



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS MEETING

Thursday, December 19, 2024

1:30 p.m.

269 Melrose Street, Providence

Transportation Board Room

The meeting can be watched online here:

[RIPTA Board of Directors - December 19, 2024](#)

AGENDA

1. Board Approval To consider for approval the Draft Meeting Minutes of the Board of Directors Meeting of November 21, 2024.
2. Board Approval To consider for approval the Draft Executive Session Meeting Minutes of the Board of Directors Meeting of November 21, 2024.
3. Public Comment /
Board Discussion Limited to 3 minutes per person.
4. CEO Report
 - CEO Update
 - Key Initiatives
 - Employee Spotlight
 - Service
 - Budget
 - Financial Comparisons
 - Ridership
 - On Time Performance
 - Post Covid Ridership Recovery
 - Low Income Pilot Update
 - Bus Stop Improvement Program
 - Ride Anywhere Pilot Extension

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/wp-content/uploads/2023/07/APRA-External-Policy-and-Procedure.pdf>. An interpreter for the deaf and hard of hearing can be provided by calling 784-9500 x1171 at least 48 hours in advance. The location is accessible to the handicapped.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

5. Board Discussion / Potential Vote Request For Approval – Board of Directors 2025 Annual Meeting Schedule
6. Board Discussion / Potential Vote Request for Approval – RIPTA Safety Plan
7. Board Discussion / Potential Vote Request for Approval – Winter 2025 Service Changes
8. Board Discussion / Potential Vote Request for Approval – Approval of FY 2025 Financial Plan
9. Board Discussion / Potential Vote Request for Approval – Conduent Contract – Kennedy Plaza Signage
10. Board Discussion / Potential Vote Request for Approval – Paratransit Fare Products / Pay As You Go
11. Board Discussion / Potential Vote Board Questions and Answers
12. 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)(1) Any discussions of the job performance, character, or physical or mental health of a person or persons provided that the person or persons affected shall have been notified in advance in writing and advised that they may require that the discussion be held at an open meeting), 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, and R.I. Gen. Laws § 42-46-5(a)(5), Any discussions or considerations related to the acquisition or lease of real property for public purposes, or of the disposition of publicly held property wherein advanced public information would be detrimental to the interest of the public.
13. Adjournment

Agenda Posted on December 16, 2024

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, November 21, 2024
1:30 p.m.
269 Melrose Street, Providence
Transportation Board Room

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

Absent Members: Heather Schey, and Marcy Reyes.

Also Present: Christopher Durand, Interim CEO; Edward Pare, Esq., Board Counsel; Roy Rivers, Executive Paralegal; Jacqueline Weidinger, Administrative Assistant-Executive Office; 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 October 24, 2024.**

Mr. Leach makes a motion to approve the minutes of the October 24, 2024, meeting. Mr. Crowley seconds, and the motion passes with favorable votes by Director Alviti, Mr. Kells, Mr. Benoit, Mr. Lombardi and Mr. Masino.

Agenda Item 2: **To consider for approval the Draft Executive Session Meeting Minutes of the Board of Directors Meeting of October 24, 2024.**

Mr. Crowley makes a motion to approve the executive session minutes of the October 24, 2024, meeting. Mr. Masino seconds, and the motion passes with favorable votes by Director Alviti, Mr. Kells, Mr. Leach, Mr. Benoit, and Mr. Lombardi.

Agenda Item 3: **Public Comment**

1. Patricia Raub
 - States that on behalf of RI Transit riders, she is excited about CEO Candidate and is glad the search is over. She wants to be sure the candidate understands the importance of increasing ridership and increasing routes and will collaborate with riders and unions to make RIPTA nationally recognized.

2. Daria Phoebe Brashear (via email received prior to the meeting)
 - Stated “As I note the agenda suggests a decision will be reached about CEO at this meeting, I wish to remind the board of my suggestion that the new CEO have transit experience, and for that person’s interview it should have been a condition for them to arrive by bus at RIPTA Headquarters from somewhere on Aquidneck Island, on time for their interview.”

Agenda Item 4: CEO Report

Christopher Durand, RIPTA’s Interim CEO, provided updates regarding workforce, passenger information, shelters and amenities upkeep, revised budget, detailed ridership reports. Mr. Durand also provides an update regarding the new FTA reporting requirement and the Providence Public School Department student transportation contract.

Agenda Item 5: Request for Approval – Award Of Contract – Reveal Management Maintenance

Brooks Almonte , Deputy Chief of Paratransit, and Christopher McKenna, Flex Admin Superintendent, make the request.

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

Agenda Item 6: Request for Approval – Line Of Credit

Chris Durand, Interim CEO makes the request.

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

Agenda Item 7: Board Questions and Answers

The following questions / comments were made.

1. Providence Public Schools - Moving students out of Kennedy Plaza.
2. Bus Shelter – cleaning and replacement- especially Rosa Parks and how to work with FTA and the Rhode Island Congressional Delegation.
3. Unobligated funds and how to use them.
4. Direct routes like Amazon and Quonset.

Agenda Item 8: **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)(1) Any discussions of the job performance, character, or physical or mental health of a person or persons provided that the person or persons affected shall have been notified in advance in writing and advised that they may require that the discussion be held at an open meeting), and R.I. Gen. Laws § 42-46-5(a)(5), Any discussions or considerations related to the acquisition or lease of real property for public purposes, or of the disposition of publicly held property wherein advanced public information would be detrimental to the interest of the public.**

Attorney Pare reports that pursuant to R.I. Gen. Laws § 42-46-5(a)(1), the person(s) who are to be discussed were informed, prior to the meeting, and did not request the matter(s) be discussed in open session.

Mr. Leach motions to enter executive session. Mr. Masino seconds, and the motion passes with favorable votes by Director Alviti, Mr. Kells, Mr. Crowley, Mr. Benoit, and Mr. Lombardi. The Board enters into 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)(1) Any discussions of the job performance, character, or physical or mental health of a person or persons provided that the person or persons affected shall have been notified in advance in writing and advised that they may require that the discussion be held at an open meeting), and R.I. Gen. Laws § 42-46-5(a)(5), Any discussions or considerations related to the acquisition or lease of real property for public purposes, or of the disposition of publicly held property wherein advanced public information would be detrimental to the interest of the public.

The Board and Counsel enter into Executive Session at 2:08pm.

The Board and Counsel enter public session at 2:48pm.

Attorney Pare reports that only one vote was taken during Executive Session: a vote to adjourn Executive Session.

Mr. Benoit makes a motion to seal the minutes of the Executive Session. Mr. Masino seconds, and the motion passes with favorable votes by Director Alviti, Mr. Kells, Mr. Crowley, Mr. Leach, and Mr. Lombardi.

Agenda Item 9: Retention of Chief Executive Officer

Mr. Crowley motions to appoint Christopher Durand as Chief Executive Officer, pending his acceptance and successful negotiations of the terms. Mr. Leach seconds and the motion passes with favorable votes by Director Alviti, Mr. Kells, Mr. Masino, Mr. Benoit, and Mr. Lombardi.

Agenda Item 10: Adjournment – 2:56pm

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

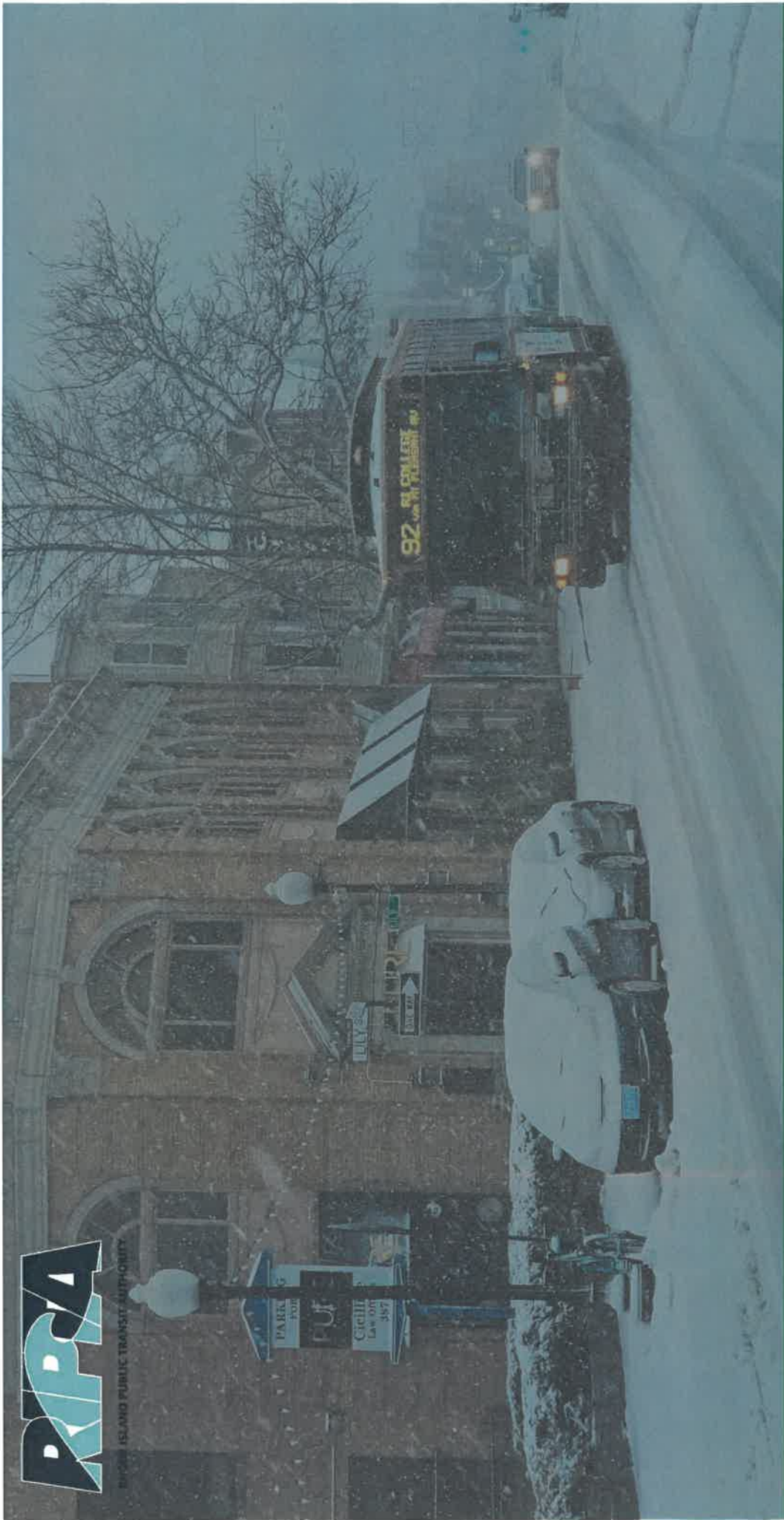
Respectfully submitted,

Patrick Crowley, Secretary

DRAFT



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



DECEMBER 2024 | MONTHLY FINANCIAL AND OPERATIONAL REPORT | BOARD OF DIRECTORS

CEO UPDATE



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 200 coats and warm items to support this vital cause.

Kingston Station Transit Hub

RIPTA held a public meeting regarding proposed improvements to the transit hub at Kingston Station on Thursday, November 14, 2024, at the Kingston Free Library. RIPTA is looking to establish a comprehensive transit hub at Kingston Station to enhance bus facilities, passenger amenities, and connections between Amtrak rail service and RIPTA bus, paratransit, and Flex On Demand service, as well as access to the William C. O'Neill Bike Path. The completed hub will support future improvements to RIPTA's services to Kingston Station and ridership growth for both RIPTA and Amtrak. Over 50 members of the public attended this meeting to learn about the project.

Ride Vehicle Demonstration at the Accessible Transportation Advisory Committee (ATAC) Meeting

In November, RIPTA invited Model1 to bring a cutaway van on site for a demonstration with Ride paratransit passengers. The custom low-floor van can accommodate up to 14 passengers, including 3 ADA-compliant wheelchair positions, and features a manual wheelchair ramp. Several riders provided feedback, describing the van as spacious and comfortable. Depending on the budget, Ride hopes to purchase 25 new vans.

Government Finance Officers Association (GFOA) Certificate of Achievement

For the twelfth year in a row, RIPTA has been awarded the Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting for its FY 2023 Annual Comprehensive Financial Report. The Certificate of Achievement is "the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management," the association stated in its letter to RIPTA.

2024 Community Site Visits for Reduced Fare Bus Pass Program for Seniors and People with Disabilities

Every month, RIPTA's Customer Service staff travels 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. This month, RIPTA staff traveled to the Woonsocket Senior Center, Leon Mathieu Senior Center in Pawtucket and the Edward King House in Newport.

KEY INITIATIVES

Workforce Development
7 Van Operators and 4 Maintenance Employees hired
Updating recruitment, training, and retirement plans



Service Improvements
Public Meetings held on January service changes
Integrations for real-time trip cancellations



Amenity Improvements
Signs for Kennedy Plaza up for consideration by Board
Finalization of shelter sign proposal



Performance Data and Benchmarking
Compiling comparative route and ridership data
Preparing financial comparisons to peer agencies



TRAINING DEPARTMENT



EMPLOYEE SPOTLIGHT

When you see RIPTA drivers confidently navigate our 40-foot buses, you can thank the incredible team in the Training Department. These trainers work with every new hire who touches a RIPTA vehicle. Whether it's a fixed-route bus driver, paratransit van driver, mechanic or utility worker – they're making sure each employee can navigate a vehicle safely and professionally.

Trainers face the unique challenge of teaching people how to handle these massive vehicles when some of them have never driven vehicles that large before. From learning about air brakes to mastering tight turns, it's a whole new world for new transit hires. Watching an employee transform from a complete novice to a skilled and confident driver is one of the most rewarding parts of the job.

RIPTA's training program is unique. Not only do new employees get paid while they train, but RIPTA also covers the cost of their CDL licenses; something that can cost thousands elsewhere. It's just one way the agency invests in its workforce. Earlier this year, RIPTA launched a new CDL permit test training program which improved the onboarding process for qualified applicants. As a result, the Training Department expanded their team to support the growing number of new hires.

What really makes the Training Department stand out is the heart trainers put into their work. Their dedication has earned RIPTA a 99.5% DMV pass rate, an achievement other agencies envy. But for the trainers, it's not about impressive statistics. It's about creating a family atmosphere where new hires feel supported, capable of success, and driven to succeed.

It's not easy being a trainer, but for this team, it's a passion. They don't just teach driving skills; they build confidence and community. And that's something everyone at RIPTA can be proud of.

LOST TRIPS by DAY

NOVEMBER 2024

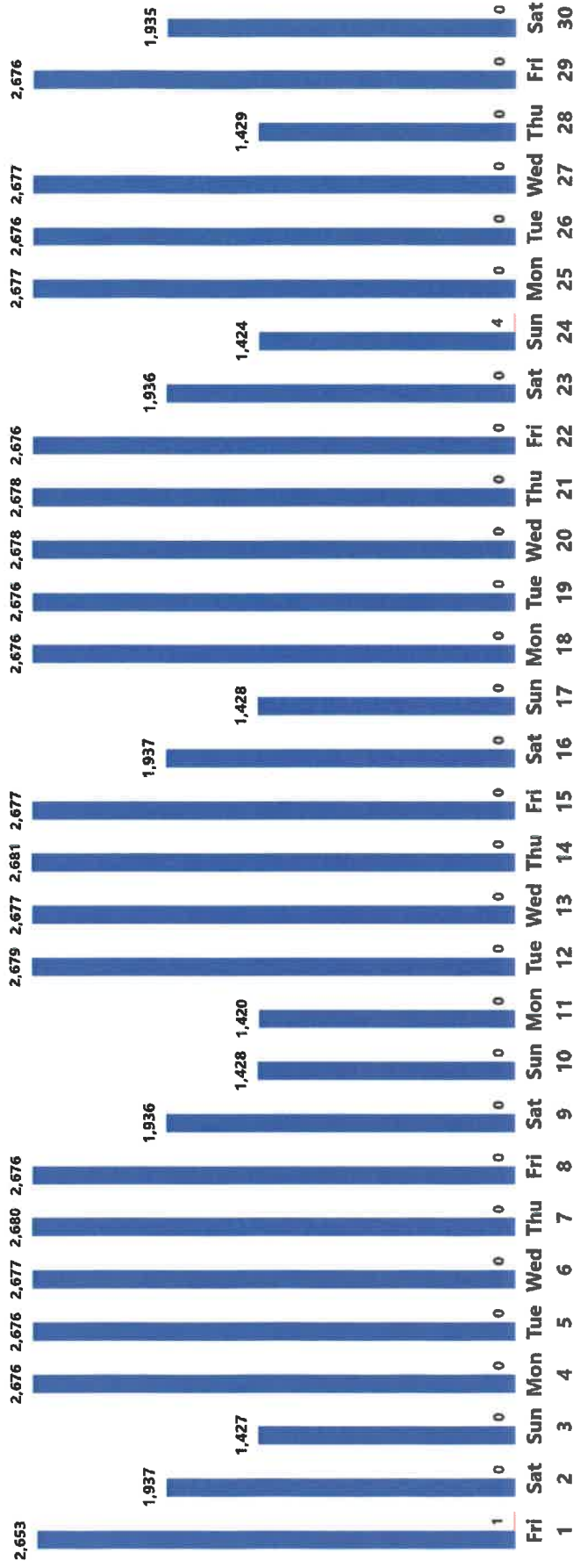
69,079 Trips Ran

5 Cancelled/Uncovered

0.01% Percent Lost

Trips Ran and Cancelled/Uncovered by Work Date*

● Trips Ran ● Cancelled or Uncovered **



* Counts based on regular trips

** Cancelled does not include Standby or School Cancelled trips

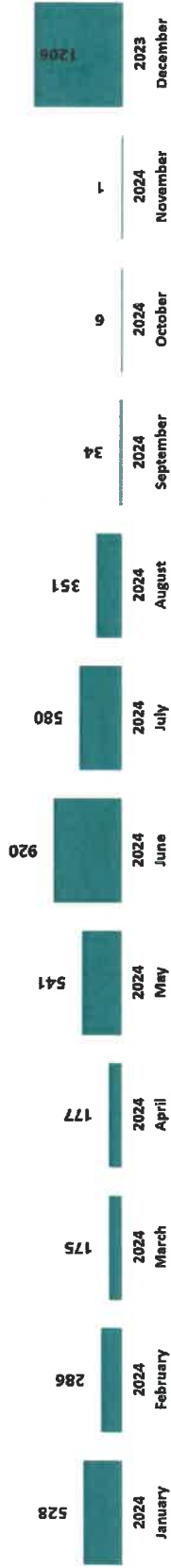
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LOST TRIPS BY DAY

LOST TRIPS by SERVICE DAY

NOVEMBER 2024

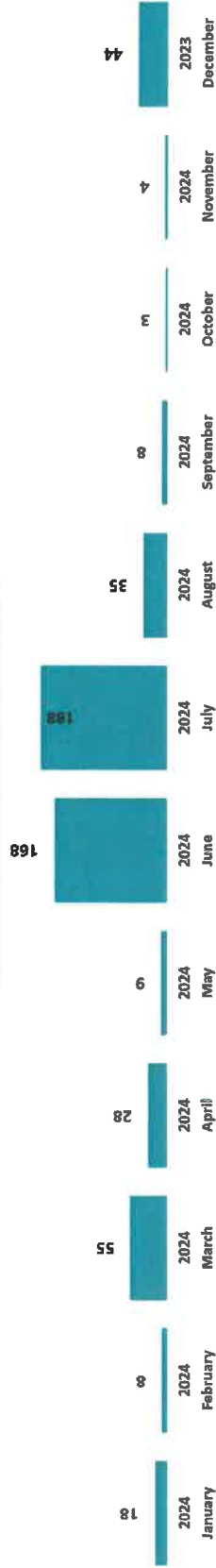
WEEKDAY CANCELLED TRIPS



SATURDAY CANCELLED TRIPS



SUNDAY CANCELLED TRIPS



LOST TRIPS BY SERVICE DAY

Budget to Actual - November 2024

Budget-Actual FY 2025	Monthly			VAR %
	Budget	Actual	VAR \$	
Federal Subsidies	\$2,944,354	\$1,911,633	(\$1,032,720)	-35.1%
Federal Subsidies-CARES Act	\$921,860	\$0	(\$921,860)	-100.0%
State Subsidies	\$3,975,375	\$4,694,501	\$719,126	18.1%
Other Revenue	\$532,809	\$609,507	\$76,698	14.4%
Passenger Fares	\$1,113,516	\$895,331	(\$218,185)	-19.6%
Third Party Fares	\$979,748	\$684,322	(\$295,426)	-30.2%
Special Project Revenue	\$0	\$0	\$0	0.0%
Total Revenue	\$10,467,663	\$8,795,295	(\$1,672,368)	-16.0%
Salaries & Fringe Benefits	\$8,746,561	\$9,910,634	(\$1,164,073)	-13.3%
Contract Services	\$594,142	\$1,081,029	(\$486,887)	-81.9%
Operating Expense	\$2,298,884	\$1,154,917	\$1,143,967	49.8%
Utilities	\$186,899	\$150,844	\$36,055	19.3%
Capital Match & Repayment	\$56,662	\$0	\$56,662	100.0%
Debt Service	\$90,656	\$0	\$90,656	100.0%
Special Projects	\$0	\$0	\$0	0.0%
Total Expenses	\$11,973,804	\$12,297,424	(\$323,620)	-2.7%
Surplus/(Deficit)	(\$1,506,141)	(\$3,502,129)	(\$1,995,988)	

- Federal Subsidies are lower than expected due to timing of grant funding obligations. We are looking to catch up on federal reimbursements in December.
- No relief funding drawdowns in November.
- Operating expenses are under budget, largely due to lower fuel costs and fewer engine replacements than expected.

BUDGET - ACTUAL

Budget to Actual through November 30, 2024

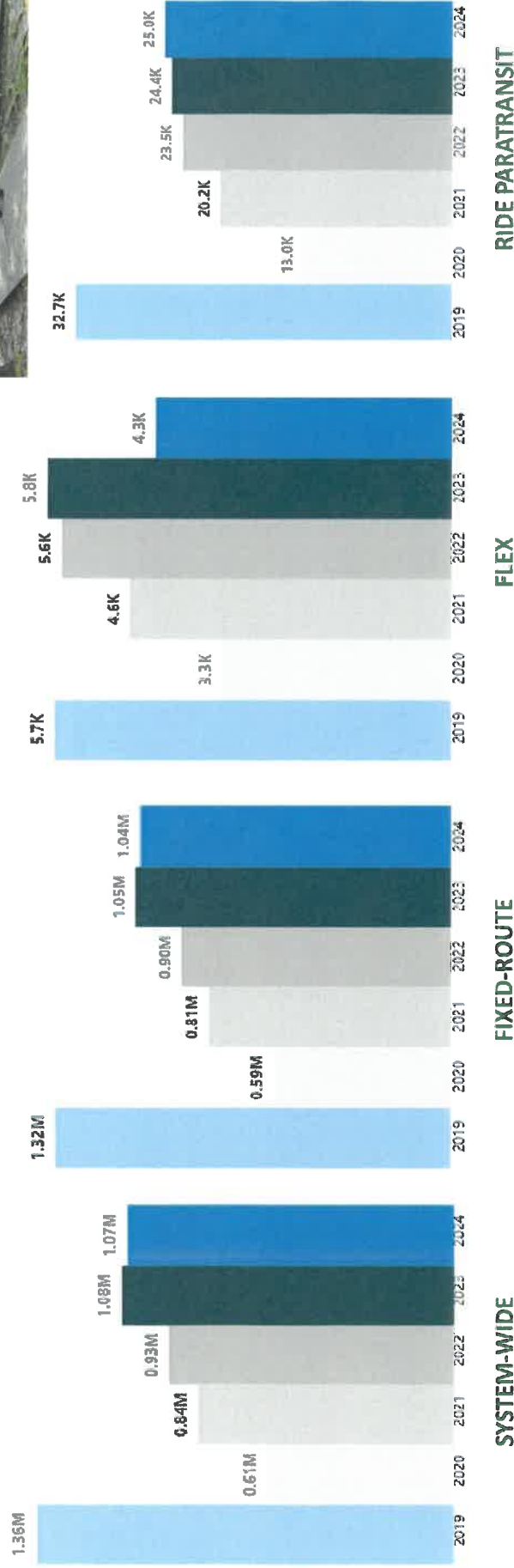
Budget-Actual FY 2025	Year To Date			VAR %
	Budget	Actual	VAR \$	
Federal Subsidies	\$14,721,769	\$7,299,365	(\$7,422,404)	-50.4%
Federal Subsidies-CARES Act	\$4,609,302	\$0	(\$4,609,302)	-100.0%
State Subsidies	\$19,876,877	\$32,636,779	\$12,759,902	64.2%
Other Revenue	\$2,664,046	\$2,731,168	\$67,122	2.5%
Passenger Fares	\$5,567,579	\$4,888,808	(\$678,771)	-12.2%
Third Party Fares	\$4,898,740	\$3,469,674	(\$1,429,066)	-29.2%
Special Project Revenue	\$0	\$0	\$0	0.0%
Total Revenue	\$52,338,313	\$51,025,794	(\$1,312,519)	-2.5%
Salaries & Fringe Benefits	\$43,732,804	\$44,237,708	(\$504,903)	-1.2%
Contract Services	\$2,970,709	\$2,978,235	(\$7,526)	-0.3%
Operating Expense	\$11,494,422	\$6,005,506	\$5,488,916	47.8%
Utilities	\$934,493	\$704,467	\$230,026	24.6%
Capital Match & Repayment	\$283,312	\$0	\$283,312	100.0%
Debt Service	\$453,279	\$0	\$453,279	100.0%
Special Projects	\$0	\$0	\$0	0.0%
Total Expenses	\$59,869,020	\$53,925,917	\$5,943,103	9.9%
Surplus/(Deficit)	(\$7,530,707)	(\$2,900,123)	\$4,630,584	

- Federal Subsidies are lower than expected through November due to timing of grant funding obligations. We are expecting some larger federal reimbursements in December.
- No relief funding drawdowns through November due to state funding.
- State Subsidies include a one-time infusion of funding for the FY25 deficit.
- Operating expenses are under budget due to lower fuel prices and maintenance costs/replacements.

