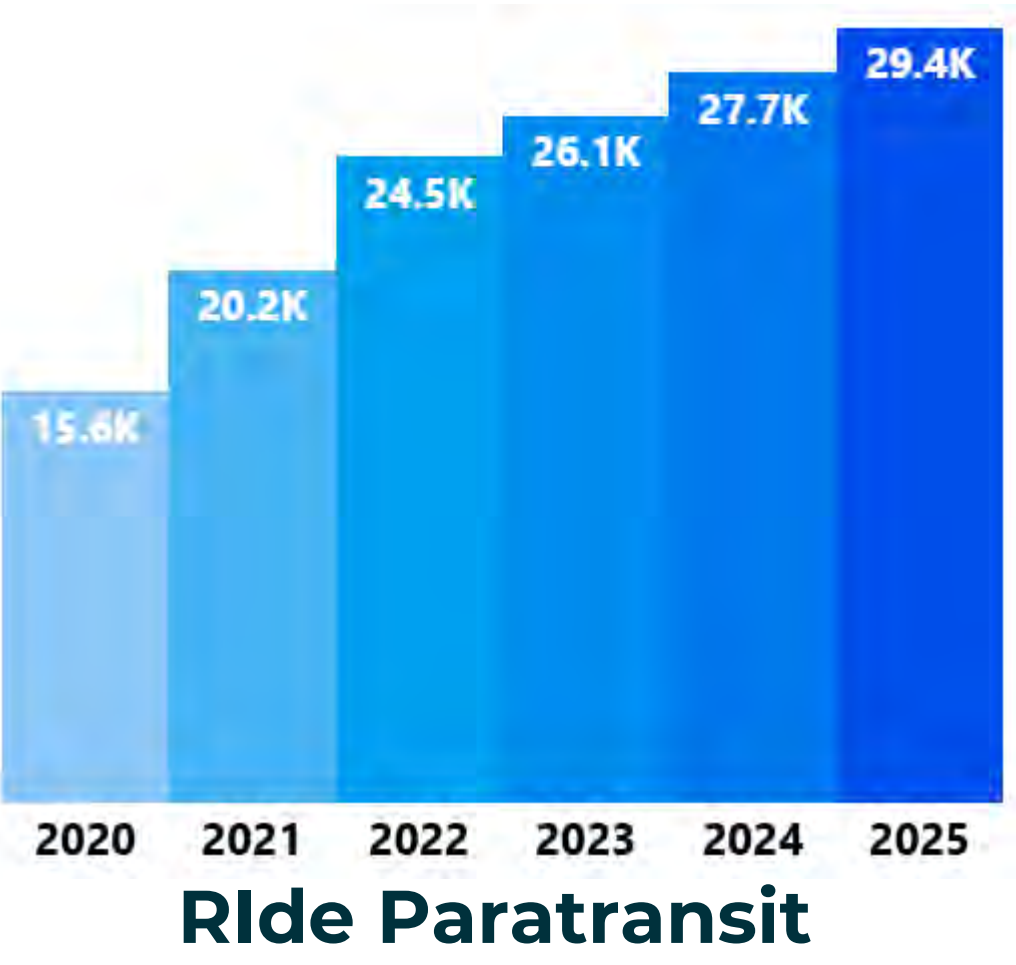
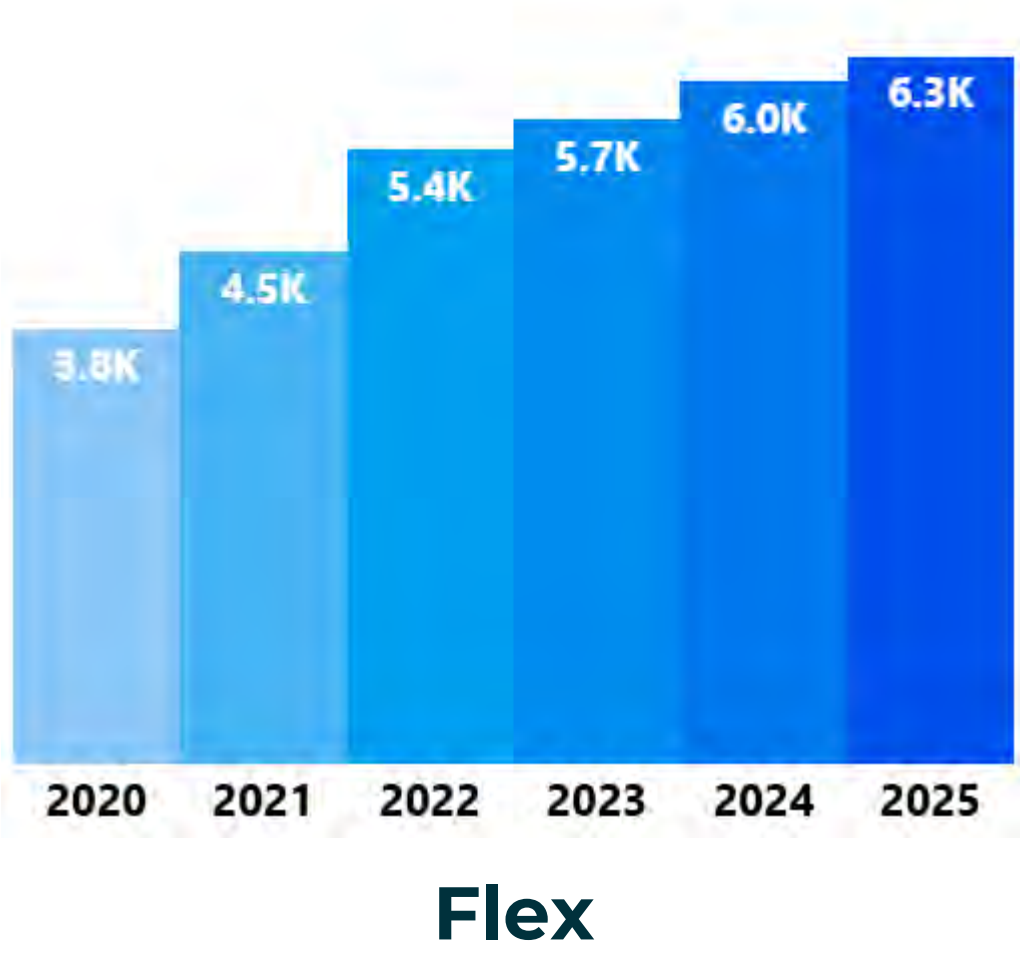
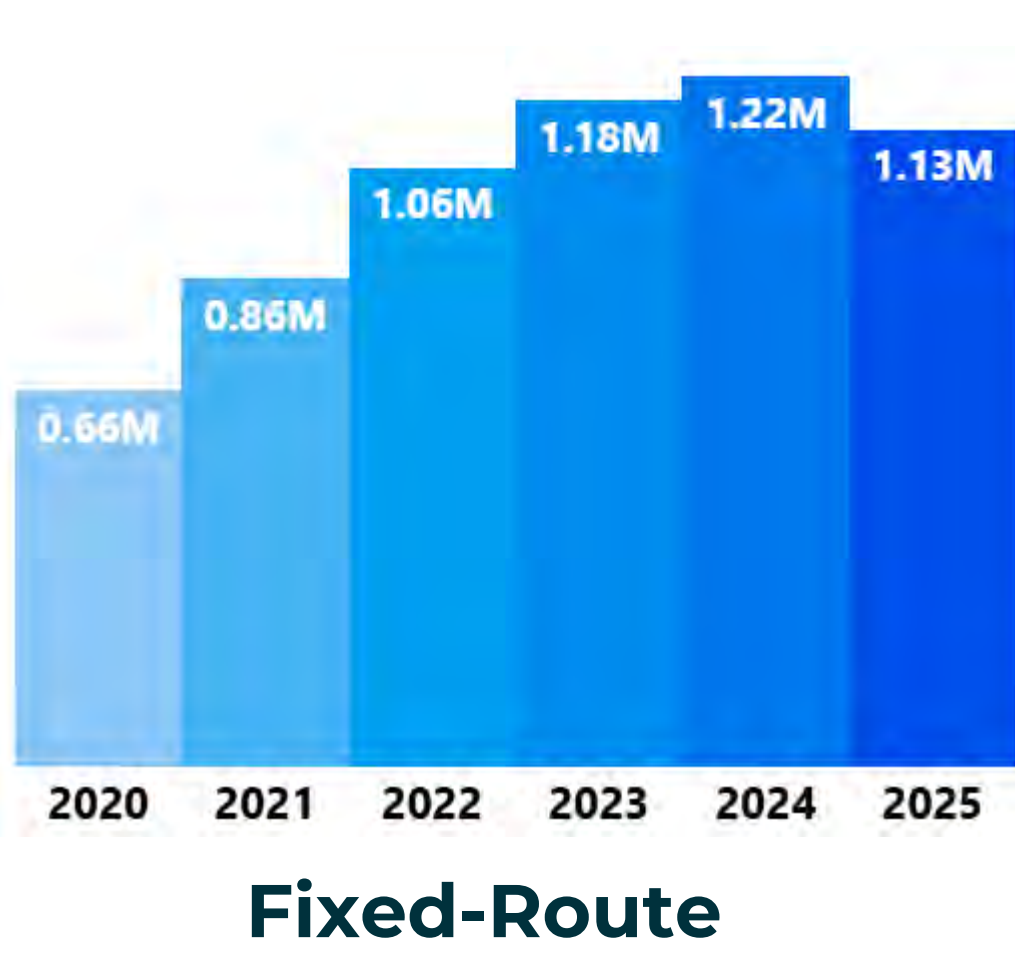
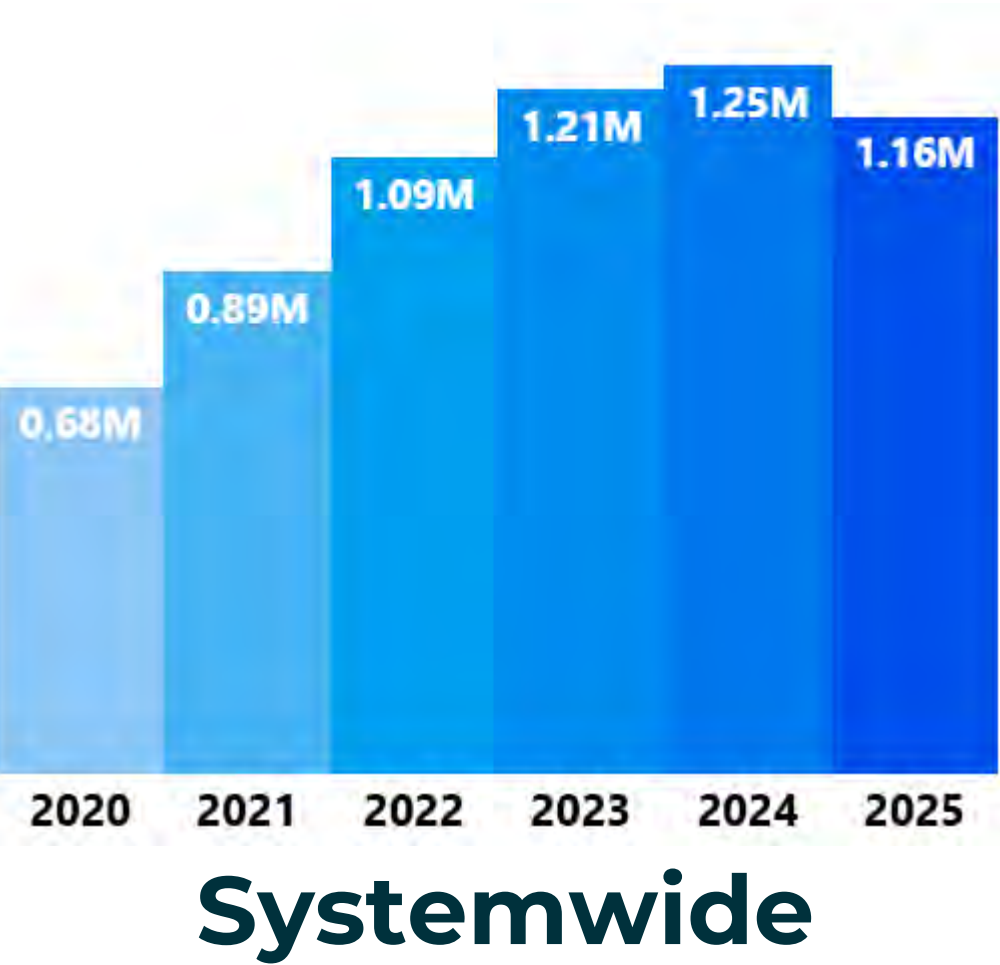
Today, she splits her time between Rhode Island where she and her son live, and Florida where her daughter and new grandbaby live. But no matter where she is, Xiomara remains a proud RIPTA operator with a deep connection to her role.

"I love my job," she says simply. "This was the right path for me."

Fixed-Route Operator

MONTHLY RIDERSHIP

October 2025 Systemwide Ridership



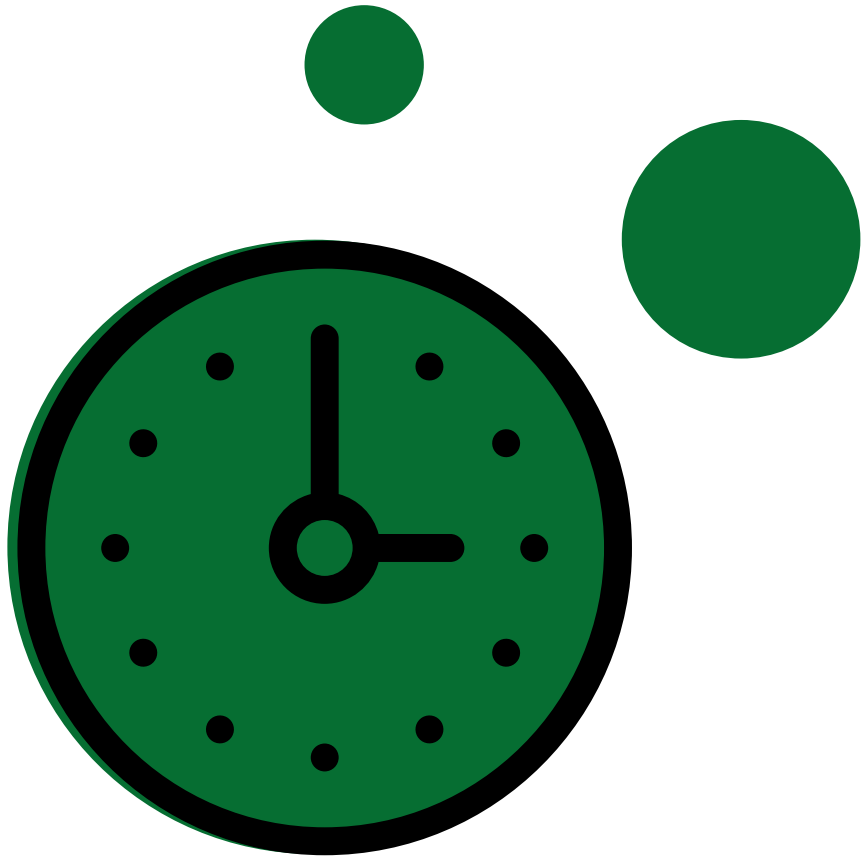
RIDERSHIP DECREASED 7.2% IN OCTOBER 2025 FROM OCTOBER 2024

*Fixed-Route ridership counts come from the Automatic Passenger Counts (APCs) from UTA.
Flex and Ride Paratransit ridership counts come from Reveal tablets for Ride, and 3rd party reports for Taxi trips, Flex On Demand ridership (included with Flex) comes from Spare*

ON TIME PERFORMANCE (OTP): FIXED-ROUTE

	2025	2024	2023	2022
OCTOBER	73.2%	73.7%	77.3%	78.3%
SEPTEMBER	73.9%	72.7%	77.0%	78.1%
AUGUST	77.2%	76.7%	79.3%	81.3%
JULY	78.1%	78.0%	79.5%	81.0%
JUNE	76.7%	74.9%	79.1%	80.2%
MAY	77.5%	73.4%	78.6%	81.1%
APRIL	78.4%	76.5%	81.3%	81.7%
MARCH	78.9%	78.3%	82.4%	82.2%
FEBRUARY	79.6%	78.3%	82.2%	81.3%
JANUARY	79.1%	77.3%	82.4%	82.2%
DECEMBER		76.4%	76.9%	80.2%
NOVEMBER		74.0%	77.9%	79.2%

OTP DECREASED BY 0.5% IN OCTOBER 2025 FROM OCTOBER 2024



On Time Performance

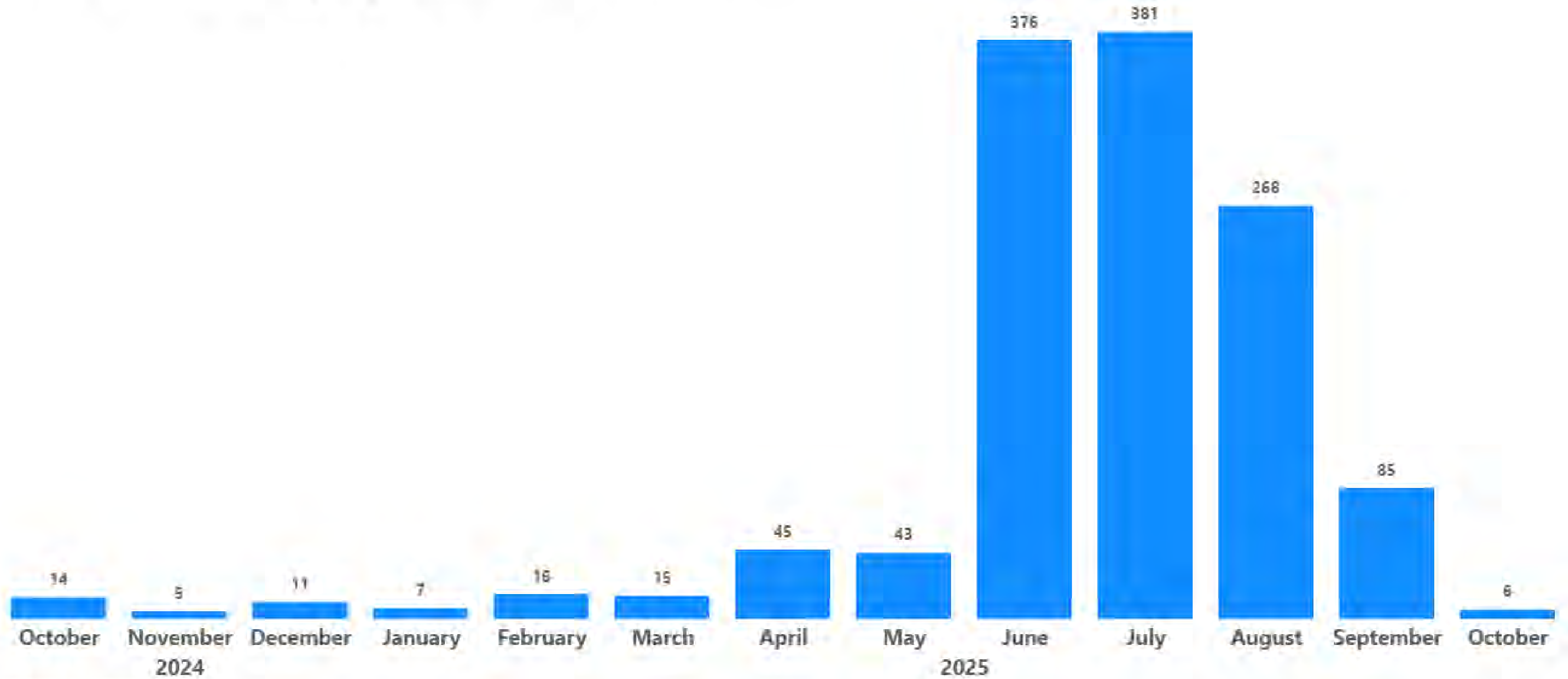
On Time Performance (OTP) is based on Departure Time. On Time is between 1 minute early and 5 minutes late.

ABBG AVERAGE: 79%

LOST SERVICE

October 2025

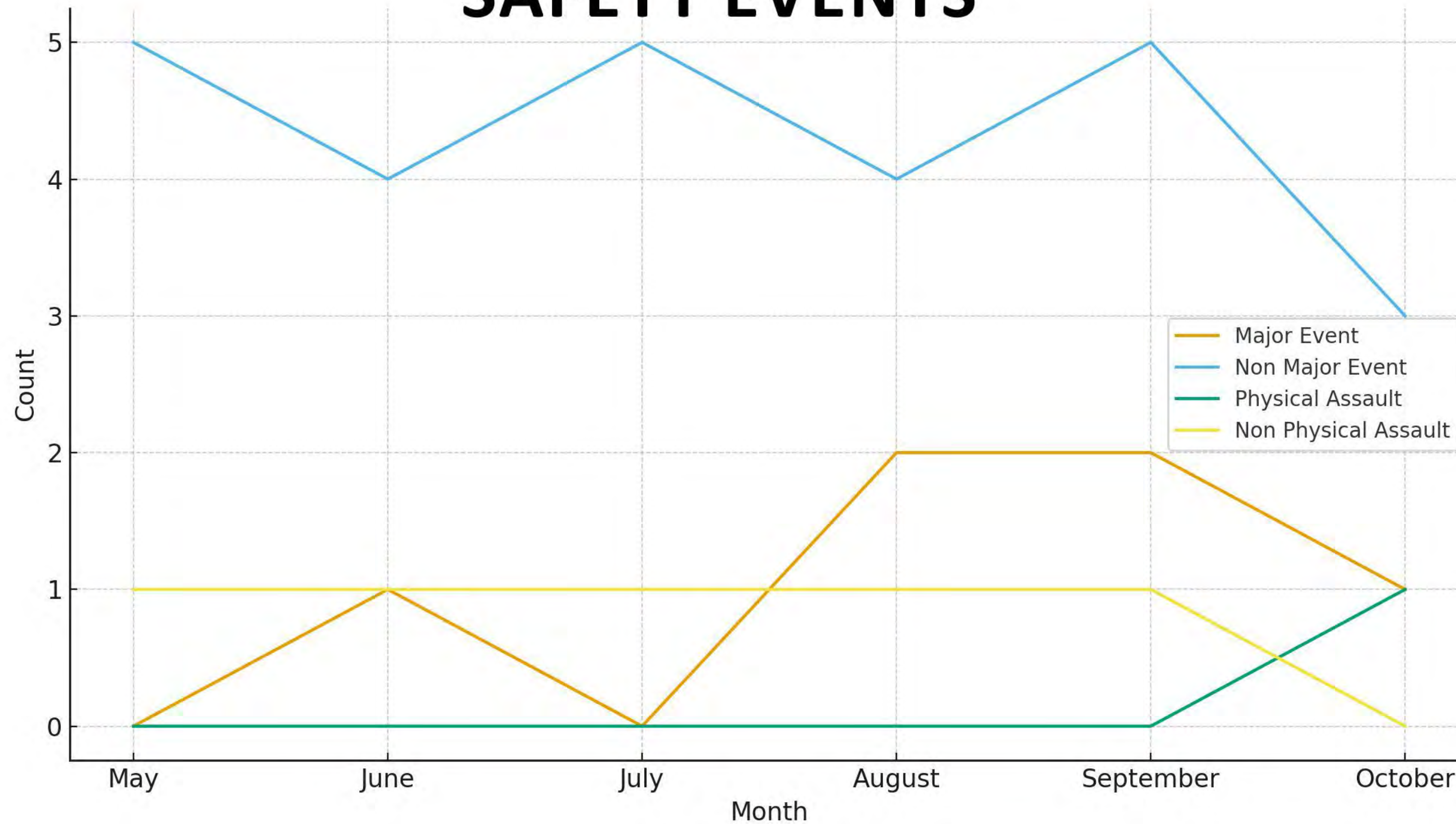
Cancelled/Uncovered Trips by Year and Month



* Counts based on regular trips

** Cancelled does not include Standby or School Cancelled trips

SAFETY EVENTS



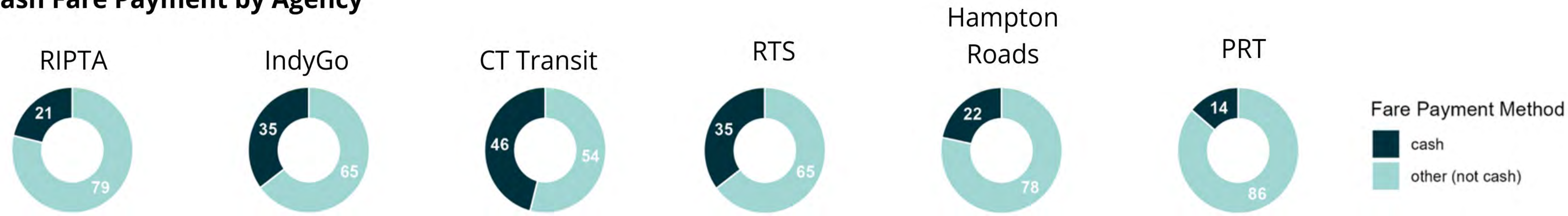
The NTD criteria for **S&S-40** (Major Event) reporting include any safety or security event that meets the definition of a major event AND at least one of the following reporting thresholds: a confirmed fatality, an injury requiring transport from the scene, estimated property damage of at least \$25,000., an evacuation for life safety reasons, or a collision requiring a vehicle to be towed away.

The NTD **S&S-50** (Non-Major Monthly Summary Report) requires transit agencies to report safety and security events that do not meet the major event threshold. This includes a monthly summary of non-major incidents like slips, falls, and non-major fires, as well as injuries that occurred within the reporting month.

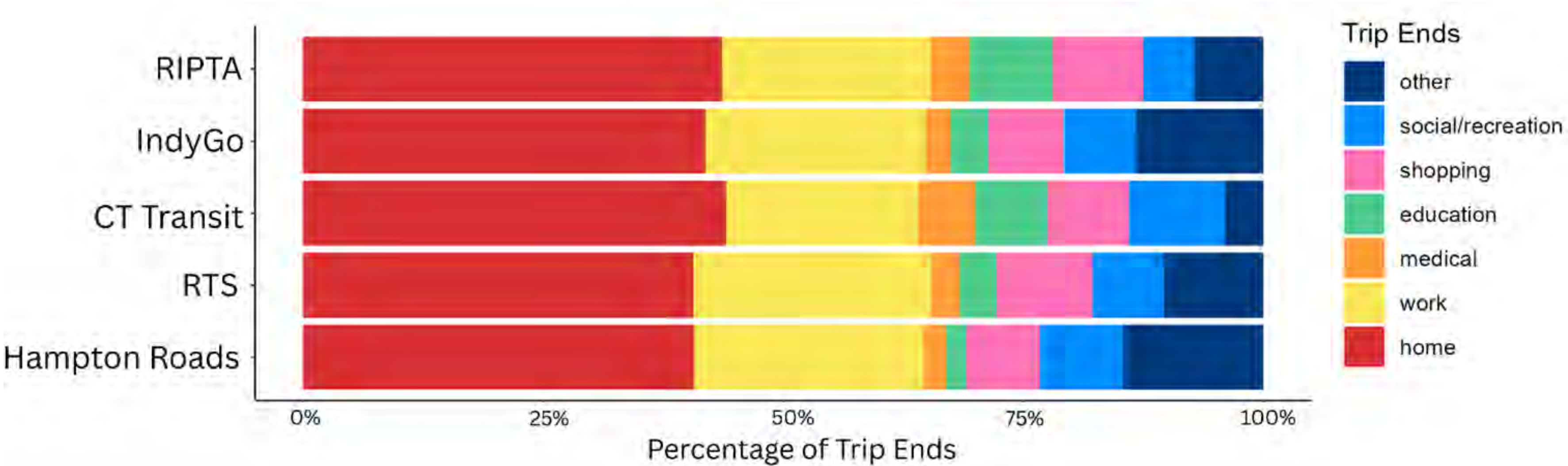
RIPTA 2024 Rider Survey – Peer Agency Results Comparison

Peers were selected for similar system sizes or regional proximity, and include Massachusetts Bay Area Transportation Authority, CT Transit – New Haven, Pittsburg Regional Transit, Regional Transit Service (Rochester, NY), IndyGo (Indianapolis, IN), Hampton Roads Transit (Virginia), and Spokane Transit (Washington).

Cash Fare Payment by Agency



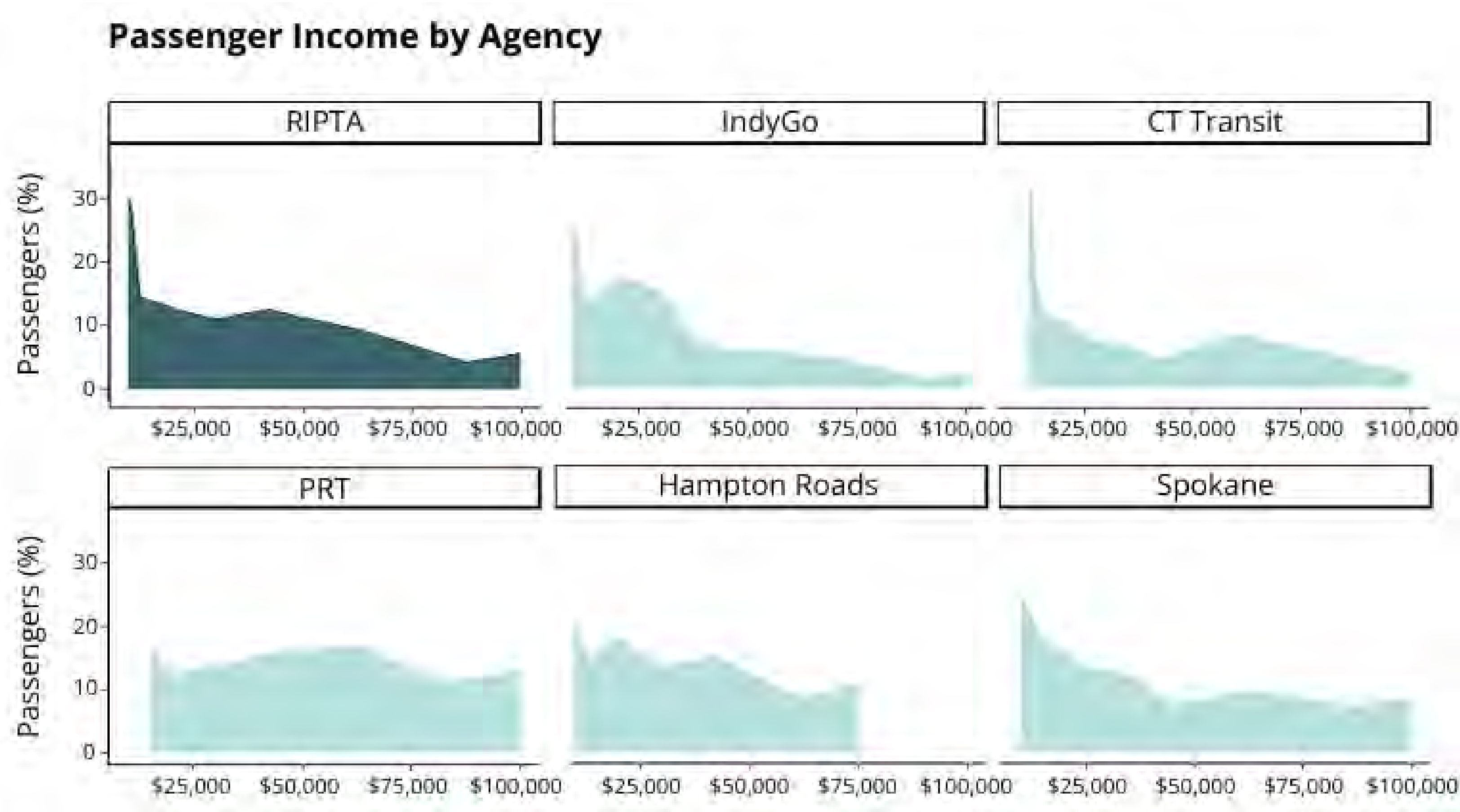
Trip Ends Type by Agency



- Compared to most peers, RIPTA has a relatively low proportion of trips paid for with cash
- RIPTA’s ridership has similar trip purpose trends compared to that of peer agencies

RIPTA 2024 Rider Survey – Peer Agency Results Comparison

Peers were selected for similar system sizes or regional proximity, and include Massachusetts Bay Area Transportation Authority, CT Transit – New Haven, Pittsburg Regional Transit, Regional Transit Service (Rochester, NY), IndyGo (Indianapolis, IN), Hampton Roads Transit (Virginia), and Spokane Transit (Washington).