BUDGET - ACTUAL

MONTHLY RIDERSHIP

November 2024 System-wide Ridership



RIDERSHIP DECREASED 1.57% IN NOVEMBER 2024 FROM NOVEMBER 2023

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.

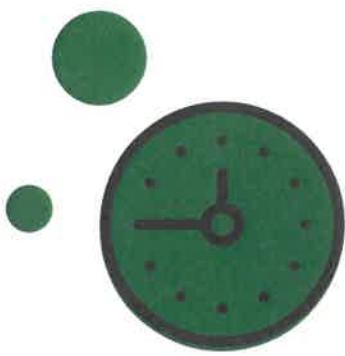
MONTHLY RIDERSHIP

ON TIME PERFORMANCE (OTP): FIXED-ROUTE

	2024	2023	2022	2021
NOVEMBER	74.0%	77.9%	79.2%	79.3%
OCTOBER	73.7%	77.3%	78.3%	78.6%
SEPTEMBER	72.7%	77.0%	78.1%	79.1%
AUGUST	76.7%	79.3%	81.3%	81.5%
JULY	78.0%	79.5%	81.0%	81.8%
MAY	73.4%	78.6%	81.1%	81.6%
APRIL	76.5%	81.3%	81.7%	83.2%
MARCH	78.3%	82.4%	82.2%	84.2%
FEBRUARY	78.3%	82.2%	81.3%	84.1%
JANUARY	77.3%	82.4%	82.2%	83.0%
DECEMBER		76.9%	80.2%	80.9%

OTP DECREASED BY 3.9% IN NOVEMBER 2024 FROM NOVEMBER 2023

ON TIME PERFORMANCE



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%



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Post-COVID Ridership Recovery

December 2024

Post-COVID Ridership Recovery

The onset of the COVID-19 pandemic in February 2020 led to widespread stay-at-home mandates, significantly reducing in-person activities. This shift caused transit ridership to plummet.

According to the Federal Transit Administration, “transit ridership decreased 81 percent between April 2019 and April 2020.”

This report will review how RIPTA ridership is recovering post-COVID.

To date, RIPTA has recovered 84% of ridership since the pandemic.



Overall Recovery

Entire system: 84%

Some routes with 95% or higher recovery tend to have small overall ridership numbers and/or have had significant service changes. There are also some routes that have just recovered very well on their own.

- **Low ridership, service changes, or both**
 - 4 – 285% recovery, 8,900 monthly ridership, route created in Fall 2019
 - QX – 307% recovery, 647 monthly ridership
 - 10x – 95% recovery, 308 monthly ridership
 - 13 – 98% recovery, 7,700 monthly ridership, routing changes in 2022
 - 14 – 147% recovery, 17,000 monthly ridership, span/frequency/routing changes in 2022
 - 24L – 875% recovery, 2,400 monthly ridership, route created in Fall 2019
 - 67 – 168% recovery, 20,500 monthly ridership, fare free summers 2022/2023/2024
- **Routes that are doing well**
 - 55 – 98% recovery, 18,300 monthly ridership
 - 58 – 96% recovery, 10,800 monthly ridership
 - 66 – 95% recovery, 19,900 monthly ridership
 - 72 – 125% recovery, 45,100 monthly ridership

Less Than 60% Recovery

Routes with less than 60% recovery are express routes, routes with low ridership numbers, and/or routes that had major service changes:

- 9x – 56% recovery, 1,200 monthly ridership
- 12x – 45% recovery, 537 monthly ridership
- 29 – 43% recovery, 3,300 monthly ridership, major routing change (route cut in half)
- 59x – 43% recovery, 595 monthly ridership
- 65x – 51% recovery, 1,400 monthly ridership
- 95x – 55% recovery, 1,000 monthly ridership



60-95% Recovery

All other routes fall between 60-95% recovery:

- <60%: 6 routes
- 60-70%: 7 routes
- 70-80%: 17 routes
- 80-90%: 10 routes
- 90-94%: 2 routes
- >95%: 11 routes

Several additional routes were created or eliminated after 2019 and are not captured in the above numbers.

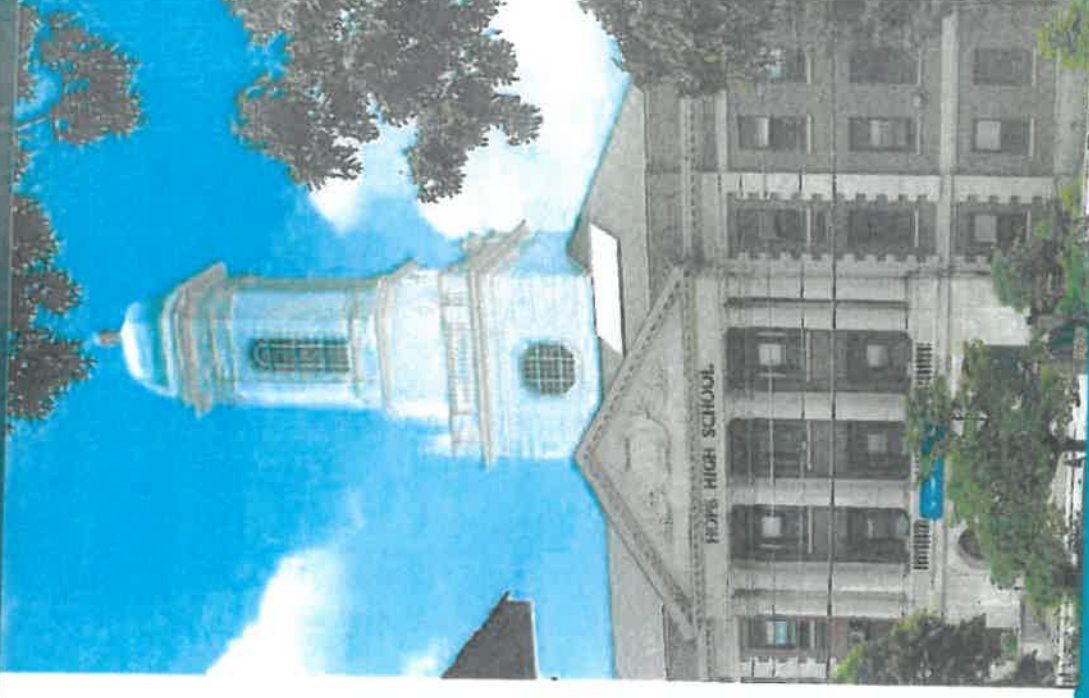


Providence School Routes

Routes serving Providence metro, especially those serving Providence high schools, tend to have spring and fall peaks.

Routes 1, 3, 6, R, 17, 19, 20, 22, 27, 28, 31, 40, 50, 56, 58, 92:

- >90% recovery: 20, 56, 58
- 80-90% recovery: R, 17, 19, 22, 31
- 70-80% recovery: 1, 3, 6, 27, 28, 40, 50, 92
- No recovery of PVD school routes below 70%
- Routes with major service changes since 2019:
 - 3 was split in Fall 2019 to create 3 and 4
 - 22 extended to CCRI

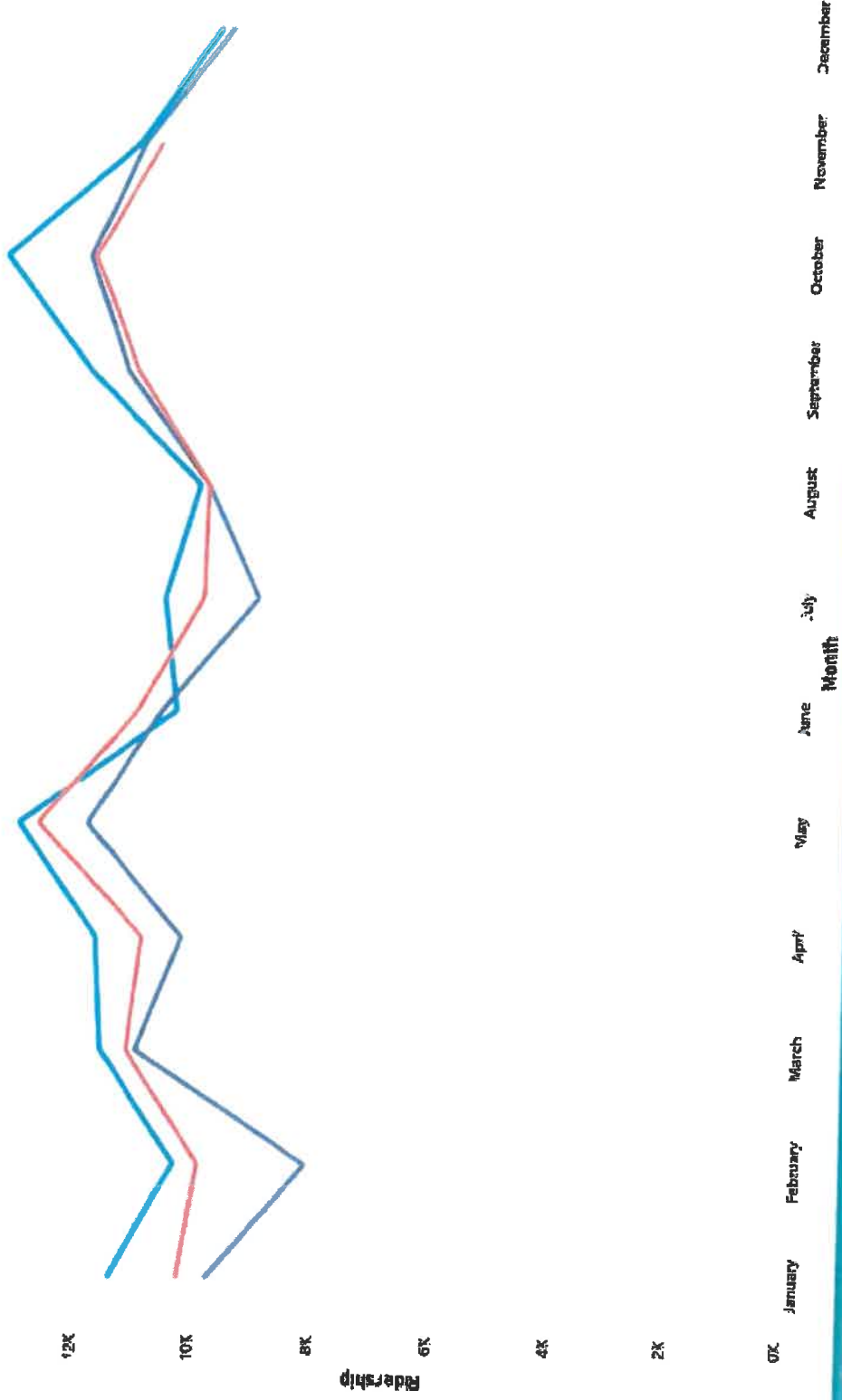


Route 58 Ridership

Rt 58 Ridership

Year ● 2019 ● 2023 ● 2024

Example of a PVD school route with spring and fall peaks



Newport Routes

Routes serving Newport tend to have a summer peak.

Routes 14, 24L, 60, 63, 64, 67, 68:

- >90% recovery: 14, 24L, 67, 68
- 80-90% recovery: 60, 64
- 70-80% recovery: 63

Routes with major service changes since 2019

- 14 had span/frequency/routing changes in 2022
- 24L was created in Fall 2019
- 67 had hop-on hop-off service in Newport in summers 2022, 2023, and 2024, and showed a 168% recovery from 2019
- 68 was created in 2022

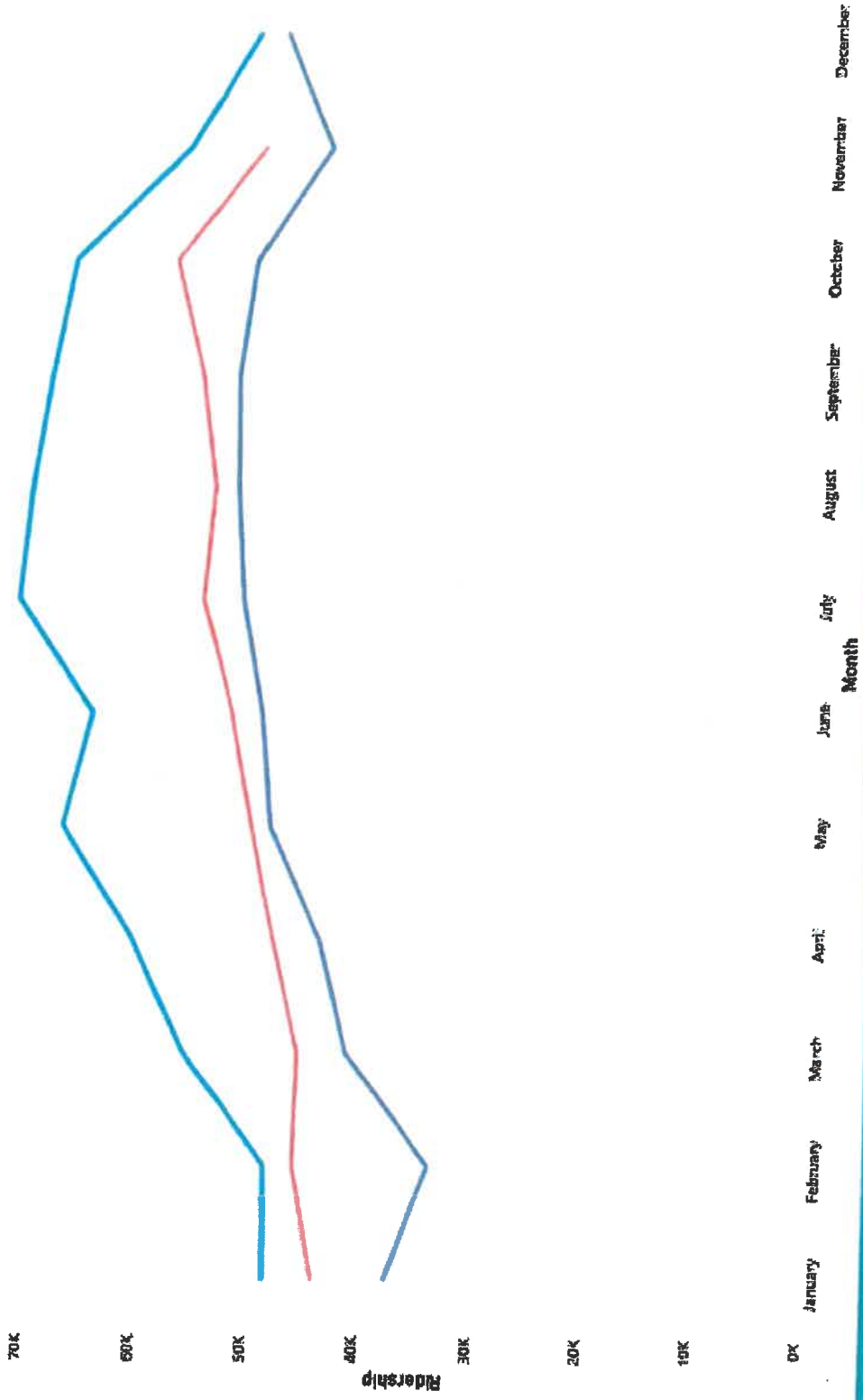


Route 60 Ridership

Rt 60 Ridership

Year ● 2019 ● 2023 ● 2024

Example of a Newport route with a summer peak

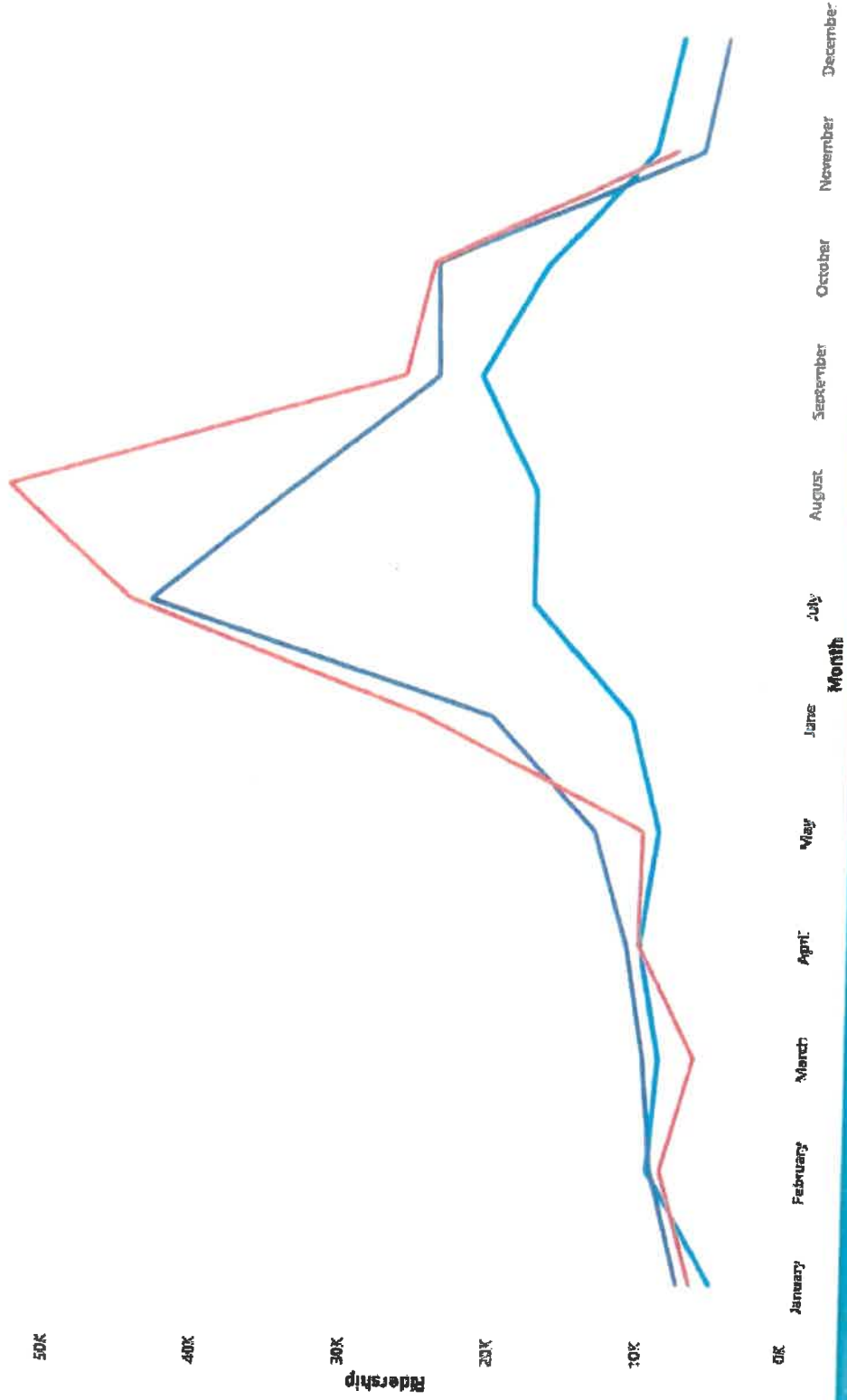


Route 67 Ridership

Rt 67 Ridership

Year ● 2019 ● 2023 ● 2024

Example of a Newport route with fare free summer service



2022 Frequency Reductions

The frequency on Routes 17, 19, 21, 22, 27, 28, 31, 50, 51, 54, 55, 56, 57, 60, 63, 65x, 72, 87, 92 were reduced in Fall 2022 due to a workforce shortage.

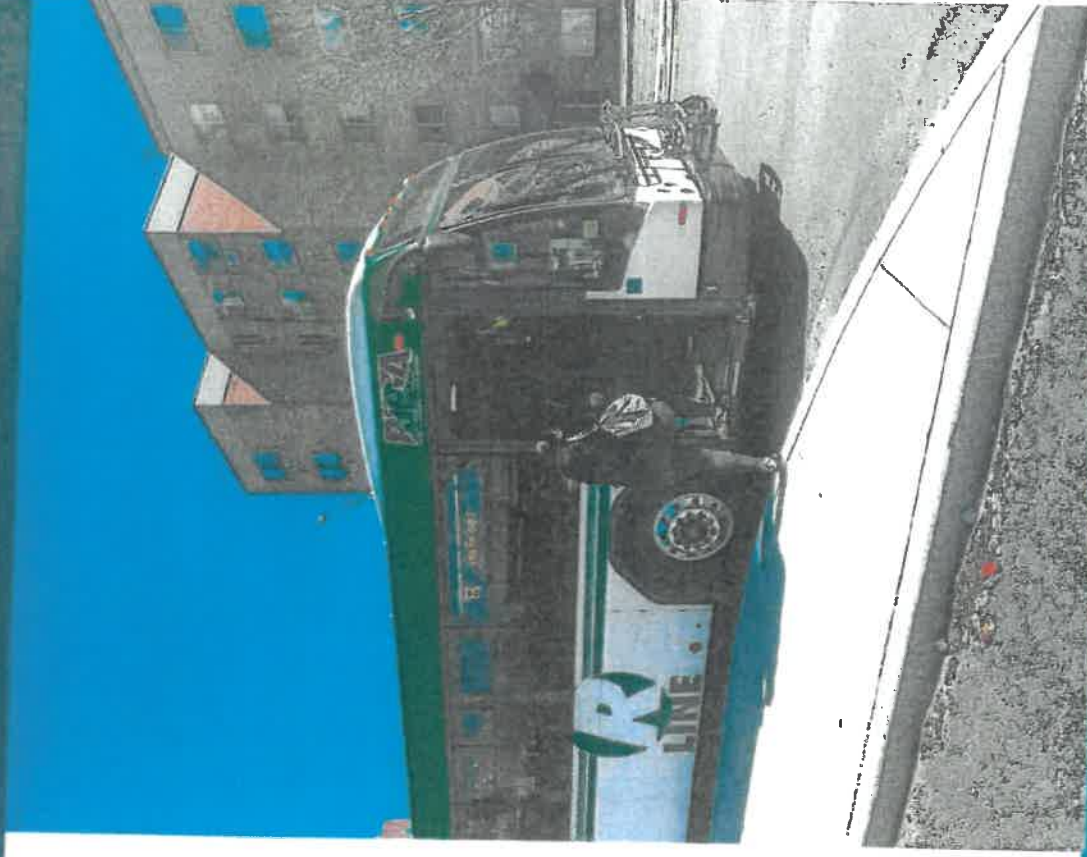
These routes have a mix of recovery percentages and do not fall into a clear category.

The Fall 2022 frequency reductions do not seem to have been a single major factor in ridership recovery, though they may have impacted ridership in conjunction with other factors.



R-Line

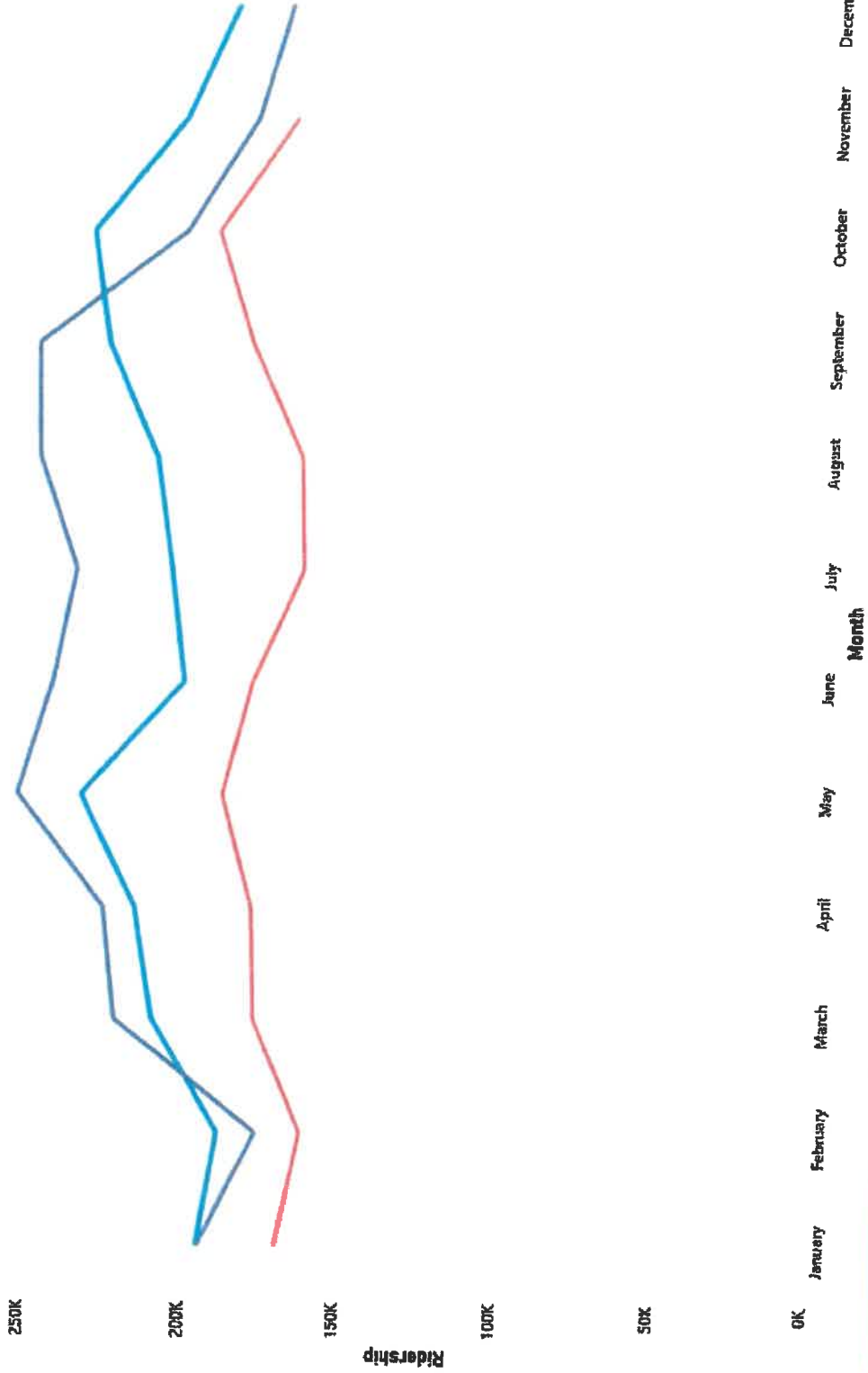
- Overall recovery (comparing 2024 to 2019 ridership) is 84%
- The fare free pilot boosted ridership, particularly in the spring and summer months of 2023. Likely reasons for this are:
 - The pilot had been ongoing for several months and was well publicized
 - The weather was nicer which encouraged use of the bus (ridership is typically lower in winter across the whole system)
- When fares were reinstated, ridership dropped back below 2019 levels, but was still higher than in 2022 before the pilot began



R-Line Ridership

R Line Ridership

Year ● 2019 ● 2023 ● 2024



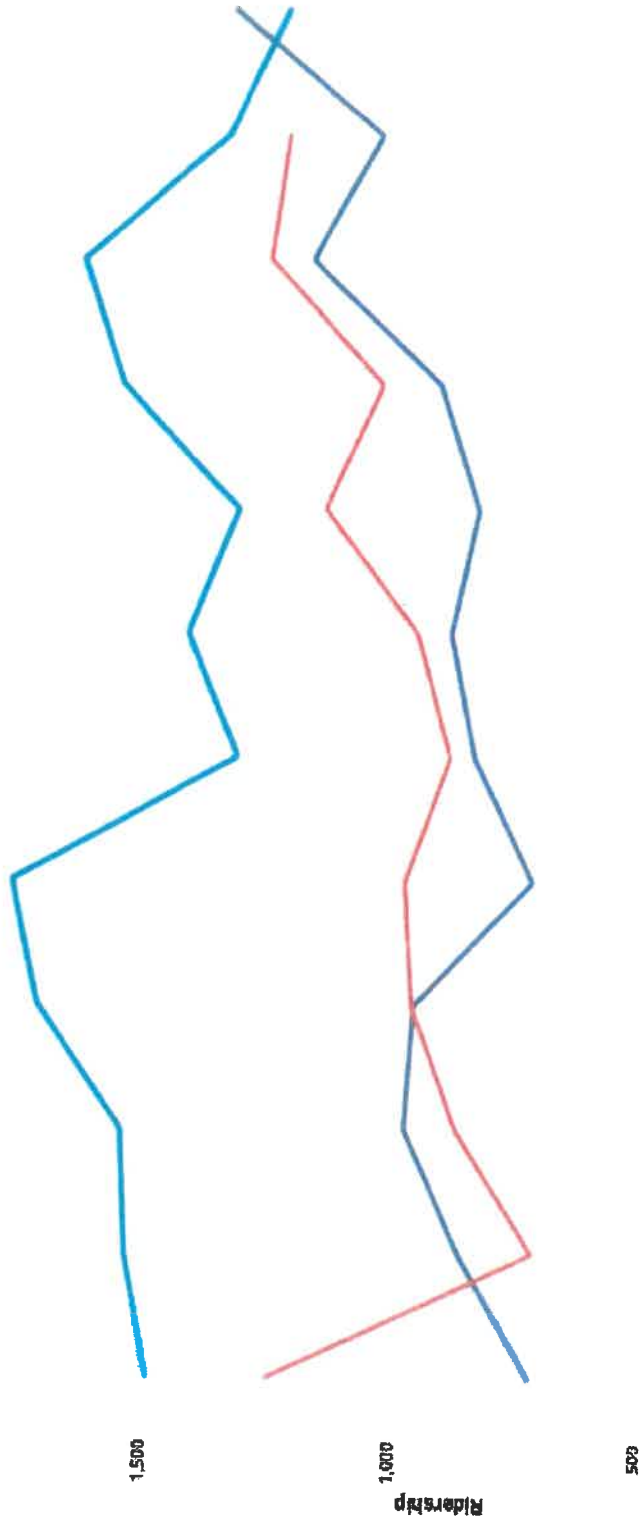
Express Routes

- Most express routes have had poor ridership recovery. The 24L, QX, and 10x are notable exceptions. The ridership numbers of express routes are also very small across the board.
- Seasonal ridership patterns are not consistent across express routes → each route must be evaluated individually.
- In order of recovery:
 - 24L – 875% recovery, 2,400 monthly ridership, route created in Fall 2019
(limited to few months of data that year)
 - QX – 307% recovery, 647 monthly ridership
 - 10x – 95% recovery, 308 monthly ridership
 - 61x – 69% recovery, 1,000 monthly ridership
 - 9x – 56% recovery, 1,200 monthly ridership
 - 95x – 55% recovery, 1,000 monthly ridership
 - 65x – 51% recovery, 1,400 monthly ridership
 - 12x – 45% recovery, 537 monthly ridership
 - 59x – 43% recovery, 595 monthly ridership

Route 61x Ridership

Rt 61x Ridership

Year ● 2019 ● 2023 ● 2024



Route 61x ridership seemed to be increasing until early 2024 – possible Washington Bridge impacts?

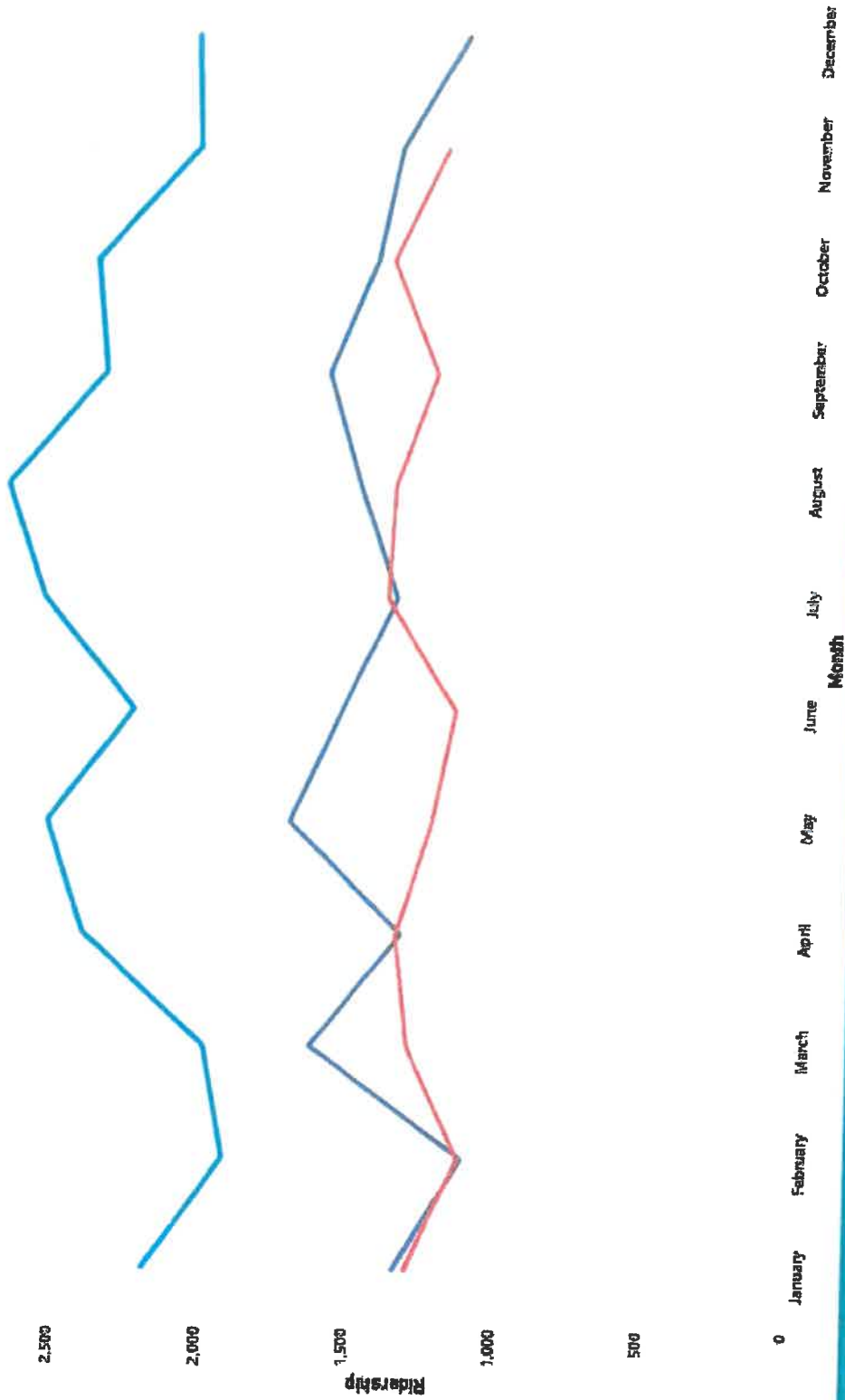
0 January February March April May June July August September October November December

Route 9x Ridership

Rt 9x Ridership

Year ● 2019 ● 2023 ● 2024

The 9x does not show much seasonal variation at all



Limitations/Data Caveats

- Data from December 2022 onward is sourced from Automatic Passenger Counters (APC).
- Not all buses have always been equipped with APCs and some units require maintenance.
- As a result, monthly ridership data for 2023 and 2024 may underrepresent actual ridership numbers.
- Efforts are underway to address this issue.



Route	2019 Average Monthly Ridership	2024 Average Monthly Ridership	Recovery Rate	2019 Average Monthly Ridership	2024 Average Monthly Ridership	Recovery Rate
1	90,838.50	65,538.64	72%			
3	19,043.42	11,535.36	61%	395.75	27,861.09	Eliminated in 2022
4	3,148.00	8,959.73	285%	40,002.17	20,395.73	70%
6	8,291.08	5,866.27	71%	30,324.17	33,172.91	67%
QX	210.42	647.00	307%	43,980.67	18,342.55	75%
8	1,823.00	-	Eliminated in 2021	18,701.17	44,128.91	98%
9x	2,284.50	1,280.36	56%	48,147.00	16,783.09	92%
10x	324.08	308.91	95%	22,307.08	10,882.45	75%
R	208,943.67	174,935.91	84%	11,298.00	595.45	96%
12x	1,203.25	537.45	45%	1,389.58	50,311.91	43%
13	7,893.33	7,710.73	98%	60,372.50	1,085.73	83%
14	11,577.00	17,056.36	147%	1,501.67	-	69%
16	-	4,859.36	New Route in 2022	9,438.67	-	Eliminated in 2021
17	28,776.83	23,838.45	83%	12,578.42	9,725.27	77%
18	11,693.42	9,990.45	86%	3,300.58	2,714.18	82%
19	34,998.92	30,884.27	88%	2,753.25	1,393.38	51%
20	64,657.92	57,949.27	90%	20,878.92	19,930.82	95%
21	30,416.83	22,079.00	73%	12,289.33	20,571.00	168%
22	35,164.75	28,077.36	80%	-	1,992.73	New Route in 2022
23	-	3,412.36	New Route in 2022	-	6,499.64	New Route in 2021
24L	275.42	2,408.64	875%	10,302.50	7,396.64	72%
27	41,666.83	30,452.64	73%	36,203.50	45,183.64	125%
28	33,684.58	25,528.91	76%	3,623.83	2,156.64	60%
29	7,729.00	3,346.73	43%	5,368.75	3,979.00	74%
30	15,227.17	11,730.73	77%	2,560.00	1,636.64	64%
31	55,987.42	48,603.82	87%	20,044.25	14,370.82	72%
32	7,591.00	5,258.82	69%	1,781.33	1,143.27	64%
33	30,296.08	23,043.00	76%	15,366.25	12,423.00	81%
34	15,085.50	12,209.18	81%	53,563.25	37,828.64	71%
35	11,154.58	8,361.18	75%	1,890.33	1,039.27	55%
40	5,109.58	3,612.09	71%	-	-	-



To: Members of the Board of Directors
From: Christopher Durand, CEO
Date: December 19, 2024
Subject: Low-Income Fare Benefit Program Update

Current Status

In November 2022, the Rhode Island Public Transit Authority (RIPTA) Board of Directors authorized a pilot program offering free transit service to individuals with low incomes not otherwise eligible for the agency's other fare-free programs. Since then, this program has evolved through a series of pilots from a pass program directly managed by RIPTA customer service staff to a partnership program administered by community-based organizations serving low-income populations. In its current iteration, partner organizations are granted 50% discounts on fare products purchased on behalf of low-income individuals experiencing housing insecurity; this model has proven to be both sustainable and effective, based on RIPTA's direct experience as well as that of peer agencies. Furthermore, it has been determined that a Title VI SAFE analysis is not required as a precursor to the permanent implementation of this fare benefit program. Based on these findings, RIPTA will continue to offer these third-party discounts indefinitely.

Title VI Review

Under Federal Transit Administration regulations, agencies are required to adopt plans for compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Title VI requires that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

RIPTA's 2024-2027 Title VI Program sets forth Service and Fare Equity (SAFE) Analysis policies and procedures, according to which (1) if a proposed change includes a change in the fare structure or a change in fares by fare payment method, then (2) any such change must be assessed to determine whether it would have a disparate impact on minority riders or a disproportionate burden on low-income riders. Pursuant to RIPTA's policy, a fare change that results in a differential percentage change of greater than 10% by customer fare category or payment method is evaluated to determine whether it would have a disparate impact on minority riders or a disproportionate burden on low-income riders.

Through a careful review of this policy, as well as consultation with the Civil Rights Officer for FTA Region 1, it has been determined that a Title VI SAFE analysis is not required for the permanent implementation of low-income fare benefit program. In discounting fare product prices to qualified third-party partner organizations, RIPTA is neither changing its fare structure nor changing fares by fare payment method.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Bus Stop Improvement Program

December 2024

Program Overview

Bus stops are the entry point into our system.

Our riders deserve high-quality bus stops, and even small improvements can make a significant impact on the rider experience.

- **Goals**

- Improve the rider experience by making our stops comfortable, accessible, and safe
- Strategically place bus stop amenities to serve the most riders and the highest need communities
- Maintain up-to-date information about our bus stops to help us make data-informed, rider-centric decisions



Data Collection/Maintenance

- **Inventory (75% complete)**
 - Visit every stop and collect information on the stop's amenities, visibility, and navigable routes to access it
 - Replace missing signs and update stop database in HASTUS, to provide more accurate information for riders both on-street and in navigation apps
 - Use inventory data to identify stops for immediate safety work, minor cosmetic improvements, and major structural rehab
- **Tiered Assessment**
 - Improvement priority assessment helps us to evaluate what amenities are recommended at what stops, based on ridership and contextual factors



Funding

- **Federal Funding**
 - Most amenity purchases have been supported with federal funds (principally FTA Section 5307), requiring adherence to the NEPA process
- **State Funding**
 - Actively seeking stable sources of state funding
- **Partnerships**
 - Collaborating with the Rhode Island Department of Transportation (RIDOT) and other community partners to share costs



Organizational Partnerships

- **RIDOT**
 - Working to bundle stop accessibility work with upcoming STIP projects (sidewalk and intersection improvements), using Carbon Reduction Program funding
- **Rhode Island Energy (RIE)**
 - Updating both RIPTA and RIE records to better track which shelters have electricity
 - Save RIPTA money (stop paying for electric accounts we are no longer using) and time (speed up process)



Types of Stop Improvement

All stops should have an ADA accessible sidewalk and a clearly visible bus stop sign.

- **Stops with shelters**
 - New install
 - Replacement
- **Stops without shelters**
 - New amenity improvement (i.e. bench, lighting)
 - Amenity replacement



Shelter Maintenance

- **Safety Maintenance**
 - Remove broken panels or glass
- **Improve Conditions of Existing Shelters**
 - Cosmetic improvements
 - Rehab and replace
- **Cleaning Contract**
 - Clean graffiti and remove trash in and around sheltered stops
- **Advertisements**
 - Implement arrangement with advertising partner to place an ad in every shelter



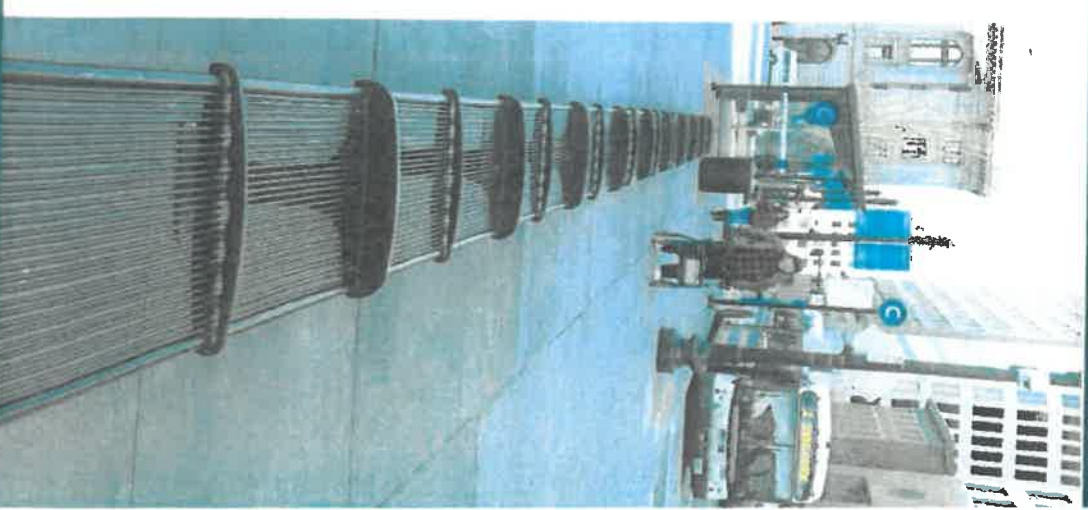
Upcoming Projects

- Pennrose, Central Providence HEZ, and Moonsocket have submitted shelter orders and are partnering with RIPTA to share costs. RIPTA is also making improvements at the Pawtucket TEC and installing a new shelter dedicated to Rosa Parks in front of the State House.
 - 13 shelters with seating and lighting, 17 additional benches and solar light posts, 3 bike racks, 6 trash receptacles, and several wayfinding displays are slated for installation across the state in 2025.
- Real-time screens planned for every stop at Kennedy Plaza and inside the building
- Several other communities are in the planning phase and slated for 2026 installation.



Current Challenges

- The **NEPA permitting process** for a shelter or amenity installation is **very long and complicated**. This process is necessary when using federal funding.
 - Working with FTA to streamline the process, starting with a blanket agreement addressing State Historic Preservation Office approval
- **Manpower for specific tasks cannot be done in-house**, such as concrete work and shelter installation.
 - Planning to contract this work and leverage our partners' resources when possible
- **Shipping time on amenities** is about 6 months; advance planning is vital





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.

2025 Board of Directors Meeting Schedule

Thursday, January 23, 2025

Thursday, February 27, 2025

Thursday, March 27, 2025

Thursday April 24, 2025

Thursday, May 22, 2025

Thursday, June 26, 2025

Thursday, July 24, 2025

Thursday, August 28, 2025

Thursday, September 25, 2025

Thursday, October 23, 2025

Thursday, November 20, 2025

Thursday, December 18, 2025

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



*Public
Transit
Authority
Safety
Plan
(PTASP)*


RIPTA Safety and Security Department

Section 1: Transit Agency Information

Transit Agency Name	Rhode Island Public Transit Authority
Transit Agency Address	705 Elmwood Avenue Providence, RI 02907
Name and Title of Accountable Executive	Christopher Durand, Chief Executive Officer
Name of Chief Safety Officer	James Pereira
Mode of Service Covered by this plan	Fixed Route
List of All FTA Funding Types	5307,5339
Mode of Service Provided by Transit Agency	Fixed Route (Directly Operated)
Does the Agency provide transit services on behalf of another transit agency or entity?	No
Name and Address of Transit Agency or Entity for which service is provided	N/A

Section 2: Plan Development, Approval, and Updates

The final approved version of this ASP addresses all applicable requirements and standards as set forth in the Federal Transit Authorities (FTA) Public Transportation Safety Program and the National Public Transportation Safety Plan.