The income distribution across RIPTA's ridership is relatively consistent with that of other agencies, where a high proportion of riders tend to be in the lowest income category and there is a significant proportion of middle-income riders.

Please note that the defined income brackets varied by agency survey and some, such as Hampton Roads, had \$75,000 per year as the highest category option.

ROUTE	SERVICE DAY	SERVICE CHANGE	DETAILS
ROUTE 21 (Reservoir/Garden City/CCRI)	Weekday	Trip times shifted 14 minutes to align with State Office PM shifts	Post-reduction schedule no longer aligned with shift end times of those along Howard Ave, a historically high ridership corridor for this route. This span shift was made to realign this route with work schedules.
ROUTE 22 (Pontiac Ave)	Weekday	Frequency reduced from every :55 to every :60 minutes to improve driver recovery.	Reduced schedule was too tight for number of buses operating on the line. All layover was lost to traffic delays, leading to the operators falling further behind schedule with no chance for out of seat relief.
ROUTE 24L (Newport/Fall River/Providence)	Weekday	Trip times shifted to address lack of operator recovery	Trips into Providence are regularly delayed by Washington Bridge traffic, causing the drivers to arrive with no layover time. This leads to no possible relief for operators, and trips to Newport departing after their scheduled times.
ROUTE 31 (Cranston St)	Weekday	AM/PM peak frequency increased to address lack of operator recovery	Post-reduction schedules on these heavily utilized routes left operators in the seat with no relief for hours on end. This, combined with the lack of layover, lead to delayed trip departures and a schedule that slipped throughout the AM/PM peak.
ROUTE 56 (Chalkstone Ave)	Weekday	AM/PM peak frequency increased to address lack of operator recovery	
ROUTE 50 (Douglas Ave/Bryant)	Weekday	Run times recalibrated for better on-time performance	Trips continually ran late as reported by Bryant students, faculty, and operators. The cycle time was several minutes short in each direction. A newly calculated run time, implemented within the 2026 Winter schedule, will allow for better on-time performance and recovery time for operators.
ROUTE 66 (URI/Providence)	Weekday	Morning trip shifted to connect with Route 64 at Kingston Station	A minor adjustment was made to ensure riders heading south in the AM have a feasible connection to URI Bay Campus.
	Weekend	Morning trip(s) shifted for more feasible connections to MBTA to Boston	Current schedule is too tight, or a near miss with the departing train. A slight trip shift will create a more feasible connection for riders.
ROUTE 69 (Narragansett/Galilee)	Saturday	Limited service restored from morning to midday (9:15a - 4:12p)	Numerous complaints detailing people's feelings of isolation, difficulty in running weekend errands, and being unable to explore the southern reaches of the state were received.
ROUTE 78 (Beverage Hill/E.Prov)	Saturday	Improved recovery time at Pawtucket-Center Falls Transit Center	Relief opportunities of just 3 to 6 minutes at Transit Center were too little for the time spent in the seat and were often totally consumed by traffic delays. A newly calculated run time, implemented within the 2026 Winter schedule, will allow for better on-time performance and recovery time for operators.
ROUTE Qx (Quonset Express)	Weekday	Trips added to align with Job Lot shift times	Weekday trips added to align with Job Lot shift times. The performance of these new trips will be assessed throughout the choose-up period.
PARK & RIDE ROUTES (12x, 59x, 61x, 95x,)	Weekday	Trip times moved in accordance with rider feedback	Based on overwhelming feedback from those who utilize these routes, we have shifted the trips to better accommodate their work schedules.



To: RIPTA Board of Directors

From: Christopher Durand, CEO

Date: November 24, 2025

RE: RIPTA 2024 Rider Survey – Peer Agencies Results Comparative Analysis

At the October 2025 RIPTA Board of Directors meeting, staff presented key findings from RIPTA’s 2024 Rider Survey. This memo is a follow-up assembled by staff to address the Board’s request to compare these survey results to those of peer agencies.

The peer agencies included in this analysis were selected for their similarities with RIPTA regarding system size, ridership, mode, and regional proximity. Selected peer agencies, their location, and key NTD statistics that depict system size, mode, and service area are shown in the table below. The analysis that follows includes comparison across agencies of respondents’ trip purposes, transfers, cash payment, transit dependency, income, race & ethnicity, and age. Not every peer agency’s report had data for each of these categories, so each category in this analysis compares RIPTA data only to the peers that had comparable statistics.

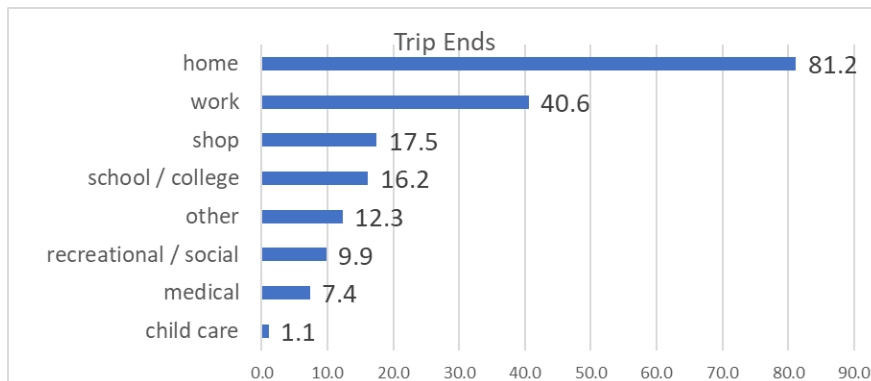
Agency	Location	NTD Annual Unlinked Trips (2024)	Annual Vehicle Revenue Miles	Service area Sq. Miles	Modes
RIPTA	Rhode Island	13,097,025	12,644,120	1,143	Bus, Vanpool, Demand Response
Spokane Transit	Spokane, WA	10,661,102	10,727,633	248	Bus, Demand Response, Vanpool
Massachusetts Bay Transportation Authority (MBTA)	Boston, Worcester, Providence	251,724,882	48,419,976	664	Bus, Demand Response, BRT, Light Rail, Heavy Rail, Commuter Rail, Ferry
IndyGo	Indianapolis, IN	7,133,338	9,711,062	396	Bus, Demand Response, BRT
Pittsburg Regional Transit (PRT)	Pittsburgh, PA	37,876,514	1,622,331	775	Bus, Demand Response, Light Rail
Rochester (RTS)	Rochester and Monroe County, NY	10,253,425	7,465,297	298	Bus, Demand Response
CT Transit (New Haven)	New Haven, Bridgeport, Waterbury, CT	5,988,941	4,457,762	456	Bus
Hampton Roads	Virginia Beach, Norfolk VA	8,616,946	349,860	438	Bus, Vanpool, Demand Response, Light Rail, Ferry

The table below shows the year and method of the surveys used in this analysis.

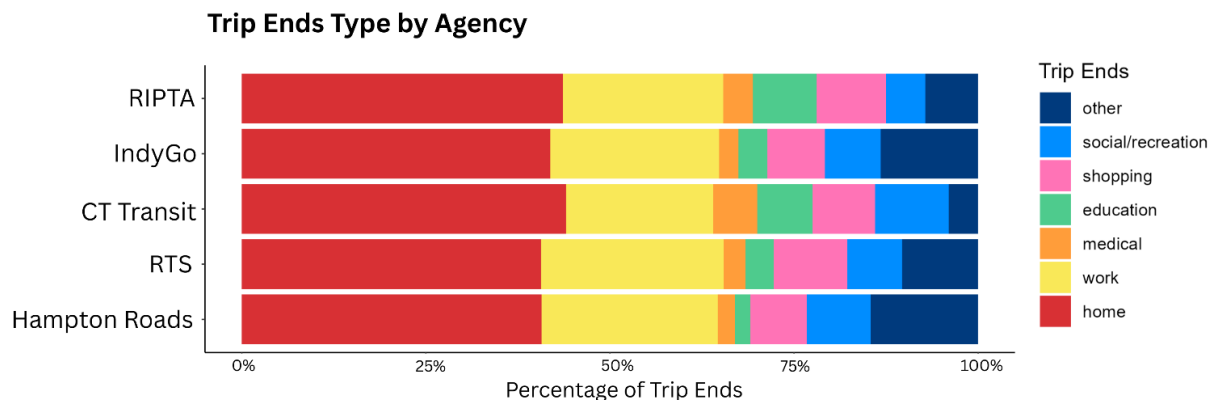
Agency	Survey Year	Survey Method
RIPTA	2024	On-board
Spokane Transit	2021	Online (Last trip recall)
Massachusetts Bay Transportation Authority (MBTA)	2024	On-board or In-station
IndyGo	2022	On-board
Pittsburg Regional Transit (PRT)	2015	Online (General behavior past year)
Rochester (RTS)	2024	Mixed Method (On-board & Online)
CT Transit (New Haven)	2018	On-board
Hampton Roads	2023	On-board

Trip Purpose and Trip Ends

RIPTA's Trip End data shared at the October 2025 Board Meeting included the chart below that shows the percentage of trips that had the origin or destination of the trip located at the following places: home, workplace, shopping, school/college, recreational/social, medical, child care, or other.



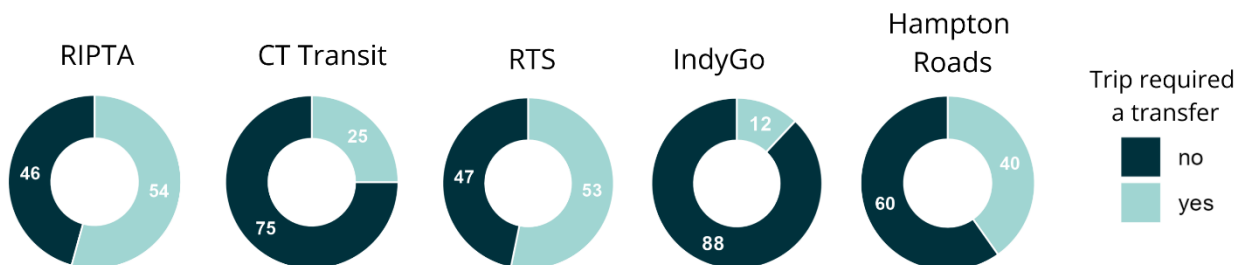
To compare this data to that of peer agencies, RIPTA's trip end data was normalized to 100% and peer data was consolidated into common categories. Note that the Hampton Roads Transit data only includes weekday records.



Transfers

54.3% of RIPTA trips require at least one transfer, which is a similar proportion to that of RTS, where 53% of trips require a transfer. The proportion of RIPTA trips that require a transfer is relatively high compared to that of CT Transit New Haven, IndyGo, and Hampton Roads as 25% of CT Transit New Haven trips, 12% of IndyGo trips, and 40% of Hampton Roads Transit trips require at least one transfer. RIPTA's relatively high proportion of transfer trips may be due to our agency's large statewide service area.

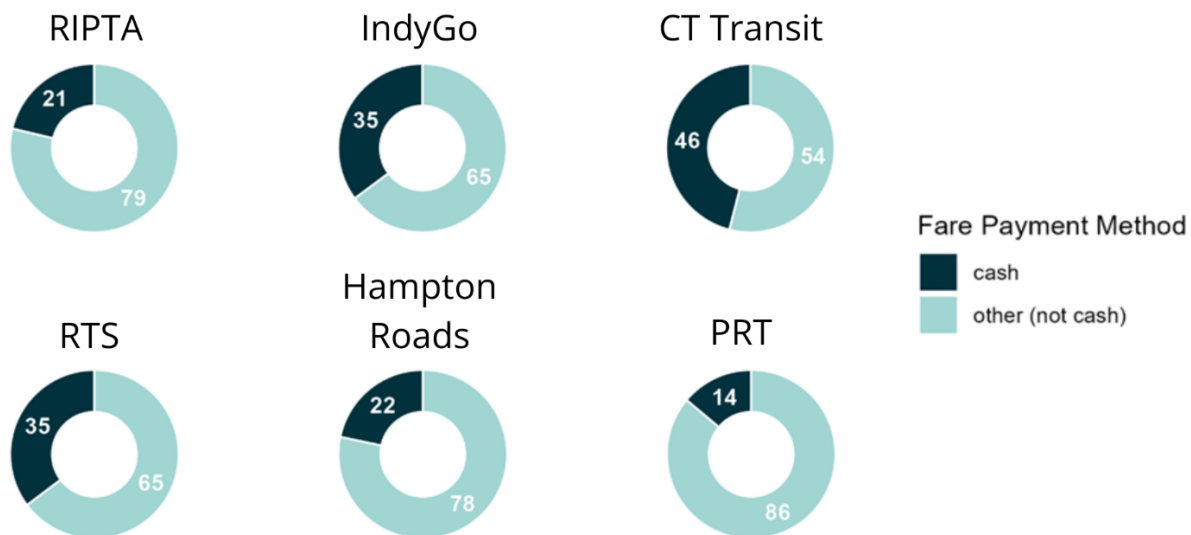
Transfer Results by Agency



Cash Fare Payment

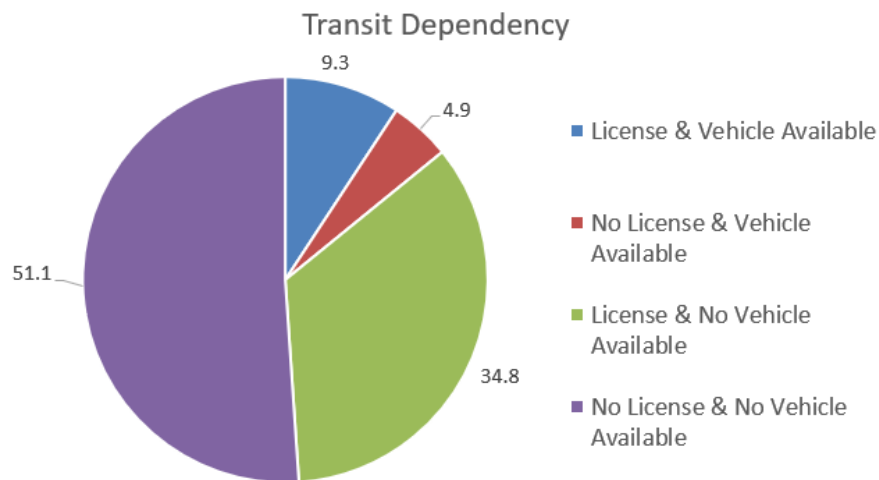
According to RIPTA's survey, 21% of RIPTA trips are paid for with cash. Four peer agencies whose rider survey reports included cash payment data have a higher proportion of trips paid for with cash, and only one of such agencies had a lower proportion than RIPTA's.

Cash Fare Payment by Agency

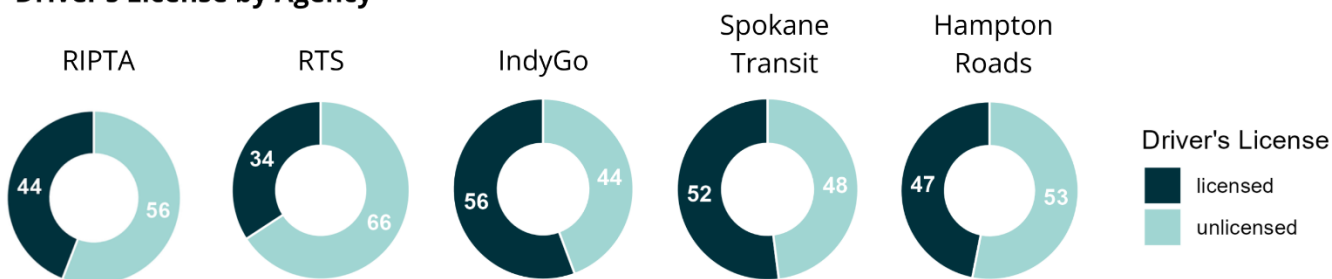


Transit Dependency

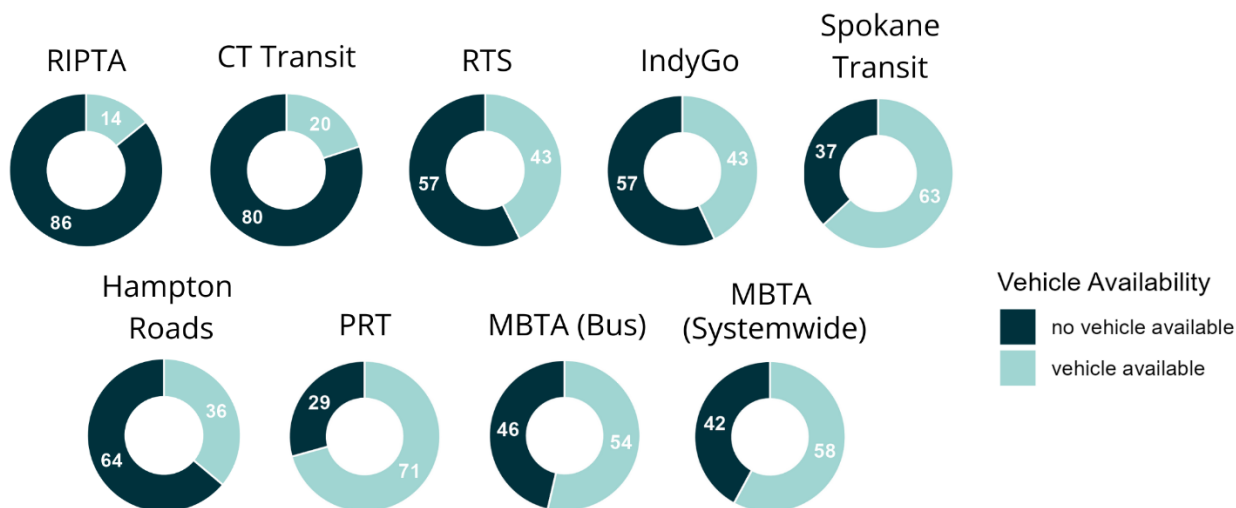
To evaluate passengers' transit dependency, RIPTA's survey asked riders if they have a valid driver's license and a household vehicle that they could have used to make their trip. Those data points were cross-tabulated and displayed in the chart below. Since peer agencies did not all have cross-tabulated data, the comparative charts show license and vehicle data separately.



Driver's License by Agency

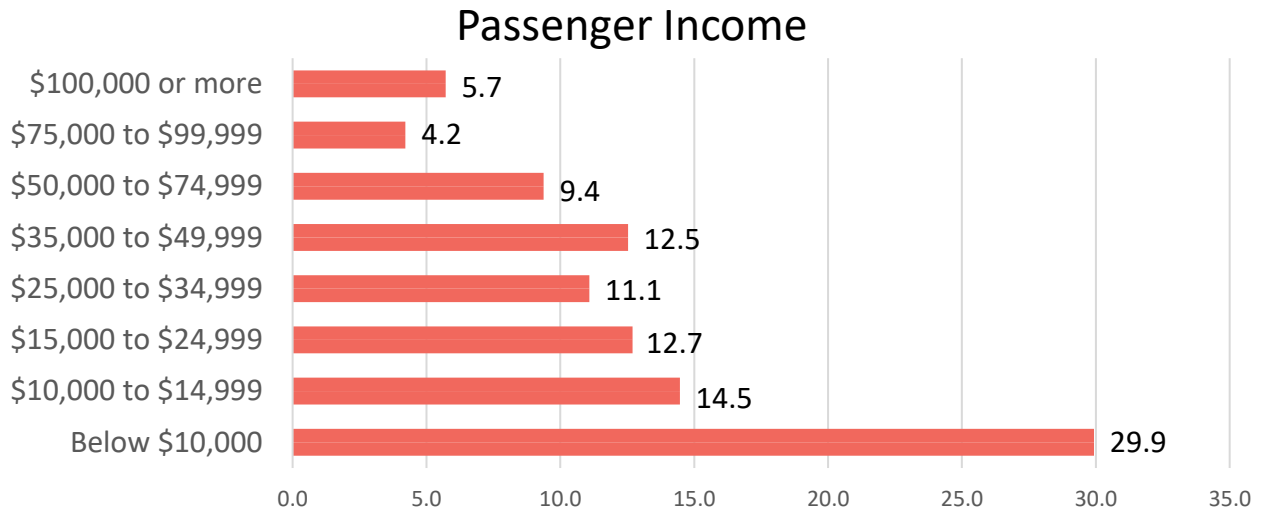


Vehicle Availability by Agency



Passenger Income

The bar chart below showing RIPTA's passenger income data was shared at the October 2025 Board Meeting and displays the percentage of trips made by riders across eight annual income categories. This data uses the default "all trips" weight, but for this charts that follow, RIPTA's distinct rider weight was used to make the metrics comparable (i.e. 29.9% of RIPTA trips are made by riders whose income is less than \$10,000 per year versus 28.2% of RIPTA riders earn less than \$10,000 per year).



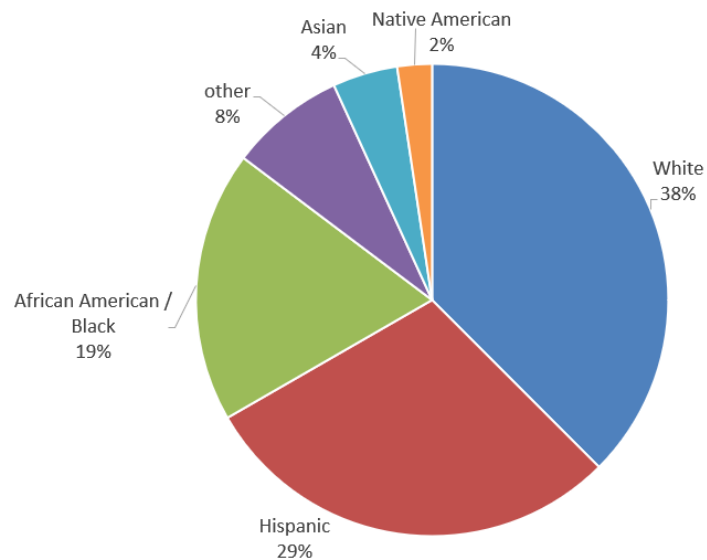
A comparison of peer agency passenger income data is displayed area charts below that accommodate for different income ranges and categories that were used in peer agency surveys (for example, some agencies' highest income option was \$75K or more rather than \$100K or more). This comparison shows the income distribution across RIPTA's ridership is relatively consistent with that of other agencies, where a high proportion of passengers tend to be in the lowest income category and there is a significant proportion of middle-income passengers.

Passenger Income by Agency

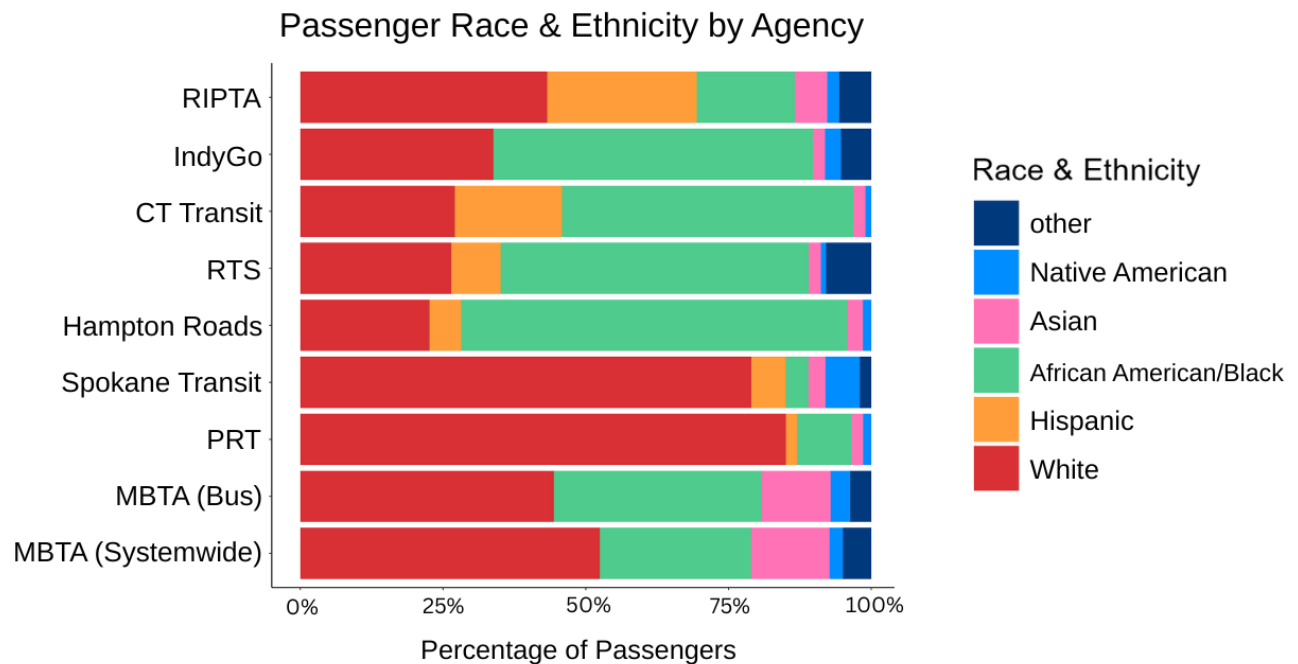


Passenger Race & Ethnicity

The pie chart below showing RIPTA's passenger race and ethnicity data was shared at the October 2025 Board Meeting and displays the percentage of trips made by riders across six race and ethnicity categories.



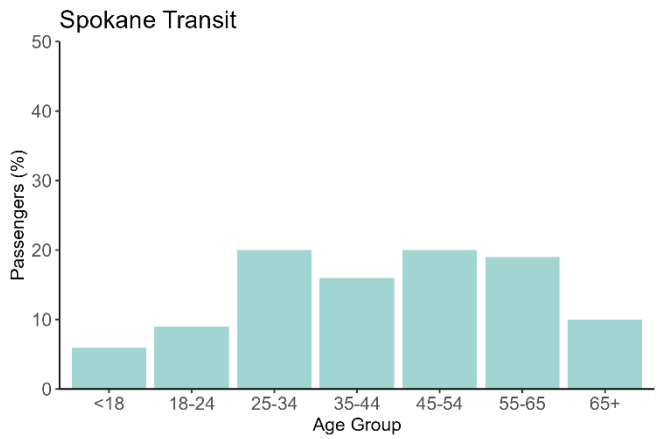
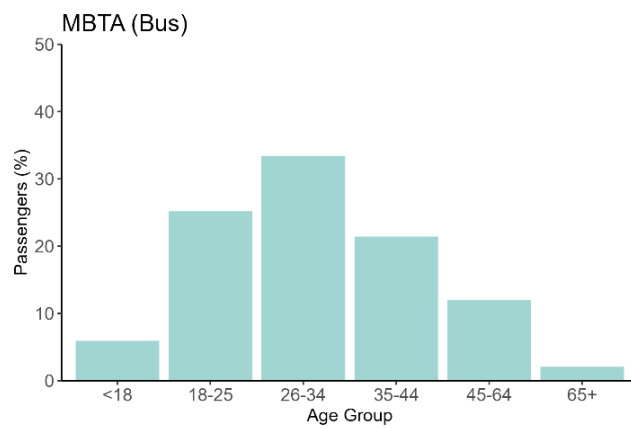
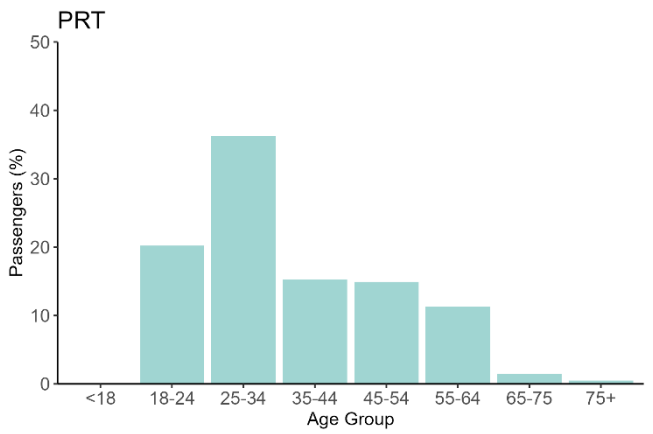
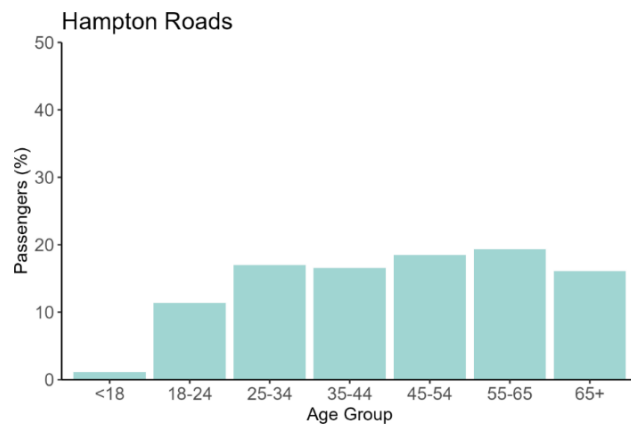
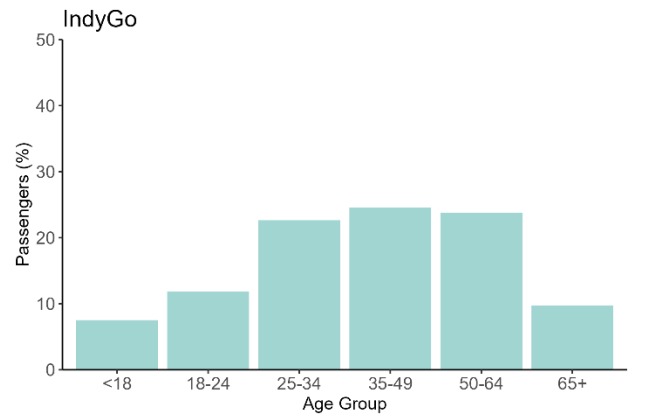
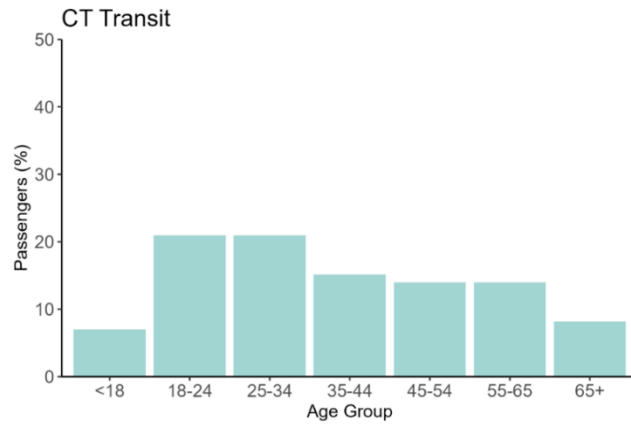
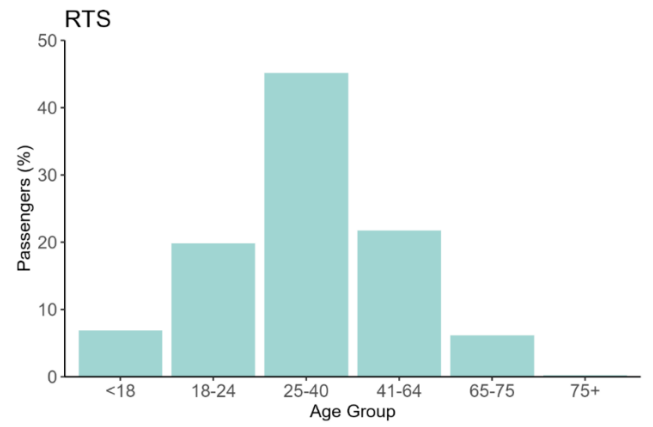
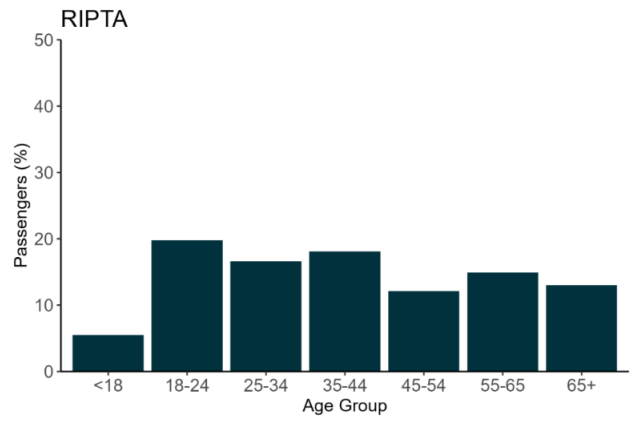
The RIPTA data shown in the comparative chart below is different from the pie chart data because it shows percent of distinct passengers in each category rather than percent of trips. Comparing this data across peer agencies shows that RIPTA's ridership includes a meaningful proportion of Hispanic passengers and overall passenger race and ethnicity varies significantly among agencies, which is expected since the demographic makeup of each agency's service area is unique.