<p>Names of Employees Who Drafted This Plan</p> <p>673.11</p>	<p>James Pereira, Chief of Security and Operations, Peter Gianatt, Environmental Affairs and Safety Officer Kenneth Vinacco, Security Specialist/Training</p>	
<p>Signature by the Accountable Executive</p> <p>673.5, 673.23(d)(1)</p>	<p>Signature of Accountable Executive</p>  <p>Christopher Durand, CEO</p>	<p>Date Of Signature</p> <p>12/3/2024</p>
<p>Approval by The RIPTA Board of Directors</p> <p>673.11(a)(1)</p>	<p>Signature of Board Chairman</p> <p>Director Peter Alviti, Chairman Relevant Documentation</p>	

Version Number and Updates

Version Number	Section/Pages Affected	Reason For	Date Issued
Version 2	2,3,4,5,14 and 15	New signatures and additional safety signaures	12/19/2024

Annual Review and Update of the Public Transportation Agency Safety Plan
 This plan will be jointly reviewed and updated by the Chief Executive Officer and Chief of Security and Operations by July 30th of each year. The Accountable Executive will review and approve any changes, signing the New Agency Safety Plan (PTASP), then forward to RIPTA Board of Directors for review and approval.
 673.13(a), 673.13(b), 673.13(a)(5)

Section 3: Safety Performance Targets

673.5,673.11(3)

Safety Performance Targets
 Targets are based on RIPTA's Transit Plan Performance Indicators and Annual Reporting. RIPTA policy is to report all FTA/NTD safety events as required by guidance and requirements of these agencies

Mode	Fatalities (total)	Fatalities (per 100,000 revenue miles)	Reportable Injuries (total)	Injuries (per 100,000 revenue miles)	Reportable Collisions (total)	Reportable Collisions (per 100,000 revenue miles)	Mean Distance between failures (miles)	Reportable Assets
Fixed Route Bus	0	0	<8	<1	<8	1 per 100,000	20,000	3

Safety Performance Target Coordination
 RIPTA's Accountable Executive reviews the Agency Safety Plan, including safety performance targets in our service area each year. RIPTA's Accountable Executive also shall provide a copy of our formally adopted plan to any coordinating agency (upon request).

Targets Transmitted to the State	State Planning Entity	Date Targets Transmitted
	RI Statewide Planning Council	12/30/2024

Section 4: Safety Management Policy

Safety Management Policy Statement

Safety is our top priority and every employee is essential to ensure that RIPTA is safe for you, our customers, and all employees. We strongly encourage all employees to speak up if they should see an unsafe practice or situation. No employee will be disciplined or reprimanded for reporting unsafe situations. If you are interested in learning more about our safety management policy, read below or ask for the full document by requesting it from the Safety Department or find it on the RIPTA shared drive at public (Wripta.com)\(M:)Share\Safety\PTASPSafetyPlan

Full Safety Management Policy

Safety is our top priority at RIPTA, and managing safety is a core value and business function. We will develop, implement, maintain, and continuously improve processes to ensure the safety of our customers, employees, and the public. RIPTA is committed to the following safety objectives:

- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training.
 - Providing a culture of open reporting of all safety concerns, ensuring that no action will be taken against any employee who discloses a safety concern through RIPTA's reporting program, unless such disclosure indicates, an illegal act, gross negligence or a deliberate or willful disregard of regulations or procedures.
 - Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
 - Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system. After thoroughly analyzing provided data, the Chief Security Officer with the Safety Officer will work with departments to develop processes and procedures to mitigate safety risks to an acceptable level.
 - Establishing safety performance targets that are realistic, measurable, and data driven. Continuously improving our safety performance through management processes that ensure appropriate safety management actions are followed and effective.
- Expansion of PPE policy to include all employees at all times while on RIPTA property or actively performing RIPTA duties.

Christopher Durand
RIPTA, Chief Executive Officer

Authorities, Accountabilities, and Responsibilities

Accountable Executive

The RIPTA CEO is the Accountable Executive with the following authorities, accountabilities, and responsibilities under this plan:

Controls and directs human and capital resources needed to develop and maintain the PTASP and SMS;

	<ul style="list-style-type: none"> • Designates a Chief Security Officer who is a direct report; • Ensures that RIPTAs' SMS is effectively implemented; • Ensures action is taken to address substandard performance in RIPTA's SMS; • Assumes ultimate responsibility for carrying out RIPTA's PTASP and SMS; and • Maintains responsibility for carrying out RIPTA's Transit Asset Management (TAM) Plan.
<p>Chief Security Officer (Chief Safety Officer)</p>	<p>The Accountable Executive designates the Chief Security Officer as RIPTA's Safety Officer as it relates to this document. The Chief Security Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Develops RIPTA's PTASP and SMS policies and procedures; • Ensures and oversees day-to-day implementation and operation of RIPTA's SMS; • Manages RIPTA's employee safety reporting systems such as incident and observation reports, • Establishes and maintains RIPTA's Safety Risk Register and Safety Event Log to monitor and analyze trends in hazards, occurrences, incidents, and accidents, • Ensures safety topics are addressed in departmental meetings • Advises the Accountable Executive on SMS progress and status; • Identifies substandard performance in RIPTA's SMS and develops action plans for approval by the Accountable Executive; • Ensures RIPTA's policies are consistent with the authority safety objectives; and • Provides expertise and support for other RIPTA personnel in conducting and overseeing Safety Assurance activities.
<p>Agency Leadership and Executive Management</p>	<p>Agency leadership and executive management also have authorities and responsibilities for day-to-day SMS implementation and operation of RIPTA's SMS under this plan. RIPTA Leadership and Executive Management include:</p> <ul style="list-style-type: none"> • Safety Officer (RIPTA Environmental Affairs and Safety Officer) • Director of Training • Director of Maintenance • Fixed Route Trainers • Street Supervisors and Dispatchers

RIPTA's Leadership and Executive Management personnel have the following authorities, accountabilities, and responsibilities:

- Participate in monthly maintenance safety and operations meetings (minimum of six (6) annually);
- Complete training on SMS and PTASP elements;
- Oversee day-to-day operations of the SMS in their departments;
- Modify policies in their departments consistent with implementation of the SMS, as necessary; and
- Provide subject matter expertise to support implementation of the SMS as requested by the Accountable Executive or the Chief Security Officer, including investigations of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.

Key Staff

RIPTA uses all scheduled Safety Meetings, and all-staff meetings, to support its SMS and safety programs:

- Any safety hazards reported will be jointly evaluated by the Chief Security Officer and Safety Officer during their weekly meeting. Safety topics from these weekly meetings will be discussed at subsequent safety meetings and discussion and feedback will be solicited or a working group with representatives from all departments will be formed to discuss and make recommendations. Information discussed in these meetings will be documented.
- A permanent agenda item in all monthly maintenance meetings is dedicated to safety. Safety issues are discussed and documented. Agenda items are requested of all departments prior to the meeting
- All-Staff Meetings: Hazard reports and mitigations will be shared, safety topics will be brought up for open discussion, further feedback solicited, and hazard self-reporting further encouraged. Information discussed in these meetings will be documented.

Employee Safety Reporting Program (ESRP) 671.2370

The RIPTA ESRP encourages employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. There are many ways employees can report safety conditions:

- Send an email directly to the Chief Security Officer or Safety Officer
- Report the conditions directly to Dispatch

- Report the conditions anonymously to the employee suggestion box
- Report issues to the employee's direct supervisor who will inform senior management
- Report issues to safety hotline (401-784-9500 extension 1299)

Examples of information typically reported include:

- Safety concerns in the operating environment (for example, transit issues, state or city road conditions, safety conditions or the condition of facilities or vehicles);
- Policies and procedures that are not working as intended (for example, insufficient time to complete pre-trip inspection);
- Events that senior managers might not otherwise know about (for example, near misses), employee concerns; and
- Information about why a safety event occurred (for example, radio communication challenges).

On a daily basis, the Street Supervisors review submitted observation reports, accident and incident reports, any emails or miscellaneous reports filed about safety, and document identified safety conditions. RIPTA street supervisors will review and address each employee report, ensuring that hazards and their consequences are appropriately identified and methods to resolve issues if possible, and provide the Chief Security Officer with updates and flag issues in line with RIPTA's SRM process. Reported deficiencies and non-compliance with rules or procedures are addressed through internal reporting which are also reviewed daily.

The RIPTA Chief Security Officer discusses actions taken to address reported safety conditions during weekly senior staff meetings, and works with the Safety Officer to provide mitigation processes and/or analysis of incident to report to the safety committee.

Additionally, if the reporting employee provided his or her name during the reporting process, the Chief Security Officer and/or Safety Officer follows up directly with the employee when RIPTA determines whether or not to take action and/or after any mitigations are implemented.

RIPTA encourages participation in the safety reporting program by protecting employees that report safety conditions in good faith. However, RIPTA may take disciplinary action if the report involves:

- Willful participation in illegal activity, such as assault or theft;
- Gross negligence, such as knowingly utilizing heavy equipment for purposes other than intended such that people or property are put at risk; or
- Deliberate or willful disregard of regulations and/or policies
- Repeated violations of RIPTA policies and/or safety procedures

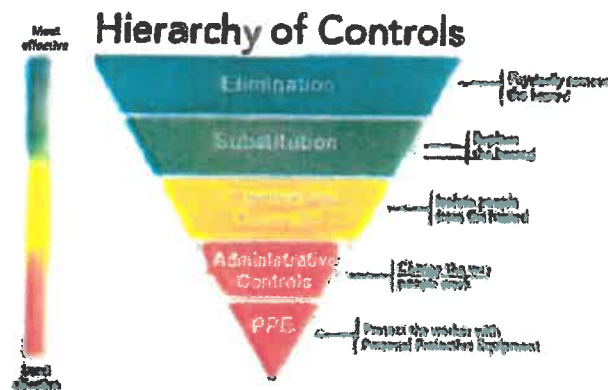
While follow up with reporting employees or results of risk management assessments are key, The awareness of employees around enhanced safety processes is vital to the success of any program. To keep employees informed, the following methods to communicate are:

- Scheduled training activities to include formal training (classroom if required) and periodic spot training for updates, questions, observations, etc. This is to include normal training requirements for staff.
- Payroll attachments
- Training, as a result of risk assessment findings, and data showing negative trends.
- Change of process training

5. Safety Risk Management

Safety Risk Management Process (SRM)

RIPTA uses the Safety Risk Management (SRM) process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. It is a process whereby hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to RIPTA's leadership. RIPTA's SRM process allows us to carefully review causative factors and determine whether we have taken sufficient precautions to reduce any harm, or if further mitigations processes are necessary.



Hierarchy of Controls for Safety Management



Risk Management Evolution for constant evaluation and improvements

RIPTA's Chief Security Officer, along with the Safety Officer, leads RIPTA's SRM process, working with Operations, Maintenance, and Administrative staff to identify hazards and consequences, assess safety risk of potential consequences, and mitigate safety risk. The results of RIPTA's SRM process are documented in the RIPTA Risk Register.

RIPTA's SRM process applies to all elements of our system including our operations and maintenance, facilities and vehicles, and personnel recruitment, training and supervision.

In carrying out the SRM process, RIPTA uses the following terms:

- **Event** – Any accident or safety occurrence.
- **Incident** - a minor occurrence. Repeat incidents can lead to an event
- **Hazard** – Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure belonging to RIPTA; or damage to the environment.
- **Risk** – Composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk Mitigation** – Method(s) to eliminate or reduce the effects of hazards.
- **Consequence** – An effect of a hazard involving injury, illness, death, or damage to RIPTA property or the environment.

Safety Hazard Identification

The Safety Hazard identification process offers RIPTA the ability to identify hazards and potential consequences in the operation and maintenance of our system. Hazards can be identified through a variety of sources, including:

- **Employee safety reporting** through observation reports, accident reports, emails to management, etc.,
- **Review of vehicle & facility camera footage,**
- **Review of quarterly & annual performance data and safety performance targets,**
- **Maintenance reports and check in/check out sheets,**
- **Comments from customers and third parties, including Risk Management,**
- **Maintenance Safety Meetings, ad hoc meetings and All-Staff Meetings,**
- **Results of audits and inspections of vehicles and facilities,**
- **Results of training reviews, employee evaluations, and ride-alongs,**
- **Investigations into safety events, incidents, and occurrences,**
- **FTA and other oversight authorities (mandatory information source), and**
- **Job Safety Analysis, using Employers First Reports (EFR) and workers compensation to identify hazards from reported injury and illnesses.**

When a safety concern is observed by RIPTA management or supervisory personnel, whatever the source, it is reported to the RIPTA Chief Security Officer and Safety Officer utilizing their direct report chain of command. Procedures for reporting hazards to the RIPTA Chief Security Officer and Safety Officer are reviewed during All-Staff Meetings, Operations Meetings, and Safety Meetings. The RIPTA Chief Security Officer also receives employee reports from the ESRP process. The RIPTA Safety Officer, in coordination with the Chief Security Officer, reviews these sources for hazards, and document them in the RIPTA Risk Register.

The RIPTA Chief Security Officer also may enter hazards into the RIPTA Risk Register based on review and input from operations and maintenance, the results of audits and observations, inspections and information received from Federal Transit Authority.

The RIPTA Chief Security Officer and Safety Officer may conduct further analysis of hazards and consequences entered into the RIPTA Risk Register, to collect information and identify additional consequences, and to inform which hazards should be prioritized for safety risk assessment.

In following up on identified hazards, the RIPTA Chief Security Officer and Safety Officer, in an attempt to formulate a corrective action plan through root cause analysis, may:

- Reach out to the reporting party, if available, to gather all known information about the reported hazard;
- Conduct a walkthrough of the affected area, assessing the possible hazardous condition, generating visual documentation (photographs and/or video), and taking any measurements and/or assessments deemed necessary;
- Conduct interviews with employees in the area to gather potentially relevant information on the reported hazard;
- Review any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contact other departments that may have association with or technical knowledge relevant to the reported hazard;
- Review any past reported hazards of a similar nature; and
- Evaluate tasks and/or processes associated with the reported hazard.

The RIPTA Chief Security Officer and Safety Officer will convene as needed, a group of relevant internal stakeholders to discuss identified hazards and consequences. This may be completed in conjunction with monthly safety meetings, scheduled leadership meetings, or ad hoc safety meetings. The agenda may include additional background on the hazards and consequences, such as the results of trend analysis, vehicle camera footage, vendor documentation, reports and observations, or information supplied by the FTA.

Any identified hazard that poses a real and immediate threat to life, property, or the environment must immediately be brought to the attention of the Accountable Executive and addressed through the SRM process (with or without the review of front line staff and supervisors) for safety risk assessment and mitigation. This means that if the Chief Safety Officer or Safety Officer believes immediate intervention is necessary to preserve life, prevent major property destruction, and/or avoid harm to the environment or violate regulatory requirements, an immediate response may be initiated followed by contacting executive members for situational awareness and response. Otherwise, the Safety Officer and Chief Security Officer will prioritize hazards for further SRM activity.

Safety Risk Assessment

Safety Risk Assessment defines the level or degree of the safety risk by assessing the likelihood and severity of the consequences of hazards and prioritizes hazards based on the safety risk. The Chief Security Officer, with assistance from key staff subject matter experts such as the Safety Officer, is responsible for assessing identified hazards and ratings using

the safety risk matrix below. Prioritizing safety risk provides the Accountable Executive with the information needed to make decisions about resource application.

The following matrix, adopted from the TSI Participation Guide – SMS Principles for Transit, facilitates the ranking of hazards based on their probability of occurrence and severity of their outcome.

Probability Levels			
Description	Level	Specific Individual Item	Fleet Inventory
Frequent	A	Likely to occur often in the life of an item.	Continuously experienced.
Probable	B	Will occur several times in the life of an item.	Will occur frequently.
Occasional	C	Likely to occur sometime in the life of an item.	Will occur several times.
Remote	D	Unlikely, but possible to occur in the life of an item.	Unlikely, but can reasonably be expected to occur.
Improbable	E	So unlikely, it can be assumed that the occurrence may not be experienced in the life of an item.	Unlikely to occur, but possible.
Eliminated	F	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.

The measuring goes from A to F with A being frequent or likely to occur frequently and E being improbable or expected that this event will most likely never occur. The designation F is used when potential hazards are identified and later eliminated.

Misstep Result Criteria		
Description	Level	
Catastrophic	1	Could Result in one or more of the following: death, permanent total disability, irreversible significant environmental impact, or monetary loss equal to or exceeding \$10M
Critical	2	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M
Marginal	3	Could result in one or more of the following: injuries or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100k but less than \$1M
Negligible	4	Could result in one or more of the following: injuries or occupational illness not resulting in lost work day(s), minimum environmental impact with no regulatory violations, or monetary losses of less than \$100k.

The Safety Risk Severity Table presents a typical safety risk. It includes four categories to denote the level of severity of the occurrence of a consequence, the meaning of each category, and the assignment of a value to each category using numbers. In this table, 1 is considered catastrophic meaning possible deaths and equipment destroyed and 4 is considered negligible or of little consequence with two levels in between.

Safety Risk Probability and Safety Risk Severity are combined into the Safety Risk Index Ranking to help prioritize safety risks according to the table below.

Safety Risk Assessment Matrix				
Severity →	Catastrophic 1	Critical 2	Marginal 3	Negligible 4
Probability ↓				
A-Probable	1A, 1B, 1C, 2A, 2B	2C	3A	4A
B-Possible			3B	4B
C-Occasional	1D, 2C, 3A, 3B	2D	3C	4C, 4D, 4E
D-Rare		2E	3D	
E-Infrequent		2F	3E	
F-Eliminated				

Safety Risk Index Ranking	
1A, 1B, 1C, 2A, 2B	Unacceptable
1D, 2C, 3A, 3B	Serious - With management decision required
1E, 2D, 2E, 3C, 3D, 3E, 4A, 4B,	Medium - with review by management
4C, 4D, 4E	Acceptable - without review

The Chief Safety Officer documents recommendations regarding hazard rating and mitigation options and reports this information to the Accountable Executive.

Safety Risk Mitigation

The RIPTA Accountable Executive and Chief Security Officer review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards based on recommendations from the Safety Officer and from safety focused meetings and discussions. RIPTA can reduce safety risk by reducing the likelihood and/or severity of potential consequences of hazards.

Prioritization of safety risk mitigations is based on the results of safety risk assessments. The RIPTA Safety Officer tracks and updates safety risk mitigation information in the RIPTA Risk Register, and reports issues directly to the Chief Security Officer or his/her designee. The Risk Register and relevant documents are available to the Accountable Executive, leadership, and to staff upon request.

In the RIPTA Risk Register, the RIPTA Chief Security Officer and Safety Officer will also document any specific measures or activities, such as reviews, observations or audits that will be conducted to monitor the effectiveness of mitigations once implemented.

6. Safety Assurance

Through our Safety Assurance process, RIPTA:

- Evaluates our compliance with operations and maintenance procedures to determine whether our existing rules and procedures are sufficient to control our safety risk,
- Assesses the effectiveness of safety risk mitigations to make sure the mitigations are appropriate and are implemented as intended,

- Investigates safety events to identify causal factors, and
- Analyzes information from safety reporting, including data about safety failures, defects, or conditions.

Safety Performance Monitoring and Measurement

Activities to monitor the system for compliance with procedures for operations and maintenance.

RIPTA has many processes in place to monitor its entire transit system for compliance with operations and maintenance procedures, including:

- Safety audits,
- Informal and Formal inspections and observations,
- Check in/check out sheets
- Observation reports
- Incident and accident reports
- Regular review of on-board camera footage to assess drivers and specific incidents,
- Vehicle ride-along, evaluations, and training refreshers,
- Employee Safety Reporting Program (ESRP),
- Investigation of safety occurrences and reports of incidents,
- Safety review prior to the launch or modification of any facet of service,
- Daily data gathering and monitoring of data relating to the delivery of service, and
- Regular vehicle inspections and preventative maintenance.

Results from the above processes are compared against recent performance trends quarterly and annually by the Chief Security Officer, in conjunction with the Safety Officer, to determine where corrective action needs to be taken. The Chief Security Officer with the Safety Officer enters any identified non-compliant or ineffective activities, including mitigations, back into the SRM process for reevaluation.

Activities to monitor operations in order to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.

RIPTA monitors safety risk mitigations to determine if they have or need to be implemented, and are effective, appropriate and working as intended. The Chief Security Officer with the Safety Officer maintains a list of safety risk mitigations in the RIPTA Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation.

The Chief Security Officer, along with the Safety Officer, establishes one or more mechanisms for monitoring safety risk mitigations as part of the mitigation implementation process and assigns monitoring activities to the Safety Officer or the appropriate Manager or Supervisor if appropriate. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports, conducting job performance observations, or other activities. The Chief Security Officer will endeavor to make use of existing RIPTA processes and activities before assigning new information collection activities.

RIPTA's Chief Security Officer and Safety Officer review the performance of individual safety risk mitigation processes during quarterly leadership meetings. Based on the reporting schedule determined for each mitigation process, and determine if a specific safety risk mitigation is or is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Safety Officer will propose a course of action to modify the mitigation or take other action to manage the safety risk. The Chief Security Officer will approve or modify this proposed course of action and oversee its execution.

The RIPTA Chief Security Officer and Safety Officer also monitor RIPTA's operations on a larger scale to identify mitigations that may be ineffective, inappropriate, or not implemented as intended by:

- Reviewing results from accident, incident, and occurrence investigations,
- Monitoring employee safety and injury reporting and observation reports,
- Reviewing results of internal safety audits and inspections, observations, and
- Analyzing operational and safety data to identify emerging safety concerns.

The Chief Security Officer works with the Safety Officer, leadership staff, and Accountable Executive to carry out and document all monitoring activities.

Activities to conduct investigations of safety events in order to identify causal factors.

The RIPTA Operations procedures/policies to be followed by drivers in the event of a collision or safety issue. The Accident Reporting Procedure maintains documented steps for supervisors in conducting safety investigations of collisions. These procedures also reflect all traffic safety reporting and investigation requirements established by the Rhode Island Motor Vehicle Code. The Security department and/or Safety Officer reviews the driver and supervisor reports, in addition to photographs and video to find causal and contributing factors and review the existing mitigations in place at the time of the event. The Safety Officer and/or the Chief Security Officer may follow up with individual parties for further information. Causal factors will be documented and shared with the Accountable Executive and with leadership or ad hoc meeting members, as necessary.

The Chief Security Officer and/or Safety Officer maintains all documentation of RIPTA's investigation policies, processes, forms, checklists, activities, and results. As detailed in RIPTA's procedures, an investigation report is prepared and sent to the Safety Officer for integration into their analysis of the event.

RIPTA's Street Supervision Department determines whether:

- The accident was preventable; the driver was at fault, due to negligence. (Ex. The driver was not paying attention, using cell phone or other handheld device (that isn't the bus radio), under the influence of illegal drugs or alcohol, not obeying traffic signals or traffic postings/laws)
 - Using video footage, photos of the accident, driver statement, witness and emergency personnel statement(s).
- or non-preventable; the driver was not at fault. (Ex. The other party involved was considered negligent. The other party was not paying attention, using cell phone or other handheld device, under the influence of illegal drugs or alcohol, not obeying traffic signals or traffic postings/laws)
 - Using video footage, photos of the accident, driver statement, witness and emergency personnel statement(s).
- Personnel require discipline shall be referred to the Accident Review Board (ARB);
- The causal factor(s) indicate that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.
- Findings and discipline orders carry an appeal period to the Chief Security Officer

Activities to monitor information reported through internal safety reporting programs

The Chief Security Officer and Safety Officer routinely review safety data captured in employee safety reports, customer complaints, and other safety communication channels. When necessary, the Chief Security Officer and Safety Officer ensure that the concerns are investigated or analyzed through the RIPTA Safety Risk Management process.

The Chief Security Officer and Safety Officer also review internal and external reviews, including audits and assessments, with findings concerning RIPTA's safety performance, compliance with operations and maintenance procedures, or the effectiveness of safety risk mitigations.

7. Safety Promotion

Competencies and Training

The RIPTA comprehensive safety training program applies to "all" RIPTA employees, who are directly responsible for safety, including but not limited to:

- Bus Drivers and van operators,
- Dispatchers and Supervisors,
- Vehicle and Facility Maintenance Technicians,
- Managers and Supervisors,
- Safety Officer
- Training Manager and Trainers
- Agency Leadership and Executive Management,
- Chief Security Officer, and
- Accountable Executive.

RIPTA dedicates resources to conduct a comprehensive safety training program, as well as training on SMS roles and responsibilities. The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the SMS.

Basic training requirements for all employees, including refresher training, are documented in RIPTA's Driver Trainer Manual, Accident Refresher Manual, and Summer Refresher Guide and other safety related guidance.

Operations safety-related skill training includes the following:

- New-hire bus vehicle operator classroom and hands-on skill training,
- Bus vehicle operator refresher training and accident refresher training,
- Bus vehicle operator retraining (recertification or return to work),
- Classroom and on-the-job training for dispatchers and operations supervisors,
- On-the-job training for trainers and managers, and
- Accident investigation and reasonable suspicion training for operations supervisors.
- Reasonable suspicion training for operations and maintenance supervisors,
- Vehicle maintenance safety-related skill training includes the following:
 - Ongoing vehicle maintenance technician skill training,
 - Ongoing skill training for vehicle maintenance supervisors,

- o Ongoing hazardous material training for vehicle maintenance technicians and supervisors, facility maintenance and others where applicable,
- o Training provided primarily by vendors but some in-house training may be facilitated.