Passenger Age

The Rider Survey data presented at the October 2025 Board Meeting was reconfigured into a bar chart for ease of comparison with that of peer agencies since age groups were defined differently across different agency surveys. Comparative bar charts are shown on the following page.

Age distribution among RIPTA passengers is relatively similar to that of passengers of CT Transit New Haven, Spokane Transit and Hampton Roads. Compared to RIPTA, RTS, MBTA, and PRT have a higher proportion of younger adult riders ages 25-34 or 25-40.





Board of Directors Meeting Schedule

To receive information on upcoming Authority Board meetings, agendas, and to read meeting minutes, please go to the Secretary of State Website <http://sos.ri.gov> or to www.ripta.com.

2026 Board of Directors Meeting Schedule

Thursday, January 22, 2026

Thursday, February 26, 2026

Thursday, March 26, 2026

Thursday April 23, 2026

Thursday, May 28, 2026

Thursday, June 25, 2026

Thursday, July 23, 2026

Thursday, August 27, 2026

Thursday, September 24, 2026

Thursday, October 22, 2026

Thursday, November 19, 2026

Thursday, December 17, 2026

All meetings are held at **1:30 pm** at RIPTA's Transportation Conference Room located at 269 Melrose Street, Providence, RI, unless otherwise noted.

Please call (401) 784-9500 ext. 1171 with any questions. Thank you.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

December 15, 2025

Rhode Island Public Transit Authority
Board of Directors
705 Elmwood Avenue
Providence, RI 02907

Dear Members of the Board,

On behalf of the McKee administration and the Rhode Island Public Transit Authority (RIPTA or the Authority), we are writing ahead of the Board meeting on December 17, 2025, to present the Authority's FY 2027 budget submission.

Our proposed budget reflects the framework we developed together earlier this year, one that realigns the Authority with available resources while modernizing service to meet the needs of students, workers, employers, and the Rhode Islanders who rely most on public transit. We remain fully committed to advancing that mission and strengthening the long-term sustainability of the system.

Over the past year, RIPTA completed its operational efficiency study and has already implemented service changes based on its findings. The Authority is now moving forward with the remaining recommendations, including updating rate and fare structures, expanding the Wave to Work program, and increasing federal reimbursement for RIPTA's operations. This proposed budget incorporates those recommendations, leaving a projected \$13.8 million deficit in FY 2027.

This represents significant progress. Prior to our joint work over the past year, the projected FY 2027 deficit was \$40.4 million. Through a combination of approximately \$15 million in new and enhanced revenues and roughly \$12 million in expenditure reductions and operational efficiencies, alongside proactive cost controls, maximization of federal funding, and targeted service realignments informed by demand data, we have substantially narrowed the gap.

We remain committed to working together to close this budget gap without further reductions to service and ensuring RIPTA's long-term stability. Together, we will continue to evaluate and develop dedicated, reliable, and diverse funding streams that will allow RIPTA to fulfill its mission now and in the years ahead.

To address the remaining shortfall, we have begun evaluating several potential solutions together. These include aligning cost incidence more closely with service utilization and reviewing programmatic and legal cost drivers.

RHODE ISLAND STATE HOUSE, PROVIDENCE, RHODE ISLAND 02903

As part of this mission, we will continue to advance the process for a new state-of-the-art transit center in Providence. The new center will offer passengers a secure, well-lit, climate-controlled environment with enhanced passenger amenities, while reestablishing a true intermodal connection between bus and rail in the heart of downtown.

With continued collaboration, we are confident we can close the remaining FY 2027 gap without additional service adjustments or placing additional burdens on taxpayers. We urge the Board to adopt the proposed budget at the earliest opportunity, as we continue to work together to stabilize the Authority's finances.

Sincerely,



Daniel J. McKee
Governor



Christopher Durand
Chief Executive Officer
Rhode Island Public Transit Authority



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN

RHODE ISLAND PUBLIC TRANSIT AUTHORITY
FY 2026- 2031

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RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN INTRODUCTION



Christopher Durand
Chief Executive Officer
401-784-9500
cdurand@ripta.com

Honorable Members of the Board:

Enclosed is the Rhode Island Public Transit Authority's (RIPTA) FY 2026 Financial Plan. This document presents all planned expenditures and expected revenues in support of both capital and operations.

A year ago, RIPTA projected a budget deficit of over \$30.0M for FY 2026. Through a combination of cost saving measures, increased state funding, and implementation of recommendations from the efficiency study to increase revenue and reduce lower performing routes, we were able to balance the budget for 2026. For FY 2027, the projected deficit is \$13.8M, down from nearly \$40.0M last year.

In the short term, we are working with elected officials to close the deficit for FY 2027 so we can maintain service and avoid further reductions. In the long term, we continue to work towards the goals set out in the Transit Master Plan, which include improving existing services and access to transit.

At RIPTA, our mission is clear: to provide safe, reliable, and accessible mobility for every Rhode Islander. Public transit connects people to jobs, education, healthcare, and the opportunities that shape daily life. This year, we strengthened those connections by focusing on service reliability, enhancing the customer experience, investing in infrastructure, increasing our sustainability efforts and introducing innovative programs that expand access to transit across the state.

In FY 2026, despite limited resources, we will complete work on a passenger facility at the Pawtucket-Central Falls Transit Center which will provide a sheltered waiting space for passengers, with restrooms and customer service. We will continue rehabilitating and replacing bus shelters for a safer, more comfortable experience. We will begin the planning process to expand our rapid bus network to transform high-ridership routes into a faster, more frequent, and more reliable network.

On behalf of our staff and our riders, I thank you for your continued support.

Sincerely,

Christopher Durand
Chief Executive Officer

Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation award to the Rhode Island Public Transit Authority for the fiscal year beginning July 1, 2024. According to the GFOA website, *"The purpose of the award program is to encourage state and local governments to prepare budget documents of the very highest quality that reflect both the guidelines established by the National Advisory Council on State and Local Budgeting and the GFOA's best practices on budgeting and then to recognize the entities successful in achieving that goal. Over 1,600 governments, including states, cities, counties, special districts, school districts and more have been recognized for transparency in budgeting. To earn recognition, budget documents must meet program criteria and excel as a policy document, financial plan, operations guide, and communication tool."*

More information about the award can be found at <https://www.gfoa.org/budget-award>

This is the fourth year in a row that RIPTA has won this distinguished award; it is valid for a period of one year only. We believe our current budget continues to conform to program requirements and we are submitting it to GFOA to determine eligibility for another award.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

Rhode Island Public Transit Authority

For the Fiscal Year Beginning

July 01, 2024

Christopher P. Morill

Executive Director

Mission Statement

RIPTA's mission is to provide safe, reliable, and cost-effective transit service with a skilled team of professionals responsive to our customers, the environment, and committed to transit excellence.

Vision Statement

RIPTA is moving forward. As we re-emerge from the global COVID-19 pandemic, RIPTA is motivated to empower our drivers, front-line employees, and our entire workforce with the training, tools, and support needed to grow RIPTA into a true leader in the transit industry. Making optimal use of cutting-edge technology and employing smart, data-driven decision making, we will provide increasingly high-quality, customer-responsive transit service and will provide the mobility our state's economy and communities rely on, affordably and sustainably. We will come to work every day believing in our ability to make our vision a reality: BETTER TRANSIT for a BETTER RHODE ISLAND.

Strategic Plan

In 2021, RIPTA's leadership team launched an agency-wide strategic planning process to set priorities, align resources, and prioritize action steps to address the opportunities and challenges facing the organization. In-depth interviews with agency staff took place throughout winter and spring 2021, investigating strengths, challenges, and opportunities. Key observations included:

- RIPTA values its talented, experienced, and professional workforce.
- Workforce concerns are significantly impacted by the broader labor market: in particular, recruitment and retention of operators and mechanics is a persistent concern.
- Technology presents an opportunity to improve both internal and external communications.
- Achieving the goal of clarifying procedures and protocols is a priority, together with a desire to streamline systems, gain efficiencies, and reduce waste.
- Risk management and strengthening resiliency are top-level concerns.
- A desire exists to strengthen allegiance and teamwork among RIPTA's various work units.
- Employees take pride in their work and are confident in the quality and reliability of RIPTA's service.

Based on this work, a strategic plan was developed with the following five-year vision:

"RIPTA is moving forward. As we re-emerge from the global COVID pandemic, RIPTA is motivated to empower our drivers, front-line employees, and our entire workforce with the training, tools, and support needed to grow RIPTA into a true leader in the transit industry. Making optimal use of cutting-edge technology and employing smart, data-driven decision making, we will provide increasingly high-quality, customer-responsive transit service and will provide the mobility our state's economy and communities rely on, affordably and sustainably. We will come to work every day believing in our ability to make our vision of Better Transit for a Better Rhode Island a reality."

Specific action items have been assigned to individual departments in order to achieve the goals of the strategic plan. Those action items are documented within the department budgets later in this document as "key initiatives."

Implementation of the strategic plan is coordinated administratively through the work of RIPTA's chiefs, deputy chiefs, and senior staff. The Year 5 actions noted in this budget document will be implemented throughout the coming year commencing in January 2026.

Focus Area #1: Sustainable Funding // Goal: Lead renewal of Rhode Island's transportation funding paradigm: grow revenue for TMP system enhancements while recovering from the financial impacts of COVID-19

Objective 1A: Lead the way to a new mobility funding paradigm for Rhode Island

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
1A1-Advocate for a statewide mobility funding initiative, including long-term sustainable funding for RIPTA, TMP implementation, and gas tax alternative	Legislative action to implement sustainable funding for public transit (fiscal cliff)	Secure legislative sponsorship of potential long-term funding solutions
1A2-Secure quick-start implementation funding to launch near-term Transit Forward RI 2040 priority projects	All TMP priority projects funded	Continue pursuing grant funds and efficiencies to enable TMP implementation, while seeking dedicated funding

Focus Area #2: Community Impact // Goal: Strengthen RI's economy and quality of life by providing excellent, affordable, environmentally sustainable statewide mobility services

Objective 2A: Build a better community footprint

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
2A1-Jump-start Transit Forward RI 2040 service and capital improvements	All TMP priority projects under way	Metro Connector LPA; begin Rapid Bus network planning
2A2-Enhance safety and security at all passenger facilities	Positive rider safety perception rating	Deploy Transit Ambassadors programming at transit centers as resources allow
2A3-Develop a state-of-the-art Customer Service Center and passenger relations program	Positive customer satisfaction rating	New transit center under construction
2A4-Strengthen inclusive community engagement	More diverse voices in public engagement	Partner with trusted local organizations to reach diverse populations

Objective 2B: Work toward a sustainable future

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
2B1-Continue green fleet transition	Electrify Newport garage, identify next phase	Utilize \$25M LoNo award to purchase new hybrid buses
2B2-Continue to pursue renewable energy sources	RIPTA 100% renewable in all utilities	Identify next project (item delayed due to shifting priorities)
2B3-Continuously monitor RIPTA's carbon footprint	RIPTA on the road to net zero	Implement dashboard (item delayed)
2B4-Support mode shift by promoting and supporting multimodal transportation options	Capture and increase number of clean commutes	Increase number of commuter challenges

Focus Area #3: RIPTA Workforce // Goal: Empower each RIPTA employee to reach their full potential, together building RIPTA into a world class transit agency

Objective 3A: Emphasize employee training, wellness, and appreciation

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
3A1-Provide more job skills and leadership training	Training for every employee	Provide SMITH driving system retraining; develop leadership training program
3A2-Prioritize workplace safety by implementing industry best practices	Full compliance with key measures	
3A3-Promote employee wellness and appreciation	Appreciation for every employee	Host wellness fairs and offer incentives to promote Employee Wellness throughout the year.
3A4-Support front line employee recruitment and retention	Full complement of operators and mechanics	Strengthen employee recruitment/retention through collective bargaining to provide competitive benefits and wages

Objective 3B: Strengthen internal communications and inclusive decision-making, especially with front-line workers

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
3B1-Deploy info monitors throughout RIPTA campus; develop and share relevant content	Meaningful and regular internal communications with front-line workers	Expand and enhance content
3B2-Use employee portal and in-person inreach to engage with RIPTA employees	Understand RIPTA employee needs/priorities	Initiate employee surveys

Objective 3C: Build a more diverse staff as RIPTA grows

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
3C1-Reinforce fair and impartial hiring and work culture	Establish framework to promote inclusive leadership	Update training curriculum to promote and support inclusive and unbiased work culture
3C2-Continue employee ADA awareness and sensitivity training	Training for every employee	ADA sensitivity training for 50% of employees
3C3-Prepare for workforce expansion and increased specialization as decarbonization and Transit Master Plan recommendations are implemented over time	TMP/ZEV hiring and training goals met	Continue recruiting and training partnerships; launch mentorship/apprenticeship initiative

Focus Area #4: Management & Technology // Goal: Optimize our ability to deliver quality transit services with smart use of data and technical systems

Objective 4A: Utilize IT tools to enhance customer and employee communications

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
4A1-Use more visualization in public engagement efforts	Highly interactive engagement process	Build visualization tech into HCT and Rapid Bus studies
4A2-Continue prioritizing IT systems integration, accessibility, and ease of use	AS400 replacement implemented	Initiate ERP system implementation
4A3-Eliminate paper-based systems and streamline/clarify internal procedures	Centralized, utilized admin policies/procedures	Implement document management system

Objective 4B: Strengthen risk management protocols

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
4B1-Implement risk management approach across all functional areas	Eliminate impact of unaccounted expenses	Initiate steps to limit events leading to unplanned expenses
4B2-Invest in IT and transit infrastructure resilience and disaster preparedness	Resilience and preparedness plans in force	Explore funding pools and implement resiliency solutions
4B3-Continue to adopt best practices and professional standards in all departments	RIPTA a leader in transit industry	Expand professional organization participation

Objective 4C: Increase use of performance analytics

Tasks:	5 Year Goal:	Year 5 (2026) Actions:
4C1-Continue to track performance through engagement in peer benchmarking efforts	Ongoing, public performance reporting	Develop and launch external reporting program
4C2-Increase the number of analysts tracking performance – especially relating to Fleet, Transportation, Maintenance – and utilize data for decision-making	Adequate analytical resources	Begin reporting on transportation and maintenance metrics

Principal Officials

A nine-member Board of Directors establishes RIPTA policy, providing strategic direction and exercising fiscal oversight. Eight members of the Board are appointed by the Governor of the State of Rhode Island with the Director of the RI Department of Transportation serving in an ex-officio Chairman of the Board role.

Day-to-day management of the Authority is carried out by the Chief Executive Officer and a team of executives.

The individuals comprising the Board of Directors and executive management team are listed below.

Board of Directors

Board Chairman/Director of RI Department of Transportation - Peter Alviti Jr., PE

Vice Chair – James Lombardi

Treasurer – James Leach

Secretary – Patrick Crowley

Normand Benoit

Marcy Reyes

Heather Schey

Vincent Masino

Bernard Georges

Executive Management

Chief Executive Officer – Christopher Durand

Chief Administrative Officer – John Chadwick

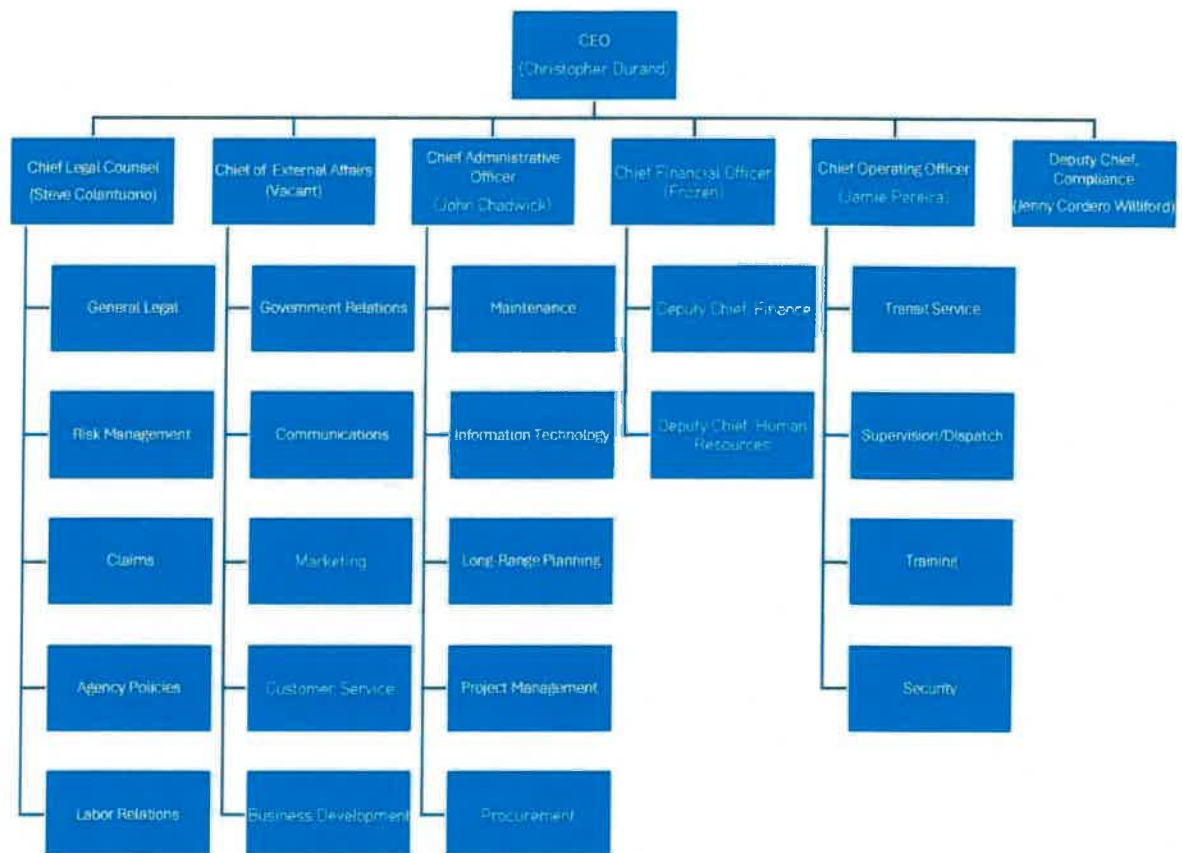
Chief Legal Counsel - Steven Colantuono

Chief of Security and Operations - Jamie Pereira

Chief of External Affairs - VACANT

Organizational Chart

Revised Organization Structure





RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN BUDGET DETAILS

Budget Overview

The Revised FY 2026 budget is projected to be in balance with revenues equaling total expenses because of increased funding from the state, one-time federal revenues, and reductions in operating expenses. The Proposed FY 2027 budget currently has a \$13.8M deficit due to salary increases, health care increases, and expiration of one-time federal revenues.

Revenues	FY 2025 Actual	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Federal Subsidies	\$34,930,580	\$42,890,561	\$55,360,963	\$46,249,171
Federal Subsidies-CARES Act	\$13,378,776	\$0	\$0	
State Subsidies	\$56,993,423	\$49,463,172	\$65,154,302	\$64,784,456
Other Revenue	\$8,071,590	\$7,325,264	\$6,383,542	\$6,457,057
Passenger Fares	\$10,858,939	\$11,348,922	\$11,544,630	\$12,738,190
Third Party Fares	\$10,297,474	\$12,447,275	\$10,744,639	\$10,812,236
Ride Passenger Fares	\$2,360,165	\$2,746,366	\$2,629,354	\$2,635,794
Special Project Revenue	\$0	\$1,434,500	\$1,434,500	\$1,434,500
Total Revenues	\$136,890,946	\$127,656,060	\$153,251,929	\$145,111,404

Expenses	FY 2025 Actual	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Salaries & Fringe Benefits	\$108,893,522	\$111,764,216	\$108,939,168	\$115,741,203
Contract Services	\$9,529,546	\$15,734,366	\$18,324,129	\$14,103,779
Operating Expense	\$18,542,255	\$25,967,977	\$19,912,306	\$22,794,869
Utilities	\$2,430,372	\$2,026,726	\$2,471,895	\$2,595,489
Capital Match & Repayment	\$3,138	\$1,105,026	\$1,105,026	\$1,132,652
Debt Service	\$0	\$1,073,735	\$1,064,905	\$1,141,989
Special Projects	\$0	\$1,434,500	\$1,434,500	\$1,434,500
Total Expenses	\$139,398,833	\$159,106,546	\$153,251,929	\$158,944,481

Operating Surplus/(Deficit)	(\$2,507,887)	(\$31,450,486)	(\$0)	(\$13,833,078)
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Operating Revenues

Operating revenues are aggregated into seven categories: Federal Subsidies, State Subsidies, Other Revenue, Passenger Fares, Third Party Fares, Ride Passenger Fares, and Special Project Revenue. A summary of the accounts included in each category along with any major changes within each category has been provided below. Note that to clearly depict RIPTA's use of Federal Transit COVID relief funding, an additional category has been added called "Federal Subsidies – COVID Relief." This funding has been exhausted as of FY 2025.

Federal Subsidies

Federal Subsidies includes money RIPTA receives from the Federal Transit Administration (FTA) for both operating reimbursements (including salaries) and for large purchases, maintenance agreements, parts, major components (engines), and other operating projects. These budgeted levels vary based upon available grants and timing of new grants.

State Subsidies

Gas Tax Revenue

Semiannually, the Authority receives a per-penny yield projection from the State of Rhode Island's Office of Revenue Analysis. Yields are lower than pre-pandemic and are projected to decrease through 2030 and beyond. During the FY 2025 legislative session, the General Assembly approved a 2-cent gas tax increase for RIPTA, increasing RIPTA's portion from 9.25 to 11.25.

The table below depicts RIPTA's gas tax calculation. UST denotes underground storage tanks, and OHA designates the gas tax passed to RIPTA from the Office of Healthy Aging. Of this portion, \$2.5 million is allocated for the Reduced Fare Program for Seniors and People with Disabilities. Presented is the projected yield for fiscal years 2026 and 2027.

Account	Yield	FY 2026	FY 2027
		\$4,337,266	\$4,309,426
State Gas Tax	11.25 Portion	\$48,794,243	\$48,481,043
UST	0.5 Portion	\$2,168,633	\$2,154,713
OHA	.79 - \$2.5M Portion	\$926,440	\$904,447
Total		\$51,889,316	\$51,540,202

Highway Maintenance Account (State Highway Revenue)

The Highway Maintenance account is a fund established in 2013 comprised of surcharges from Rhode Island licenses and motor vehicle registrations to provide state match for federal transportation funds thereby reducing the state's reliance on borrowing. Starting in FY 2026, RIPTA will receive 10% (an increase of 5%) of the annual proceeds from the account and use those funds to pay for operating expenses. The state provides RIPTA with the estimated value of its 10% allocation for use in the budget.

Legislation was passed in 2017 to allocate an additional \$5 million in Highway Maintenance funds to RIPTA to pay for RIPTA's debt service and to subsidize the Reduced Fare Program in fiscal years 2018 and 2019. This funding was made permanent as part of the FY 2020 appropriations act as signed into law in July 2019.

In total, RIPTA expects to receive \$16,319,435 in Highway Maintenance funds in FY 2026 and \$17,182,754 in FY 2027.

Other Revenue

Other Revenue includes revenue earned from advertising, Photo ID bus pass sales, rent, and investments. Other Revenue also includes miscellaneous revenue where revenue from agreements with local partners are budgeted. Miscellaneous revenue includes revenue from Statewide Planning in support of Planning projects, revenue from the Volkswagen Settlement, and other small grants which RIPTA receives year-to-year.

Passenger Fares, Third Party Fares, and Ride Passenger Fares

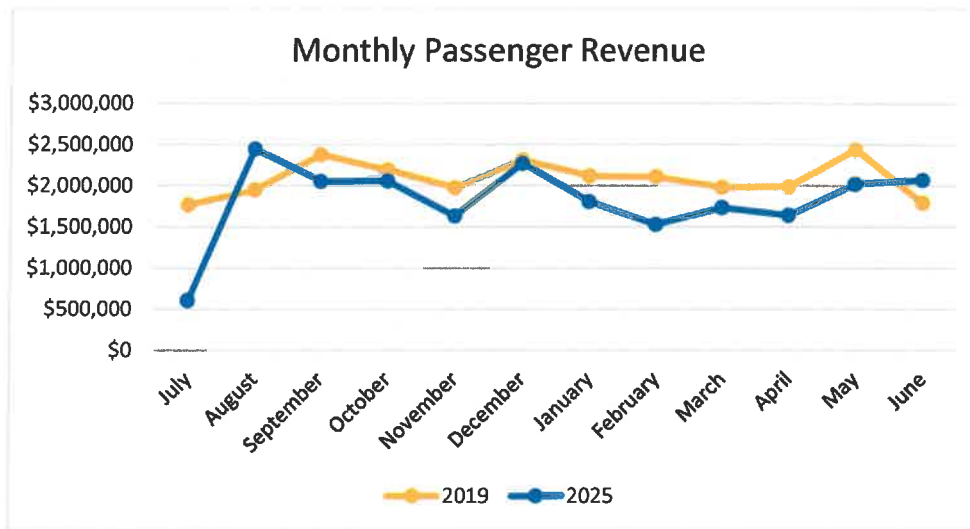
Passenger Fares is the revenue earned from paying riders using the mobile app, smart cards, paper media, or cash. Passenger revenue follows a cyclical pattern with the peak corresponding with the school year. RIPTA uses historical data and seasonality trends to forecast passenger revenue.

Third Party Fares is the category given to accounts in which a third party is purchasing fare products on behalf of the rider. These accounts include RIPTA's Wave to Work (formerly Eco-Pass program), local high schools and universities, non-emergency medical transportation, and revenue to support the no-fare bus pass program. In FY 2020, Rhode Island College became the newest participant, and first state college, to join the U-Pass program.

Ride Passenger Fares is revenue earned from paratransit operations including for third party service requests. In previous budgets, we reported this revenue under Other Revenue. It is separated in this budget to better show the impact of passenger revenues from our paratransit service.

In total, RIPTA expects these revenues to be \$1.2M higher than was received in FY 2025.

The table below compares FY 2025 fare revenues to pre-pandemic levels in 2019. Ridership and resulting fare revenues follow a seasonal pattern that peaks when students return to school in September. RIPTA will complete a fare study in FY 2026 to analyze potential ridership and revenue changes associated with any related fare increases.



Special Project Revenue

As the State's designated recipient of federal transit funds, RIPTA often receives funds on behalf of a local city or municipality seeking to implement a project. RIPTA ensures all proper federal rules are followed and provides assistance as needed. As the projects do not become assets of RIPTA, the costs flow through the income statement as an expense. These pass-through items are isolated for clarity.

Funds currently in the special project revenue and expense accounts are related to the construction of a new terminal facility at Rhode Island Fast Ferry's Quonset Point dock. This project has experienced delays because of the COVID-19 pandemic.

Operating Expenses

Salaries and Fringe Benefits

This line includes all expenses related to employees including wages, benefits, taxes, pension, and retiree health. Personnel costs are down by \$2.9M from the FY 2026 Approved Budget due to a reduction in service. RIPTA is proposing a reduction in FTE count to 845 to address the budget shortfall. This reduction is achieved through attrition and the elimination of vacant positions.

Contract services

This category includes professional services (consultants/advisors), maintenance agreements, laundry, training, travel, and other similar items.

Contract Services are up by \$2.6M from the FY 2026 Approved Budget. This increase is driven by 3 Planning projects (Metro Connector, Safe Streets for All, and Rapid Bus Network) that have offsetting federal and state revenues resulting in a net zero impact to the overall budget.

Operating expenses

This category includes fuel, parts, legal expenses, office supplies, and other similar items. Operating expenses decrease by \$6.1M from the FY 2026 Approved Budget. This decrease is based on lower-than-expected fuel prices and a decrease in maintenance expenses associated with engine replacements.

Utilities

This category comprises natural gas purchases, electricity, water, sewer, trash/sanitation services, and data associated with various communications devices to support operations. Utilities are projected to increase by \$445,169 from the FY 2026 Approved Budget.

Capital Match and Repayment

This category comprises funds set aside to match federal funds for capital projects. The Authority has been working to shift as much capital match to the state as possible, but there are still areas where we must provide funds for capital expenditures. Projects can be matched in two ways. The first method uses funds from RIPTA's capital revolving loan fund. Funds are set aside for larger capital projects and are repaid over the life of the asset at a rate of Prime-1%. The second method is a direct cash match with operating funds (gas tax or passenger fares) for smaller projects.

Fund Balance Report

The table below adjusts the budget forecast to line up with the actual income statement to estimate a change in fund balance for June 30, 2026. See the section on budget development for variances between budget and accounting methods.