RIPTA's Accountable Executive, Agency Leadership and Executive Management team must complete FTA's SMS Awareness online training.

Safety Communication

The RIPTA Chief Security Officer and Safety Officer coordinate the RIPTA safety communication activities in the SMS. RIPTA activities focus on:

- Communicating safety and safety performance information throughout the agency: RIPTA communicates safety related information in newsletter form, payroll attachments and during quarterly Meetings, monthly maintenance safety meetings, and weekly leadership meetings. Information typically conveyed during these meetings includes recent events, lessons learned from recent occurrences, upcoming events that may impact RIPTA's service or safety performance, and/or updates regarding SMS implementation. RIPTA also requests information from drivers and other employees present during these meetings.
- Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency: As part of new-hire training, RIPTA distributes safety policies and procedures, including the RIPTA Operations policies and procedures, to all drivers and employees. RIPTA provides training on these policies and procedures and discusses them during meetings with supervisors, drivers and conductors, trainers, and vehicle technicians. For newly emerging issues or safety events at the agency, direct communications may be made to employees where relevant.
- Informing employees of safety actions taken in response to reports submitted through a reporting mechanism: RIPTA provides targeted communications to inform employees of safety actions taken in response to reports submitted, including safety talks, updates to bulletin boards, emails to list serves dedicated to specific roles, and one-on-one discussions between employees and supervisors. This is helpful in evaluating the effectiveness of any procedures, which may have been modified.
- Maintenance and facility safety meetings
- Safety policy reminders and updates on new safety issues via the RIPTA employee notifications, safety postings, etc.
- As needed, company-wide emails and postings may be made, if available, and may also be placed on the company's social media page.

8. Reference Documents

1. RIPTA's Operations Manual - employee safety and reporting policies
2. RIPTA's Route Supervisor Manual - policies for Route Supervisors
3. Pocket Mechanic Guide - bus issue troubleshooting guide
4. Accident Reporting Procedure Training - training provided to Route Supervisors on how to document accidents/collisions
5. RIPTA's Driver Trainer Manual - manual explains topics and highlights challenge locations related to behind-the-wheel training
6. RIPTA Policies and Procedures
7. RIPTA's Accident Refresher Manual - guide for trainer on how to conduct retraining after an employee is involved in an accident
8. Retrain Refresher Sheet - checklist for trainer when driver has received a poor driving evaluation
9. Pre-Trip inspection sheets Sheets - checklists for pre-trip inspections
10. RIPTA's Route Trainer Manual - operational and safety policies
11. Route Trainee Shift Summary - policies covered during training
12. Job Performance Evaluations - performed by reportable manager in 30/60/90 day intervals
13. Injury and Illness Prevention Plan - job safety analysis for all positions, safety nets, hazard identification and inspection, hazard communication, accident reporting and investigation, injury reporting procedures and investigation.



December 9, 2024

PROPOSED SERVICE CHANGES Summary of RIPTA Public Hearings

The purpose of this summary is to provide the Rhode Island Public Transit Authority (RIPTA) Board of Directors with information from the public as it considers proposed service changes for January 18, 2025. Included is a synopsis of public comments from four (4) public hearings held in Providence and Warwick. These public hearings addressed proposed service changes to Routes 10X, 28, 29, 35, 72, and 78. Additionally, minor changes to Providence School afternoon service were also addressed.

Thirteen (13) people attended the public hearings and six (6) offered verbal comments. No written comments were provided. The majority of comments during the public hearing were in favor of the changes. Zero (0) members of the public emailed their comments and zero (0) left voicemails.

Advance public notification of the public hearings included postings on social media and RIPTA's website, onboard bilingual digital advertisements on fixed-route buses, an email blast to RIPTA subscribers, a press release, letters to local legislators and a legal notice in the *Providence Journal*.

Route 10X: Daily trips will be added to operate between the new Amazon Fulfillment Center in Johnston and downtown Providence. *This pilot service launched October 2024.*

Route 28 (Broadway/Hartford): Some trips will be extended to serve the new Amazon Fulfillment Center in Johnston.

Route 29 (CCRI Warwick/Conimicut): Due to low ridership, the deviation to Long St. and Strawberry Field Rd. will be eliminated.

Route 35 (Rumford/Newport Ave.): This route will no longer travel inbound over I-195. Outbound trips remain the same.

Route 72 (Weeden/Central Falls): Weekday frequency will be increased from every 24 minutes to every 20 minutes.

Route 78 (Beverage Hill Ave/East Providence): This route will no longer travel inbound over I-195. Outbound trips remain the same. Frequency on weekday trips will be increased from every 50 minutes to every 40-45 minutes all day. Frequency on Saturday trips will be increased from every 45 minutes to every 35 minutes all day. Frequency on Sunday trips will be increased from every 90 minutes to every 50 minutes all day.

Providence School Service: Select afternoon trips traveling from Hope High School, Mt. Pleasant High School, E-Cubed Academy, and Dr. Jorge Alvarez High School will now operate directly to neighborhood RIPTA Routes without having to transfer in Kennedy Plaza.



RIPTA Public Hearing – Proposed Service Changes

**Community College of Rhode Island (CCRI) Knight Campus
400 East Avenue, Warwick, RI
Wednesday, December 4, 2024
12:30pm – 2:00pm**

RIPTA staff in attendance: Christopher Durand, Edward Brown, Cristy Raposo Perry, Christel Chavez, Greg Harris, Tim McKenna, Charles Headley and Sara Furbush

On Wednesday, December 4, 2024, one (1) member of the public attended. Zero (0) made oral comments.

Edward Brown, Director of Service Planning and Scheduling, opened the meeting by giving an overview of proposed service changes.

No oral comments were provided.

With no further comments, the hearing ended at 2:00PM.



RIPTA Public Hearing – Proposed Service Changes

**Community College of Rhode Island (CCRI) Knight Campus
400 East Avenue, Warwick, RI
Wednesday, December 4, 2024
5:30pm – 7:00pm**

RIPTA staff in attendance: Christopher Durand, Jamie Pereira, Edward Brown, Christel Chavez, Greg Harris, Tim McKenna, Charles Headley, and Sara Furbush

On Wednesday, December 4, 2024, one (1) member of the public attended. One (1) made oral comments.

Edward Brown, Director of Service Planning and Scheduling, opened the meeting by giving an overview of proposed service changes.

Oral comments were provided as follows:

Joseph Bong, a Providence resident, stated that the proposed changes are good. This is a step in the right direction. This is progress.

With no further comments, the hearing ended at 7:00PM.



RIPTA Public Hearing – Proposed Service Changes

**Providence Foundation
30 Exchange Terrace, Providence
Thursday, December 5, 2024
12:30pm – 2:00pm**

RIPTA staff in attendance: Christopher Durand, Jamie Pereira, Edward Brown, Cristy Raposo Perry, Christel Chavez, Greg Harris, Tim McKenna, Charles Headley, Joseph Philbin, and Kenneth Vinacco

On Thursday, December 5, 2024, seven (7) members of the public attended. Three (3) made oral comments.

Edward Brown, Director of Service Planning and Scheduling, opened the meeting by giving an overview of proposed service changes.

Oral comments were provided as follows:

William Moitoso, an East Providence resident, rides Routes 78 and 35. He thinks that is great that RIPTA is going to run those routes through the East Side Tunnel. He asked if RIPTA is looking into adding bus only lanes on the East Side.

Daria Brashear, a Cranston resident, noted that most service changes are minor and that, they are positive. Daria is happy to see the changes afternoon school service; it shows that RIPTA values students.

Grant Dulgarian, a Providence resident, asked what the Amazon shift times are.

With no further comments, the hearing ended at 2:00PM.



RIPTA Public Hearing – Proposed Service Changes

**Providence Foundation
30 Exchange Terrace, Providence
Thursday, December 5, 2024
5:30pm – 7:00pm**

RIPTA staff in attendance: Christopher Durand, Jamie Pereira, Edward Brown, Cristy Raposo Perry, Greg Harris, Tim McKenna, and Charles Headley.

On Thursday, December 5, 2024, four (4) members of the public attended. Two (2) made oral comments.

Edward Brown, Director of Service Planning and Scheduling, opened the meeting by giving an overview of proposed service changes.

Oral comments were provided as follows:

Dylan Giles, a Pawtucket resident, stated that the changes are great; the new service to Amazon is really impressive. The Broadway thing is great too. A 15-minute clock-face schedule will be super helpful. He asked if there is a metric for reduced travel time with the changes to Providence School service.

Cedric Ye, a Providence resident, thanked RIPTA staff for all the work they do. He is glad to see that Route 78 is getting a big boost in service on Sundays.

With no further comments, the hearing ended at 7:00PM.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Proposed Winter 2025 Service Changes

RIPTA Public Hearings | December 2024

PUBLIC HEARINGS

ON PROPOSED SERVICE CHANGES



R.I. Gen. Laws §39-18-4.2

Legislation requires that RIPTA hold a public hearing when there is an alteration to the service. It also requires that RIPTA create and distribute Neighborhood Impact Statements.

R.I. Gen. Laws § 39-18-9

Legislation requires that RIPTA hold a public hearing for any changes in frequency of services of more than fifteen percent (15%).

PUBLIC HEARING SCHEDULE

Wednesday, Dec. 4 • 12:30pm-2pm & 5:30pm-7pm

CCRI Knight Campus, 400 East Avenue, Warwick

Thursday, Dec. 5 • 12:30pm-2pm & 5:30pm-7pm

Providence Foundation, 30 Exchange Terrace, Providence

DECEMBER 4 & 5, 2024
PROVIDENCE AND WARWICK LOCATIONS

RIPTA.com/PublicHearings

Winter 2025 Service Changes

Route 10X

Foster/North Scituate Express

7 Days: Route will include two inbound and two outbound direct trips to service the new Amazon Fulfillment Center.

Route 14

West Bay

7 Days: Route will serve new Newport Park & Ride lot.

Saturdays: Trips will not serve Narragansett and will now originate in Newport. Narragansett passengers should refer to Rte. 69 URI/Galilee and Flex Rte. 203 Kingston/Narragansett.

Route 24L

Newport/Fall River/PVD

Weekdays: Route will serve new Newport Park & Ride lot.

Route 28

Broadway/Hartford

7 Days: Trips to meet shift times have extended to service new Amazon Fulfillment Center.

Winter 2025 Service Changes

Route 29

CCRI Warwick/Conimicut

Weekdays: Trips serving Long St/Strawberry Field deviation will be discontinued.

Route 35

Rumford/Newport Ave

7 Days: Inbound service on South Main St. will be discontinued. Inbound trips will operate via Henderson Bridge - Angell - Waterman via Tunnel to downtown.

Passengers traveling to South Main St. can remain on the bus and then alight on South Water St. on the outbound trip.

Route 78

Beverage Hill
Ave/East Providence

7 Days: Inbound service on South Main St. will be discontinued. Inbound trips will operate via Henderson Bridge - Angell - Waterman via Tunnel to downtown.
Weekdays: All inbound trips will operate via Beverage Hill onto Newport Ave. instead of serving Narragansett Park Dr.

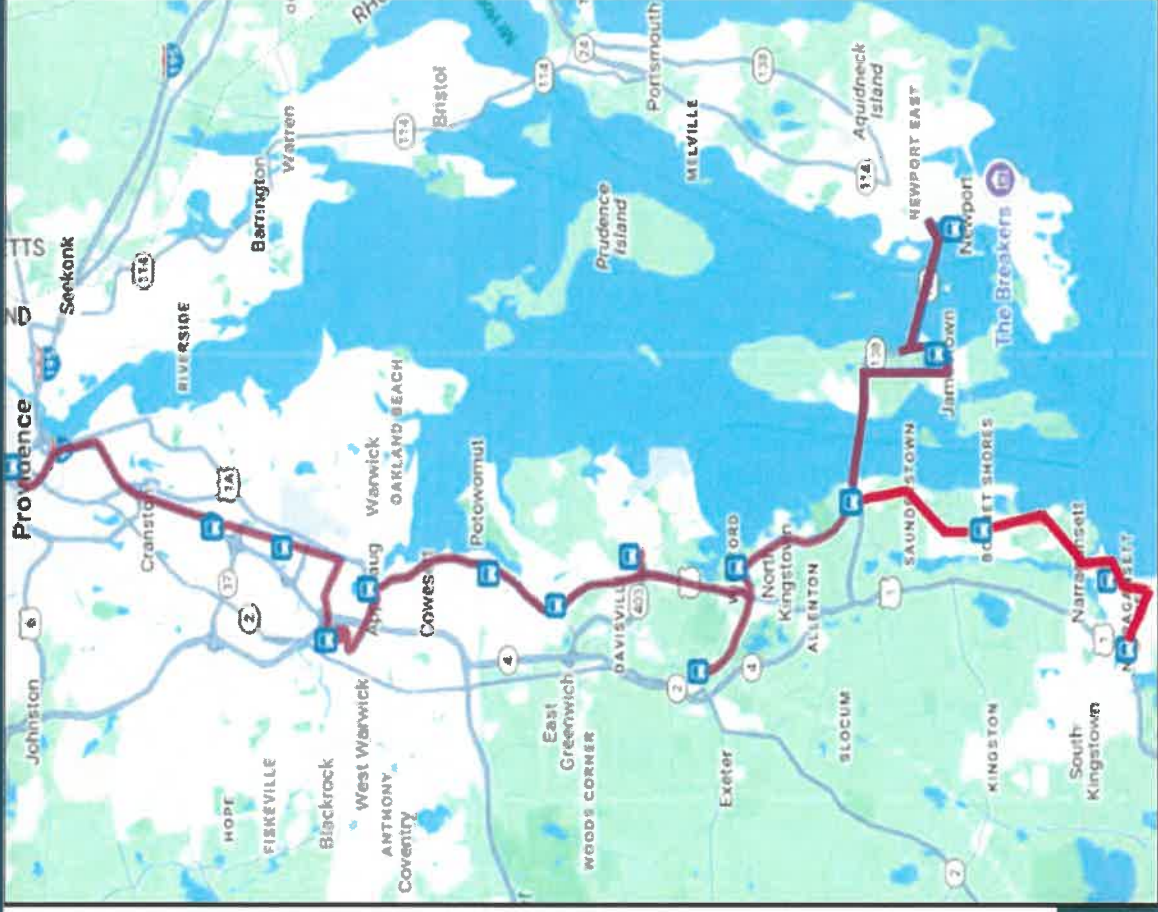
Passengers traveling to South Main St. can remain on the bus and then alight on South Water St. on the outbound trip.

Saturday Changes to Route 14

Where will Route 14 go on Saturday?

- Jamestown Ferry Landing
- Newport Transportation Center

Red line indicates areas no longer served by Route 14 on Saturdays



Winter 2025 Service Changes

FREQUENCY IMPROVEMENTS

Route 27 Broadway/Manton &
Route 28 Broadway/Hartford

Weekdays: Service frequency has been changed from every 28-32 minutes to every 30 minutes all day.

Route 35
Rumford/Newport Ave

Weekdays: Service frequency has increased from every 50 minutes to every 40-45 minutes all day.

Route 72
Weeden/Central Falls

Weekdays: Service has been increased from every 24 minutes to every 20 minutes during the day.

Route 78
Beverage Hill Ave/East
Providence

Weekdays: Service frequency has increased from every 50 minutes to every 40-45 minutes all day.
Saturdays: Service frequency has been increased from every 45 minutes to every 35 minutes all day.
Sundays: Service frequency has been increased from every 90 minutes all day to every 50 minutes all day.

Providence School Service

Afternoon service has been adjusted to better meet the needs of the students.
Service will operate directly from school to neighborhood RIPTA Routes.

Mt. Pleasant

R-Line
Route 20
Route 31
Route 50

Hope High School

R-Line
Route 19
Route 27
Route 50
Route 56

E-Cubed Academy

Route 58 to Route 27

Jorge Alvarez High School

Route 22 to Route 19
Route 22 to Route 92
Route 22 to Route 27

Next Steps

- Feedback from today's public hearing will be presented to RIPTA's Board of Directors at their next meeting.
- Public comment will be accepted through December 6, 2024, via email at marketing@ripta.com or by calling 401-784-9500 x1101.



Public Comment

- Each commenter will be limited to three (3) minutes per person. Please state your name clearly and where you live for our notetaker.
- Comments unrelated to these hearings will not be submitted into public record. All comments must be received by close of business on December 6, 2024.
- Additional comments may be submitted in writing, either with the form provided at the sign-in table or via email at marketing@ripta.com.
- Copies of Title VI SAFE Analyses and Neighborhood Impact Statements are available at sign-in table.
- RIPTA's Title VI program is available at [RIPTA.com](https://www.ripta.com).
- **Please hold questions until AFTER the comment period.** RIPTA staff will be available to answer questions.





NEIGHBORHOOD IMPACT STATEMENT

This Neighborhood Impact Statement provides details pertaining to the alteration of a RIPTA bus route. RIPTA holds a public hearing at least 30 days before the bus route change is scheduled to take effect.

Affected neighborhood(s):

Providence, Johnston

Effective date of service change:

January 18, 2025

Service frequency:

Weekday: 30 minutes

Saturday: 40 minutes

Sunday: 48 minutes

Affected bus route(s):

Route 28

Scheduled Public Hearing:

December 5, 2024: 12:30pm-2:00pm and
5:30pm-7:00pm

Providence Foundation

30 Exchange Terrace Ste 4C, Providence

Service hours of affected routes:

Weekday: 5:51am—10:19pm

Saturday: 6:49am—10:49pm

Sunday: 7:57am—7:26pm

Description of service change:

Weekday, Saturday and Sunday service on Route 28 is proposed to operate trips that will deviate to the new Amazon warehouse facility in Johnston.

Benefits for service change:

With at least 1,500 employees expected to work at this facility that will be operating 24/7, Amazon has been coordinating with RIPTA to provide service that will enable employees to take transit to and from work during times where shifts changeover.

Reason for service change:

This proposed service change is to serve a new employer.



NEIGHBORHOOD IMPACT STATEMENT

This Neighborhood Impact Statement provides details pertaining to the alteration of a RIPTA bus route. RIPTA holds a public hearing at least 30 days before the bus route change is scheduled to take effect.

Affected neighborhood(s):

Warwick

Effective date of service change:

January 18, 2025

Service frequency:

Weekday: 60 minutes

Saturday: 60 minutes

Sunday: 60 minutes

Affected bus route(s):

Route 29

Scheduled Public Hearing:

December 4, 2024: 12:30pm-2:00pm and

5:30pm-7:00pm

Community College of Rhode Island

400 East Ave, Warwick

Service hours of affected routes:

Weekday: 5:59am—9:35pm

Saturday: 5:01am—9:34pm

Sunday: 6:10am—8:37pm

Description of service change:

The two trips serving Long St./Buttonwoods Ave/Strawberry Field Rd are proposed to be discontinued.

Benefits for service change:

These trips were originally created to replace Route 8X service. However, due to low ridership, these resources will be reallocated to areas where there is strong demand for service.

Reason for service change:

This service has an average of less than one passenger per trip.

Route 29





NEIGHBORHOOD IMPACT STATEMENT

This Neighborhood Impact Statement provides details pertaining to the alteration of a RIPTA bus route. RIPTA holds a public hearing at least 30 days before the bus route change is scheduled to take effect.

Affected neighborhood(s):

Pawtucket

Effective date of service change:

January 18, 2025

Service frequency:

Weekday: 50 minutes

Saturday: 45 minutes

Sunday: 90 minutes

Affected bus route(s):

Route 78

Scheduled Public Hearing:

December 5, 2024: 12:30pm-2:00pm and

5:30pm-7:00pm

Providence Foundation

30 Exchange Terrace Ste 4C, Providence

Service hours of affected routes:

Weekday: 5:44am—11:04pm

Saturday: 6:37am—10:45pm

Sunday: 7:02am—8:10pm

Description of service change:

All inbound trips will turn right onto Newport Ave. from Beverage Hill Ave. and not continue to Narragansett Park Dr. The inbound service will no longer travel on I-195.

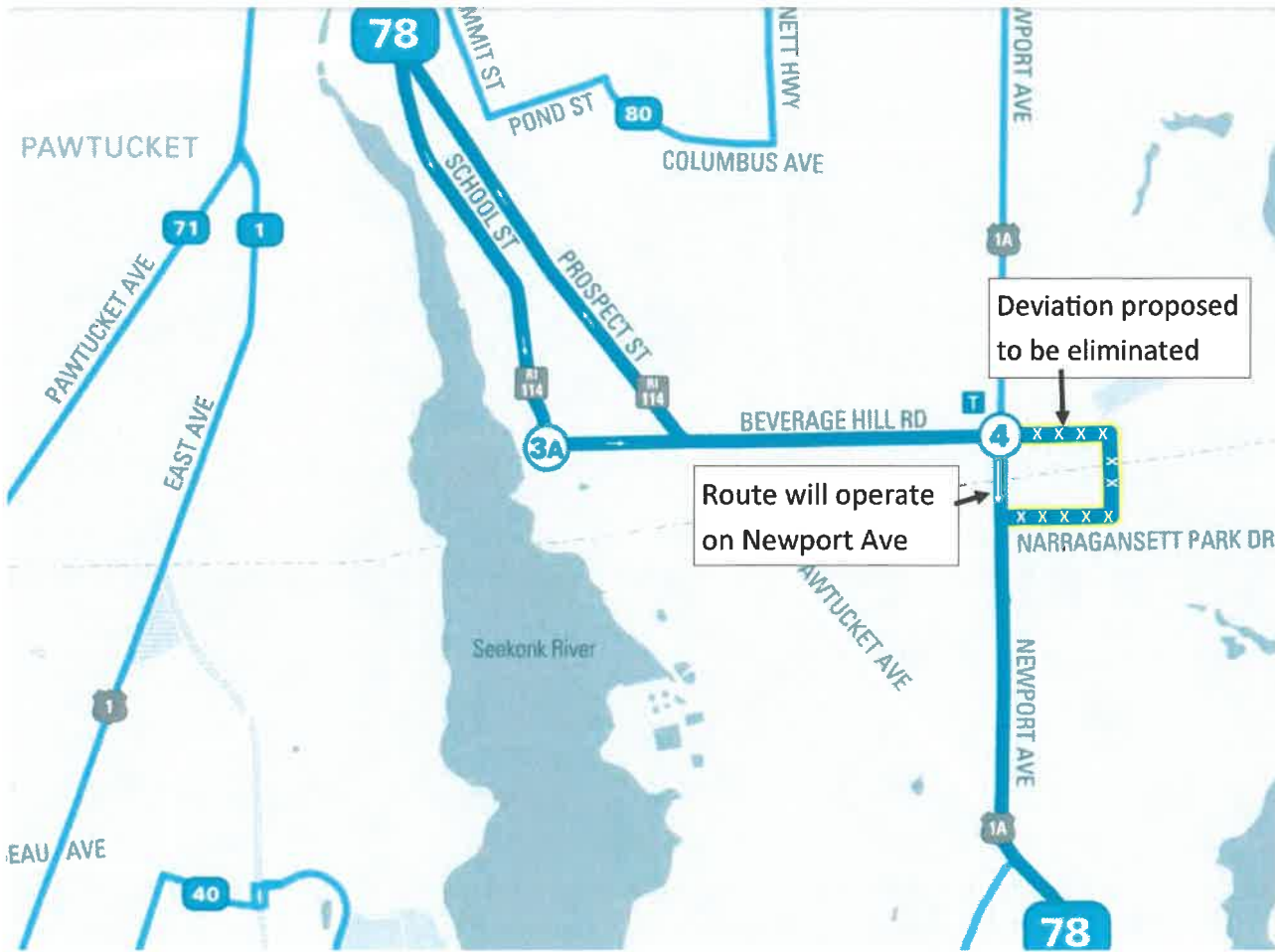
Benefits for service change:

This route change will help on-time performance for Route 78.

Reason for service change:

This service change is proposed due to declining passenger activity on Narragansett Park Dr. and because of on-time performance challenges related to the Washington Bridge closure.

Route 78



WINTER 2025



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 10X

Due to the opening of a new Amazon warehouse, which is expected to hire over 1,500 new employees, new trips are being added to Route 10X on weekdays, Saturdays and Sundays. The new trips are direct express trips to and from the facility during shift changes. Existing trips will not be impacted. Weekday span of service will increase by 26%, which qualifies as a major service change. The route does not currently offer Saturday or Sunday service. Adding new weekend service qualifies as a major service change.

Major Change Minor Change

Is the route

Minority Route? Yes No
Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 27

Route 27 was rescheduled on weekdays. Service frequency currently fluctuates from every 28 to 32 minutes and is being rescheduled to operate every 30 minutes.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 28

Route 28 was rescheduled on weekdays. Service frequency fluctuated from every 28 to 32 minutes and is being rescheduled to operate every 30 minutes. Additionally, a route deviation was added to the new Amazon warehouse facility in Johnston. This will operate seven days a week and serve the facility at times when shift changes occur.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 29

The deviated trips (one inbound and one outbound) serving Long St./Strawberry Field Rd/Buttonwoods Ave. will be discontinued. On average, this deviation serves less than one passenger per trip and therefore the change does not qualify as an Adverse Effect.

 X Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 35

Route 35 was rescheduled on weekdays. It currently operates every 45 minutes and is being rescheduled to operate every 40 minutes. This is an 11% increase in frequency and therefore not a major service change. The weekday service span is increasing from 13.46 hours to 15.06 hours. This is a 12% increase and qualifies as a major service change.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 55

An early morning trip has been added to Route 55 to facilitate transfers in Kennedy Plaza. This change increases the span by only 1% and is therefore not a major service change.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 72

Route 72 was rescheduled on weekdays. It currently operates every 24 minutes and is being scheduled to operate every 20 minutes. This is a 17% increase in service frequency and therefore not a major service change. This is a reinstatement of the service that was cut in the fall of 2022 due to RIPTA's driver shortage.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Title VI Review – Service Change

Choose-Up: Winter 2025

Description of Service Change:

Route: 78

Route 78 was rescheduled on weekdays, Saturdays and Sundays. Weekdays currently operate every 50 minutes and is being rescheduled to operate every 40 minutes. This is a 20% increase in service frequency and therefore not a major service change. Saturday frequency is currently every 45 minutes and will be 35 minutes, a 22% change in service and not a major service change. Sunday frequency is currently every 90 minutes and will be every 50 minutes. This is a 44% increase in service and qualifies as a major service change. Service span changes are less than 10% and do not qualify as a major service change.

The inbound service will no longer travel on I-195.

Major Change Minor Change

Is the route

Minority Route? Yes No

Low Income Route? Yes No

Major Service Changes Only:

Adverse Effect? Yes No

Disparate Impact on Minorities? Yes No

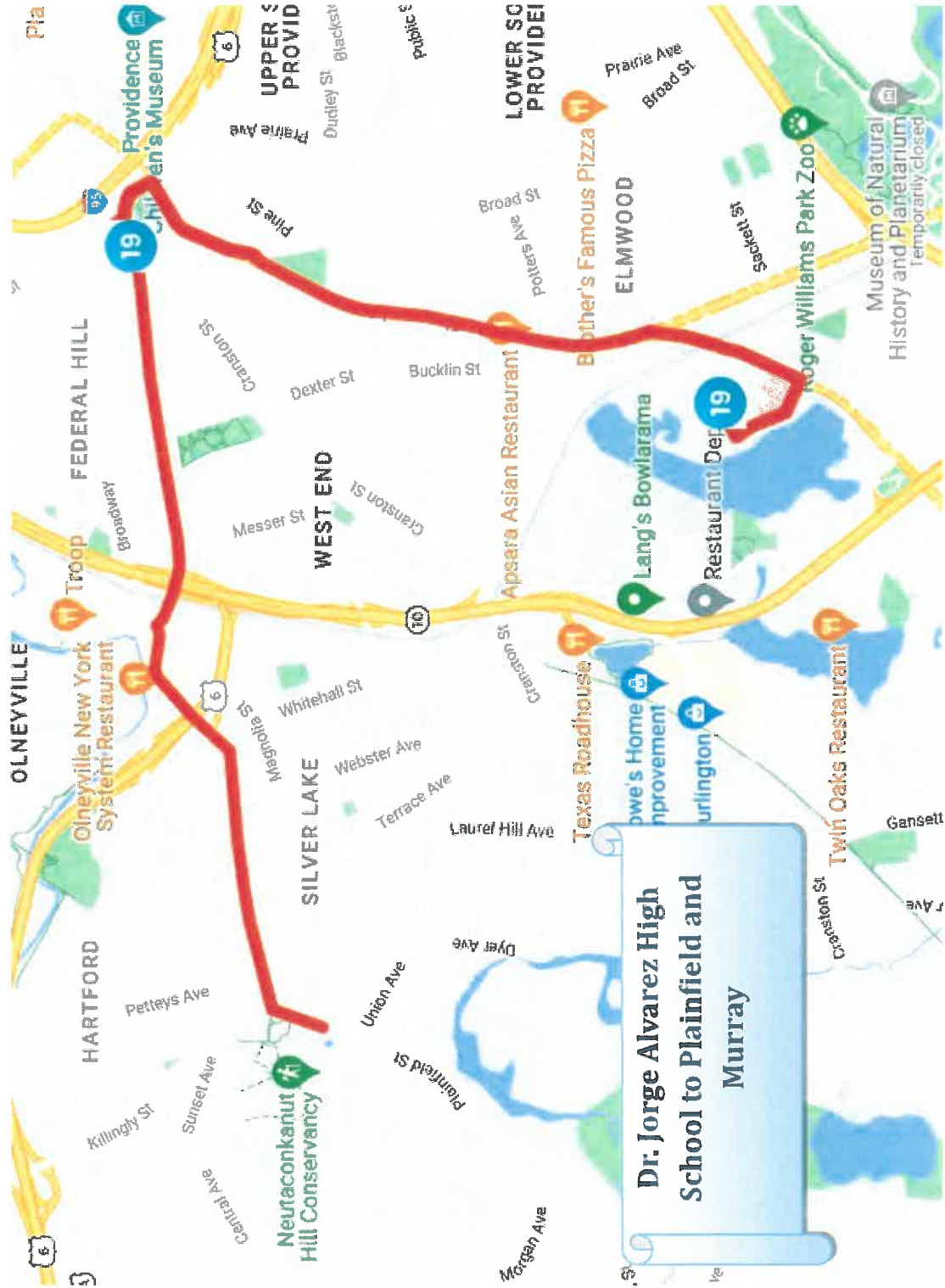
Disproportionate Burden on Low Income Individuals? Yes No

Description of Alternatives Considered:

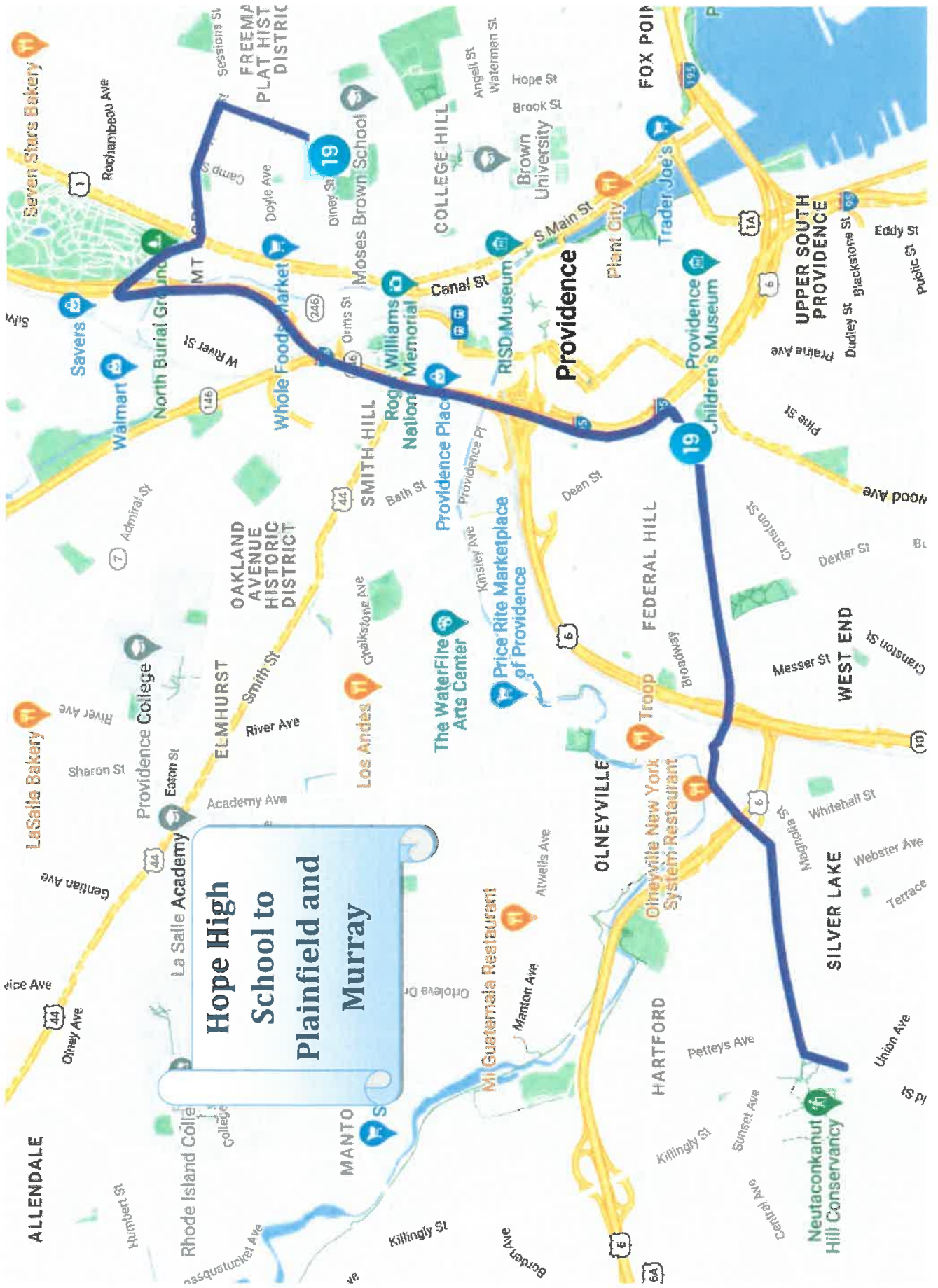
Substantial Legitimate Justification:

Mitigation Measures:

Attachments: maps tables datasets additional narrative



Dr. Jorge Alvarez High School to Plainfield and Murray



Hope High School to Plainfield and Murray

ALLENDALE

Seven Stars Bakery

LaSalle Bakery

Seven Stars Bakery

Hope High School to Plainfield and Murray

FREEMAN PLAT HIST DISTRICT

OAKLAND AVENUE HISTORIC DISTRICT

COLLEGE HILL

SMITH HILL

FEDERAL HILL

WEST END

SILVER LAKE

HARTFORD

OLNEYVILLE

FOX POINT

UPPER SOUTH PROVIDENCE

Moses Brown School

Whole Foods Market

Walmart

Price Rite Marketplace of Providence

The WaterFire Arts Center

Providence College

La Salle Academy

Rhode Island College

Neutaconkanut Hill Conservancy

Providence's Museum

College Hill

Smith Hill

Federal Hill

West End

Silver Lake

Hartford

Olneyville

Fox Point

Upper South Providence

Providence's Museum

Providence

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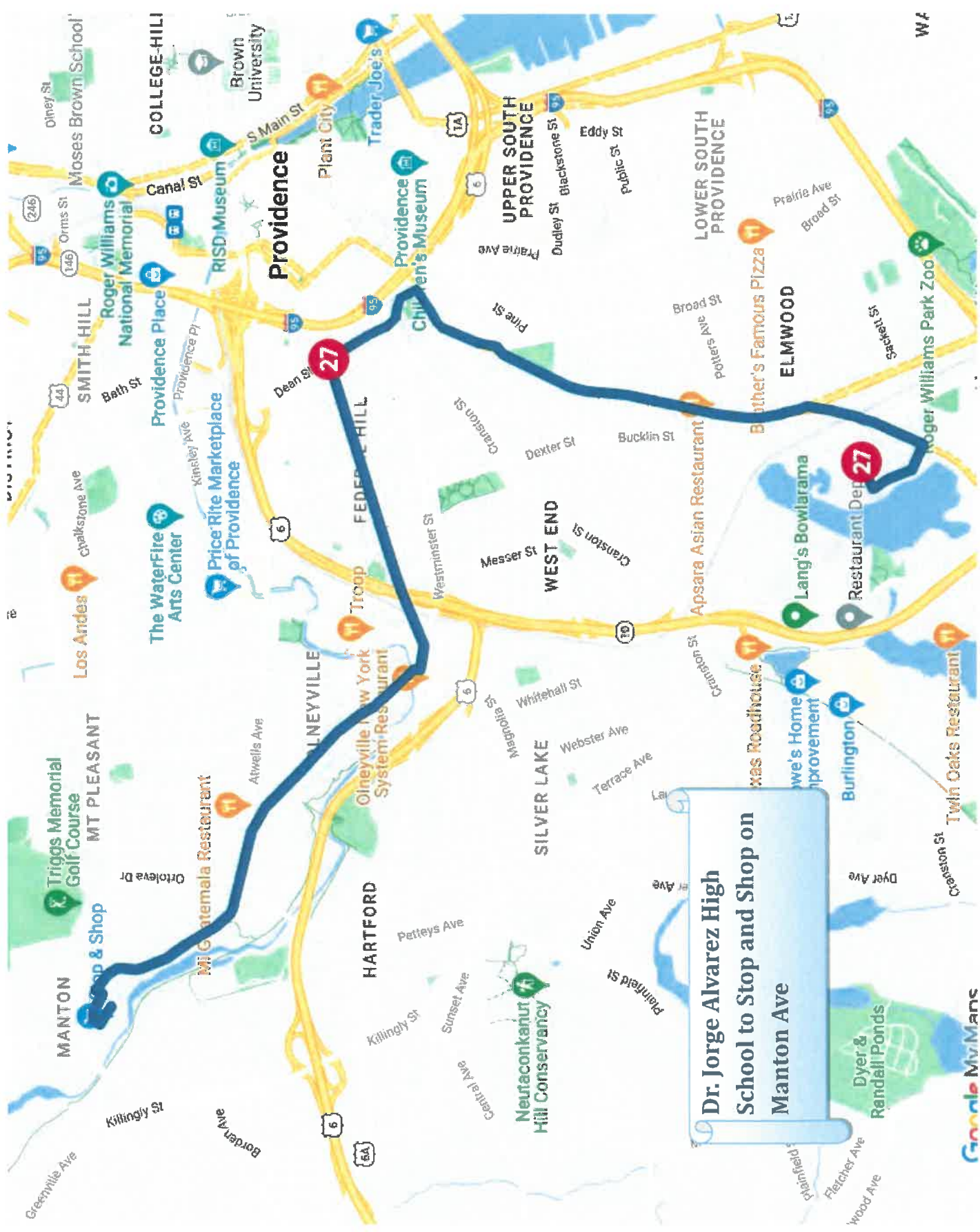
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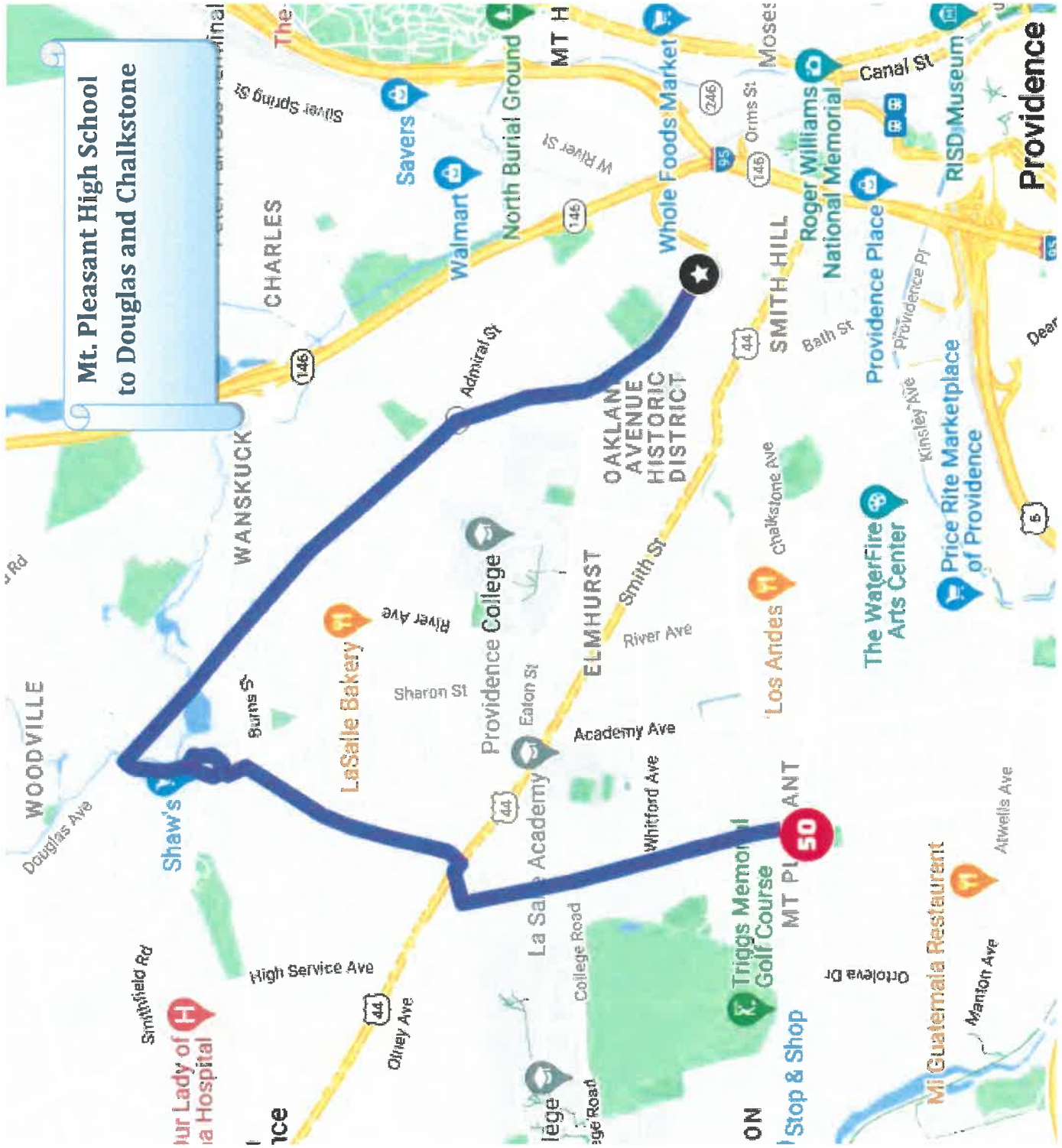
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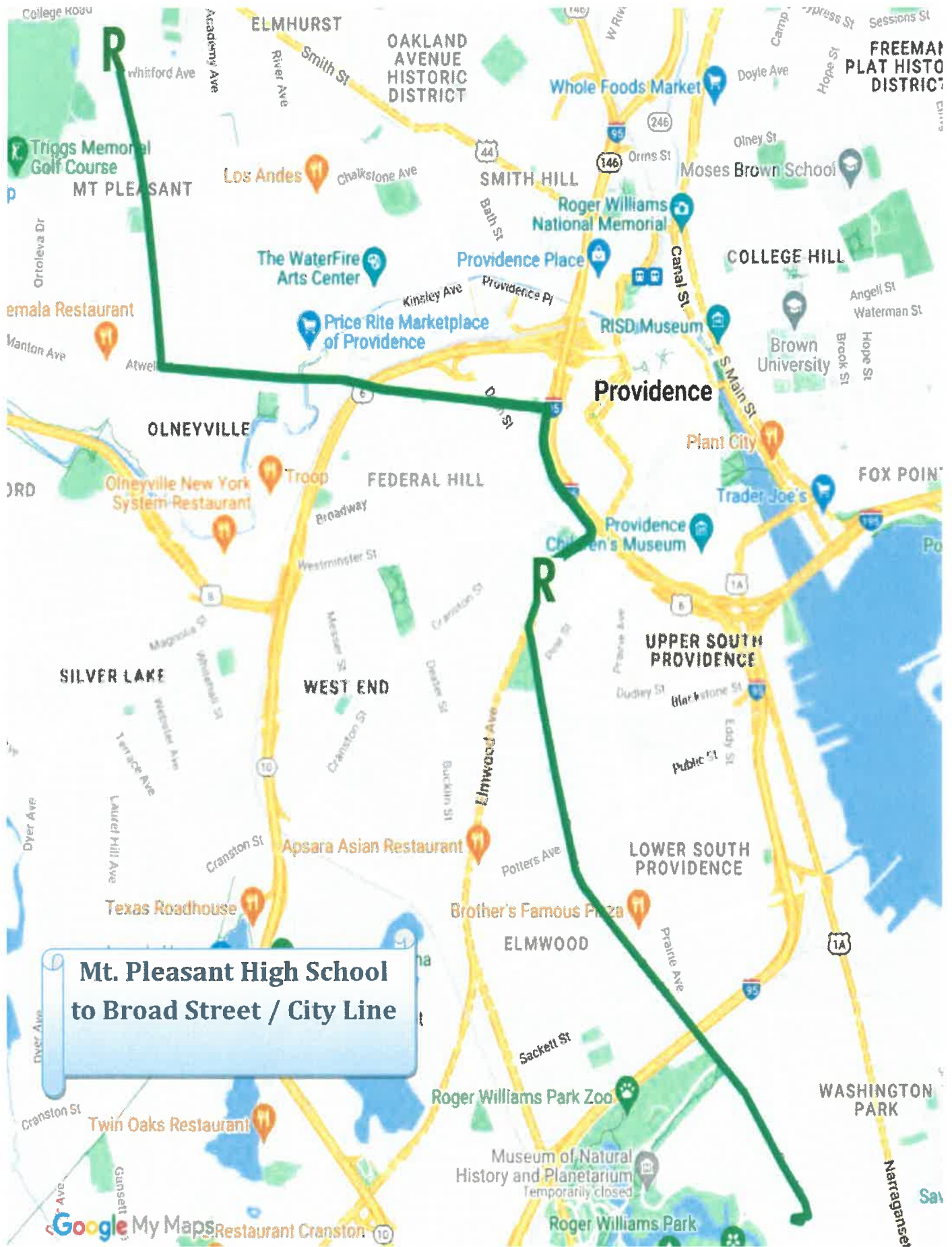
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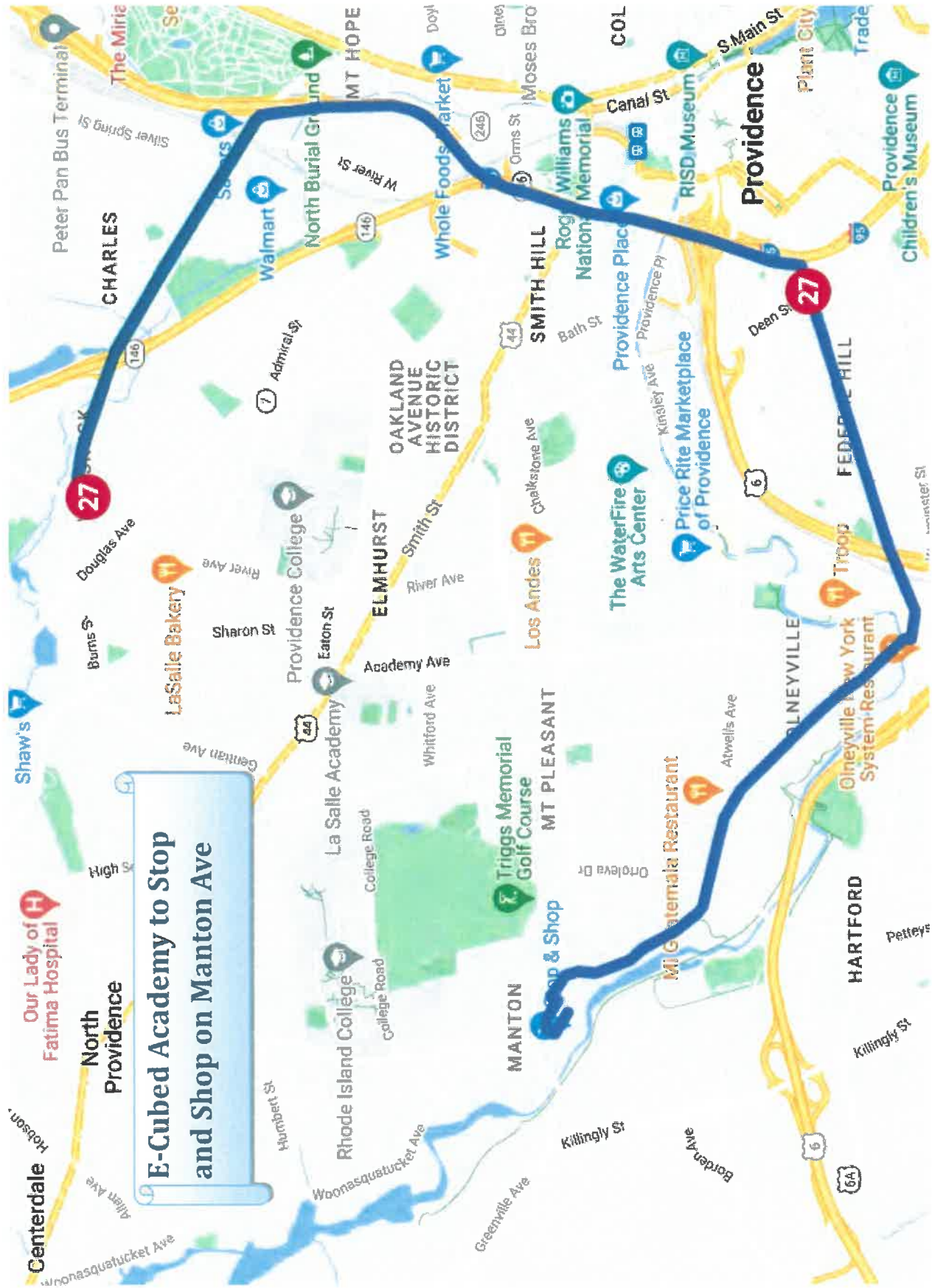
Dr. Jorge Alvarez High School to Stop and Shop on Manton Ave