RIPTA Fund Balance Projection For FY 2026

Beginning Fund Balance 7/1/2025	\$61,458,364
Revenues	
Federal Subsidies	\$55,360,963
State Subsidies	\$65,154,302
Other Revenues	\$6,383,542
Passenger Fares	\$11,544,630
Third Party Fares	\$10,744,639
Ride Passenger Fares	\$2,629,354
Special Project Revenue	\$1,434,500
Total Available Resources	\$153,251,930
Expenditures	
Salaries & Fringe Benefits	\$108,939,168
Contract Services	\$18,324,129
Operating Expenses	\$19,912,306
Utilities	\$2,471,895
Capital Match and Repayment	\$1,105,026
Debt Service (Principal and Interest)	\$1,064,905
Special Projects	\$1,434,500
Total Expenditures	\$153,251,929
Contributed Capital	
State Capital Receipts	\$25,108,079
Federal Capital Receipts	\$49,949,240
Total Contributed Capital	\$75,057,319
Budget format to Income Statement Adjustments	
Depreciation (Projected)	-\$17,650,489
Principal Payments (Debt Service)	-\$1,064,905
Principal Payments (Revolving Fund)	-\$2,648,819
Capital Match	-\$594,469
Total Adjustments	-\$21,958,682
Ending Fund Balance 6/30/2025 (Projected)	\$114,557,002

The change in fund balance exceeds 10% as a result of a large amount of contributed capital expected from the federal government and the state to support RIPTA's growing capital program.

Long Range Operating Forecast

To guide internal decision making and to better communicate long-term financial needs, the Authority prepares a five-year forecast of expected operating revenues and expenses each year. Key assumptions to the forecast are listed below the table.

Revenues	FY 2026 Revised	FY 2027 Proposed	FY 2028	FY 2029	FY 2030	FY 2031
Federal Subsidies	\$55,360,963	\$46,249,171	\$47,397,960	\$48,579,553	\$49,794,914	\$51,045,036
State Subsidies	\$65,154,302	\$64,784,456	\$63,404,599	\$63,045,669	\$62,795,841	\$62,610,957
Other Revenue	\$6,383,542	\$6,457,057	\$6,250,815	\$6,275,287	\$6,309,834	\$6,244,065
Passenger Fares	\$11,544,630	\$12,738,190	\$12,929,262	\$13,123,201	\$13,320,049	\$13,519,850
Third Party Fares	\$10,744,639	\$10,812,236	\$11,438,447	\$9,737,864	\$11,215,092	\$11,314,153
Ride Passenger Fares	\$2,629,354	\$2,635,794	\$2,642,331	\$2,648,966	\$2,655,700	\$2,662,536
Special Project Revenue	\$1,434,500	\$1,434,500	\$0	\$0	\$0	\$0
Total Revenues	\$153,251,929	\$145,111,404	\$144,063,414	\$143,410,541	\$146,091,430	\$147,396,598

Expenses	FY 2026 Revised	FY 2027 Proposed	FY 2028	FY 2029	FY 2030	FY 2031
Salaries & Fringe Benefits	\$108,939,168	\$115,741,203	\$119,610,063	\$123,614,819	\$127,760,541	\$132,052,499
Contract Services	\$18,324,129	\$14,103,779	\$14,417,936	\$13,202,447	\$13,570,008	\$15,408,321
Operating Expense	\$19,912,306	\$22,794,869	\$23,556,701	\$24,349,097	\$25,173,511	\$26,031,476
Utilities	\$2,471,895	\$2,595,489	\$2,644,804	\$2,695,055	\$2,748,956	\$2,803,935
Capital Match & Repayment	\$1,105,026	\$1,132,652	\$1,160,968	\$1,189,992	\$1,219,742	\$1,250,236
Debt Service	\$1,064,905	\$1,141,989	\$828,961	\$819,365	\$819,332	\$718,464
Special Projects	\$1,434,500	\$1,434,500	\$0	\$0	\$0	\$0
Total Expenses	\$153,251,929	\$158,944,481	\$162,219,433	\$165,870,775	\$171,292,090	\$178,264,931

Operating Surplus/(Deficit) (\$0) (\$13,833,078) (\$18,156,019) (\$22,460,234) (\$25,200,660) (\$30,868,333)

Budget Forecast Assumptions

- Reduced total FTEs from 896 to 845.
- Salaries and benefits are estimated, awaiting finalization of negotiations.
- Contract Services and Operating Expenses are calculated using the State's 5-year CPI-U projection as provided in the Budget Office 5-year financial plan. The state has projected inflation for FY 2026 to be 3.5% and 2.2% for FY 2027.
- Diesel fuel costs are based upon \$2.34 per gallon average in FY 2026 and \$2.48 per gallon in FY 2027.
- Overall costs rise at an average annual rate of 3.0% from FY 2026 to FY 2031.
- Federal revenues are consistent with expected federal revenues from the Infrastructure Investment and Jobs Act (IIJA).
- Passenger revenues begin to steadily grow (1.5%) from current levels, consistent with historical, pre-pandemic, passenger revenue growth.
- Gas tax and Highway Maintenance fund projections are from the November 2025 State of Rhode Island Revenue Estimating Conference.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN BUDGET DEVELOPMENT

Fund Structure, Basis of Accounting and Budgeting

Fund Structure

RIPTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned and expenses are recognized when they are incurred.

Within the enterprise fund, RIPTA maintains both an operations budget and a capital budget. Within the operations budget, expenses are tracked by functional area (department).

Basis of Accounting and Budgeting

The Authority is a component unit of the State of Rhode Island, accounted for as an enterprise fund, which reports all assets, deferred outflows of resources, liabilities, and deferred inflows of resources using the accrual basis of accounting much like a private business entity. Under this method, revenues are recognized when they are earned and expenses are recognized when they are incurred. The budget basis is the same as the accounting basis other than the exceptions listed in the basis of budgeting.

Budgeting is based upon the accrual basis with these exceptions:

- RIPTA budgets capital expense rather than depreciation expense.
- RIPTA does not budget for change in actuarial estimates for the pension plan or for Other Post-Employment Benefits (OPEB).
- RIPTA only budgets the pay-as-you-go portion of OPEB and does not budget for the change in liability as a result of not making the full recommended contribution.
- In addition to interest expense, RIPTA budgets the repayment of bond principal.
- Contributed capital, or funds received from outside sources for capital expenditures, are not budgeted in the operating budget.
- A small amount of operating funds are set aside for capital expenditures to show RIPTA funds being used to support the capital budget.

Note that a schedule has been prepared that reconciles the operating projection for FY 2026 with the expected change in net position for the year ending June 30, 2026. This schedule can be found in the section "Budget Detail" under "Fund Balance Report."

Budget Process

The Chief Financial Officer (CFO) or a designee, under the guidance of the Chief Executive Officer (CEO), is responsible for drafting RIPTA's annual Operating and Capital Budget.

Each spring, the CFO works with each department to determine the resources needed for the coming six fiscal years. Resources include expected operating expenses, personnel needs, and potential capital projects. Simultaneously, other expenses such as fuel, utilities, personnel benefits, and other categories are forecasted over the ensuing six fiscal years.

Revenues are projected later in the year as the state conducts its revenue estimating conference in May, which provides RIPTA with the expected gas tax and highway maintenance fund revenue for the subsequent five years. The Authority strives to obtain as much actual data as possible to guide the budget projections.

This data is all aggregated to develop initial capital and operating budgets. Once this initial draft is established, the CFO begins reviewing each budget and makes adjustments to confirm expenses are consistent with expected revenues to ensure a balanced budget. RIPTA receives capital funding from the state to leverage federal transit funding. This has ensured adequate funding is available for both the capital program and ongoing operations.

Throughout this process, the CFO communicates with the CEO and Executive team to affirm that the budget is consistent with strategic goals and the Authority's larger mission.

Once the budgets are finalized and approved by the CEO, a Board subcommittee on finance is convened to review the budget. The finance committee then provides a recommendation to the full board, occasionally with recommended changes to be made ahead of that full board meeting. Once approved by the full board, the budget is then submitted to the state, typically in October.

For FY 2026, the budget development process will follow the calendar as outlined below:

Action	Date
Initial budget request solicitations	3/21/2025
Budget requests due	4/25/2025
Departmental meetings	5/2025
State submission due	10/27/2025
Full Board Meeting to approve budget	12/17/2025

If changes are required to be made to the budget after it has been adopted by the Board of Directors, and these changes can be adequately quantified, a budget amendment may be prepared and brought before the Board for consideration. If circumstances prevent proper projections, then a working forecast will be provided to the Board along with regular updates on how actual financial results vary from original expectations.

The budget is made publicly available ahead of either a finance subcommittee or a full board meeting and public comment is taken at both meetings ahead of full board adoption of a budget.

Financial Policies

Basis of Presentation and Accounting

The basic financial statements of the Authority are maintained in accordance with the principles of proprietary fund accounting utilizing the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Recently Issued Accounting Standards

The Authority has implemented the following new accounting pronouncements:

- GASB Statement 101 – Compensated Absences is effective for the Authority's fiscal year ended June 30, 2025.
- GASB Statement 102 – Certain Risk Disclosures is effective for the Authority's fiscal year ended June 30, 2025.

The Authority will adopt the following new accounting pronouncements in future years:

- GASB Statement 103 – Financial Reporting Model Improvements is effective for the Authority's fiscal year ended June 30, 2026.
- GASB Statement 104 – Disclosure of Certain Capital Assets is effective for the Authority's fiscal year ended June 30, 2026.

The impact of these pronouncements on the Authority's financial statements has not been determined.

Federal and State Grants

The Federal and State governments have made various capital grants available to the Authority for the acquisition of public transit facilities, vehicles and equipment. These capital grants are reported as capital contributions in the Statement of Revenues, Expenses and Changes in Net Position.

Federal operating assistance grants received under Federal transportation programs are reported as operating grants in the Statement of Revenues, Expenses and Changes in Net Position.

Investments

Investments are valued at fair value, except for money market funds and investment pool accounts which are reported at net asset value per share (which approximates fair value).

Materials and Supplies of Inventory

Inventories consist of spare parts, supplies and fuel and are stated at cost (weighted average method).

Property, Plant and Equipment

Property, plant and equipment are stated at cost. Depreciation is computed on the straight-line basis using the half-year convention over the estimated useful lives of respective assets. Depreciation expense is not provided for assets under construction. Useful lives of assets are as follows:

Buildings and building improvements	15-30 years
Buses	10-12 years
Other equipment	4-20 years

Capital assets are defined by the Authority as assets with an initial individual cost of \$5,000 or more and an estimated useful life of more than one year.

Deferred Outflows of Resources and Deferred Inflows of Resources

Deferred outflows of resources represent a consumption of net position that applies to future periods and so will not be recognized as an outflow of resources (expense) until then. Deferred inflows of resources represent an acquisition of net position that applies to future periods and so will not be recognized as an inflow of resources (revenue) until that time. The Authority's deferred outflows of resources and deferred inflows of resources relate to its pension plan and other post-employment benefit plan and will be amortized as a component of pension and other post-employment benefit expense in future years.

Operating Revenues and Expenses

The Authority's operating revenues and expenses consist of revenues earned and expenses incurred relating to the operation of the Authority. All other revenues and expenses are reported as non-operating revenues and expenses.

Compensated Absences

Vacation benefits are accrued as a liability when earned by employees and reflect the current rate of pay. Sick leave is accrued based on negotiated contracts with the individual unions. Sick leave benefits are accrued based on the sick leave accumulated at June 30 by those employees who are currently eligible to receive termination payments and those employees for whom it is probable will become eligible to receive termination benefits in the future. The liability reflects the current rate of pay.

Income Taxes

Rhode Island Public Transit Authority is exempt from Federal and State income taxes.

Net Position

Net position comprises the various net earnings from operating and non-operating revenues, expenses and contributed capital. Net position is classified in the following three components: net investment in capital assets; restricted; and unrestricted net position. Net investment in capital assets consists of all capital assets, net of accumulated depreciation and reduced by outstanding debt that is attributable to the acquisition, construction, and improvement of those assets; debt related to unspent proceeds or other restricted cash and investments is excluded from the determination. Restricted consists of net position for which constraints are placed thereon by external parties, such as lenders, grantors, contributors, laws, regulations and enabling legislation, including self-imposed legal mandates. Unrestricted is the residual amount not included in the above categories.

The Authority considers restricted resources to have been spent when an expense is incurred for which both restricted and unrestricted net position are available.

Self-insurance

The Authority is self-insured for workers' compensation claims and auto liability and property damage claims. Management believes that the accrual for self-insurance claims is adequate to cover the ultimate liability arising from such claims. However, the recorded liability is based upon estimates of final settlement amounts, which may be more or less than the amount ultimately paid. The Authority has established a reserve cash account for self-insurance with a target funding level of \$5 million. The self-insurance reserve is currently fully funded.

Cash and Cash Equivalents

For purposes of the statement of cash flows, the Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Balanced Budget

The Authority defines a balanced budget as all expected revenues equaling or exceeding total planned expenditures. The Authority is working with state leaders to develop new revenue sources to ensure a structurally balanced budget where recurring revenues are equal to recurring expenditures in the adopted budget and long-range financial plan.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN DEPARTMENTAL BUDGETS

As part of a continued emphasis on strategic management, the performance measures below represent metrics that the Authority identifies as key performance indicators (KPIs) in the successful operation of service. As RIPTA adapts, these KPIs will be updated to match current strategies and goals of the Authority, including how individual departments can contribute.

Performance Measures

On-time Performance: Fixed-Route

*On-time performance is based upon departure time.
On-time is between 1 minute early and 5 minutes late.*

	<u>FY 2025</u>	<u>FY 2026</u>
Target	80%	80%
Actual	77%	TBD

On-time Performance: Ride paratransit

On-time performance in the paratransit program is ten minutes before or after a scheduled trip time.

	<u>FY 2025</u>	<u>FY 2026</u>
Target	93%	93%
Actual	93%	TBD

Mean Distance Between Failures: Fixed-Route

This metric is the number of miles between a failure. Improved maintenance cycles and newer vehicles should improve this metric.

	<u>FY 2025</u>	<u>FY 2026</u>
Target	4,820	4,820
Actual	4,820	TBD

Mean Distance Between Failures: Ride paratransit

This metric is the number of miles between a failure. Improved maintenance cycles and newer vehicles should improve this metric.

	<u>FY 2025</u>	<u>FY 2026</u>
Target	17,861	17,861
Actual	17,861	TBD

Average wait time for customer service calls

Timely, accurate information to riders helps make the system more user friendly.

	<u>FY 2025</u>	<u>FY 2026</u>
Target	20 seconds	20 seconds
Actual	21 seconds	TBD

Actual Employees

The target level for employees in the following categories will help the Authority meet scheduled service, clean shelters and facilities, and expand customer service hours.

	<u>FY 2025</u>	<u>FY 2026</u>
Vehicle Operators		
Target	541	505
Actual	499	TBD
Utility Workers	<u>FY 2025</u>	<u>FY 2026</u>
Target	61	64
Actual	62	TBD
Customer Service	<u>FY 2025</u>	<u>FY 2026</u>
Target	15	17
Actual	10	TBD

The total proposed Full Time Employee count (FTE) for FY 2026 is 845, representing a decrease from FY 2025 of 51 FTEs. The table below is a summary of all RIPTA positions by department. Following that table, detailed budgets for each department are provided by program area.

Department	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Administration	6	8	7	7
Customer Service	14	20	15	15
Finance	10	10	10	10
Human Resources	6	8	5	5
Information Technology	13	14	14	14
Inventory Control	7	7	7	7
Legal & Risk Management	4	3	4	4
Maintenance	133	154	152	152
Maintenance - Centralized	15	15	16	16
Maintenance - State	3	3	3	3
Paratransit	137.5	127.5	155.5	155.5
Planning	10	10	10	10
Procurement	7	7	5	5
Project Management	5	5	5	5
Marketing and Comms.	7	7	8	8
Revenue Collection	2	2	2	2
Ride Administration	14.5	16.5	15.5	15.5
Safety	1	1	1	1
Security	1	2	1	1
Street Supervision	24	26	25	25
Training	6	7	7	7
Transportation	414	443	377	377
Total FTEs	840	896	845	845

Office of the Chief Executive Officer

Group Overview

The Chief Executive Officer oversees all aspects of RIPTA. However, the team of employees directly reporting to the CEO is known as the Administration Department.

Administration

Administration Department Overview

The Administration group includes the Chief Executive Officer, Chief Administrative Officer, Chief Legal Counsel, Chief of External Affairs, and the Chief of Security and Operations. This group of employees is responsible for overseeing all aspects of RIPTA including setting strategies, initiatives, and goals for the Authority and overseeing day-to-day operations. In addition to the senior leadership team there is also an Administrative Assistant responsible for assisting the CEO with communications, scheduling, and day-to-day administrative operations. The Deputy Chief of Federal Programs & Compliance remains under the CEO in order to comply with FTA requirements. The previous budget added a Compliance Analyst, however, due to budget cuts this position was removed.

The goal of the administrative group is to ensure that the Authority's strategic plan is fully implemented. This includes finding sustainable funding to maintain and grow service levels, supporting the communities we operate in, empowering our employees, and optimizing our ability to deliver quality transit services.

Near-term objectives to implement the strategic plan are:

- Effectively communicating the current financial position and plans for growing service to show why investing in public transit is valuable to Rhode Island.
- Finding ways to improve mobility and show how RIPTA can improve communities across the state.
- Reviewing best practices across the industry to improve recruitment and retention across entire workforce.
- Reviewing policies and procedures, communication, and training to better position the workforce to be more effective in their roles. With this foundation in place, we will be better situated to adopt best practices.

Administration Positions

Administration	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
CHIEF EXECUTIVE OFFICER	1	1	1	1
CHIEF FINANCIAL OFFICER	0	1	0	0
CHIEF LEGAL COUNSEL	1	1	1	1
CHIEF ADMINISTRATIVE OFFICER	0	0	1	1
CHIEF OF HUMAN RESOURCES	1	1	0	0
CHIEF OF EXTERNAL AFFAIRS	0	0	1	1
CHIEF OF SECURITY & OPERATIONS	1	1	1	1
DEP CHIEF FED PROG & COMPLIANCE	0	0	1	1
EX DIR FED PROG & COMPLIANCE	1	1	0	0
COMPLIANCE ANALYST	0	1	0	0
ADMIN ASSISTANT-EXECUTIVE OFFICE	1	1	1	1
Total	6	8	7	7

Administration Budget

Administration	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$41,165	\$744,463	\$610,669	\$625,936
Operating Expense	\$1,859	\$92,843	\$8,891	\$9,114
Salaries & Fringe Benefits	\$1,215,572	\$2,114,386	\$1,521,770	\$1,610,437
Total	\$1,258,596	\$2,951,692	\$2,141,330	\$2,245,487

Office of the Chief Financial Officer (Frozen)

Group Overview

Collectively, the group is responsible for overseeing day-to-day management of financial functions including accounting, payroll, grants management, and budgeting and analysis. This group also manages the Authority's workforce, including recruiting and onboarding talent, administering compensation and benefits, and managing employee relations.

Near-term objectives to implement the strategic plan are:

- Continue to work on improving transparency around the Authority's financial position by making improvements to the Financial Plan in line with the best practices as set by the Governmental Finance Officers Association (GFOA).
- Encourage, promote, and implement training for all employees to better understand best practices in respective subject areas and to make better use of technology to make improvements to various processes.
- Ensure recruitment efforts are communicated across a wide range of mediums and audiences to both increase the number of applications received and to assist in diversifying the workplace.
- Continue to review the appropriate salary and benefit structures to attract candidates to open positions at RIPTA.
- Update job descriptions and organizational structure to meet the challenges the Authority is facing today.
- Update Authority policies and procedures.

Finance

Department Overview

The Finance Department oversees numerous functions including accounting, reporting, weekly payroll, revenue receipts, processing of payments to vendors, grants management, budget development, financial analysis, and data reporting and analysis. The department is focused on modernizing processes with new technological tools. There have been some departures and retirements in recent years, therefore bringing in new members to the team has been an area of focus for the department in the past year. The department is also focused on how to best utilize the skillsets of existing employees.

Finance Positions

Finance	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
ACCOUNTING CLERK	1	1	1	1
CONTROLLER	1	1	1	1
DATA & REPORTING ANALYST	1	1	1	1

DEPUTY CHIEF OF FINANCE	1	1	1	1
MGR FARE SYSTEM ADMIN	1	1	1	1
PAYROLL MANAGER	1	1	1	1
SENIOR ACCOUNTANT NON-REP	3	3	3	3
JUNIOR FINANCIAL ANALYST	1	1	1	1
Total	10	10	10	10

Operating Budget

Finance	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Capital Match & Repayment	\$3,138	\$1,105,026	\$1,105,026	\$1,132,652
Contract Services	\$353,494	\$95,676	\$394,225	\$404,081
Debt Service	\$0	\$1,073,735	\$1,064,905	\$1,141,989
Operating Expense	\$351,735	\$1,359,728	\$82,730	\$84,798
Salaries & Fringe Benefits	\$3,424,803	\$3,791,875	\$4,126,546	\$4,336,223
Special Projects	\$0	\$1,434,500	\$1,434,500	\$1,434,500
Utilities	\$2,361,961	\$1,940,386	\$2,405,361	\$2,525,629
Total	\$6,495,131	\$10,800,927	\$10,613,294	\$11,059,872

Human Resources

Department Overview

The Human Resources Department is responsible for providing services to RIPTA employees throughout the entire employee life cycle, from recruitment to retirement, including administering employee programs like health and wellness.

Human Resource Positions

HUMAN RESOURCES	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
HR BENEFITS SPECIALIST	1	1	1	1
HR CHIEF COMPLIANCE OFFICER	1	1	1	1
HR RECRUITMENT SPECIALIST	1	1	1	1
HUMAN RESOURCE ASSISTANT	2	3	1	1
EXEC. DIR. OF LABOR RELATIONS	0	1	0	0

EMPLOYEE RELATIONS ADMINISTRATIVE SPECIALIST	1	1	1	1
Total	6	8	5	5

Budget

Human Resources	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$99,559	\$82,377	\$98,269	\$100,726
Operating Expense	\$120,854	\$126,117	\$132,939	\$136,263
Salaries & Fringe Benefits	\$805,553	\$1,017,635	\$625,466	\$657,079
Total	\$1,025,966	\$1,226,129	\$856,674	\$894,068

Group Overview

This group is responsible for helping set the direction of the agency, including but not limited to the development of the strategic plan (including oversight of implementation) and evaluating best practices within the transit industry. This group is also responsible for sourcing materials and services, management of assets, supporting systems and networks, and delivering and executing projects.

Near-term objectives to implement the strategic plan are:

- Develop methods to communicate long-term revenue gaps and funding shortfalls to fully implement the Transit Master Plan (Transit Forward RI) to all stakeholders.
- Deliver capital projects in a timely and cost-effective manner.
- Continue deployment of the document management system to better utilize various technologies and improve workflows.
- Assist in the implementation of a new employee portal (in conjunction with public affairs) to improve communication with all employees, but especially operations personnel.
- Look for ways to better incorporate data into day-to-day decision making and ensure that data is flowing across the organization and ensure systems are being used to their maximum potential.

Inventory Control Budget

Department Overview

The Inventory Control Department is responsible for maintaining the inventory of parts and supplies in RIPTA's three stock rooms. The team handles inventory reorders, receipt of all materials and packages, and coordinating with the maintenance department to provide parts and supplies as needed. An area of focus for the team is optimizing minimums and maximums to ensure that the right parts are on hand and that there is not an excess of parts, especially as we retire vehicles from service.

The team has been working hard to stay ahead of supply chain issues. Vehicles out of service due to parts has been minimal. There are no changes to personnel levels and costs have been updated to better reflect expectations.

Inventory Control Positions

Inventory Control	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
LEAD STOCKROOM CLERK	1	1	1	1
STOCK ROOM WORKER/PURCHASING	6	6	6	6
Total	7	7	7	7

Budget

Inventory Control	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$9,690	\$12,025	\$11,000	\$11,275
Operating Expense	\$232	\$892	\$255	\$262
Salaries & Fringe Benefits	\$1,081,230	\$852,490	\$853,812	\$897,709
Total	\$1,091,153	\$865,408	\$865,068	\$909,246

Procurement Budget

Department Overview

The Procurement Department is responsible for sourcing all goods and services needed by the Authority. This is done by a staff of five employees who manage the procurement process by issuing bids, receiving quotes, or using vendors prequalified by either the state or RIPTA. The department also coordinates all bids or requests for proposals, issuance of purchase orders, and receives all invoices.

Procurement Positions

Procurement	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
CONT & SPECIFICATIONS AGENT	1	1	1	1
DEPUTY CHIEF OF PROCUREMENT, INVENTORY, & VEHICLE OPERATIONS	1	1	0	0
DIRECTOR OF PROCUREMENT	1	1	1	1
PURCHASING AGENT	1	1	1	1
PURCHASING INFO/SPECIALIST	3	3	2	2
Total	7	7	5	5

Budget

Procurement	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$313,204	\$337,380	\$295,190	\$302,570
Operating Expense	\$14,692	\$31,382	\$16,161	\$16,565
Salaries & Fringe Benefits	\$738,094	\$859,787	\$569,740	\$599,786
Total	\$1,065,990	\$1,228,550	\$881,091	\$918,921

Project Management

Overview

The Project Management department is responsible for transitioning projects from the planning/visioning phase (by long-term planning) to the implementation phase, including project design, design review, and project construction oversight. The department was created in FY 2021 and is now fully staffed. In the short time since its creation, the department has helped develop project management procedures and is focused on establishing metrics around project delivery including budget and timeliness of each project.

During FY 2025, the department oversaw the rehabilitation of the East Side Tunnel, replacement of gates at various properties, and numerous state of good repair projects across RIPTA's various facilities.

Personnel

Project Management	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
DEPUTY CHIEF OF PROJECT MANAGEMENT & FACILITIES	1	1	1	1
PROJECT MANAGER	4	4	4	4
Total	5	5	5	5

Budget

Project Management	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$273,157	\$94,933	\$285,973	\$293,122
Operating Expense	\$234,172	\$74,085	\$241,676	\$247,717
Salaries & Fringe Benefits	\$777,541	\$907,691	\$897,077	\$943,425
Total	\$1,284,869	\$1,076,709	\$1,424,725	\$1,484,264

Planning

Overview

There are two different teams within the planning group. One is long-term planning focused on helping set the direction for the Authority, and a second focused on service planning and operations. Together these teams work to develop and implement the long-term plans of the Authority. While positions are mixed within the following tables, the scheduling team falls under the purview of the Chief of Security and Operations to ensure alignment between schedules produced and operations to ensure seamless coordination.

Personnel

Planning	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
EXECUTIVE DIRECTOR OF SERVICE PLANNING & SCHEDULING	1	1	1	1
DEPUTY CHIEF OF PLANNING	1	1	1	1
PLANNER I	2	2	2	2
PRINCIPAL PLANNER	5	5	5	5
PLANNER II – SERVICE PLANNER	1	1	1	1
Total	10	10	10	10

Budget

Planning	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$792,425	\$8,801,615	\$10,343,859	\$5,924,003
Operating Expense	\$224,375	\$189,140	\$225,583	\$231,223
Salaries & Fringe Benefits	\$1,264,966	\$1,371,089	\$1,266,842	\$1,331,480
Total	\$2,281,766	\$10,361,845	\$11,836,284	\$7,486,705

Information Technology

Overview

The Information Technology department provides ongoing support for, and improvements to, applications, data networks, telephone and radio communications, on-board technologies, and administrative systems.

IT Department Positions

Information Technology	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
APPLICATION DEVELOPER	0	2	1	1
CHIEF TECHNOLOGY OFFICER	0	1	0	0
DEPUTY CHIEF OF TECHNOLOGY	1	0	1	1
DIR OF APPLICATION DEVELOPMENT	1	1	1	1
EXE DIR OF INFO TECH & NETWORK	1	1	1	1
IS PROJECT ADMINISTRATOR	1	1	1	1
JUNIOR NETWORK ADMINISTRATOR	1	1	1	1
NETWORK SECURITY SPECIALIST	1	1	1	1

OPERATIONS TECH ADMINISTRATOR	1	0	1	1
OPER. TECHNOLOGY SPECIALIST	1	2	1	1
SENIOR PROGRAMMER/ANALYST	1	1	1	1
DATA REPORTING SPECIALIST	2	0	2	2
SYSTEM PERFORMANCE ANALYST	0	1	0	0
TECHNICAL SUPPORT SPECIALIST	2	2	2	2
Total	13	14	14	14

Budget

Information Technology	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$2,682,419	\$1,268,701	\$2,592,807	\$2,657,627
Operating Expense	\$154,306	\$106,182	\$169,737	\$173,980
Salaries & Fringe Benefits	\$1,538,694	\$1,940,582	\$1,815,147	\$1,907,380
Total	\$4,375,419	\$3,315,465	\$4,577,690	\$4,738,986

Maintenance, Centralized Maintenance, State Maintenance

Overview

The Maintenance Department is responsible for maintaining RIPTA's fixed-route vehicles and all RIPTA properties. The Centralized Maintenance Department is responsible for maintaining the paratransit fleet as part of the Ride Administration Department. The State Maintenance department is responsible for the maintenance of RI Department of Transportation vehicles (for which the state reimburses RIPTA). The different components of maintenance are broken out as there are different funding sources for each.

The Maintenance Department has been crucial in researching and training on electric buses as the Authority continues to learn about this new technology. The skilled employees of this department have rapidly gained knowledge of these new vehicles and are helping to ensure the fleet is in a condition to support service operations.

Maintenance Department Positions

Maintenance	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
BODY SHOP WORKER/FIRST CLASS	10	10	10	10
BUILDING & GROUND-ELECTRICIAN	1	2	2	2
BUILDING & GROUND-PLUMBER	1	1	1	1
BUILDING & GROUNDS FOREMAN	1	1	1	1
BUILDING & GROUNDS CARPENTER	1	1	1	1
BUILDING & GROUNDS WORKER	4	6	6	6
DIRECTOR OF BUILDINGS MAINT	1	1	1	1

DIRECTOR OF VEHICLE MAINT	0	0	1	1
EXEC DIR OF FACILITIES & MAINT	0	1	0	0
HVAC SPECIALIST	0	1	1	1
LEAD MECHANICAL FOREMAN	1	1	1	1
MAINTENANCE RECORDS ANALYST	1	1	1	1
MAINTENANCE RECORDS SPECIALIST	1	1	1	1
MANAGER OF VEHICLE MAINTENANCE	1	1	1	1
MECH FOREMAN/WARRANTY OFFICER	1	1	1	1
MECHANIC UNIT ROOM	8	8	7	7
MECHANIC/ELMWOOD FIRST CLASS	29	34	33	33
MECHANIC/NEWPORT FIRST CLASS	7	7	7	7
MECHANICAL FOREMAN/ELMWOOD	9	8	8	8
MECHANICAL FOREMAN/NEWPORT	2	2	2	2
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	4	4	4	4
UTILITY WORKER/ELMWOOD	43	56	56	56
UTILITY WORKER/NEWPORT	5	4	4	4
Total	133	154	152	152

Maintenance - Centralized	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
CENTRALIZED MTCE/ BODY SHOP	2	2	2	2
CENTRALIZED MTCE/ FOREMEN	1	2	2	2
CENTRALIZED MTCE/ MECHANICAL	11	10	11	11
CENTRALIZED MTCE/UTILITY	1	1	1	1
Total	15	15	16	16

Maintenance - State	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
STATE OF RI / FOREMEN	1	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Total	3	3	3	3

Budget

Maintenance	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$530,417	\$390,731	\$524,456	\$537,567
Operating Expense	\$10,801,784	\$15,648,715	\$12,328,058	\$12,808,189
Salaries & Fringe Benefits	\$15,879,432	\$17,604,418	\$17,702,128	\$18,648,548
Total	\$27,211,633	\$33,643,864	\$30,554,642	\$31,994,304

Maintenance - Centralized	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$28,460	\$26,362	\$30,000	\$30,750
Operating Expense	\$807,026	\$676,336	\$886,442	\$908,604
Salaries & Fringe Benefits	\$1,752,198	\$2,070,811	\$2,062,643	\$2,173,345
Total	\$2,587,684	\$2,773,509	\$2,979,085	\$3,112,698

Maintenance - State	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Operating Expense	\$27,063	\$50,627	\$31,969	\$32,768
Salaries & Fringe Benefits	\$270,866	\$358,129	\$379,052	\$398,514
Total	\$297,929	\$408,756	\$411,021	\$431,282

Office of the Chief of External Affairs

Group Overview

Under the purview of the Chief of External Affairs are the Marketing and Communications Department, as well as Customer Service. Both the Customer Service and Marketing and Communications Departments have made considerable improvements in communication and by consolidating these departments under the Chief of External Affairs, RIPTA seeks to streamline the Authority's public-facing communications, including government relations and passenger messaging.

Marketing and Communications

Overview

The Marketing & Communications Department is responsible for all external messaging including responding to media inquiries, advertising campaigns, and more. The team is going to be crucial in helping spread the message on why investing in RIPTA is beneficial to all Rhode Islanders. In addition, the department is also looking to improve communications internally with the update of an employee portal.

Personnel

Marketing and Communications	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
COMMUNICATIONS & OUTREACH SPECIALIST	1	1	1	1
DEPUTY CHIEF OF COMMUNICATIONS	0	0	1	1
COMMUNITY OUTREACH OFFICER	1	1	1	1
COMMUTER MKTG & TRV TRAIN COOR	1	1	1	1
DIRECTOR COMMUN & PUBLIC OUTRE	1	1	0	0
BUSINESS DEVELOPMENT OFFICER	0	0	1	1
MARKETING & COMMUN SPECIALIST	2	2	2	2
PRINCIPAL MARKETING SPECIALIST	1	1	1	1
Total	7	7	8	8

Budget

Marketing and Communications	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$936,454	\$999,678	\$1,105,073	\$1,132,700
Operating Expense	\$228,613	\$536,617	\$178,894	\$183,366
Salaries & Fringe Benefits	\$633,795	\$757,771	\$861,099	\$905,305
Utilities	\$120	\$0	\$126	\$132
Total	\$1,798,982	\$2,294,066	\$2,145,192	\$2,221,503

Customer Service

Overview

The Customer Service Department provides information about RIPTA services, receives customer feedback, and handles the lost and found items found on public transit.

In FY 2022, RIPTA opened a customer service location at the Newport Transportation Center which had previously been staffed by an organization within the City of Newport. To support this new customer service location and to help expand the hours that customer service is available, two additional customer service representatives were hired. Upon the completion of the Pawtucket/Central Falls Passenger Facility, customer service representatives will staff that location as well. RIPTA has plans to combine customer service representatives and customer service agents from Ride to better address wait times and ensure all customer-facing employees are trained in all services. As such, customer service representative FTEs have been reduced pending the combination of those teams and the assessment of needs once that is complete.

Personnel

Customer Service	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
ASSIST CS OPERATIONS ADMIN	1	1	1	1
CUSTOMER SERVICE SATELLITE SUPERVISOR	1	1	1	1
DIRECTOR OF CUSTOMER EXPERIENCE	1	1	1	1
CUSTOMER SERVICE REPRESENTATIVE	9	15	10	10
TELEPHONE INFORMATION CLERK	2	2	2	2
Total	14	20	15	15

Budget

Customer Service	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$27,299	\$26,659	\$25,100	\$25,728
Operating Expense	\$4,631	\$6,576	\$5,108	\$5,236
Salaries & Fringe Benefits	\$995,782	\$1,802,782	\$1,213,532	\$1,279,162
Total	\$1,027,712	\$1,836,018	\$1,243,740	\$1,310,125

Office of the Chief Legal Counsel

Legal and Risk Management

Overview

The Legal and Risk Management department is responsible for managing risk and exposure for the Authority. The department manages all RIPTA claims and insurance programs, including property damage, workers compensation, and personal injury protection. The department also assists with preparing and reviewing agreements and other legal documents.

Near-term objectives to implement the strategic plan are:

- With a risk finance strategy in place, work can shift on risk/loss prevention. The department will focus on areas and methods to prevent claims from occurring in the first place.
- The department will ensure insurance broker services are in line with industry best practices.
- The department will increase the training opportunities for each employee to further develop their skill sets.

Legal Department Positions

Legal & Risk Management	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
EXEC DIRECTOR OF CLAIMS MGMNT	1	1	1	1
EXEC. DIR. OF LABOR RELATIONS	1	0	0	0
LABOR RELATIONS SPECIALIST	0	0	1	1
EXECUTIVE PARALEGAL	1	1	1	1
Total	4	3	4	4

Budget

Legal & Risk Management	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$320,863	\$331,318	\$46,873	\$48,044
Operating Expense	\$4,389,772	\$6,168,369	\$4,311,698	\$6,577,916
Salaries & Fringe Benefits	\$576,286	\$120,378	\$112,051	\$117,592
Total	\$5,286,921	\$6,620,065	\$4,470,621	\$6,743,552

Office of the Chief of Security and Operations

Group Overview

Under the purview of the Chief of Security and Operations are the Transportation (Fixed-Route), Paratransit, Training, Safety and Environmental, Street Supervision, and Revenue Collection. These departments make up the operations divisions.

Near-term objectives of the group to implement the strategic plan are:

- Expand training to improve job skills across the Authority.
- Enhance safety and security at all RIPTA properties by replacing antiquated cameras and card access systems along with replacement of gates and fencing.

Paratransit

Overview

The Paratransit Department provides on-demand transportation for people with disabilities who are unable to use the regular, fixed-route transit service and reside within $\frac{3}{4}$ of a mile from a fixed-route line. The program team responsible for managing, scheduling, and supporting the paratransit program can be found under the Ride Administration found further in this document.

The budget for paratransit van operators has been increased from 117 to 146 to accommodate for increased demand. This increase also allowed fixed-route operators to transfer over due to service reductions.

Personnel

Paratransit	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
DEPUTY CHIEF OF PARATRANSIT	0.5	0.5	0.5	0.5
FLEX SUPERINTENDENT(OPERATION)	0	1	0	0
LEAD OPERATIONS COORDINATOR	1	1	1	1
PARA-TRANSIT F/T VAN OPERATOR	128	117	146	146
PARA-TRANSIT OPER.COORDINATOR	4	4	4	4
PARA-TRANSIT UTILITY	4	4	4	4
Total	137.5	127.5	155.5	155.5

Budget

	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Paratransit				
Contract Services	\$2,426,806	\$1,801,411	\$1,581,042	\$1,620,568
Operating Expense	\$860,957	\$806,993	\$946,915	\$1,024,988
Salaries & Fringe Benefits	\$15,951,404	\$11,267,528	\$14,842,568	\$15,648,230
Total	\$19,239,167	\$13,875,932	\$17,370,525	\$18,293,786

Revenue Collection

Overview

The Revenue Collection department is responsible for counting all cash fare payments received and for managing the supply of fare products.

Personnel

Revenue Collection	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
REVENUE AGENT	2	2	2	2
Total	2	2	2	2

Budget

Revenue Collection	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$20,056	\$21,032	\$20,000	\$20,500
Operating Expense	\$16,076	\$43,416	\$280,214	\$287,219
Salaries & Fringe Benefits	\$281,333	\$269,434	\$267,833	\$281,757
Total	\$317,465	\$333,882	\$568,047	\$589,476

Ride Administration

Overview

The Ride Administration department oversees scheduling, dispatch, customer service complaints, and general management of the paratransit operation. The paratransit program is costly but federally required. The administration team continuously looks for improvements that can help reduce costs and improve the service provided.

The Authority deployed a pilot program in January 2024 at the direction of the General Assembly to expand the ADA corridor from $\frac{3}{4}$ of a mile from a fixed-route line to allowing statewide access. That program is now permanent.

Personnel

Ride Administration	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
RIDE CUSTOMER SERVICE AGENT	6	7	7	7
RIDE CUSTOMER SERVICE SUPERVISOR	1	1	1	1
DIRECTOR OF PARATRANSIT	0	1	1	1
EXEC DIR OF PARATRANSIT SERVICE	0.5	0	0	0
DEPUTY CHIEF OF PARATRANSIT	0	0.5	0.5	0.5
ADA QUALITY ASSURANCE MANAGER	1	0	1	1
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE ADMIN SUPERINTENDENT	1	1	0	0
SYSTEM PERFORMANCE ANALYST (RIDE)	0	1	0	0
RIDE PRIN SCHEDULING SPECIALIS	1	1	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
Total	14.5	16.5	15.5	15.5

Budget

Ride Administration	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$51,330	\$0	\$0	\$0
Operating Expense	\$46	\$0	\$51	\$52
Salaries & Fringe Benefits	\$1,268,820	\$1,978,382	\$1,459,515	\$1,539,039
Utilities	\$68,291	\$86,340	\$66,407	\$69,727
Total	\$1,388,487	\$2,064,722	\$1,525,972	\$1,608,818

Safety

Overview

The Safety Department is responsible for all aspects of employee and environmental safety. One of the goals of the department is to better incorporate improvements to various safety-related assets into the larger asset management goals of the Authority. The department also is focused on investments which can reduce overall environmental compliance costs.

Personnel

Safety	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
ENVIRONMENT AFFAIRS/SAFETY OFFICER	1	1	1	1
Total	1	1	1	1

Budget

Safety	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$159,364	\$362,101	\$149,594	\$153,334
Operating Expense	\$47,054	\$26,679	\$51,760	\$53,054
Salaries & Fringe Benefits	\$116,465	\$131,495	\$121,913	\$127,407
Total	\$322,884	\$520,275	\$323,267	\$333,795

Security

Overview

The Security Department is responsible for security issues at all RIPTA facilities, including cameras, card readers, gates, and safety bollards. The department is also responsible for assisting with special events and responding to incidents. This team is critical to helping understand where more training or preventive measures could be implemented to ensure the safety and security of all RIPTA riders, employees, and assets.

Personnel

Security	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
SECURITY SPECIALIST	0	1	0	0
DIRECTOR OF STREET SUPERVISION	1	0	1	1
SAFETY/SECURITY SPECIALIST	0	1	0	0
Total	1	2	1	1

Budget

Security	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$283,657	\$0	\$0	\$0
Operating Expense	\$6,224	\$0	\$0	\$0
Salaries & Fringe Benefits	\$114,685	\$270,512	\$211,431	\$220,406
Total	\$404,566	\$270,512	\$211,431	\$220,406

Street Supervision

Overview

The Street Supervision Department supervises daily transit operations, including employee assistance, customer relations, and general transit safety issues. This team is responsible for helping passengers, responding to incidents, and assisting the Planning Department by providing feedback on any planned service changes. The department can also assist with helping understand any issues with service so that changes can be made and the overall experience for riders can be improved.

Personnel

Street Supervision	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
LEAD STREET SUPERVISOR	1	2	1	1
STREET SUPERVISOR/DISPATCHER	23	24	24	24
Total	24	26	25	25

Budget

Street Supervision	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Operating Expense	\$563	\$721	\$619	\$635
Salaries & Fringe Benefits	\$3,619,387	\$4,069,294	\$3,432,343	\$3,611,391
Total	\$3,619,950	\$4,070,015	\$3,432,963	\$3,612,026

Training

Overview

The Training Department is responsible for all employee training, including on-boarding, diversity and sensitivity training, and leadership development. This team also assists with return-to-work reviews and remedial training if necessary.

Personnel

Training	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
DIR TRAIN/BUS DEV PROCESS	1	0	0	0
DIRECTOR OF TRAINING	0	1	1	1
LEAD INSTRUCTOR	1	1	1	1
TRAINING INSTRUCTOR	4	5	5	5
Total	6	7	7	7

Budget

Training	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$8,017	\$0	\$10,000	\$10,250
Operating Expense	\$1,040	\$10,067	\$1,144	\$1,172
Salaries & Fringe Benefits	\$853,148	\$1,014,746	\$1,019,084	\$1,071,700
Total	\$862,204	\$1,024,813	\$1,030,227	\$1,083,122

Transportation

Overview

The Transportation Department is responsible for all aspects of deployment of fixed-route service. This team ensures buses go out on-time, addresses any issues throughout the day, and ensures all scheduled service is completed. The department launched a new daily management system and continues to learn how to make the most out of this new system and the data that is being generated.

The budget for fixed-route bus operators has been reduced from 424 to 359 to accommodate for fixed-route service reductions.

Personnel

Transportation	FY 2025 Actuals as of 06/30/25	FY 2026 Approved FTE	FY 2026 Revised FTE	FY 2027 Proposed FTE
ASST. SUPERINTENDENT TRANS.	1	1	1	1
DEPUTY CHIEF OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	348	366	333	333
FULL TIME BUS OPERATOR/NEWPORT	49	58	26	26
GENERAL SUPERINTENDENT	1	1	1	1
LEAD CLERK NEWPORT DIVISION	0	1	0	0
NIGHT FOREMAN	1	1	1	1
RELIEF SUPERINTENDENT	2	3	3	3
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	10	10	10	10
Total	414	443	377	377

Budget

Transportation	FY 2025 Actuals as of 06/30/25	FY 2026 Approved	FY 2026 Revised	FY 2027 Proposed
Contract Services	\$171,111	\$337,904	\$200,000	\$205,000
Operating Expense	\$10,421	\$12,489	\$11,463	\$11,749
Salaries & Fringe Benefits	\$55,767,957	\$57,193,000	\$53,577,575	\$57,435,289
Total	\$55,949,489	\$57,543,393	\$53,789,038	\$57,652,038



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN CAPITAL BUDGET AND DEBT

Capital Budget Overview

The following is RIPTA's FY 2026 Capital Budget and FY 2027 – FY 2031 Capital Improvement Plan. Each year, RIPTA prepares an updated capital budget and an updated projection of anticipated capital spending for the ensuing five fiscal years. Following approval by the Board of Directors, the capital budget is submitted to the Office of Management and Budget (OMB) for inclusion in the overall state budget, which then goes to the Governor and General Assembly for approval.

If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the CFO modifies each project accordingly in the next year's submission.

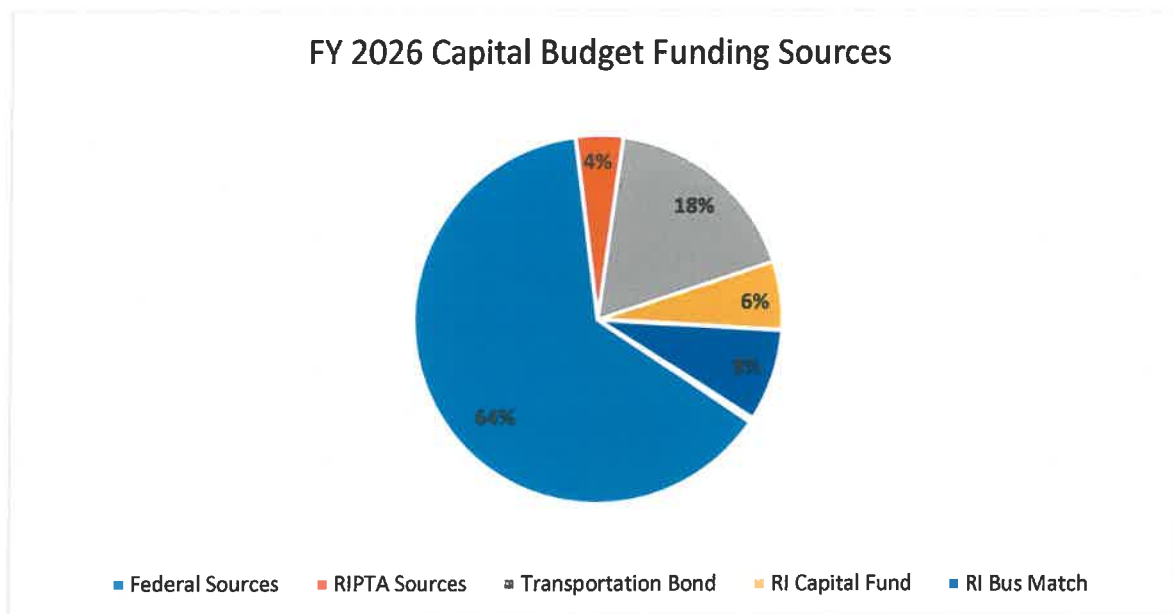
RIPTA's FY 2026 Capital Budget includes \$78.6 million in capital expenditures. The capital budget will be presented to the Board for consideration at the December 2025 Board of Directors meeting.

Expenditures on these projects are necessary to maintain the integrity of RIPTA's infrastructure, and to take advantage of technological advances.

The largest project is the ongoing replacement of vehicles. While there are no current orders for fixed-route buses, during FY 2026, RIPTA will replace 50 paratransit vehicles at an estimated cost of \$11.1 million.

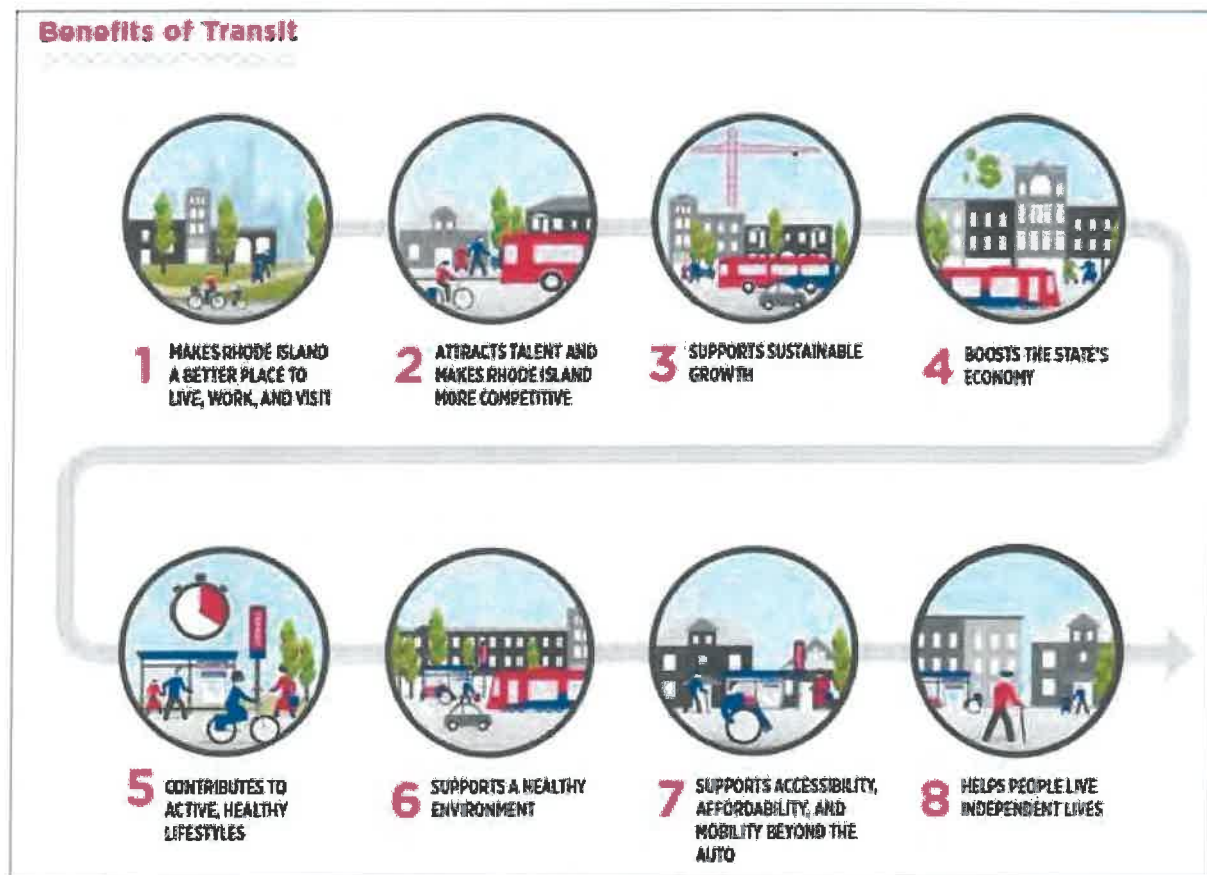
Other major initiatives in FY 2026 include the completion of a passenger facility at the Pawtucket-Central Falls train station, design for the rehabilitation of 265 Melrose Street, and continued preliminary services work related to the Providence Transit Center.

The chart below depicts the various funding sources in the FY 2026 Capital Budget.



All projects listed in the capital budget are contingent upon the availability of both match and federal funds. Approval of the capital budget does not signify approval for project commencement. Given the Authority's limited financial resources, some projects may have to be delayed. As a result, all projects included in this plan will follow RIPTA's procurement policy, which sets thresholds for CEO and Board approval. This process ensures that proper funding is in place before a project commences, and takes into consideration any changes in funding, including any change in General Assembly appropriations.

Investment in these projects will generate benefits on multiple levels. In particular, these investments will improve (1) access to transit – by providing high-quality passenger facilities where riders need them most, (2) interconnectedness of the transit network – by creating additional transfer points between routes at key locations throughout the state, and (3) speed and reliability of transit – by maintaining and expanding dedicated transit rights-of-way and associated technologies such as transit signal priority. Such investments directly support increased ridership, which in turn supports several statewide goals. Strong ridership drives growing farebox revenue which in turn reduces the need for state and federal subsidies. Per passenger greenhouse gas emissions and single-occupancy vehicle miles traveled are reduced, bringing Rhode Island closer to its climate goals. A strong transit system with high ridership, frequent service, and quality passenger amenities directly supports economic development, transit-oriented development, community mobility, and public health goals as well.



RIPTA is the state's main recipient of FTA funds and as a result receives federal appropriations designated for local municipalities. In these cases, RIPTA may provide project oversight and procurement services for these projects but does not contribute any operating funds. This ensures that the project remains in compliance with all FTA guidelines. Examples of these types of projects are the recent bulkhead improvement at the Quonset Ferry and the upcoming terminal rehabilitation at the Quonset Ferry.

Capital Budget Detail

Rolling Stock (Buses/Vehicles)

Rolling Stock Budget	Year						
Project	2026	2027	2028	2029	2030	2031	Grand Total
Fixed Route	\$31,907,039	\$33,502,391	\$34,078,075	\$32,504,020	\$31,026,564	\$34,206,787	\$197,224,876
Flex Vehicles	\$0	\$0	\$2,380,034	\$1,249,518	\$0	\$0	\$3,629,552
Non-Revenue Vehicles	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,320,000
Paratransit Vehicles	\$11,074,095	\$6,375,994	\$5,355,835	\$5,623,626	\$5,904,808	\$6,200,048	\$40,534,406
Grand Total	\$43,201,134	\$40,098,385	\$42,033,944	\$39,597,164	\$37,151,372	\$40,626,835	\$242,708,834

Fixed-Route

RIPTA's current fixed-route fleet plan is designed to replace 40-foot vehicles once they reach the end of their 12-year or 500,000-mile useful life. Federal funds are set aside each year in the transit portion of the State Transportation Improvement Plan (STIP) to fund the replacement of buses. Match historically has come from the state, formerly through General Obligation bonds and more recently from the State Fleet Replacement Revolving Loan Fund. RIPTA now receives an appropriation of Highway Maintenance funds for bus match.

Although there is currently no plan to purchase fixed-route vehicles in FY26, the budget reflects the capital purchase plan as submitted to the State of Rhode Island.

Non-Revenue Vehicles

This is a line item used to replace the Authority's non-revenue vehicles, which include street supervisor vehicles, pick-up trucks and other maintenance vehicles, and hybrid vehicles for staff to conduct business. Over the past few fiscal years, many of the old vehicles (2001 Ford Explorers) have been retired, but there are still vehicles in service that need replacement. In addition to replacing older vehicles, there is a need for additional non-revenue vehicles. The annual replacement budget is \$220,000 and allows for the purchase of 5-6 vehicles. Federal funding covers 80% of the purchase cost and the remaining 20% is funded via RIPTA's Capital Revolving Loan Fund.

Paratransit Vehicles

The Authority expects 50 paratransit vehicles to be delivered in FY 2026, replacing vehicles that have exceeded their useful life. Paratransit vehicles are financed using 80% federal funds. The remaining 20% match comes from the Paratransit Revolving Loan Fund, an investment account where Paratransit operating revenue is deposited to support vehicle replacement.

Passenger Facilities

Passenger Facilities Budget Project	Year						Grand Total
	2026	2027	2028	2029	2030	2031	
Bus Shelters	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$9,375,000
Transit Hubs: Pawtucket/Central Falls	\$630,000	\$317,139	\$0	\$0	\$0	\$0	\$947,139
Transit Hubs: Pawtucket/Central Falls Passenger Building	\$2,203,905	\$0	\$0	\$0	\$0	\$0	\$2,203,905
Transit Hubs: URI Kingston	\$1,500,000	\$4,159,665	\$0	\$0	\$0	\$0	\$5,659,665
Providence Transit Center	\$13,947,052	\$4,222,508	\$0	\$0	\$0	\$0	\$18,169,560
Grand Total	\$19,843,457	\$10,261,812	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$36,355,269

Bus Shelters

In 2020, RIPTA completed the Transit Forward RI 2040 plan, which identified a series of capital and service improvements to be made in transit over the next 20 years. This plan was adopted by the State Planning Council in December 2020. One recommendation from this plan is to significantly invest in more shelters across the RIPTA system to create bus stops that are welcoming to passengers, protected from the elements, and easily identifiable.

This project will invest in the replacement and expansion of RIPTA's bus shelter program. RIPTA's 300 current shelters, which are nearly 20 years old, will be replaced with new, high-quality shelters that will provide enhanced amenities for passengers. Additionally, RIPTA will expand its shelter program by up to 300 new shelters in communities across the state. Funding in the amount of \$1.5M annually has been budgeted and will be used starting in FY 2026.

Transit Hubs: Pawtucket/Central Falls

In partnership with the Rhode Island Department of Transportation, RIPTA has constructed a new transit center in Pawtucket/Central Falls adjacent to the new commuter rail station. This project is largely complete with the remaining funds being expended in FY 2026 and FY 2027 on the Transit Emphasis Corridor to include bus shelters.

Transit Hubs: Pawtucket-Central Falls Transit Center Passenger Building

The State of Rhode Island, through RICAP Funds, has allocated \$5 million for the construction of a passenger facility at the new Pawtucket-Central Falls Transit Center. The proposed facility will include restrooms for passengers and employees, a sheltered waiting space for passengers, as well as a RIPTA customer service presence. RIPTA expects to complete work on this passenger facility in FY 2026.

Transit Hub: URI Kingston

This project scope changed to shift the project location from the URI campus to Kingston station to better serve passengers and encourage multi-modal transit. A feasibility review and conceptual design development are under way.

The new hub at Kingston station would include bus shelters and real-time arrival signs. This hub will allow for safer passenger boarding, alighting, and waiting.

Providence Transit Center

RIPTA is proposing the development of a new intermodal facility. The new transit center is envisioned to be a mixed-use development that will include an enclosed intermodal transit center, parking deck, potentially office space, as well as an adjacent mixed-use transit-oriented development. In contrast to the current sprawling footprint of Kennedy Plaza, the new Transit Center will provide a single organized location for bus service.

The State has provided RIPTA with the balance of the 2014 Transit Bond (\$22 million). This project is currently in the preliminary services phase with New Wave RI Partners LLC. At the conclusion of the preliminary services phase the Authority can either choose to off-ramp or sign a project agreement with Next Wave and begin construction.

Support Facilities

Support Facilities Budget		Year					
Project	2026	2027	2028	2029	2030	2031	Grand Total
265 Melrose Street	\$4,259,960	\$11,748,095	\$11,748,095	\$0	\$0	\$0	\$27,756,150
Elmwood UST Fuel Tank Replacement	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0	\$2,200,000
Oil Water Separators (All RIPTA Facilities)	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000
Overhead Garage Door Replacement (705 Elmwood)	\$570,000	\$0	\$0	\$0	\$0	\$0	\$570,000
Parking Deck Repair (705 Elmwood Avenue)	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$2,500,000
Roof & HVAC Units (750 Elmwood)	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$4,000,000
Security Enhancements (All RIPTA Facilities)	\$321,500	\$321,500	\$321,500	\$321,500	\$321,500	\$321,500	\$1,929,000
Security Fencing	\$513,000	\$0	\$0	\$0	\$0	\$0	\$513,000
Transit Asset Management - Facilities	\$1,894,609	\$2,779,127	\$3,129,127	\$2,478,500	\$2,178,500	\$2,178,500	\$14,638,363
Trench Drain Replacement (269 Melrose)	\$127,000	\$0	\$0	\$0	\$0	\$0	\$127,000
ZEV Infrastructure	\$0	\$10,000,000	\$17,963,500	\$12,812,500	\$0	\$0	\$40,776,000
Grand Total	\$9,186,069	\$29,448,722	\$36,262,222	\$15,612,500	\$2,500,000	\$2,500,000	\$95,509,513

265 Melrose Street

RIPTA owns a 72,000 square foot office and vehicle maintenance garage facility located at 265-267 Melrose Street in Providence, Rhode Island. Since 2010, the building has remained largely unoccupied due to its poor condition and the opening of RIPTA's current administration building located at 705 Elmwood Avenue. To return the building to a state of good repair and expand capacity for operational growth, RIPTA is proposing a \$27.8 million facility rehabilitation project for this building. RIPTA received a \$7.4M FTA discretionary award to begin work on this project, which will commence in FY 2026 with the development of a facility rehabilitation program.

Elmwood Fuel Tank Replacement

The current underground fuel storage tanks on the Elmwood campus are nearly thirty years old and need replacement. The removal and replacement of the underground fuel storage tanks, or a replacement with above ground fuel storage tanks, are both options for this project. Underground storage tanks require more costly reporting and testing throughout the life of the equipment, while above ground storage tanks require extensive planning, space, and relocation decisions.

The project would require an engineering assessment in FY 2027 with a goal to replace the tanks by FY 2028. At an estimated cost of \$2.2 million, RIPTA would use federal funds and RICAP for the required 20% match.

Oil Water Separators (All RIPTA Facilities)

Oil Water Separators prevent oil and other hazardous liquids from going into the sewer or storm water system. These systems need to be periodically emptied and cleaned and any deterioration in the internal components needs to be quickly rectified. The oil water separators need capital improvements to ensure they function properly. Some of the tanks will be relined which is cheaper than replacement and will

extend the useful life of the system. Other tanks require new filters and components, which are accounted for in the operating budget and preventative maintenance program. The Authority expects to spend \$250,000 in FY 2026 and FY 2027 on capital improvements to the Oil Water Separator system.