**Mt. Pleasant High School
to Douglas and Chalkstone**





**Mt. Pleasant High School
to Broad Street / City Line**



**E-Cubed Academy to Stop
and Shop on Manton Ave**

Our Lady of Fatima Hospital

LaSalle Bakery

Triggs Memorial Golf Course

Mi Guatemala Restaurant

Olinville New York System Restaurant

CHARLES

Walmart

OAKLAND AVENUE HISTORIC DISTRICT

SMITH HILL

Providence

Providence's Museum

Douglas Ave

Sharon St

Providence College

Academy Ave

River Ave

Los Andes

The WaterFire Arts Center

Price Rite Marketplace of Providence

Dean St

FEDERAL HILL

Centerdale

North Providence

MANTON

MT PLEASANT

HARTFORD

Woonasquattuck Ave

Hubbert St

Rhode Island College

College Road

College Road

Whitford Ave

Greenville Ave

Killingly St

Orléva Dr

Borden Ave

Atwell's Ave

OLNEYVILLE

Killingly St

Petteys

Shaw's

Burns St

Gentian Ave

La Salle Academy

Eaton St

Whitford Ave

River Ave

Academy Ave

Los Andes

Chalkstone Ave

Bath St

Providence Place

Providence Pl

Providence Pl

Dean St

FEDERAL HILL

Peter Pan Bus Terminal

CHARLES

Somers

Walmart

North Burial Ground

W River St

Whole Foods Market

Doyle

Orms St

Moses Bro

Williams Memorial

Rogers National

Providence Pl

Canal St

RISD Museum

Plant City

The Miria

Silver Spring St

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Orms St

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Plant City

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North Providence

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Providence College

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River Ave

Los Andes

Triggs Memorial Golf Course

MT PLEASANT

Mi Guatemala Restaurant

Olinville New York System Restaurant

FEDERAL HILL

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Chalkstone Ave

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Whitford Ave

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Los Andes

Chalkstone Ave

Bath St

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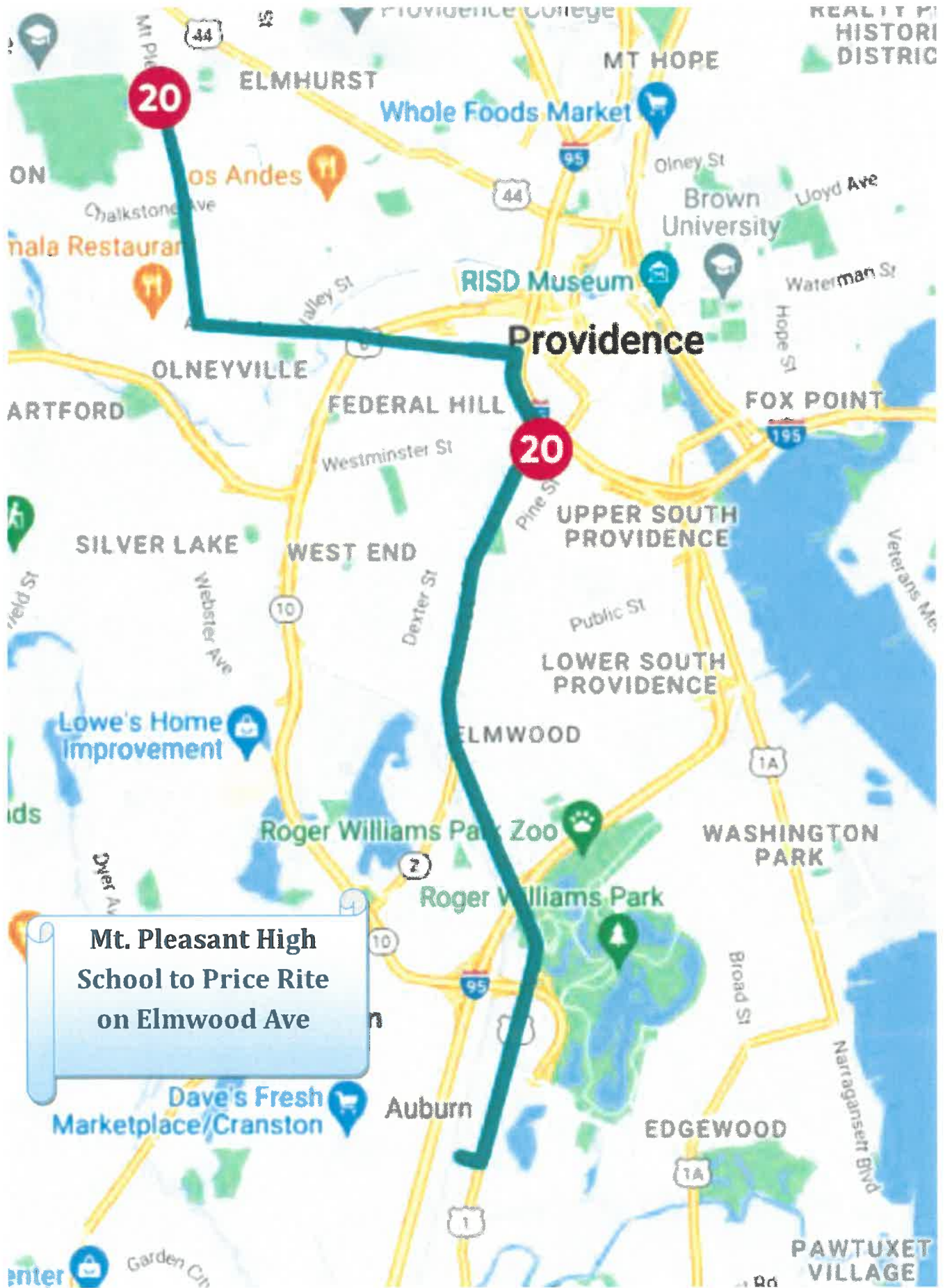
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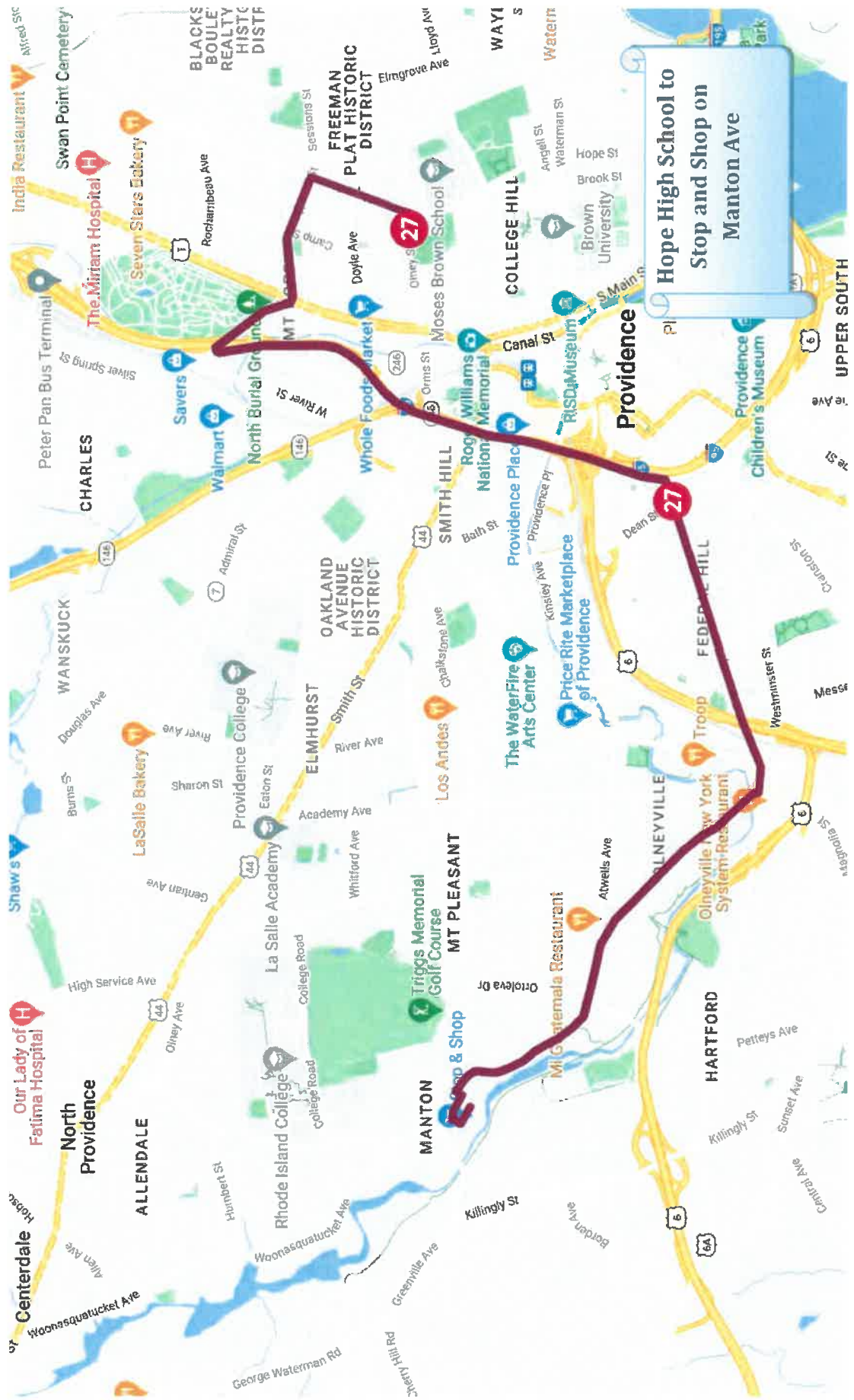
RISD Museum

Plant City

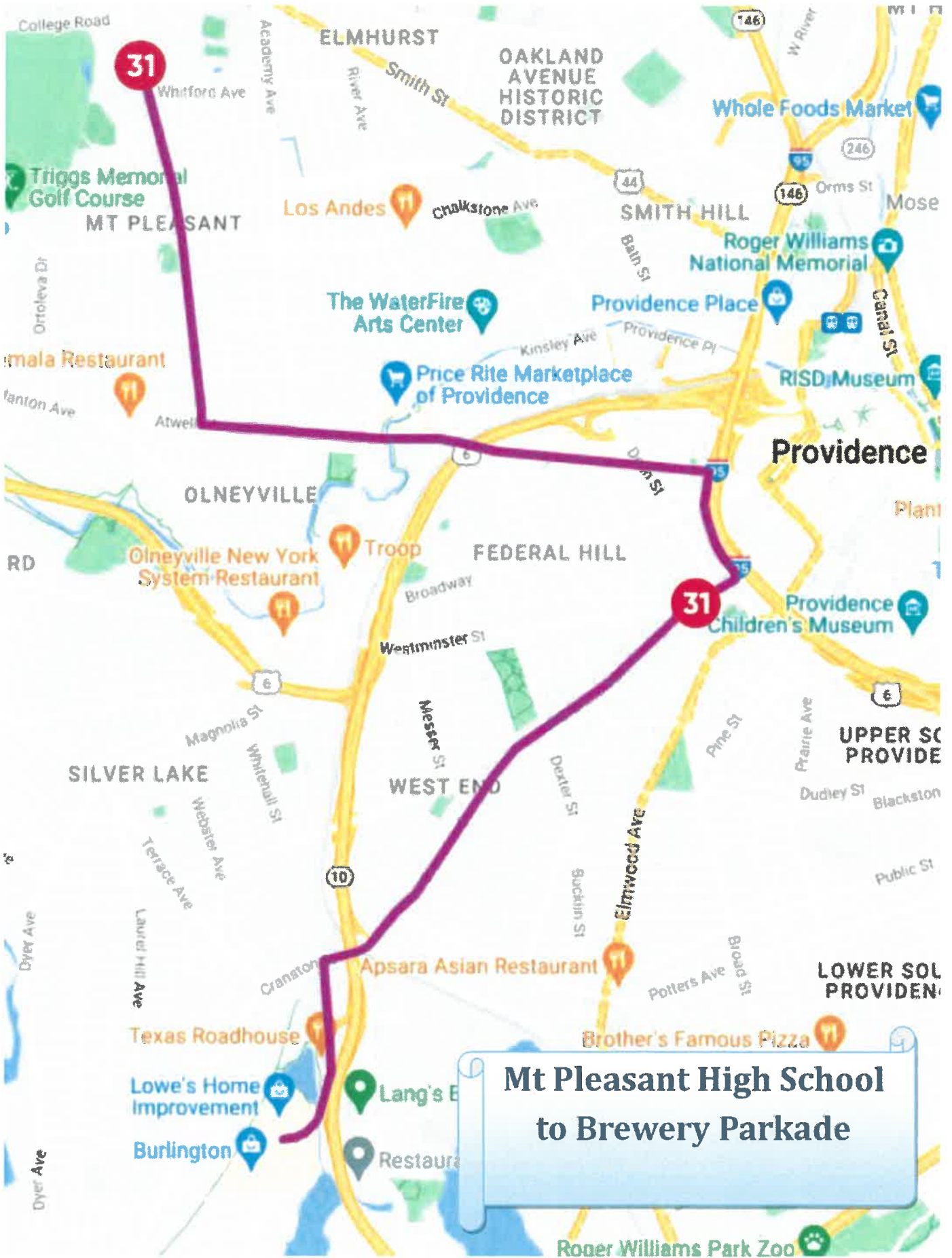
Our Lady of Fatima Hospital



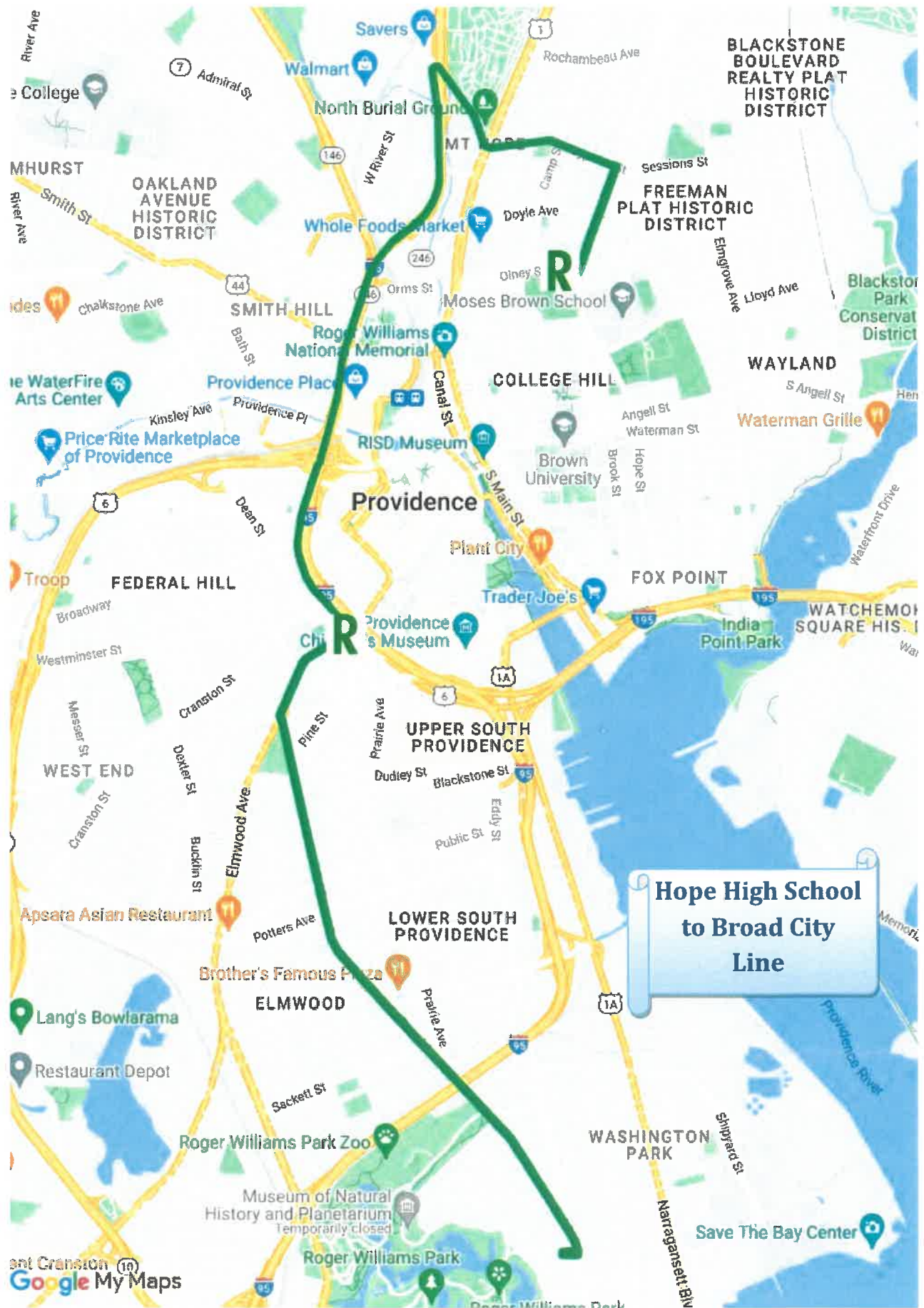
Mt. Pleasant High School to Price Rite on Elmwood Ave



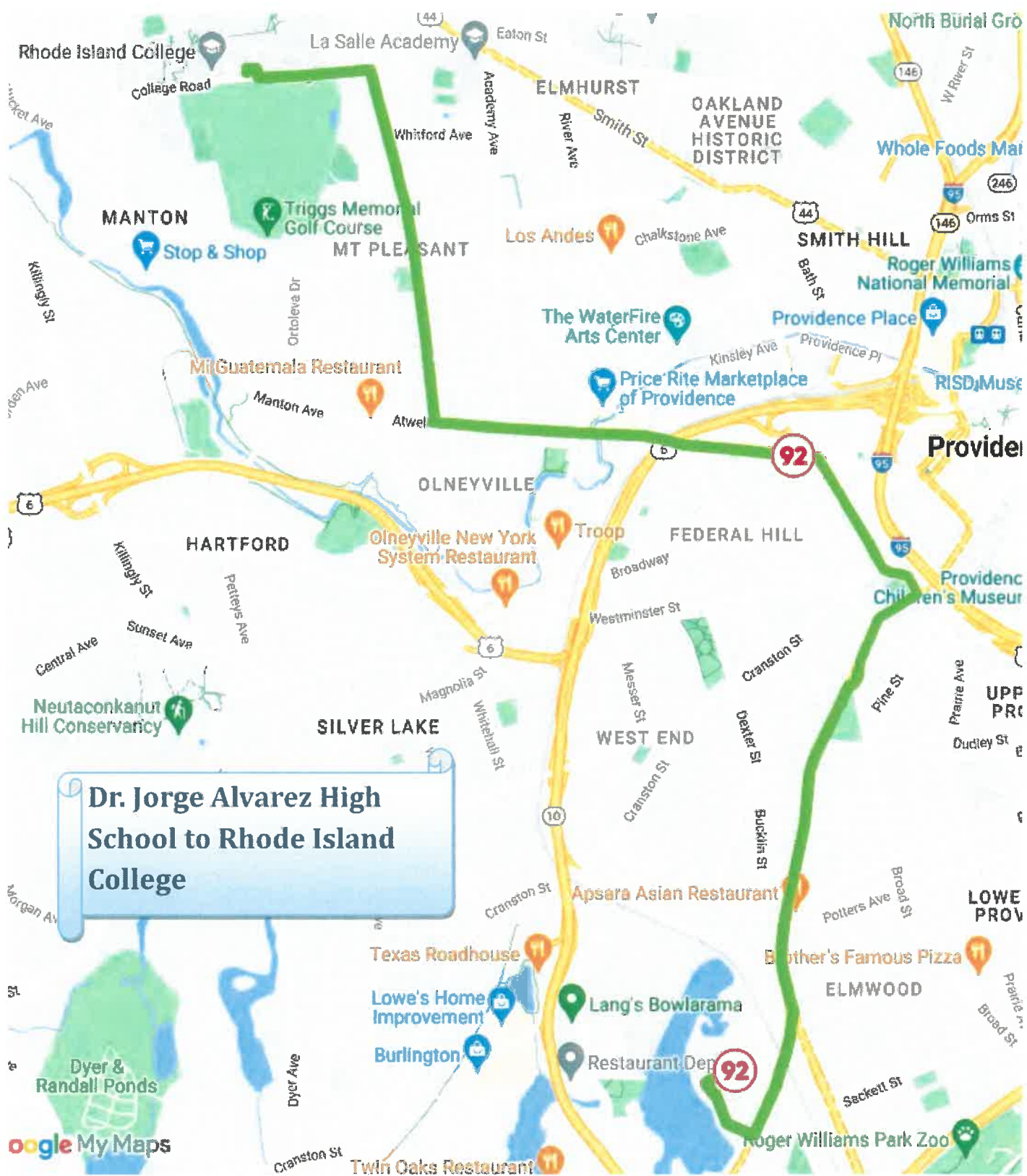
Hope High School to Stop and Shop on Manton Ave