Repairs and replacement of the oil water separators are eligible for federal reimbursement. RICAP will provide the required match to leverage these federal funds.

Overhead Garage Door Replacement

Due to heavy usage, there are several overhead garage doors that are scheduled to be replaced this year. The current doors would be replaced with rubber doors, like recent installations at the transportation building. These rubber doors require less maintenance and have greater durability than the more traditional metal overhead doors.

705 Elmwood Parking Deck

Assessment of the parking deck at 705 Elmwood continues. Currently the budget includes \$2,500,000 for repairs but could increase as a result of the final assessment.

John H. Chafee Transportation Maintenance and Operations Center Roof Replacement

\$4M is budgeted for repairs to the roof at the Chafee maintenance facility. The Authority is also exploring a partnership with renewable energy companies to offset some or all of these costs. Revenue sharing agreements are also being explored.

Security Enhancements (All RIPTA Facilities)

The Authority is required to spend .75% of its 5307 funds each year on Security Enhancements. This amounts to \$320,000 per year or about \$256,000 per year in federal funds with the remaining \$64,000 in match coming from RICAP. Recent initiatives have included installing cameras, gates, and card readers at RIPTA's Newport transportation and maintenance facility at 350 Coddington Highway, Middletown, RI. Gate installations/upgrades and security camera upgrades are programmed in FY 2026 and FY 2027, while safety signage replacements will continue across RIPTA properties on a yearly basis.

Security Fencing

Security fencing at all RIPTA properties is being replaced and projected to be complete in FY 2026. This project will use federal funds and RICAP match, as outlined in the Security Enhancements line below.

Transit Asset Management – Facilities

RIPTA has completed an asset management assessment of all facilities. This report contains the expected expenditures required at each facility. As projects are developed, they are isolated within this report. Until that point, they are grouped in this line. \$14.6M is currently expected to be expended over the life of this plan.

Trench Drain Replacement (269 Melrose)

The trench drains in 269 Melrose is nearing completion. The grates that cover the drains were cracked and broken in places creating trip and fall hazards. The drains themselves were too wide, requiring wider

than necessary grates, which buckled under the pressure of buses when parked or driven over them. This project replaced the drains and grates with a more appropriately sized system for the 269 Melrose location. Cost estimates for this project total \$600,000, with approximately \$127,000 in FY 2026. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

Newport-Middletown Garage Electrification

RIPTA received a BUILD grant to electrify buses operating out of the Aquidneck Island garage. \$40.8M is currently budgeted for infrastructure improvements. This project will commence in FY 2027 contingent upon the BUILD grant administrative process with USDOT.

Support Systems

Support Systems Budget Project	Year						Grand Total
	2026	2027	2028	2029	2030	2031	
ATMS Radio Replacement	\$0	\$700,000	\$1,300,000	\$1,300,000	\$700,000	\$0	\$4,000,000
Claims Management Software	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000
Compliance Software	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Dispatch Recording Update	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Eligibility Software Suite	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Enterprise Software/Asset Management	\$500,000	\$3,500,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Hastus Upgrade and Expansion	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Incident/Accident Management Software	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Kronos Enhancement Modules	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Office Equipment - Copiers	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Redundancy/Disaster Recovery	\$860,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,860,000
Replacement IT Equipment	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000
Security Software - CrowdStrike Complete	\$100,000	\$300,000	\$0	\$0	\$0	\$0	\$400,000
Server Software	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Server/SAN Replacement	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Upgrade Network	\$150,000	\$100,000	\$0	\$0	\$0	\$0	\$250,000
Grand Total	\$4,475,000	\$6,500,000	\$2,800,000	\$1,800,000	\$1,200,000	\$500,000	\$17,275,000

ATMS Radio Replacement

Radios on the fixed-route buses enable data communications for the ATMS system. These radios have a limited useful life, which once surpassed will no longer receive support from the manufacturer. Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA's Capital Revolving Loan Fund. The total replacement cost is estimated to be \$4 million.

The last time this radio system was replaced, Emergency Management funds were available to cover 100% of the replacement.

Claims Management Software

The Legal Department is requesting the procurement and implementation of a claims management software. RIPTA receives numerous claims per year and this software will assist the Legal Department in processing and resolving those claims in a timely manner.

Compliance Software

The Authority is seeking a software solution to assist with compliance issues. The software will track due dates, send out reminders, and provide reports to ensure that RIPTA is in compliance at all times with its numerous state and federal requirements.

In FY 2016, the Authority began testing software to increase the effectiveness of the facilities preventative maintenance program. Reminders are distributed to proper personnel and reports are uploaded after the task has been completed. This provides a clear record that facilities are being properly maintained.

A more advanced software solution is being pursued which will work in conjunction with an asset management system and other Enterprise systems. This software may be incorporated into the new asset management system, but this determination will be made as the project advances to the next phase.

It is currently estimated that the software will cost \$40,000. Federal funds are available for 80% of the project cost with RIPTA Capital Match providing the remaining 20%.

Eligibility Software Suite

The Ride department receives ADA applications daily. There is currently one staff member who manually inputs each application into the Reveal system and manually tracks processing timeframe and eligibility durations.

The Ride department would like to procure a software to store and track ADA application information. The software would track applications from the date of submission through application processing and eligibility duration based on eligibility category and timeframe, decreasing process times and more effectively tracking and reporting on ADA eligibility outcomes.

Federal funds will be used for 80% of the project cost with RIPTA Capital Match providing the remaining 20%.

Enterprise Software/Asset Management

The Federal Transit Administration (FTA) has implemented a Transit Asset Management program to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair. The new program requires an inventory of capital assets, asset condition assessments, and new decision support tools.

RIPTA had been working to implement the One Solution Enterprise Resource Planning system, which was intended to meet the requirements of FTA's asset management program. Due to significant issues with the vendor in delivering a software solution that would meet the needs of the Authority, RIPTA, with guidance from FTA, cancelled the contract with this vendor.

However, RIPTA conducted an extensive business process review, which documented each department's policies, procedures, and processes, which will assist in the procurement of a new product to upgrade the systems used by finance, procurement, human resources, and maintenance.

The remaining funds from this project have been reallocated to a new Asset Management System and Enterprise Resource Planning System. Current estimates for this project total \$5 million. Existing federal funds and additional federal formula funds will be used to cover 80% of the project cost with RIPTA's Capital Revolving Loan Fund covering the remaining 20%.

HASTUS Upgrade & Expansion

Phase 1 of this project, HASTUS Upgrade, was completed in 2018. In addition to the HASTUS upgrade, the Authority is also adding additional modules. These new modules would offer increased driver management tools integrated with the scheduling software, including enabling drivers to go through the work options at a computer kiosk instead of the current method of pen and paper. This project is 80%

federally funded, with 20% match coming from the RIPTA Capital Revolving Loan Fund. The project is expected to be completed in FY 2026.

Incident/Accident Management Software

RIPTA is in need of an accident and incident management system to report, track, and manage incidents from initial notification, response, and investigation, through claims and corrective actions. Some of this is currently done in the AS/400 system with non-integrated custom programs that do not allow for easy reporting or trend analysis. The estimated cost for this project is \$250,000. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA Capital Match. This software could potentially be included as part of the ATMS System Upgrade.

Kronos Enhancement Modules

RIPTA recently migrated from a physical timecard-based method of tracking employee time to an online solution: Kronos. This request is for \$200,000 to further enhance that system with new modules. RIPTA Capital Match will be used to match federal funding on this project.

Office Equipment - Copiers

This request is for \$150,000 to replace copiers throughout RIPTA. Federal funds are available to cover 80% of this office equipment request, with RIPTA Capital Match providing the remaining 20%.

Redundancy / Disaster Recovery

A review of current IT systems and infrastructure has been completed. The resulting report provides recommendations with cost-benefit analyses for improving continuity and recovery of IT systems. IT outages can occur for two reasons: planned maintenance or disaster. During planned maintenance, redundancy or replication of databases can ensure access throughout the process. In case of a major incident, replication can minimize downtime of the IT systems. The Authority needs to improve its disaster recovery and business continuity processes and procedures as well as its infrastructure and systems. This project is expected to cost \$860,000 in FY 2026 and \$1,000,000 in FY 2027. This project is 80% federally funded using several grants and the remaining 20% will be matched using the RIPTA Capital Revolving Loan Fund.

Replacement IT Equipment

Each year the Authority sets aside federal formula funds for the replacement and upgrades of IT equipment. RIPTA provides capital matching funds to create a total annual replacement budget. These funds are used to replace or upgrade desktop computers, monitors, software, and other miscellaneous software or equipment needed to keep RIPTA's IT systems in functional order. RIPTA recently increased this annual budget from \$300,000 to \$400,000 to align the budget with actual spending.

Security Software

This request is for a security software solution to minimize, track, and respond to any cyber security threats. The current cost estimate is \$400,000 over FY26 and FY27. Federal funds are available for 80% of the upgrade cost with RIPTA Capital Match providing the remaining 20% match.

Server Software

Beginning in FY 2025, the Authority's server software upgrades will be budgeted at \$100,000 per year. Federal funds are available for 80% of the upgrade cost with RIPTA Capital Match providing the remaining 20% match.

Server/SAN Replacement

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The total cost is estimated to be \$400,000. Federal funds are available for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Upgrade Network

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The IT Department recommends upgrading the network. The total cost over the next two years is estimated to be \$250,000. Federal funds would be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Federally Funded Pass-through Projects

Pass Through Projects Budget	Year		
Project	2026	2027	Grand Total
Quonset Ferry Terminal Building	\$1,434,500	\$1,434,500	\$2,869,000
Grand Total	\$1,434,500	\$1,434,500	\$2,869,000

For the following projects, RIPTA successfully collaborated with the Quonset Development Corporation (QDC) to bring discretionary federal dollars for improvements to the Rhode Island Fast Ferry (RIFF) site. Those grants will fund 80% of the projects, while QDC will match the other 20%.

These projects provide for infrastructure improvements to Rhode Island Fast Ferry's passenger ferry facility at Quonset Point, North Kingstown, RI. RIFF's 5.5-acre facility in Quonset Point consists of a terminal building, an unpaved parking lot and two new docking piers constructed in 2013. Though they are listed as separate projects below, they are combined into one Quonset project in the budget.

Quonset Ferry ADA Improvements

This project consists of improvements limited to RIFF's 2.5 acre high-traffic parking area. Accessing the paved, ADA compliant ticketing and dock areas from this lot is difficult for older adults and people with disabilities.

Quonset Ferry Terminal Building

This project involves the construction of a proper passenger terminal building at Rhode Island Fast Ferry's Quonset Point docks.

Capital Sources

The following table provides a summary of sources for capital expenditures.

Capital Sources	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
FTA Formula	\$38,289,672	\$45,887,686	\$42,856,133	\$36,607,731	\$33,931,097	\$36,151,468	\$233,723,787
FTA Discretionary	\$11,659,568	\$21,129,043	\$23,270,800	\$10,250,000	\$0	\$0	\$66,309,411
Total FTA Funding	\$49,949,240	\$67,016,729	\$66,126,933	\$46,857,731	\$33,931,097	\$36,151,468	\$300,033,198
RIPTA Capital Match	\$594,469	\$460,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,454,469
RIPTA Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIPTA Capital Revolving Loan Fund	\$384,000	\$884,000	\$504,000	\$304,000	\$184,000	\$44,000	\$2,304,000
RIPTA Paratransit Revolving Loan Fund	\$2,264,819	\$1,275,199	\$1,071,167	\$1,124,725	\$1,180,962	\$1,240,010	\$8,156,882
Rhode Island Department of Transportation	\$13,947,052	\$4,222,508	\$0	\$0	\$0	\$0	\$18,169,560
Rhode Island Capital Plan Funds	\$4,779,619	\$7,147,605	\$7,564,944	\$3,435,000	\$812,500	\$812,500	\$24,552,168
Rhode Island Bus Match	\$6,381,408	\$6,700,478	\$7,291,622	\$6,750,708	\$6,205,313	\$6,841,357	\$40,170,886
Local	\$286,900	\$286,900	\$0	\$0	\$0	\$0	\$573,800
Total Match Funding	\$28,638,267	\$20,976,690	\$16,531,733	\$11,714,433	\$8,482,775	\$9,037,867	\$95,381,765
Total Funding	\$78,587,507	\$87,993,419	\$82,658,666	\$58,572,164	\$42,413,872	\$45,189,335	\$395,414,963

Debt

Borrowing Capacity

Section 39-18-7 of R.I.G.L allows the Authority to issue bonds provided the maturity does not exceed thirty (30) years from their issue date and so long as principal and interest payments do not exceed 80% of revenues in any given fiscal year.

Temporary notes of the Authority issued in anticipation of revenues or grants to be received by the Authority shall mature no later than thirteen (13) months from issuance date or six (6) months after the expected date of receipt of the grants or aid, whichever shall be later. Short-term borrowings are also subject to the limitation that principal and interest payments must not exceed 80% of revenues in any given fiscal year.

Short-Term Debt

The Authority currently has a line of credit agreement with Bank of America.

Long-Term Debt

The Authority has no long-term debt outstanding. The State of Rhode Island maintains general obligation debt, which was used to fund several capital projects of the Authority. The Authority is required to repay the State the applicable debt service on that debt. The debt service is funded by an appropriation of state funds solely for this purpose until the debt has been fully repaid.

Below is a schedule of debt service payments as of June 30, 2022.

Debt Forecast and Impact on Operations

At this time, the Authority does not have plans to issue long-term debt. The Authority may seek a new revolving line of credit if market conditions improve. The capital plan of the Authority is financed mostly through Federal Transit Administration grants and state appropriations to leverage those federal funds.

As a result, the Authority has no need to issue debt at this time. The Authority currently bears no credit rating but will obtain such ratings should they be required for future debt issuance.

The existing debt service requirement is covered by a state appropriation and the line of credit is only to be used in anticipation of ongoing revenues. Principal and interest payments on any debt of the Authority pose no risk to statewide transit service in Rhode Island.

Period Ending	Principal	Interest	Debt Service	Bond Balance
6/30/2022	\$0.00	\$0.00	\$0.00	\$8,025,036.35
6/30/2023	\$833,537.40	\$348,827.08	\$1,182,364.48	\$7,191,498.95
6/30/2024	\$810,269.37	\$311,933.15	\$1,122,202.52	\$6,381,229.58
6/30/2025	\$812,343.92	\$275,525.66	\$1,087,869.58	\$5,568,885.66
6/30/2026	\$835,011.24	\$238,723.88	\$1,073,735.12	\$4,733,874.42
6/30/2027	\$944,276.74	\$198,736.97	\$1,143,013.71	\$3,789,597.68
6/30/2028	\$668,357.53	\$160,603.83	\$828,961.36	\$3,121,240.15
6/30/2029	\$691,858.07	\$127,506.55	\$819,364.62	\$2,429,382.08
6/30/2030	\$726,990.28	\$92,341.39	\$819,331.67	\$1,702,391.80
6/30/2031	\$660,137.18	\$58,326.81	\$718,463.99	\$1,042,254.62
6/30/2032	\$692,306.12	\$27,933.89	\$720,240.01	\$349,948.50
6/30/2033	\$336,482.40	\$6,901.30	\$343,383.70	\$13,466.10
6/30/2034	\$9,651.33	\$174.71	\$9,826.04	\$3,814.77
6/30/2035	\$3,814.77	\$39.10	\$3,853.87	\$0.00
Total	\$8,025,036.35	\$1,847,574.32	\$9,872,610.67	



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN SUPPLEMENTAL INFORMATION

Budget by Line Item

The following tables present FY 2025 actual revenues and expenses, the Revised FY 2026 budget and the proposed FY 2027 budget. Line-item costs are provided by department.

Detailed Revenues

The following pages provide line by line revenues across the various categories of federal subsidies, other revenue, state revenue, and passenger revenues. Information is presented for FY 2025 Actual, FY 2026, and FY 2027.

Row Labels	Values		
	FY 2025 Actual	FY 2026 Revised	FY 2027 Proposed
Federal Subsidies	\$34,930,580	\$55,360,963	\$46,249,171
ADA REIMBURSEMENT	\$5,396,007	\$6,857,598	\$6,857,598
CMAQ - FEDERAL HIGHWAY	\$37,893	\$0	\$0
CMAQ - FEDERAL TRANSIT	\$0	\$9,105,000	\$2,700,000
COMMUTER RESOURCES REIMB	\$416,298	\$459,945	\$471,767
FEDERAL	\$426,992	\$510,005	\$522,755
MOBILITY MGT REIMBURSEMENT	\$1,522,789	\$1,177,396	\$1,208,981
OTHER	\$3,422,766	\$2,447,378	\$2,514,868
PLANNING	\$3,964,889	\$9,488,800	\$5,988,049
PREVENTATIVE MTCE REIMB	\$18,536,448	\$23,785,183	\$24,419,503
RTAP	\$2,338	\$90,000	\$90,000
WELFARE TO WORK	\$1,204,160	\$1,439,658	\$1,475,649
Federal Subsidies-CARES Act	\$13,378,776	\$0	\$0
CARES ACT (STIMULUS)	\$13,378,776	\$0	\$0
Other Revenue	\$8,071,590	\$6,383,542	\$6,457,057
ACC. & CAS. RESERVE	\$179,522	\$166,000	\$166,000
ADVERTISING	\$1,419,263	\$1,500,000	\$1,500,000
HWY Maint-Debt Service	\$1,600,004	\$1,064,905	\$1,141,989
ID SALES	\$58,410	\$60,000	\$60,000
INTEREST INCOME	\$3,831	\$3,600	\$3,600
LOADABLE CARD PURCHASE	\$85,635	\$86,000	\$86,000
LOSS/GAIN ON PROP.RETIRED	(\$36,222)	\$0	\$0
MISCELLANEOUS	\$2,993,057	\$2,204,619	\$2,237,688
PARATRANSIT	\$191,746	\$174,000	\$150,000
RENT - BUILDING	\$0	\$20,000	\$0
REVOLVING LOAN	\$224,226	\$215,000	\$215,000
RI DOT VEHICLE REPAIRS	\$1,150,803	\$400,000	\$400,000
STATE	\$125,594	\$414,417	\$426,780
TOWER	\$75,722	\$70,000	\$70,000
UTILITIES	\$0	\$5,000	\$0
Passenger Fares	\$10,858,939	\$11,544,630	\$12,738,190
2 HOUR PASS	\$236,885	\$236,885	\$236,885
DAY PASS	\$389,643	\$389,643	\$389,643
FAREBOX REVENUE	\$7,117,645	\$7,329,693	\$8,523,253
Goodwill	(\$473,643)	\$0	\$0

PASSES	\$3,588,409	\$3,588,409	\$3,588,409
Ride Passenger Fares	\$2,360,165	\$2,629,354	\$2,635,794
FAREBOX REVENUE	\$199,953	\$199,953	\$202,952
OPERATING/BHDDH	\$1,930,811	\$2,200,000	\$2,200,000
RIDE PASS	\$229,401	\$229,401	\$232,842
Special Project Revenue	\$0	\$1,434,500	\$1,434,500
STATE / RICAP	\$0	\$1,434,500	\$1,434,500
State Subsidies	\$56,993,423	\$65,154,302	\$64,784,456
ELDERLY AFFAIRS PARATRANS	\$813,663	\$926,440	\$904,447
HIGHWAY MAINTENANCE FUND	\$4,852,489	\$11,319,435	\$12,182,754
RICAP-Non Capital	\$0	\$1,945,551	\$1,061,500
STATE - GENERAL REVENUE	\$14,995,500	\$0	\$0
STATE GASOLINE TAX	\$34,793,371	\$48,794,243	\$48,481,043
STATE UST GASOLINE FEE	\$1,538,400	\$2,168,633	\$2,154,713
Third Party Fares	\$10,297,474	\$10,744,639	\$10,812,236
ECO-PASS	\$78,625	\$86,869	\$259,804
ELDERLY AFFAIRS	\$2,624,432	\$2,500,000	\$2,500,000
PASS REVENUE	\$1,146,110	\$1,163,302	\$1,146,110
PASSENGER REV - HWY MAINT	\$3,399,996	\$3,935,095	\$3,858,011
PASSES	\$2,310,770	\$2,310,770	\$2,310,770
UNIVERSITY PASS	\$737,541	\$748,604	\$737,541
Grand Total	\$136,890,946	\$153,251,929	\$145,111,404

Detailed Expenses

The following pages provide line by line expenses by department and category for FY 2025 (actual), FY 2026 and FY 2027.

Row Labels	Values		
	FY 2025 Actual	FY 2026 Revised	FY 2027 Proposed
Administration	\$2,280,895	\$2,141,330	\$2,245,487
Contract Services	\$600,252	\$610,669	\$625,936
ARBITRATION	\$5,814	\$10,000	\$10,250
DUES/SUBSCRIPTIONS/PUBLIC	\$40,329	\$50,000	\$51,250
LEGAL	\$164,748	\$155,000	\$158,875
OTHER	\$0	\$1,000	\$1,025
PRINTING & REPRODUCTION	\$65	\$0	\$0
PROFESSIONAL SERVICES	\$379,677	\$389,169	\$398,898
TRAINING/SEMINARS	\$175	\$500	\$513
TRAVEL - OUT OF STATE	\$9,444	\$5,000	\$5,125
Operating Expense	\$8,083	\$8,891	\$9,114
OFFICE FURNISHINGS EXP	\$1,353	\$1,489	\$1,526
OFFICE SUPPLIES - DISPOSE	\$6,195	\$6,815	\$6,985
OTHER	\$534	\$588	\$602
Salaries & Fringe Benefits	\$1,672,560	\$1,521,770	\$1,610,437
ACTIVE EMPLOYEE HEALTH	\$112,941	\$157,732	\$173,506
DEFERRED COMP EMPLOYER PD	\$3,600	\$0	\$0
DENTAL	\$6,974	\$9,062	\$9,969
FICA	\$88,748	\$73,289	\$87,985
HOLIDAY USED	\$48,282	\$0	\$0
HOURLY PENSION	\$251,794	\$174,377	\$187,291
LIFE	(\$20)	\$0	\$0
OTHER	\$803	\$0	\$0
PERSONAL TIME	\$21,445	\$0	\$0
SICK TIME USED	\$66,808	\$0	\$0
STRAIGHT TIME	\$959,676	\$1,105,891	\$1,150,127
VACATION USED	\$110,862	\$0	\$0
VISION CARE	\$648	\$1,418	\$1,560
Customer Service	\$1,020,617	\$1,243,740	\$1,310,125
Contract Services	\$27,376	\$25,100	\$25,728
ARMORED CAR/MONEY TRANSP	\$27,286	\$25,000	\$25,625
TRAVEL - IN STATE	\$0	\$100	\$103
TRAVEL - OUT OF STATE	\$90	\$0	\$0
Operating Expense	\$4,644	\$5,108	\$5,236
OFFICE FURNISHINGS EXP	\$955	\$1,051	\$1,077

OFFICE SUPPLIES - DISPOSE	\$3,676	\$4,044	\$4,145
TRAVEL EXPENSES	\$13	\$14	\$14
Salaries & Fringe Benefits	\$988,597	\$1,213,532	\$1,279,162
50% SICK CAP PAYOUT	\$1,355	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$105,328	\$200,410	\$220,451
DENTAL	\$5,295	\$10,148	\$11,162
FICA	\$50,121	\$62,068	\$64,551
HOLIDAY USED	\$27,300	\$0	\$0
HOURLY PENSION	\$125,193	\$127,933	\$137,408
LIFE	(\$11)	\$0	\$0
OTHER	\$443	\$0	\$0
PERSONAL TIME	\$12,548	\$0	\$0
SICK TIME USED	\$27,180	\$0	\$0
STRAIGHT TIME	\$565,188	\$811,345	\$843,799
TIME & ONE HALF	\$22,459	\$0	\$0
VACATION USED	\$45,126	\$0	\$0
VISION CARE	\$1,072	\$1,628	\$1,791
Finance	\$6,591,767	\$10,613,294	\$11,059,872
Capital Match & Repayment	\$3,138	\$1,105,026	\$1,132,652
COMMUNICATIONS SYSTEM	\$0	\$540,548	\$554,062
REVOLVING LOAN FUND	\$0	\$564,478	\$578,590
SHOP & GARAGE EQUIP.	\$3,138	\$0	\$0
Contract Services	\$353,494	\$394,225	\$404,081
ACTUARIAL VALUATIONS	\$12,500	\$15,000	\$15,375
AUDITING	\$85,361	\$125,000	\$128,125
DUES/SUBSCRIPTIONS/PUBLIC	\$500	\$1,000	\$1,025
MAINTENANCE AGREEMENTS	\$5,165	\$6,000	\$6,150
PRINTING & REPRODUCTION	\$1,111	\$1,000	\$1,025
PROFESSIONAL FEE FLEX PLN	\$16,534	\$17,000	\$17,425
PROFESSIONAL SERVICES	\$206,000	\$193,725	\$198,568
REPAIR TO OFFICE EQUIP	\$0	\$500	\$513
TRAINING/SEMINARS	\$2,739	\$10,000	\$10,250
TRAVEL - IN STATE	\$23,584	\$25,000	\$25,625
Debt Service	\$0	\$1,064,905	\$1,141,989
DEBT SERVICE	\$0	\$1,064,905	\$1,141,989
Operating Expense	\$351,735	\$82,730	\$84,798
INTEREST ON BONDS	\$275,526	\$0	\$0
OFFICE FURNISHINGS EXP	\$11,771	\$12,948	\$13,271
OFFICE SUPPLIES - DISPOSE	\$8,647	\$9,511	\$9,749
OTHER	\$43,266	\$46,493	\$47,655
POSTAGE	\$12,526	\$13,779	\$14,123
Salaries & Fringe Benefits	\$3,391,135	\$4,126,546	\$4,336,223
ACTIVE EMPLOYEE HEALTH	\$59,765	\$235,948	\$259,543

DENTAL	\$4,511	\$12,245	\$13,470
FICA	\$51,700	\$93,895	\$97,651
HEALTH CARE INCENTIVE	\$0	\$12,000	\$12,000
HOLIDAY USED	\$27,728	\$0	\$0
HOURLY PENSION	\$116,461	\$193,534	\$207,868
LIFE	(\$3)	\$0	\$0
OTHER	\$191	\$0	\$0
PERSONAL TIME	\$10,762	\$0	\$0
RETIREE HEALTH	\$2,348,034	\$2,349,625	\$2,467,106
SICK TIME USED	\$45,585	\$0	\$0
STRAIGHT TIME	\$560,753	\$1,227,388	\$1,276,484
UNEMPLOYMENT	\$115,459	\$0	\$0
VACATION USED	\$49,355	\$0	\$0
VISION CARE	\$833	\$1,910	\$2,101
Special Projects	\$130,305	\$1,434,500	\$1,434,500
SPECIAL PROJECTS - FEDER	\$130,305	\$1,434,500	\$1,434,500
Utilities	\$2,361,961	\$2,405,361	\$2,525,629
CELLULAR PHONE SERVICE	\$37,630	\$39,511	\$41,487
ELECTRICITY	\$1,028,056	\$1,024,910	\$1,076,155
GAS/NATURAL	\$709,422	\$736,080	\$772,884
INIT DATA	\$223,704	\$234,890	\$246,634
SANITATION PICK-UP	\$77,365	\$81,233	\$85,295
SEWER	\$61,792	\$64,882	\$68,126
TELEPHONE LOCAL	\$144,899	\$144,251	\$151,464
WATER	\$79,093	\$79,605	\$83,585
Human Resources	\$1,048,089	\$856,674	\$894,068
Contract Services	\$99,559	\$98,269	\$100,726
DRUG TESTING	\$45,172	\$47,430	\$48,616
DUES/SUBSCRIPTIONS/PUBLIC	\$9,900	\$10,000	\$10,250
NEWSPAPER/OTHER ADVERTISG	\$0	\$1,000	\$1,025
PRE-EMPLOYMENT EXPENSES	\$30,927	\$24,839	\$25,460
TRAINING/SEMINARS	\$13,560	\$15,000	\$15,375
Operating Expense	\$120,854	\$132,939	\$136,263
COMPUTER SUPPLIES	\$150	\$165	\$169
EMPLOYEE ASSISTANCE PROG	\$118,125	\$129,938	\$133,186
OFFICE FURNISHINGS EXP	\$724	\$796	\$816
OFFICE SUPPLIES - DISPOSE	\$1,855	\$2,041	\$2,092
Salaries & Fringe Benefits	\$827,676	\$625,466	\$657,079
ACTIVE EMPLOYEE HEALTH	\$40,246	\$64,115	\$70,526
DENTAL	\$3,709	\$4,531	\$4,984
EMPLOYEES ASSIST. PROGRAM	\$19,319	\$0	\$0
FICA	\$42,766	\$34,456	\$35,834
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0

HOLIDAY USED	\$27,181	\$0	\$0
HOURLY PENSION	\$103,718	\$71,019	\$76,279
LIFE	(\$8)	\$0	\$0
OTHER	\$2,255	\$0	\$0
PERSONAL TIME	\$12,420	\$0	\$0
SICK TIME USED	\$2,899	\$0	\$0
STRAIGHT TIME	\$505,444	\$450,400	\$468,416
VACATION USED	\$65,033	\$0	\$0
VISION CARE	\$695	\$945	\$1,040
Information Technology	\$4,409,175	\$4,577,690	\$4,738,986
Contract Services	\$2,696,866	\$2,592,807	\$2,657,627
DUES/SUBSCRIPTIONS/PUBLIC	\$824,536	\$700,000	\$717,500
MAINTENANCE AGREEMENTS	\$212,884	\$255,000	\$261,375
PROFESSIONAL SERVICES	\$1,657,645	\$1,625,807	\$1,666,452
TRAINING	\$1,800	\$2,000	\$2,050
TRAVEL - OUT OF STATE	\$0	\$10,000	\$10,250
Operating Expense	\$154,306	\$169,737	\$173,980
COMPUTER SUPPLIES	\$152,582	\$167,840	\$172,036
OFFICE FURNISHINGS EXP	\$1,536	\$1,689	\$1,731
OFFICE SUPPLIES - DISPOSE	\$164	\$180	\$184
OTHER	\$25	\$27	\$28
Salaries & Fringe Benefits	\$1,558,003	\$1,815,147	\$1,907,380
ACTIVE EMPLOYEE HEALTH	\$111,945	\$196,087	\$215,696
DENTAL	\$7,843	\$12,844	\$14,128
FICA	\$82,630	\$99,448	\$103,426
HOLIDAY USED	\$45,405	\$0	\$0
HOURLY PENSION	\$187,913	\$204,980	\$220,162
LIFE	(\$20)	\$0	\$0
OTHER	\$454	\$0	\$0
PERSONAL TIME	\$22,672	\$0	\$0
SICK TIME USED	\$108,886	\$0	\$0
STRAIGHT TIME	\$903,693	\$1,299,978	\$1,351,977
TIME & ONE HALF	\$315	\$0	\$0
VACATION USED	\$85,534	\$0	\$0
VISION CARE	\$734	\$1,810	\$1,991
Inventory Control	\$1,087,396	\$865,068	\$909,246
Contract Services	\$9,690	\$11,000	\$11,275
LAUNDRY	\$9,690	\$11,000	\$11,275
Operating Expense	\$232	\$255	\$262
OFFICE FURNISHINGS EXP	\$93	\$102	\$105
OFFICE SUPPLIES - DISPOSE	\$139	\$153	\$157
Salaries & Fringe Benefits	\$1,077,473	\$853,812	\$897,709
50% SICK CAP PAYOUT	\$1,838	\$0	\$0

ACTIVE EMPLOYEE HEALTH	\$67,849	\$102,932	\$113,225
DENTAL	\$3,758	\$5,130	\$5,643
DOUBLE TIME	\$34,013	\$0	\$0
FICA	\$62,932	\$46,188	\$48,034
HOLIDAY USED	\$20,015	\$0	\$0
HOURLY PENSION	\$95,868	\$94,963	\$101,997
LIFE	(\$11)	\$0	\$0
OTHER	\$10,633	\$0	\$0
PERSONAL TIME	\$5,011	\$0	\$0
SICK TIME USED	\$25,829	\$0	\$0
STRAIGHT TIME	\$373,209	\$602,254	\$626,345
TIME & ONE HALF	\$314,330	\$0	\$0
TRAINING	\$790	\$1,508	\$1,545
VACATION USED	\$61,033	\$0	\$0
VISION CARE	\$377	\$838	\$922
Legal & Risk Management	\$4,540,161	\$4,470,621	\$6,743,552
Contract Services	\$45,433	\$46,873	\$48,044
ACTUARIAL VALUATIONS	\$2,250	\$2,500	\$2,563
DUES/SUBSCRIPTIONS/PUBLIC	\$235	\$300	\$308
PROFESSIONAL SERVICES	\$42,949	\$44,023	\$45,123
TRAVEL - IN STATE	\$0	\$50	\$51
Operating Expense	\$4,389,772	\$4,311,698	\$6,577,916
APPRAISAL	\$6,905	\$7,310	\$7,492
COMPUTER SUPPLIES	\$178	\$196	\$201
INVESTIGATIONS	\$4,697	\$5,167	\$5,296
LEGAL - PUBLIC LIABILITY	\$233,568	\$256,925	\$263,348
LEGAL - WORKERS COMP	\$90,328	\$99,361	\$101,845
OFFICE FURNISHINGS EXP	\$241	\$265	\$272
OFFICE SUPPLIES - DISPOSE	\$5,684	\$6,252	\$6,408
OTHER	\$184,203	\$202,623	\$207,689
OTHER INSURANCE COVERAGE	\$1,238,967	\$1,362,757	\$1,396,826
SETTLEMENTS	\$1,370,110	\$1,072,738	\$1,793,730
W/C MEDICAL	\$181,926	\$200,118	\$205,121
W/C WEEKLY COMP	\$5,174	\$5,691	\$5,834
W/C WEEKLY INDEMNITY	\$1,027,654	\$1,048,143	\$2,538,599
WORKERS COMP MISC	\$40,137	\$44,151	\$45,254
Salaries & Fringe Benefits	\$104,956	\$112,051	\$117,592
ACTIVE EMPLOYEES HEALTH	\$4,621	\$9,704	\$10,675
DENTAL	\$294	\$487	\$535
FICA	\$5,946	\$6,309	\$6,561
HOLIDAY USED	\$3,396	\$0	\$0
HOURLY PENSION	\$14,594	\$13,004	\$13,967
PERSONAL TIME	\$1,683	\$0	\$0

SICK TIME USED	\$430	\$0	\$0
STRAIGHT TIME	\$65,871	\$82,468	\$85,767
VACATION USED	\$8,116	\$0	\$0
VISION CARE	\$5	\$80	\$88
Maintenance	\$27,184,981	\$30,554,642	\$31,994,304
Contract Services	\$530,417	\$524,456	\$537,567
BUS TOWING	\$132,883	\$145,000	\$148,625
HAZARDOUS WASTE DISPOSAL	\$0	\$1,652	\$1,693
LAUNDRY	\$34,757	\$45,000	\$46,125
MAINTENANCE AGREEMENTS	\$65,869	\$70,000	\$71,750
PAVING AND SNOW REMOVAL	\$2,161	\$35,000	\$35,875
PRINTING & REPRODUCTION	\$815	\$1,000	\$1,025
PROFESSIONAL SERVICES	\$283,009	\$214,054	\$219,405
SERVICE VEHICLE TOWING	\$9,003	\$10,000	\$10,250
TRAINING/SEMINARS	\$1,761	\$2,500	\$2,563
VEHICLE INSPECTION	\$160	\$250	\$256
Operating Expense	\$10,801,784	\$12,328,058	\$12,808,189
ANTIFREEZE/WINDSHIELD FL	\$3,305	\$3,636	\$3,726
BLDG/GEN SHOP MTCE SUPPLY	\$296,091	\$318,128	\$326,081
BUS SHELTER/BUS STOP MTCE	\$125,739	\$126,473	\$129,634
CLEANING SUPPLIES	\$273,714	\$301,085	\$308,612
COMPUTER SUPPLIES	\$200	\$220	\$226
DIESEL	\$4,465,697	\$4,912,266	\$5,207,002
EQUIPMENT REPAIR	\$10,972	\$558	\$572
EXHAUST FLUID	\$28,933	\$31,826	\$32,622
EXHAUST FLUIDS	\$84	\$93	\$95
FREON	\$5,504	\$5,896	\$6,043
GASOLINE	\$44,596	\$49,055	\$50,282
INVENT ADJ/OBSOLETE PARTS	\$44,976	\$49,473	\$50,710
INVENTORY ADJUST/ELMWOOD	(\$25,478)	(\$28,026)	(\$28,727)
INVENTORY ADJUST/NEWPORT	(\$2,861)	(\$3,147)	(\$3,225)
MAJOR COMPONENT	\$127,334	\$1,000,000	\$1,025,000
MATERIALS & SUPPLIES	\$2,353	\$2,589	\$2,654
MECHANICAL COMPONENTS	\$14,587	\$16,046	\$16,447
MULTI-VISCOS. OIL	\$29,988	\$32,987	\$33,811
OFFICE FURNISHINGS EXP	\$11,741	\$12,568	\$12,882
OFFICE SUPPLIES - DISPOSE	\$9,374	\$10,311	\$10,569
OTHER	\$403	\$443	\$454
PREVENTIVE MT SMALL PARTS	\$397,094	\$409,970	\$420,219
REGISTRATIONS	\$7,395	\$8,135	\$8,338
REPAIR PARTS ELEC BUS	\$1,915	\$2,107	\$2,159
REPAIR PARTS NON REV VEH	\$74,875	\$81,781	\$83,826
REPAIR PARTS REVENUE VEH	\$3,789,409	\$4,167,472	\$4,271,658

REPAIR PARTS/FAREBOXES	\$37,991	\$41,790	\$42,835
REPAIRS TO BUILDINGS	\$18,565	\$20,422	\$20,932
REPAIRS TO EQUIPMENT	\$27,728	\$13,793	\$14,137
SHOES	\$23,435	\$25,779	\$26,423
TIRES & TUBES	\$811,356	\$599,973	\$614,973
TOOLS	\$135,254	\$103,892	\$106,490
TORQUE OIL	\$41	\$45	\$46
VEHICLE FLUIDS	\$9,473	\$10,421	\$10,681
Salaries & Fringe Benefits	\$15,852,779	\$17,702,128	\$18,648,548
50% SICK CAP PAYOUT	\$4,569	\$0	\$0
ACCIDENT TIME	\$788	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$1,003,208	\$1,873,280	\$2,060,608
ACTIVE EMPLOYEES HEALTH	\$769,341	\$944,217	\$1,038,639
DENTAL	\$94,997	\$150,951	\$166,046
DOUBLE TIME	\$3,419	\$0	\$0
FICA	\$820,640	\$914,234	\$950,516
HEALTH CARE INCENTIVE	\$2,500	\$0	\$0
HOLIDAY USED	\$405,729	\$0	\$0
HOURLY PENSION	\$754,496	\$693,591	\$744,960
LIFE	(\$3)	\$0	\$0
OTHER	\$39,343	\$58,922	\$60,395
PENSION	\$1,100,084	\$1,151,340	\$1,236,612
PERSONAL TIME	\$88,012	\$0	\$0
SICK TIME USED	\$547,507	\$0	\$0
STRAIGHT TIME	\$8,074,280	\$11,700,496	\$12,168,516
TIME & ONE HALF	\$1,316,557	\$0	\$0
TRAINING	\$99,710	\$191,356	\$196,140
VACATION USED	\$708,667	\$0	\$0
VISION CARE	\$18,933	\$23,742	\$26,116
Maintenance - Centralized	\$2,603,340	\$2,979,085	\$3,112,698
Contract Services	\$28,460	\$30,000	\$30,750
BUS TOWING	\$28,460	\$30,000	\$30,750
Operating Expense	\$807,026	\$886,442	\$908,604
ANTIFREEZE/WINDSHIELD FL	\$159	\$175	\$180
BLDG/GEN SHOP MTCE SUPPLY	\$12,346	\$13,492	\$13,829
EXHAUST FLUID	\$221	\$243	\$249
MAJ COMPONENT TO F ASSETS	(\$35)	(\$38)	(\$39)
MULTI-VISCOS. OIL	\$5,008	\$5,509	\$5,646
REGISTRATIONS	\$24,039	\$26,443	\$27,104
REPAIR PARTS NON REV VEH	(\$103)	(\$114)	(\$117)
REPAIR PARTS REVENUE VEH	\$765,133	\$840,449	\$861,461
REPAIR PARTS/COMM.SYSTEM	\$8	\$9	\$9
TORQUE OIL	\$44	\$49	\$50

VEHICLE FLUIDS	\$205	\$225	\$231
Salaries & Fringe Benefits	\$1,767,854	\$2,062,643	\$2,173,345
ACCIDENT TIME	\$119	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$167,885	\$273,959	\$301,355
ACTIVE EMPLOYEES HEALTH	\$29,734	\$52,710	\$57,981
DENTAL	\$11,055	\$16,777	\$18,454
FICA	\$89,153	\$106,418	\$110,672
HOLIDAY USED	\$51,809	\$0	\$0
HOURLY PENSION	\$214,004	\$219,039	\$235,261
LIFE	(\$14)	\$0	\$0
OTHER	\$1,735	\$0	\$0
PERSONAL TIME	\$9,636	\$0	\$0
SICK TIME USED	\$54,754	\$0	\$0
STRAIGHT TIME	\$956,848	\$1,389,137	\$1,444,703
TIME & ONE HALF	\$72,753	\$0	\$0
TRAINING	\$1,000	\$1,947	\$1,995
VACATION USED	\$105,716	\$0	\$0
VISION CARE	\$1,666	\$2,657	\$2,922
Maintenance - State	\$300,743	\$411,021	\$431,282
Operating Expense	\$27,063	\$31,969	\$32,768
MULTI-VISCOS. OIL	\$734	\$808	\$828
REPAIR PARTS NON REV VEH	\$26,298	\$31,127	\$31,906
VEHICLE FLUIDS	\$31	\$34	\$35
Salaries & Fringe Benefits	\$273,680	\$379,052	\$398,514
ACTIVE EMPLOYEE HEALTH	\$8,955	\$19,409	\$21,349
ACTIVE EMPLOYEES HEALTH	\$3,948	\$25,505	\$28,056
DENTAL	\$1,515	\$2,322	\$2,554
FICA	\$14,581	\$20,544	\$21,366
HEALTH CARE INCENTIVE	\$500	\$0	\$0
HOLIDAY USED	\$10,142	\$0	\$0
HOURLY PENSION	\$37,683	\$42,345	\$45,481
LIFE	(\$3)	\$0	\$0
OTHER	\$626	\$0	\$0
PERSONAL TIME	\$2,585	\$0	\$0
SICK TIME USED	\$18,265	\$0	\$0
STRAIGHT TIME	\$146,089	\$268,549	\$279,291
TIME & ONE HALF	\$7,353	\$0	\$0
VACATION USED	\$21,226	\$0	\$0
VISION CARE	\$215	\$379	\$417
Paratransit	\$19,180,630	\$17,370,525	\$18,293,786
Contract Services	\$2,478,136	\$1,581,042	\$1,620,568
PRE-EMPLOYMENT EXPENSES	\$16,704	\$16,000	\$16,400
PROFESSIONAL SERVICES	\$51,330	\$10,042	\$10,293

TAXI RIDE PROVIDERS	\$2,356,977	\$1,500,000	\$1,537,500
TRAVEL - IN STATE	\$53,125	\$55,000	\$56,375
Operating Expense	\$860,957	\$946,915	\$1,024,988
APPRAISAL	\$4,269	\$4,558	\$4,672
DIESEL	\$238,062	\$261,868	\$277,581
LEGAL - WORKERS COMP.	\$7,498	\$8,248	\$8,454
OFFICE FURNISHINGS EXP	\$210	\$231	\$237
OFFICE SUPPLIES - DISPOSE	\$5,178	\$5,696	\$5,838
REPAIR PARTS/REV VEHICLE	\$199	\$219	\$225
SETTLEMENTS	\$403,339	\$443,673	\$500,000
W/C - MEDICAL	\$43,198	\$47,517	\$48,705
W/C WEEKLY COMPENSATION	\$150,741	\$165,815	\$169,960
WORKERS COMP MISC	\$8,263	\$9,089	\$9,316
Salaries & Fringe Benefits	\$15,841,537	\$14,842,568	\$15,648,230
50% SICK CAP PAYOUT	\$1,435	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$6,031,472	\$2,545,108	\$2,799,619
DENTAL	\$124,860	\$133,994	\$147,394
FICA	\$543,134	\$753,982	\$783,980
HEALTH CARE INCENTIVE	\$1,000	\$0	\$0
HOLIDAY USED	\$268,024	\$0	\$0
HOURLY PENSION	\$1,652,264	\$1,490,086	\$1,600,447
LABOR/TIME & ONE HALF	\$3,637	\$0	\$0
LIFE	\$322	\$0	\$0
OTHER	\$16,827	\$41,515	\$42,553
PENSION	\$0	\$41,897	\$45,000
PERSONAL TIME	\$42,489	\$0	\$0
SICK TIME USED	\$247,892	\$0	\$0
STRAIGHT TIME	\$5,606,984	\$9,715,791	\$10,104,422
TIME & ONE HALF	\$888,169	\$0	\$0
TRAINING	\$51,320	\$98,665	\$101,132
UNIFORM	\$52,751	\$0	\$0
VACATION USED	\$284,168	\$0	\$0
VISION CARE	\$24,788	\$21,530	\$23,683
Planning	\$2,269,318	\$11,836,284	\$7,486,705
Contract Services	\$792,425	\$10,343,859	\$5,924,003
DUES/SUBSCRIPTIONS/PUBLIC	\$788	\$1,000	\$1,025
OTHER	\$113,439	\$0	\$0
PROFESSIONAL SERVICES	\$667,802	\$10,327,759	\$5,907,500
TRAINING/SEMINARS	\$7,875	\$10,000	\$10,250
TRAVEL - IN STATE	\$32	\$100	\$103
TRAVEL - OUT OF STATE	\$2,488	\$5,000	\$5,125
Operating Expense	\$224,375	\$225,583	\$231,223
COMPUTER SUPPLIES	\$54	\$59	\$61

OFFICE SUPPLIES - DISPOSE	\$1,413	\$1,554	\$1,593
OTHER	\$10	\$11	\$11
POSTAGE	\$53	\$58	\$59
VAN POOL	\$222,846	\$223,901	\$229,498
Salaries & Fringe Benefits	\$1,252,518	\$1,266,842	\$1,331,480
ACTIVE EMPLOYEE HEALTH	\$34,744	\$51,010	\$56,111
ACTIVE EMPLOYEES HEALTH	\$48,668	\$92,062	\$101,268
DENTAL	\$5,786	\$7,826	\$8,609
FICA	\$69,334	\$69,112	\$71,877
HOLIDAY USED	\$36,972	\$0	\$0
HOURLY PENSION	\$40,161	\$39,361	\$42,277
LIFE	(\$4)	\$0	\$0
MILITARY SERVICE	\$6	\$0	\$0
OTHER	\$412	\$0	\$0
PENSION	\$109,984	\$103,090	\$110,726
PERSONAL TIME	\$17,617	\$0	\$0
SICK TIME USED	\$48,835	\$0	\$0
STRAIGHT TIME	\$786,102	\$903,425	\$939,562
TIME & ONE HALF	\$4,999	\$0	\$0
VACATION USED	\$48,650	\$0	\$0
VISION CARE	\$250	\$955	\$1,050
Procurement	\$1,062,298	\$881,091	\$918,921
Contract Services	\$313,204	\$295,190	\$302,570
DUES/SUBSCRIPTIONS/PUBLIC	\$22,803	\$24,000	\$24,600
MAINTENANCE AGREEMENTS	\$170,600	\$146,000	\$149,650
PROFESSIONAL SERVICES	\$112,380	\$115,190	\$118,070
TRAVEL - OUT OF STATE	\$7,421	\$10,000	\$10,250
Operating Expense	\$14,692	\$16,161	\$16,565
OFFICE FURNISHINGS EXP	\$6,215	\$6,836	\$7,007
OFFICE SUPPLIES - DISPOSE	\$8,477	\$9,325	\$9,558
Salaries & Fringe Benefits	\$734,401	\$569,740	\$599,786
ACTIVE EMPLOYEE HEALTH	\$62,061	\$81,119	\$89,231
DENTAL	\$3,535	\$4,156	\$4,572
FICA	\$39,384	\$29,993	\$31,193
HOLIDAY USED	\$20,719	\$0	\$0
HOURLY PENSION	\$89,373	\$61,821	\$66,400
OTHER	\$392	\$0	\$0
PERSONAL TIME	\$9,321	\$0	\$0
SICK TIME USED	\$23,730	\$0	\$0
STRAIGHT TIME	\$449,071	\$392,069	\$407,752
VACATION USED	\$36,508	\$0	\$0
VISION CARE	\$307	\$580	\$638
Project Management	\$1,284,320	\$1,424,725	\$1,484,264

Contract Services	\$273,157	\$285,973	\$293,122
DUES/SUBSCRIPTIONS/PUBLIC	\$15,453	\$20,000	\$20,500
PROFESSIONAL SERVICES	\$248,754	\$254,973	\$261,347
TRAVEL - IN STATE	\$720	\$1,000	\$1,025
TRAVEL - OUT OF STATE	\$8,230	\$10,000	\$10,250
Operating Expense	\$234,172	\$241,676	\$247,717
OFFICE FURNISHINGS EXP	\$230	\$253	\$259
OFFICE SUPPLIES - DISPOSE	\$116	\$128	\$131
OTHER	\$233,826	\$241,295	\$247,327
Salaries & Fringe Benefits	\$776,991	\$897,077	\$943,425
ACTIVE EMPLOYEE HEALTH	\$77,601	\$111,118	\$122,230
DENTAL	\$3,873	\$5,879	\$6,467
FICA	\$40,720	\$48,297	\$50,229
HOLIDAY USED	\$24,139	\$0	\$0
HOURLY PENSION	\$87,535	\$99,549	\$106,921
OTHER	\$1,605	\$0	\$0
PERSONAL TIME	\$10,678	\$0	\$0
SICK TIME USED	\$18,866	\$0	\$0
STRAIGHT TIME	\$469,305	\$631,334	\$656,588
VACATION USED	\$41,985	\$0	\$0
VISION CARE	\$684	\$899	\$989
Public Affairs	\$1,797,301	\$2,145,192	\$2,221,503
Contract Services	\$936,364	\$1,105,073	\$1,132,700
DUES/SUBSCRIPTIONS/PUBLIC	\$9,444	\$15,000	\$15,375
INITIATIVE/ADVERTISING	\$124,042	\$250,000	\$256,250
MONTHLY SERVICE FEE	\$437,036	\$440,000	\$451,000
OTHER	\$15	\$0	\$0
PRINTING & REPRODUCTION	\$325	\$10,000	\$10,250
PROFESSIONAL SERVICES	\$364,654	\$370,073	\$379,325
SYSTEMS MAPS	\$665	\$5,000	\$5,125
TRAINING/SEMINARS	\$0	\$7,000	\$7,175
TRAVEL - OUT OF STATE	\$184	\$8,000	\$8,200
Operating Expense	\$228,613	\$178,894	\$183,366
ADVERTISING	\$143	\$157	\$161
COMPUTER SUPPLIES	\$2,818	\$3,100	\$3,178
OFFICE FURNISHINGS EXP	\$45	\$49	\$51
OFFICE SUPPLIES - DISPOSE	\$143	\$157	\$161
OTHER	\$15	\$17	\$17
POSTED INTERMODAL EXPENSE	\$220,489	\$169,957	\$174,206
TICKETS/PASSES	\$4,960	\$5,456	\$5,592
Salaries & Fringe Benefits	\$632,203	\$861,099	\$905,305
ACTIVE EMPLOYEE HEALTH	\$53,864	\$75,261	\$82,787
DENTAL	\$3,609	\$5,130	\$5,643

FICA	\$32,896	\$46,676	\$48,543
HOLIDAY USED	\$19,496	\$0	\$0
HOSPITAL (HEALTH)	\$22,814	\$26,865	\$29,552
HOURLY PENSION	\$67,625	\$96,207	\$103,332
OTHER	\$812	\$0	\$0
PERSONAL TIME	\$9,189	\$0	\$0
SICK TIME USED	\$29,796	\$0	\$0
STRAIGHT TIME	\$355,322	\$610,141	\$634,546
VACATION ACCRUED	\$5,459	\$0	\$0
VACATION USED	\$30,878	\$0	\$0
VISION CARE	\$445	\$819	\$901
Utilities	\$120	\$126	\$132
CELLULAR PHONE SERVICE	\$120	\$126	\$132
Revenue Collection	\$510,908	\$568,047	\$589,476
Contract Services	\$20,652	\$20,000	\$20,500
ARMORED CAR/MONEY TRANSP	\$20,652	\$20,000	\$20,500
Operating Expense	\$254,837	\$280,214	\$287,219
OFFICE SUPPLIES - DISPOSE	\$1,268	\$1,395	\$1,430
OTHER	\$615	\$570	\$584
TICKETS & PASSES	\$252,954	\$278,249	\$285,205
Salaries & Fringe Benefits	\$235,419	\$267,833	\$281,757
ACTIVE EMPLOYEE HEALTH	\$29,384	\$34,603	\$38,063
DENTAL	\$1,478	\$1,835	\$2,018
FICA	\$12,235	\$14,324	\$14,897
HOLIDAY USED	\$7,181	\$0	\$0
HOURLY PENSION	\$34,192	\$29,525	\$31,712
PERSONAL TIME	\$2,720	\$0	\$0
SICK TIME USED	\$8,818	\$0	\$0
STRAIGHT TIME	\$131,513	\$187,247	\$194,736
VACATION USED	\$7,617	\$0	\$0
VISION	\$280	\$300	\$329
Ride Administration	\$1,345,148	\$1,525,972	\$1,608,818
Operating Expense	\$46	\$51	\$52
COMPUTER SUPPLIES	\$46	\$51	\$52
Salaries & Fringe Benefits	\$1,276,810	\$1,459,515	\$1,539,039
ACTIVE EMPLOYEE HEALTH	\$145,730	\$250,533	\$275,586
DENTAL	\$9,237	\$13,107	\$14,418
FICA	\$63,128	\$73,991	\$76,951
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$35,544	\$0	\$0
HOURLY PENSION	\$164,419	\$152,509	\$163,804
LIFE	(\$18)	\$0	\$0
OTHER	\$1,195	\$0	\$0

PERSONAL TIME	\$17,270	\$0	\$0
SICK TIME USED	\$48,861	\$0	\$0
STRAIGHT TIME	\$681,946	\$967,207	\$1,005,895
TIME & ONE HALF	\$36,119	\$0	\$0
VACATION USED	\$70,300	\$0	\$0
VISION CARE	\$1,080	\$2,167	\$2,384
Utilities	\$68,291	\$66,407	\$69,727
TELEPHONE LOCAL	\$68,291	\$66,407	\$69,727
Safety	\$321,740	\$323,267	\$333,795
Contract Services	\$159,364	\$149,594	\$153,334
PROFESSIONAL SERVICES	\$158,535	\$148,594	\$152,309
TRAVEL-IN STATE	\$829	\$1,000	\$1,025
Operating Expense	\$47,054	\$51,760	\$53,054
OFFICE EQ/FURNITURE	\$1,579	\$1,737	\$1,780
OFFICE FURNISHINGS EXP	\$9,833	\$10,816	\$11,087
OFFICE SUPPLIES - DISPOSE	\$419	\$461	\$473
PERSONAL PROTECTIVE EQ	\$35,223	\$38,745	\$39,714
Salaries & Fringe Benefits	\$115,322	\$121,913	\$127,407
ACTIVE EMPLOYEE HEALTH	(\$4,573)	\$0	\$0
DENTAL	\$1,001	\$1,348	\$1,483
FICA	\$7,131	\$7,460	\$7,758
HOLIDAY USED	\$4,016	\$0	\$0
HOURLY PENSION	\$16,238	\$15,375	\$16,514
LIFE	(\$2)	\$0	\$0
PERSONAL TIME	\$2,561	\$0	\$0
SICK TIME USED	\$3,476	\$0	\$0
STRAIGHT TIME	\$80,740	\$97,510	\$101,411
VACATION USED	\$4,528	\$0	\$0
VISION CARE	\$206	\$220	\$242
Security	\$114,478	\$211,431	\$220,406
Salaries & Fringe Benefits	\$114,478	\$211,431	\$220,406
FICA	\$7,106	\$7,383	\$7,678
HOLIDAY USED	\$3,798	\$0	\$0
HOURLY PENSION	\$14,321	\$15,218	\$16,345
PERSONAL TIME	\$1,305	\$0	\$0
SICK TIME USED	\$5,220	\$0	\$0
STRAIGHT TIME	\$75,108	\$188,830	\$196,383
VACATION USED	\$7,619	\$0	\$0
Street Supervision	\$3,630,001	\$3,432,963	\$3,612,026
Operating Expense	\$563	\$619	\$635
OFFICE SUPPLIES - DISPOSE	\$162	\$178	\$183
TOOLS	\$401	\$441	\$452
Salaries & Fringe Benefits	\$3,629,438	\$3,432,343	\$3,611,391

ACTIVE EMPLOYEE HEALTH	\$302,276	\$464,459	\$510,905
DENTAL	\$20,689	\$27,674	\$30,441
FICA	\$191,113	\$182,358	\$189,607
HEALTH CARE INCENTIVE	\$1,500	\$0	\$0
HOLIDAY USED	\$92,968	\$0	\$0
HOURLY PENSION	\$422,544	\$369,716	\$397,099
OTHER	\$8,310	\$10,732	\$11,000
PERSONAL TIME	\$30,043	\$0	\$0
SICK TIME USED	\$108,850	\$0	\$0
SPREAD TIME (HALF TIME)	\$24,931	\$27,780	\$28,474
STRAIGHT TIME	\$1,822,536	\$2,344,730	\$2,438,519
TIME & ONE HALF	\$339,460	\$0	\$0
TRAINING	\$267	\$520	\$533
UNIFORM	\$14,035	\$0	\$0
VACATION USED	\$245,595	\$0	\$0
VISION CARE	\$4,320	\$4,374	\$4,811
Training	\$846,054	\$1,030,227	\$1,083,122
Contract Services	\$8,017	\$10,000	\$10,250
TRAINING/SEMINARS	\$8,017	\$10,000	\$10,250
Operating Expense	\$1,040	\$1,144	\$1,172
OFFICE SUPPLIES - DISPOSE	\$1,040	\$1,144	\$1,172
Salaries & Fringe Benefits	\$836,997	\$1,019,084	\$1,071,700
ACTIVE EMPLOYEE HEALTH	\$83,993	\$136,624	\$150,286
DENTAL	\$4,821	\$8,576	\$9,433
FICA	\$44,879	\$54,431	\$56,568
HEALTH CARE INCENTIVE	\$250	\$0	\$0
HOLIDAY USED	\$21,065	\$0	\$0
HOURLY PENSION	\$84,834	\$106,632	\$114,529
LIFE	(\$6)	\$0	\$0
OTHER	\$9,135	\$35,262	\$36,144
PERSONAL TIME	\$9,268	\$0	\$0
SICK TIME USED	\$80,029	\$0	\$0
STRAIGHT TIME	\$429,324	\$676,254	\$703,304
TIME & ONE HALF	\$22,831	\$0	\$0
UNIFORM	\$1,590	\$0	\$0
VACATION USED	\$44,076	\$0	\$0
VISION CARE	\$909	\$1,305	\$1,436
Transportation	\$55,964,632	\$53,789,038	\$57,652,038
Contract Services	\$171,111	\$200,000	\$205,000
MAINTENANCE AGREEMENTS	\$171,111	\$200,000	\$205,000
Operating Expense	\$10,421	\$11,463	\$11,749
OFFICE FURNISHINGS EXP	\$407	\$448	\$459
OFFICE SUPPLIES - DISPOSE	\$9,530	\$10,483	\$10,745

OTHER	\$400	\$440	\$451
REGISTRATIONS	\$83	\$91	\$94
Salaries & Fringe Benefits	\$55,783,100	\$53,577,575	\$57,435,289
50% SICK CAP PAYOUT	\$9,108	\$0	\$0
ACCIDENT TIME	\$17,245	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$5,840,418	\$7,749,831	\$8,524,814
ACTIVE EMPLOYEES HEALTH	\$237,903	\$0	\$0
DEATH IN FAMILY	\$1,642	\$0	\$0
DENTAL	\$323,633	\$390,361	\$429,397
DOUBLE TIME	\$1,127,882	\$0	\$0
FICA	\$2,948,790	\$2,896,142	\$3,087,673
HEALTH CARE INCENTIVE	\$250	\$0	\$0
HOLIDAY USED	\$1,270,893	\$0	\$0
HOURLY PENSION	\$4,574,977	\$4,309,155	\$4,628,306
LIFE	(\$457)	\$0	\$0
MILITARY SERVICE	\$2,762	\$0	\$0
OTHER	\$71,482	\$67,827	\$69,523
PENSION	\$654,818	\$310,660	\$333,669
PERSONAL TIME	\$262,504	\$0	\$0
SICK TIME USED	\$1,869,200	\$0	\$0
SPREAD TIME (HALF TIME)	\$567,595	\$585,403	\$600,038
STIPENED-TRAVEL TIME	\$38,054	\$46,831	\$48,002
STRAIGHT TIME	\$24,242,270	\$29,298,738	\$30,470,688
TIME & ONE HALF	\$8,752,373	\$7,849,068	\$9,163,030
TRAINING	\$5,417	\$10,204	\$10,459
UNIFORM	\$168,701	\$0	\$0
VACATION USED	\$2,747,860	\$0	\$0
VISION CARE	\$47,419	\$63,355	\$69,691
WITNESS TIME	\$362	\$0	\$0
Grand Total	\$139,393,992	\$153,251,929	\$158,944,481

Position Detail

The following table summarizes all position changes from FY 2026 Approved to FY 2026 Revised. This table begins to split out the Maintenance function into General, Vehicle, and Paratransit departments.

Function	Position Title	FY 2026 Approved	FY 2026 Revised
Administration	ADMIN ASSISTANT-EXEC OFFICE	1	1
	CHIEF EXECUTIVE OFFICER	1	1
	CHIEF FINANCIAL OFFICER	1	0
	CHIEF LEGAL COUNSEL	1	1
	CHIEF OF HUMAN RESOURCES	1	0
	CHIEF OF SECURITY & OPERATIONS	1	1
	COMPLIANCE ANALYST	1	0
	EX DIR FED PROG & COMPLIANCE	1	0
	CHIEF OF EXTERNAL AFFAIRS	0	1
	CHIEF ADMINSTRATIVE OFFICER	0	1
	DEPUTY CHIEF OF FEDERAL PROGRAMS AND COMPLIANCE	0	1
Administration Total		8	7
Customer Service	ASSIST CS OPERATIONS ADMIN	1	1
	CUST SERVICE SATELLITE SUPERVI	1	1
	CUSTOMER SERVICE REPRESENTIV	15	10
	DIRECTOR OF CUST EXPERIENCE	1	1
	TELEPHONE INFORMATION CLERK	2	2
Customer Service Total		20	15
Finance	ACCOUNTING CLERK	1	1
	CONTROLLER	1	1
	DATA & REPORTING ANALYST	1	1
	INTERIM DUPTY CHF FINANCIAL OF	1	1
	JUNIOR FINANCIAL ANALYST	1	1
	MANAGER OF FARES	1	1
	PAYROLL MANAGER	1	1
	SENIOR ACCOUNTANT NON-REP	3	3
Finance Total		10	10
General Maintenance	BUILDING & GROUND-ELECTRICIAN	2	2
	BUILDING & GROUND-PLUMBER	1	1
	BUILDING & GROUNDS FOREMAN	1	1
	BUILDING & GROUNDS-CARPENTER	1	1
	BUILDING AND GROUNDS WORKER	6	6
	CENTRALIZED MTCE/UTILITY	1	1
	DIRECTOR OF BUILDINGS MAINT	1	1
	EXEC DIR OF FACILITIES & MAINT	1	0
	HVAC SPECIALIST	1	1

	MAINTENANCE RECORDS ANALYST	1	1
	MAINTENANCE RECORDS SPECIALIST	1	1
	UTILITY FOREMAN	4	4
	UTILITY WORKER/ELMWOOD	56	56
	UTILITY WORKER/NEWPORT	4	4
General Maintenance Total		81	80
Human Resources	EMPLOYEE RELATIONS ADMIN SPECI	1	1
	HR BENEFITS SPECIALIST	1	1
	HR CHIEF COMPLIANCE OFFIC-2024	1	1
	HR RECRUITMENT SPECIALIST	1	1
	HUMAN RESOURCE ASSISTANT	3	1
Human Resources Total		7	5
Information Technology	APPLICATION DEVELOPER	2	1
	DATA REPORTING SPECIALIST	2	2
	DEPUTY CHIEF OF TECHNOLOGY	1	1
	DIR OF APPLICATION DEVELOPMENT	1	1
	EXE DIR OF INFO TECH & NETWORK	1	1
	IS PROJECT ADMINISTRATOR	1	1
	JUNIOR NETWORK ADMINISTRATOR	1	1
	NETWORK SECURITY SPECIALIST	1	1
	OPERATIONS TECHNOLOGY SPEC2025	1	1
	SENIOR PROGRAMMER/ANALYST	1	1
	TECHNICAL SUPPORT SPECIALIST	2	2
	OPERATIONS TECH ADMINISTRATOR	1	1
Information Technology Total		15	14
Inventory Control	LEAD STOCKROOM CLERK	1	1
	STOCK ROOM WORKER/PURCHASING	6	6
Inventory Control Total		7	7
Legal & Risk Management	ADMIN CLAIMS SUPP SPECIALIST	1	1
	EXE DIR OF CLAIM MANAGEMENT	1	1
	EXECUTIVE DIRECTOR LABOR RELAT	1	0
	EXECUTIVE PARALEGAL	1	1
	LABOR RELATIONS SPECIALIST	0	1
Legal & Risk Management Total		4	4
Maintenance - State	STATE OF RI / FOREMEN	1	1
	STATE OF RI / MECHANICS	2	2
Maintenance - State Total		3	3
Paratransit	DEPUTY CHEIF OF PARATRANSIT	0.5	0.5
	FLEX SUPERINTENDENT	1	0
	LEAD PARA COORDINATOR-2024	1	1
	PARA OPERATIONS COORD-2024	4	4

	PARATRANSIT OPERATOR-2024	117	146
	PARA-TRANSIT UTILITY	4	4
Paratransit Total		127.5	155.5
Planning	DEPUTY CHIEF OF PLANNING	1	1
	EXE DIR SERVICE PLANN & SCHEDU	1	1
	INTERN-PLANNING	0	0
	PLANNER I	2	2
	PRINCIPAL PLANNER	5	5
	SERVICE PLANNER II	1	1
Planning Total		10	10
Procurement	CONT & SPECIFICATIONS AGENT	1	1
	DEP CHIEF PROC INVE & VEHI OPE	1	0
	DIRECTOR OF PROCUREMENT	1	1
	PURCHASING AGENT	1	1
	PURCHASING INFO/SPECIALIST	3	2
Procurement Total		7	5
Project Management	DEP CHIEF PM & FACILITIES MGMT	1	1
	PROJECT MANAGER	3	3
	PROJECT MANAGER-BUS STOPS	1	1
Project Management Total		5	5
Public Affairs	COMMUNICATIONS & OUTREACH SPEC	1	1
	COMMUNITY OUTREACH OFFICER	1	1
	COMMUTER MKTG & TRV TRAIN COOR	1	1
	DIRECTOR COMMUN & PUBLIC OUTRE	1	0
	MARKETING & COMMUN SPECIALIST	2	2
	PRINCIPAL MARKETING SPECIALIST	1	1
	BUSINES DEVELOPMENT OFFICER	0	1
	DEPUTY CHIEF OF COMMUNICATIONS	0	1
Public Affairs Total		7	8
Revenue Collection	REVENUE AGENT	2	2
Revenue Collection Total		2	2
Ride Administration	ADA QUALITY ASSURANCE MANAGER	1	1
	CUSTOMER SERVICE AGENT	7	7
	CUSTOMER SERVICE SUPERVISOR	1	1
	DEPUTY CHEIF OF PARATRANSIT	0.5	0.5
	DIRECTOR OF PARATRANSIT	1	1
	RIDE ACCOUNTING CLERK	1	1
	RIDE PRIN SCHEDULING SPECIALIS	1	1
	RIDE SCHEDULER	2	2
	RIDE SENIOR ACCOUNTING CLERK	1	1
Ride Administration Total		15.5	15.5

Safety	ENVIRONMENT AFFAIRS/SAFETY OFF	1	1
Safety Total		1	1
Security	SECURITY SPECIALIST	2	0
	DIRECTOR OF STREET SUPERVISION	0	1
Security Total		2	1
Street Supervision	LEAD STREET SUPERVISOR	2	1
	STREET SUPERVISOR/DISPATCHER	24	24
Street Supervision Total		26	25
Training	DIRECTOR OF TRAINING	1	1
	LEAD INSTRUCTOR	1	1
	TRAINING INSTRUCTOR	5	5
Training Total		7	7
Transportation	ASST. SUPERINTENDENT TRANS.	1	1
	DEPUTY CHIEF OF TRANSPORTATION	1	1
	F-TIME BUS OPERATOR/ELMW-2024	366	333
	F-TIME BUS OPERATOR/NEWPT-2024	58	26
	GENERAL SUPERINTENDENT	1	1
	LEAD CLERK NEWPORT DIVISION	1	0
	NIGHT FOREMAN	1	1
	RELIEF SUPERINTENDENT	3	3
	SUPERINTENDENT-NEWPORT 2023	1	1
	TRANSPORTATION CLERK	10	10
Transportation Total		443	377
Vehicle Maintenance	BODY SHOP WORKER/FIRST CLASS	10	10
	DIRECTOR OF VEHICLE MAINTENANCE	0	1
	LEAD MECHANICAL FOREMAN	1	1
	MANAGER OF VEHICLE MAINTENANCE	1	1
	MECH FOREMAN/WARRANTY OFFICER	1	1
	MECHANIC UNIT ROOM	8	7
	MECHANIC/ELMWOOD FIRST CLASS	34	33
	MECHANIC/NEWPORT FIRST CLASS	7	7
	MECHANICAL FOREMAN/ELMWOOD	8	8
	MECHANICAL FOREMAN/NEWPORT	2	2
	TECH SUPPORT OFFICER/TRAINING	2	2
Vehicle Maintenance Total		74	73
Vehicle Maintenance - Paratransit	CENTRALIZED MTCE/ BODY SHOP	2	2
	CENTRALIZED MTCE/ FOREMEN	2	2
	CENTRALIZED MTCE/ MECHANICAL	10	11
Vehicle Maintenance - Paratransit Total		14	15
Grand Total		896	845

About RIPTA

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 a nine-member Board of Directors. In addition to these core transit services, RIPTA operations also include program development and implementation of the statewide carpool and vanpool programs. RIPTA is committed to protecting the environment and providing safe, reliable quality transit service that is responsive to customer needs, with emphasis on Rhode Island's families, children, transit-dependent populations, older adults and residents with disabilities.

RIPTA operates a fixed-route fleet of two-hundred fifty three (253) buses and trolleys. The Authority's main facility is in the City of Providence with a satellite operation on Aquidneck Island. The state's paratransit fleet currently includes 89 vans. In FY 2025, RIPTA provided 12.4 million passenger trips on fixed-route service and an additional 351,846 passengers were transported on the state's coordinated paratransit service. FY 2025 also saw 78,818 trips to and from work on our Van Pool service.

The map below shows RIPTA's various services and where they currently operate. For additional route information visit www.ripta.com



Demographics and Economics

Rhode Island Public Transit Authority
Demographic and Economic Information
State of Rhode Island
Last Ten Years
(Unaudited)

Fiscal Year	<u>Population(1)</u>	<u>Personal Income(4)</u>	<u>Per Capita Income(4)</u>	<u>Labor Force(2)</u>	<u>School Enrollment(3)</u>	<u>Unemployment Rate(2)</u>
2013	1,051,511	49,434	47,012	560,428	142,008	9.49%
2014	1,055,173	51,532	48,838	553,347	141,959	7.65%
2015	1,056,420	52,905	50,080	554,699	142,014	5.95%
2016	1,056,426	54,486	51,576	523,100	142,142	5.50%
2017	1,059,639	54,575	51,503	533,300	142,949	4.20%
2018	1,057,315	57,648	54,523	536,800	143,436	4.30%
2019	1,059,361	59,899	56,542	554,515	143,557	3.60%
2020	1,057,125	64,313	60,837	513,000	139,184	10.90%
2021	1,095,610	67,865	61,942	538,500	138,566	6.20%
2022	1,093,734	74,489	64,075	572,107	137,452	3.20%
2023	1,095,962	81,370	67,105	570,309	136,154	2.80%
2024	1,112,308	70,072	69,936	592,109	136,699	4.50%

- (1) Source United States Census Bureau (American Community Survey)
- (2) Source Rhode Island Department of Labor and Training
- (3) Source Rhode Island Department of Education
- (4) Source Rhode Island Department of Commerce

Glossary

ADA Service – The Americans with Disabilities Act (ADA) requires public transit agencies that provide fixed-route service to provide “complementary paratransit” service to people with disabilities who cannot use fixed-route bus because of a disability.

American Rescue Plan Act (ARPA) – A third round of federal stimulus funds to support the nation’s response to the COVID-19 pandemic which appropriated another \$30.5 billion in relief funding to the transit industry.

Bipartisan Infrastructure Bill – See Infrastructure Investment and Jobs Act.

Coronavirus Aid Response and Economic Security Act (CARES) – A \$2.2 trillion economic stimulus bill signed into law on March 27, 2020. The Authority received approximately \$92 million in funding from the package to offset operating losses realized as a result of the COVID-19 pandemic.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) – An additional round of stimulus funding was signed into law on December 27, 2020, which provided an additional \$25 billion to transit agencies. The Authority received approximately \$0.6 million from this second round of funding to offset losses realized as a result of the COVID-19 pandemic.

Wave to Work (formerly EcoPass) – Wave to Work is a transit benefits program (offered by participating employers) that provides employees with unlimited bus, trolley, and Flex route transportation service.

Elderly Affairs Gas Tax – A portion of gas tax that is allocated to the Department of Healthy Aging (formerly elderly affairs) that is then redirected to RIPTA in support of a reduced fare bus pass program for seniors and persons with disabilities.

Federal Transit Administration (FTA) – An agency within the United States Department of Transportation, FTA provides financial and technical assistance to local public transit systems.

FTA Section 5307 Funding (Urbanized Area) – This federal funding source is made available to urbanized areas (areas with a population of 50,000 or more) and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

FTA Section 5310 Funding (Mobility) – This federal program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting those needs.

FTA Section 5311 (Rural Area) – These funds provide capital, planning and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. This funding also provides funding assistance for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP).

Human Services Transportation Coordination (Coordinated Plan) – The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those needs; and prioritizes transportation services for funding and implementation.

Infrastructure Investment and Jobs Act (IIJA) – Infrastructure legislation signed into law by President Biden on November 15, 2021. This legislation contained the surface transportation authorization which sets the funding levels for FTA.

Non-Emergency Medical Transportation (NEMT) – Federal Medicaid funds are available to assist qualifying individuals with non-emergency medical transportation. Qualifying trips include doctor's visits, trips to pharmacies, and more. The state has a broker, Medical Transportation Management (MTM) who manages the program and purchases fare products for their clients.

Senior/Disabled Reduced Fare Program (No-Fare Bus Program) – RIPTA offers a special Reduced Fare Bus Pass Program that allows qualifying low-income seniors (age 65 or over) and low-income persons with disabilities to travel free or at a discounted rate for two years.

State Transportation Improvement Program (STIP) – The STIP is a list of transportation projects the State of Rhode Island intends to implement using United States Department of Transportation funds. For a transportation project to utilize federal funds it must be included in the STIP.

Transit Master Plan (Transit Forward RI 2040) – The Transit Master Plan is a bold and ambitious plan designed to support improvements to the state's transit services, including mobility enhancement, greenhouse gas emissions reductions, and economic development.

University Pass Program (U-PASS) – Funded by participating colleges and universities, U-PASS allows students and/or faculty to receive transit benefits.

Underground Storage Tank Fee (UST) – A component of the gas tax charged for underground storage tank maintenance at fueling facilities. RIPTA receives ½ cent of this fee.

Volkswagen Settlement – In late 2015, Volkswagen publicly admitted it had secretly and deliberately installed a defeat device to cheat emissions test in nearly 500,000 diesel vehicles. Through a nationwide settlement, the State of Rhode Island received \$14.4 million in funds from the Volkswagen Mitigation Trust, which must be used for environmental mitigation projects. RIPTA received \$10.8 million to procure Zero Emission Vehicles and related infrastructure. An additional \$1.1 million was allocated to RIPTA for administration of the program.



FY 2026 Initial Budget Picture

- With the **exhaustion of federal COVID** relief funding, the Authority was **facing a \$32M deficit** for FY 2026.
- This deficit would have resulted in **large scale** service eliminations, layoffs and curtailed ADA paratransit service **across the state**.
- 25% of fixed-route service and over 250 jobs were at risk.

1.16%

Expenses have grown at an annual rate of 1.16% over the period FY19 - FY24, **significantly slower** than inflation over the period, both nationally and in the transit industry.

FY 2026 State Investment and Program Expansion

\$14.4M in new funding

- Gas Tax Increase (\$0.02/gallon): \$8.7M for FY 2026
- Highway Maintenance Account Increase: \$5.7M
 - *This is an annual allocation*

Statewide Ride Anywhere paratransit program made permanent

- Increased the ADA/paratransit coverage area from $\frac{3}{4}$ of a mile from a fixed-route zone to statewide coverage/no limit.

Cost Reductions

Reduced FTE count from 896 to 845

- Fixed-route service reductions
- Outsourced ADA trips reduced
- Administrative Personnel reduced

One-time reductions

- Legal cost savings
- Improved pension performance
- Fuel lock savings

Revenue Improvements

Structural

- Fare Increase FY 2027 (\$1.2M)
- Federal Reimbursements (\$2.1M)
- Advertising Increase (\$0.5M)
- CMAQ Operating Support (\$0.2M)

One-time revenues

- State Operating Advance (\$3M)
- CMAQ Prior Year Carry (\$2M)

Revised Budget

	Initial 2026 Budget		Revised 2026 Budget	
Revenues				
Federal Subsidies	\$	42,890,561	\$	55,360,963
State Subsidies	\$	49,463,172	\$	65,154,302
Other Revenue	\$	8,759,764	\$	7,818,042
Passenger Fares	\$	11,348,922	\$	11,544,630
Third Party Fares	\$	12,447,275	\$	10,744,639
Ride Passenger Fares	\$	2,746,366	\$	2,629,354
Total Revenues	\$	127,656,060	\$	153,251,929
Expenses				
Salaries & Fringe Benefits	\$	111,764,216	\$	108,939,169
Contract Services	\$	15,734,366	\$	18,324,129
Operating Expense	\$	27,402,477	\$	21,346,806
Utilities	\$	2,026,726	\$	2,471,895
Capital Match & Repayment	\$	2,178,761	\$	2,169,931
Total Expenses	\$	159,106,546	\$	153,251,929
Operating Surplus/ (Deficit)	\$	(31,450,486)	\$	(0)

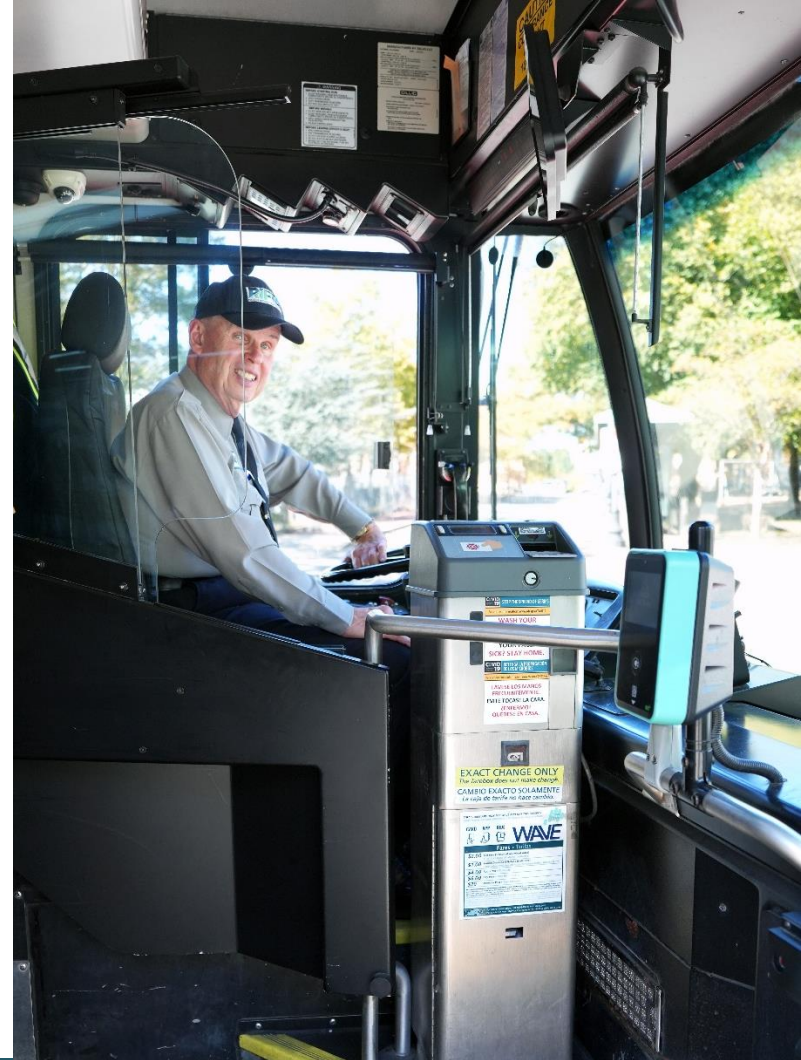
What began as a deficit of over \$30M has been balanced through a combination of efficiency measures, reductions to underperforming routes, and new state revenues.

We continue to **monitor route performance** and **customer feedback** to determine how to make our **system better**.

Improved **usage of data analytics** will help the Authority be **more responsive** to the needs of riders and to **attract new riders** to the system.

Key Considerations for FY 2026

- Union negotiations with ATU Local 618 and LIUNA Local 808
- Rising workers compensation costs
- Rising healthcare costs
- Increased Ride paratransit program demand, along with increasing share of trips occurring in expanded zone, have limited ability to reduce overflow to taxicab providers
- **Volatility in fuel prices, capital markets and associated pension contributions, and legal liability all continue to lead to budget uncertainty.**



FY 2027 Draft Budget

	Initial 2027	Revised 2027 (Working)
Revenues		
Federal Subsidies	\$ 42,890,561	\$ 46,249,171
State Subsidies	\$ 46,618,282	\$ 64,784,456
Other Revenue	\$ 7,894,543	\$ 7,891,557
Passenger Fares	\$ 26,683,528	\$ 26,186,220
Total Revenues	\$ 124,086,914	\$ 145,111,404
Expenses		
Salaries & Fringe Benefits	\$ 116,284,254	\$ 115,741,203
Contract Services	\$ 16,111,991	\$ 14,103,779
Operating Expense	\$ 27,091,208	\$ 24,229,369
Utilities	\$ 2,128,062	\$ 2,595,489
Capital Match & Repayment	\$ 2,274,561	\$ 2,274,641
Total Expenses	\$ 163,890,076	\$ 158,944,482
Operating Surplus/ (Deficit)	\$ (39,803,162)	\$ (13,883,078)

Preliminary budget for FY 2027:

- \$21M increase in revenue
- \$5M less in expenses
- Deficit reduced by more than \$26M from original projections
- While some costs increase, total expenses are still below original 2026 cost projections.

Draft Budget Summary

	FY 2026 Initial	FY 2026 Revised	FY 2027 Initial	FY 2027 Revised
Revenues				
Federal Subsidies	\$42,890,561	\$55,360,963	\$42,890,561	\$46,249,171
State Subsidies	\$49,463,172	\$65,154,302	\$46,618,282	\$64,784,456
Other Revenue	\$8,759,764	\$7,818,042	\$7,894,542	\$7,891,557
Passenger Fares	\$11,348,922	\$11,544,630	\$11,519,156	\$12,738,190
Third Party Fares	\$12,447,275	\$10,744,639	\$12,411,311	\$10,812,236
Ride Passenger Fares	\$2,746,366	\$2,629,354	\$2,753,061	\$2,635,794
Total Revenues	\$127,656,060	\$153,251,929	\$124,086,913	\$145,111,404

Values

	FY 2026 Initial	FY 2026 Revised	FY 2027 Initial	FY 2027 Revised
Expenses				
Salaries & Fringe Benefits	\$111,764,216	\$108,939,169	\$116,284,254	\$115,741,203
Contract Services	\$15,734,366	\$18,324,129	\$16,111,991	\$14,103,779
Operating Expense	\$27,402,477	\$21,346,806	\$27,091,208	\$24,229,369
Utilities	\$2,026,726	\$2,471,895	\$2,128,062	\$2,595,489
Capital Match & Repayment	\$2,178,761	\$2,169,931	\$2,274,561	\$2,274,641
Total Expenses	\$159,106,546	\$153,251,929	\$163,890,076	\$158,944,482

Operating Surplus/ (Deficit)	(\$31,450,486)	(\$0)	(\$39,803,163)	(\$13,833,078)
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Looking Ahead

- Comprehensive fare study underway, with **new fare structures** targeted for Q3 2026.
- Developing a model to introduce **functional assessments** for the **Ride paratransit** program, ensuring the service continues to serve those who need the service most.
- **Working with employers** to identify transportation gaps and ways for RIPTA to build its ridership and revenues.
- Continued efforts to **improve rider amenities**, including a new bus hub in downtown Providence and **enhancing shelters and signage** across the state.





To: RIPTA Board of Directors

From: Christopher Durand, Chief Executive Officer

Date: November 26, 2025

Re: Update on Proposed Providence Transit Center and Request for In-depth Site Investigation

This memorandum shall serve as an update regarding the Providence Transit Center Joint Development Project and a request to the Board for authorization to engage with Next Wave Rhode Island Partners to perform an in-depth evaluation and structural feasibility of a site near the Providence Amtrak/MBTA Station. This site has been identified and vetted by our internal team and project partners and has received substantial statewide engagement.

Activities To-Date

From January 2024 through April 2024 Next Wave worked to identify and evaluate potential sites for the project using criteria and data developed in partnership with the RIPTA project team and their advisors. The team conducted initial technical due diligence on sites deemed most viable through the evaluation process and completed further study. The results of the evaluation process and technical findings have led us to the area near the Providence Train Station.

Community Engagement

In early 2024, RIPTA and the Next Wave Rhode Island Partners (“NWRIP”) consortium executed a comprehensive Preliminary Services Agreement (“PSA”) with an initial scope of work focused on site selection for the new transit center. Together, RIPTA and NWRIP identified seven sites for evaluation, all located in Downtown Providence within 3/4-mile of the current hub at Kennedy Plaza. These sites were chosen based on proximity to key activity centers; accessibility to local and regional transit networks; and, in certain cases, a history of interest as a potential hub site. Public outreach conducted during the first two tasks of the PSA found proximity to the Providence Train Station as a preference across an array of stakeholder groups.

Key Findings

- **Strong Preference for Sites Near Providence Station**

Across nearly all engagement activities conducted during Task 2, sites closest to Providence Station received overwhelming support and were consistently ranked among the strongest options.

- **Identification of Francis Street**

Based on community preference and an in-depth analysis, RIPTA expanded review of all parcels around the train station. This process resulted in the identification of an additional promising site—Francis Street. (See map.)

- **Major Project Milestone Reached**

Completion of Task 2 marked a significant milestone. Well beyond any prior transit center initiative over the past decade, RIPTA has successfully identified an alternative hub location that will enable the agency to grow beyond its current footprint in and around Kennedy Plaza and provide riders with a safer, more convenient, and more welcoming passenger experience.

Arial view of Francis Street parcel:



Next Steps / Board Action Requested

With Task 2 complete, RIPTA is prepared to engage with Next Wave to determine the capability of the site to support the potential structure of a Transit Center. Next Wave will perform this on-site structural analysis and provide a detailed report of their findings. Should there be any findings that would require additional site work or repairs, Next Wave will provide a separate engineering design proposal to address those issues.

To support this project's progression, **I am requesting Board approval for authorization to allow Next Wave to conduct a structural analysis and perform any necessary additional design work related to the findings of that report, in an amount not to exceed \$250,000.**

Christopher Durand
Chief Executive Officer



RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO:	Board of Directors	DATE:	09/30/2025
PREPARED BY:	Gary Jarvis, Deputy Chief of Technology	DEPARTMENT:	Information Technologies

TITLE : Giro Transportation / Scheduling software maintenance support and upgrade

RIPTA Board of Directors is requested to award a three year extension to Giro for a support contract for the Hastus software package used by Planning and Transportation. The extension will run to August 30, 2028 at a total cost of \$556,274 over the 3 year term to be paid in yearly installments.

BACKGROUND

The Hastus software has been RIPTA's core scheduling software used by the Planning department. This request covers the updated version to be completed in February of 2026. The cost of this maintenance contract is \$556,274.

JUSTIFICATION

This contract is needed to maintain and upgrade this critical software for both the Planning and Transportation departments. The system is the backbone of RIPTA's scheduling and dispatching operations. Part of this contract extension will allow RIPTA to upgrade to the latest version of the software which offers enhancements for scheduling, dispatching and soon to be required electric bus management features.

FUNDING

Federal funds are available to offset 80% of the purchase cost with RIPTA operating funds covering the remaining portion

ALTERNATIVES

The alternative would be to conduct an RFP for a new fixed route scheduling and management software package, which would be a significant expense to the agency.

RECOMMENDATION

RIPTA Board of Directors is requested to award a contract to Giro for a three year extension through August 2028

APPROVALS (shaded Departments must approve all Staff Summaries). Projects between \$5,000 and \$10,000 must have Department Director/AGM. Projects between \$10,000 and \$100,000 must have CEO also. Projects greater than \$100,000 must also have Board of Directors Approval

Department	Initial	Date	Department	Initial	Date
Budget	D		Maintenance/Facility	D	
Customer Service	D		Marketing	D	
Environmental/Safety	D		Planning	D	
Finance	D	11/20/2025	Procurement	D	11/19/2025
Flex/Paratransit	D		Security	D	
Human Resources	D		Training	D	
Inform. Services	D	11/19/2025	Transportation	D	
Legal/Risk Mgmt	D		Chief Exec. Officer	D	11/21/2025

Signature: *Gary C Jarvis*

Email: gjarvis@ripta.com

Signature: *Nathan Watchous*

Email: nwatchous@ripta.com

Signature: *Ihanson*

Email: lhanson@ripta.com

Signature: *CD*

Christopher Durand (Nov 21, 2025 08:50:30 EST)

Email: cdurand@ripta.com

RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO: **DATE:**
PREPARED BY: **DEPARTMENT:**

TITLE :

RIPTA Board of Directors is requested to authorize the remaining 3 years of a 5 year agreement for the Reveal Paratransit scheduling and dispatching software as well as the hosting of the secured AWS server. The total cost of the remaining agreement is \$933,864.32

BACKGROUND

RIPTA provides accessible paratransit service in response to the mandate of the Americans with Disabilities Act (ADA) to provide public transportation services to people who are unable to ride fixed-route service because of a disability. RIPTA provides, via advanced reservation, an on-demand shared ride service within the RIPTA fixed-route service area, as required by the ADA.

RIPTA initially purchased the Reveal paratransit software suite in 2013 to automate the scheduling and dispatching of RIPTA's paratransit service. RIPTA's use of the Reveal paratransit software has evolved over time, and the paratransit department now uses Reveal for reservation, scheduling, dispatching, eligibility and electronic fare payment. Additionally, Reveal provides a 24-hour Interactive Voice Response (IVR) phone service for automated calls and information, as well as a customer-facing smartphone application for iOS and Android devices.

JUSTIFICATION

The provider of the Reveal software provides updates and ongoing assistance through the annual maintenance agreement that is essential for the continuity of the operations. As a proprietary computer software product, this is the only vendor for ongoing maintenance service. The cost for the second year renewal of the Reveal software suite to be fair and reasonable.

RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO:
 DATE:

PREPARED BY:
 DEPARTMENT:

FUNDING

Maintenance agreements such as this one qualify for 80% federal fundings.


ALTERNATIVES

RIPTA would have to go out to RFP for a new software package.

RECOMMENDATION

Staff recommends approval of the remaing 3 years of this 5 year contract.

APPROVALS (shaded Departments must approve all Staff Summaries). Projects between \$5,000 and \$10,000 must have Department Director/AGM. Projects between \$10,000 and \$100,000 must have CEO also. Projects greater than \$100,000 must also have Board of Directors Approval

Department	Initial	Date	Department	Initial	Date
Budget/Finance	<i>nw</i>	<input type="text" value="12/02/2025"/>	Maintenance/Facility		
Customer Service			Marketing		
Environmental/Safety			Planning		
Project Management			Procurement	<i>BAA</i>	<input type="text" value="12/02/2025"/>
Flex/Paratransit	<i>BAA</i> BAA	12/02/2025	Security		
Human Resources			Training		
Inform. Services			Transportation		
Legal/Risk Mgmt			Chief Exec. Officer	 Christopher Durand	<input type="text"/>

Brooks A Almonte

Brooks A Almonte (Dec 2, 2025 15:29:18 EST)

Ajla Hasan

Nathan Watchous

CD

Christopher Durand (Dec 3, 2025 15:52:17 EST)