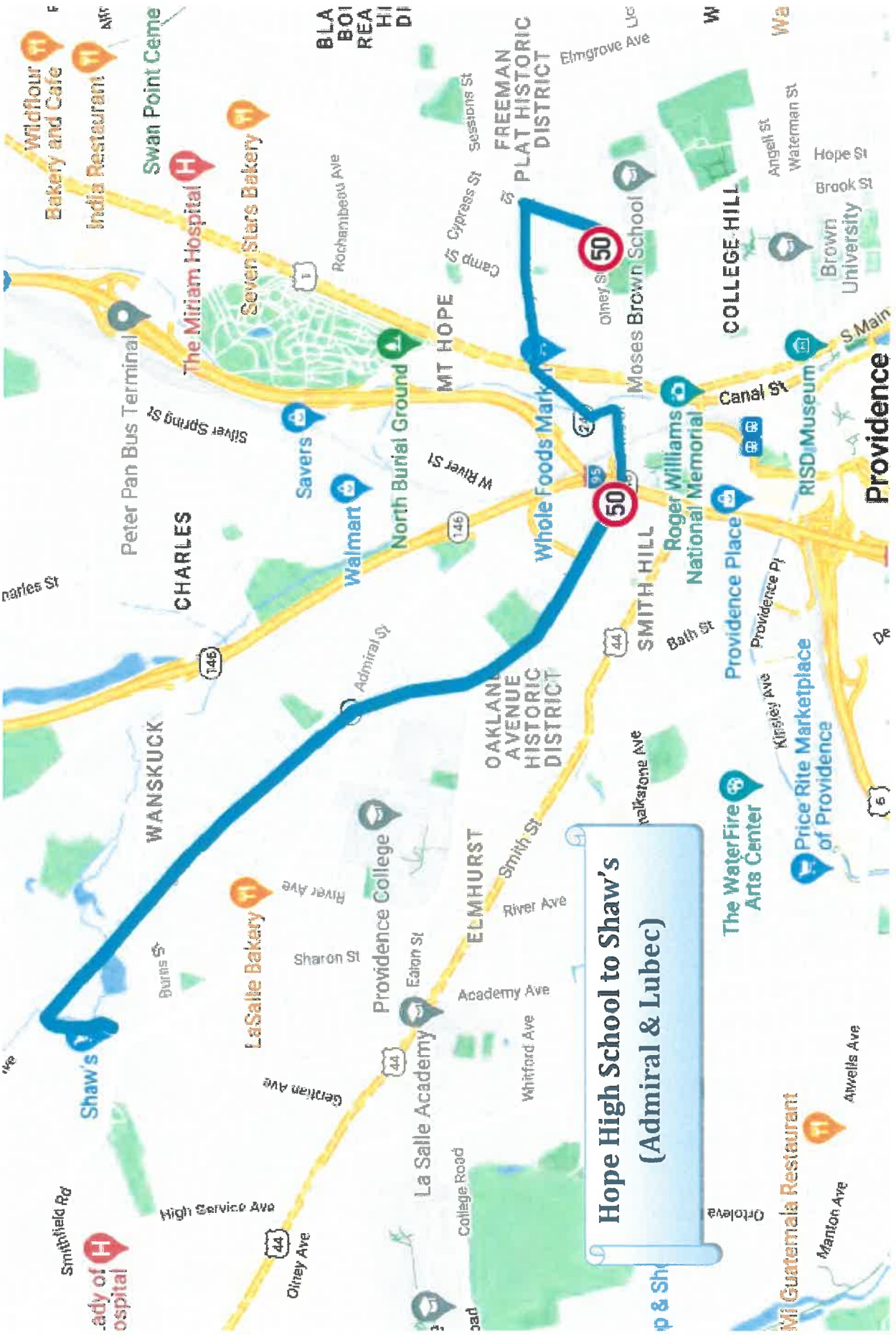
**Mt Pleasant High School
to Brewery Parkade**



**Hope High School
to Broad City
Line**



Dr. Jorge Alvarez High School to Rhode Island College



Hope High School to Shaw's
(Admiral & Lubec)

Wildflower Bakery and Cafe
India Restaurant
Swan Point Ceme

The Miriam Hospital
Seven Stars Bakery

Walmart
North Burial Ground
Savers

W RIVER ST
WALMART
W RIVER ST

WHOLE FOODS MARKET
SMITH HILL
SMITH HILL

ROGER WILLIAMS NATIONAL MEMORIAL
PROVIDENCE PLACE
PROVIDENCE PLACE

RISD MUSEUM
COLLEGE HILL
COLLEGE HILL

BROWN UNIVERSITY
PROVIDENCE
PROVIDENCE

SHAW'S
WANSKUCK
WANSKUCK

LA SALLE BAKERY
LA SALLE ACADEMY
LA SALLE ACADEMY

PROVIDENCE COLLEGE
PROVIDENCE COLLEGE

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OAKLAND AVENUE HISTORIC DISTRICT
OAKLAND AVENUE HISTORIC DISTRICT

SMITH HILL
SMITH HILL

COLLEGE HILL
COLLEGE HILL

PROVIDENCE
PROVIDENCE



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ANNUAL FINANCIAL PLAN FY 2025- 2030

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RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2025 - 2030

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 2025 Financial Plan. This document presents all planned expenditures and expected revenues in support of both capital and operations.

When the Board appointed me interim CEO in April, my mission was to do as much as possible to benefit our riders while working under the constraint of our current budget. Our short-term goals were: 1) be responsive to riders and staff; 2) shift resources to address concerns; and 3) focus on fixing our driver shortage, all while continuing to execute our mission. To accomplish those things, we needed to update our plans, change our approach, and trust the individuals who, on a day-to-day basis, keep us operating across the state. That work continues and is reflected in this budget.

In this budget, we are adding staff in key areas to respond to riders' concerns about bus and passenger facility cleanliness and customer service availability. We have adjusted our organizational chart to be more responsive to agency issues. We have increased wages to attract more applicants and eliminate our driver shortage.

While we work to address the short-term goals above, we continue to execute projects that will not only improve the current rider experience but will help attract riders in the months and years to come. We completed the hub at CCRI/Warwick, creating a safer, more inviting passenger facility. We rehabilitated the 100-year-old East Side Tunnel so that it lasts another 100 years. We broke ground on a passenger facility at the Pawtucket-Central Falls Transit Center to continue efforts to connect bus and rail in Rhode Island to make our system more attractive.

We continue to make progress in operations and capital developments despite limited resources and a looming deficit. In the coming year, we plan to look for innovative partnerships and mechanisms to increase revenues while we work with current partners to improve our funding levels so we can not only maintain, but expand, service and better meet the mobility needs of communities across the state.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Christopher Durand", is written over a light blue horizontal line.

Christopher Durand
Chief Executive Officer

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, 2023. 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 third 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, 2023

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

The years 2020 and 2021 brought enormous change, challenge, and opportunity to RIPTA as an organization: the devastating COVID-19 pandemic, intensified statewide focus on climate mitigation and adaptation, sweeping calls for increased social equity and environmental justice, and adoption by the Rhode Island State Planning Council of Transit Forward RI 2040, Rhode Island's first ever transit master plan (TMP), all indelibly impacted the day-to-day experience and long-range outlook for every RIPTA employee and work unit.

Thus, in early 2021, RIPTA's leadership team launched an agency-wide strategic planning process to set priorities, align resources, and prioritize action steps to ensure successful implementation of the TMP, continued greening of RIPTA's fleets, ongoing adoption of industry best practices, and continued improvement of both internal and external communications and inclusive decision-making processes. 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 a five-year vision and four supporting areas of focus, as follows:

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 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 plan is being coordinated administratively through a series of quarterly working sessions during which departmental and agency leaders report on progress toward completion of plan goals and actions. Between October-December 2024, the Year 4 actions noted in the plan will be confirmed or modified as needed to reflect evolving circumstances and departmental commitments. A new implementation year will commence in January 2025.

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 a reality: **BETTER TRANSIT for a BETTER RHODE ISLAND.**

Focus Area #1: Sustainable Funding // Goal: Lead the renewal of Rhode Island's transportation funding paradigm: grow revenue to sustain Transit Forward RI 2040 system enhancements while fully recovering from the long-term financial impacts of COVID-19

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

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	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)	Continue to educate and engage with legislature regarding short and long-term funding needs (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	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 4 (2025) Actions:	Year 5 (2026) Actions:
2A1-Jump-start Transit Forward RI 2040 service and capital improvements	All TMP priority projects under way	Metro Connector LPA; launch bus stop improvement program	Request CIG entry; begin Rapid Bus network planning
2A2-Enhance safety and security at all passenger facilities	Positive rider safety perception rating	Providence/Newport security gates and fencing	Deploy Transit Ambassadors programming at transit centers
2A3-Develop a state-of-the-art Customer Service Center and passenger relations program	Positive customer satisfaction rating	Continue Downtown PS & Customer Experience (CX) planning	P3 project under construction; CX Plan complete
2A4-Strengthen inclusive community engagement	More diverse voices in public engagement	Update public participation program; seek bilingual team members	Host route/issue-specific forums with customers

Objective 2B: Work toward a sustainable future

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	Year 5 (2026) Actions:
2B1-Continue green fleet transition	Electrify Newport garage, identify next phase	Complete Newport planning; IFB for vehicles	Finalize Newport resiliency planning (with CER)
2B2-Continue to pursue renewable energy sources	RIPTA 100% renewable in all utilities	Issue resiliency project RFI	Based on RFI, scope next project
2B3-Continuously monitor RIPTA's carbon footprint	RIPTA on the road to net zero	Develop a process for continuous monitoring	Set goals and implement dashboard
2B4-Support mode shift by promoting and supporting multimodal transportation options	Capture and increase number of clean commute	Launch and promote new Drive Less RI app	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 4 (2025) Actions:	Year 5 (2026) Actions:
3A1-Provide more job skills and leadership training	Training for every employee	Continue CDL training; develop apprenticeship/mentorship programs	Develop leadership training program to empower promoted employees with the skills/tools needed for leadership roles
3A2-Prioritize workplace safety by implementing industry best practices	Full compliance with key measures	Workplace/facilities safety recertifications (ex. CO2 training)	AED training for all employees; safety vest policy
3A3-Promote employee wellness and appreciation	Appreciation for every employee	Establish employee appreciation program, inc. National Transit Employee Appreciation Day; work anniversaries; acknowledgments	JIR to host Wellness fairs and incentives to promote Employee Wellness throughout the year.
3A4-Support front line employee recruitment and retention	Full complement of operators and mechanics	Realign pay and benefits structure for improved results	Propose legislation as needed

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

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	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	Recruit all departments to provide content	Expand and enhance content
3B2-Use employee portal and in-person outreach to engage with RIPTA employees	Understand RIPTA employee needs/priorities	Launch employee portal	Initiate employee surveys

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

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	Year 5 (2026) Actions:
3C1-Reinforce diversity awareness in hiring in all areas	Establish DEI goals and framework	Provide diversity training for all new hires agency-wide	Update diversity training curriculum
3C2-Continue employee diversity and sensitivity training	Training for every employee	Develop diversity/sensitivity customer service standards from peer agency best practices and ATAC engagement	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	Develop recruitment and training partnerships (ex. technical schools, etc.)	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 4 (2025) Actions:	Year 5 (2026) Actions:
4A1-Use more visualization in public engagement efforts	Highly interactive engagement process	Develop customer-facing technology integration plan	Launch integration plan; build visualization tech into HCT study
4A2-Continue prioritizing IT systems integration, accessibility, and ease of use	AS400 replacement implemented	Issue RFP for new ERP system	Initiate ERP system implementation
4A3-Eliminate paper-based systems and streamline/clarify internal procedures	Centralized, utilized admin policies/procedures	Implement document management system	Migrate to cloud-based shared document drives

Objective 4B: Strengthen risk management protocols

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	Year 5 (2026) Actions:
4B1-Implement risk management approach across all functional areas	Eliminate impact of unaccounted expenses	Launch reserve growth/risk management plans	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	Coordinate with state agencies; develop budget and funding pools	Grow funding pools and implement resilience solutions
4B3-Continue to adopt best practices and professional standards in all departments	RIPTA a leader in transit industry	Increase engagement with APTA/GFCA	Expand professional organization participation

Objective 4C: Increase use of performance analytics

Tasks:	5 Year Goal:	Year 4 (2025) Actions:	Year 5 (2026) Actions:
4C1-Continue to track performance through engagement in peer benchmarking efforts	Ongoing, public performance reporting	Designate performance manager and data reporting specialists	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*	Launch internal data dashboards, designate analysts with defined roles, continue warehouse buildout	Begin reporting on transportation and maintenance metrics

* Improve quality and consistency of information process, display, metadata/citations, etc. Ensure adequate analytical resources to (1) analyze all data generated from various systems, and (2) incorporate that data into decision making

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 – Senator Robert Kells

Treasurer – James Leach

Secretary – Patrick Crowley

Normand Benoit

Marcy Reyes

Heather Schey

James Lombardi

Vincent Masino

Executive Management

Chief Executive Officer – Christopher Durand

Chief Financial Officer – Vacant

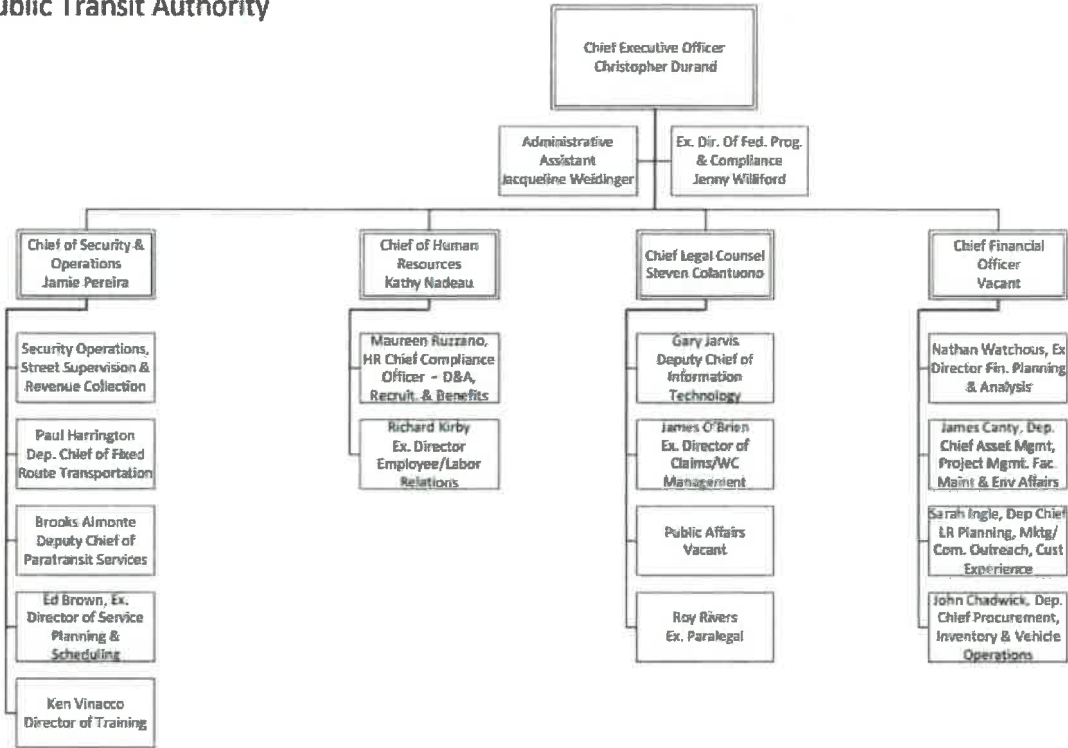
Chief of Human Resources - Kathy Nadeau

Chief Legal Counsel - Steven Colantuono

Chief of Security and Operations - Jamie Pereira

Organizational Chart

The Rhode Island Public Transit Authority





RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2025 - 2030

BUDGET DETAIL

Budget Overview

The Revised FY 2025 budget is projected to be in balance with revenues equaling total expenses because of one-time funding from the state and the remainder of federal emergency relief funding offsetting losses of \$18.1M. The Proposed FY 2026 budget currently has a \$31.5M deficit as relief funding is exhausted.

Revenues	FY 2024 Actual	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Federal Subsidies	\$29,156,370	\$35,332,247	\$41,009,629	\$42,890,561
Federal Subsidies-CARES Act	\$24,087,367	\$11,062,324	\$13,378,776	\$0
State Subsidies	\$50,072,359	\$47,704,504	\$64,842,610	\$49,463,172
Other Revenue	\$9,873,790	\$6,393,711	\$10,069,197	\$10,071,630
Passenger Fares	\$10,659,277	\$13,362,190	\$11,181,204	\$11,348,922
Third Party Fares	\$11,796,632	\$11,756,975	\$12,400,318	\$12,447,275
Special Project Revenue	\$945,955	\$0	\$1,434,500	\$1,434,500
Total Revenues	\$136,591,750	\$125,611,950	\$154,316,234	\$127,656,060

Expenses	FY 2024 Actual	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Salaries & Fringe Benefits	\$107,719,043	\$104,958,731	\$108,912,000	\$111,811,783
Contract Services	\$6,814,243	\$7,129,702	\$13,511,431	\$15,734,366
Operating Expense	\$21,272,737	\$27,586,612	\$26,362,144	\$25,967,977
Utilities	\$1,992,395	\$2,242,783	\$1,930,215	\$2,026,726
Capital Match & Repayment	\$3,289	\$679,950	\$1,078,074	\$1,105,026
Debt Service	\$0	\$1,087,870	\$1,087,870	\$1,073,735
Special Projects	\$100	\$0	\$1,434,500	\$1,434,500
Total Expenses	\$137,801,806	\$143,685,647	\$154,316,233	\$159,154,113

Operating Surplus/(Deficit) (\$1,210,056) (\$18,073,698) \$0 (\$31,498,053)

Operating Revenues

Operating revenues are aggregated into six categories: Federal Subsidies, State Subsidies, Other, Passenger Fares, Third Party Fare Revenue, 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."

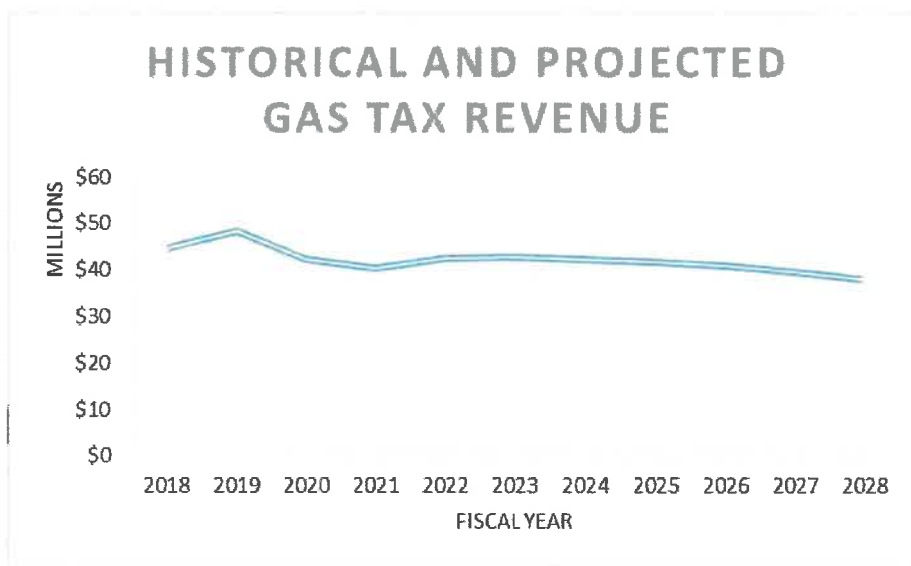
Federal Subsidies

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 2028 and beyond. The table below depicts recent and projected gas tax revenue to RIPTA.



The table below depicts RIPTA’s gas tax calculation. UST denotes underground storage tanks, and OHA designates the gas tax passed to RIPTA. 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 2025 and 2026.

		FY 2025	FY 2026
Account	Yield	\$4,362,074	\$4,244,599
State Gas Tax	9.25 Portion	\$40,349,185	\$39,262,541
UST	0.5 Portion	\$2,181,037	\$2,122,300
OHA	.79 - \$2.5M Portion	\$946,038	\$853,233
Total		\$43,476,260	\$42,238,073

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. RIPTA receives 5% of the annual proceeds from the account and uses those funds to pay for operating expenses. The state provides RIPTA with the estimated value of its 5% 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 \$10,300,850 in Highway Maintenance funds in FY 2025 and \$10,643,598 in FY 2026.

Other Revenue

Other Revenue includes revenue earned from advertising, Photo ID bus pass sales, rent, investments, and revenue earned from paratransit operations including for third party service requests. 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, Quonset Development Corporation in support of service in Quonset, revenue from the Volkswagen Settlement, and other small grants which RIPTA receives year-to-year.

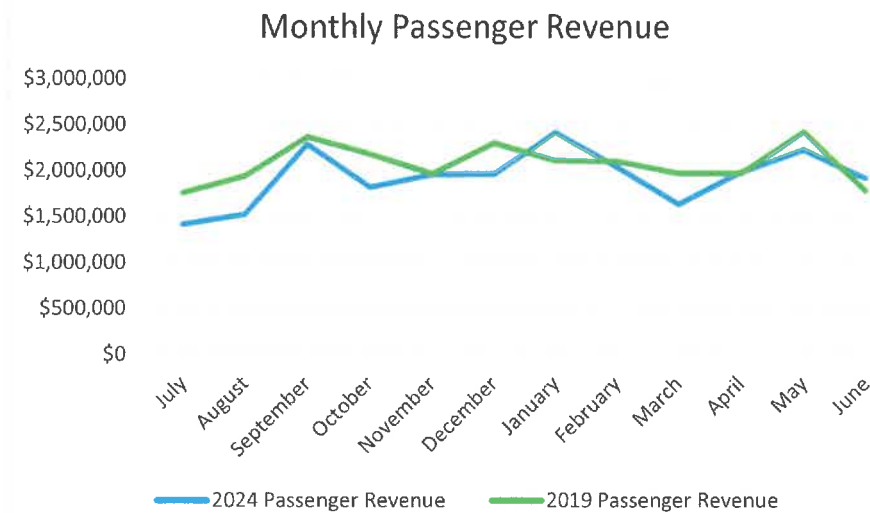
Passenger Fares and Third Party Fares

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.

In total, RIPTA expects these revenues to be \$1.1M higher than was received in FY 2024.

The table below compares FY 2024 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 and again after December. A free fare pilot on the R-Line, RIPTA's highest ridership route, concluded in October of FY 2024 and resulted in foregone revenue of approximately \$400K per month.



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

Despite adding full-time employees (FTE) to this budget, reduced costs in other areas like fuel and utilities led to a decrease in the projected operating deficit in FY 2026 by \$1.9M from initial estimates last year.

Salaries and Fringe Benefits

This line includes all expenses related to employees including wages, benefits, taxes, pension, and retiree health.

Personnel costs are up by \$3.9M (3.9%) from the FY 2025 Approved Budget due to an increase in wages mid-year and an increase in total FTE count by 23. The proposed increase in FTE count to 896 is to address the most frequent complaints that RIPTA receives regarding the cleanliness of buses and facilities (including shelters) and the hours that customer service is available. These FTEs will also assist with security and various operational challenges that the Authority is working to resolve. Greater detail on these additional positions is included in the Departmental Budgets section below.

Contract services

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

Contract Services are up by \$6,381,728 from the FY 2025 Approved Budget. This increase is driven by 2 Planning projects (Metro Connector, Safe Streets for All) that have offsetting federal and state revenues resulting in net zero impact to the overall budget. Costs have been reduced in the budget by \$400,000 by reducing the budget for travel, seminars, subscriptions, and general professional services. The Authority is committed to training and educating its workforce but needs to find better ways to instill that knowledge to more employees and in a more cost-effective way.

Operating expenses

This category includes fuel, parts, legal expenses, office supplies, and other similar items.

Operating expenses decrease by \$1.2M (4.4%) from the FY 2025 Approved Budget. This decrease is based on lower-than-expected fuel prices.

Utilities

This category comprises natural gas purchases, electricity, water, sewer, trash/sanitation services, and data associated with various communications devices to support operations.

Utilities have decreased by \$312,568 (13.9%) from the FY 2025 Approved Budget. These numbers are calculated based on Utility inflation percentages from the RI Department of Revenue Revenue Estimating Conference.

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.

Capital match is expected to be \$398,125 higher than projected in the FY 2025 Approved Budget.

Emergency Relief Funding

Going into FY 2025 the Authority had \$13.4M in federal relief funding remaining to support operations. This does not include some of the more restrictive buckets of funding that RIPTA received from the various relief programs. Current projections call for the entire amount to be spent down in FY 2025.

Beginning in FY 2026, RIPTA will need a new funding source to maintain existing operations. It should be noted that there are numerous financial risks over the next two years including fuel price fluctuations, and fluctuations in the required pension contribution, healthcare costs, and revenue fluctuations in both passenger fares and state gas tax.

The table below summarizes the funds received by the federal program for each relief funding initiative. Details on the funding initiatives can be found in the glossary.

	CARES	CRRSA	ARPA	Total
Section 5307 (Urbanized Area)	\$90,316,997	\$0	\$34,976,050	\$125,293,047
Section 5310 (Mobility)	\$0	\$190,616	\$190,622	\$381,238
Section 5311 (Rural Area)	\$1,916,705	\$578,520	\$553,545	\$3,048,770
Total	\$92,233,702	\$769,136	\$35,720,217	\$128,723,055

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, 2025. See the section on budget development for variances between budget and accounting methods.

RIPTA Fund Balance Projection For FY 2025	
Beginning Fund Balance 7/1/2024	\$55,490,988
Revenues	
Federal Subsidies	\$41,009,629
Federal COVID Relief Funding	\$13,378,776
State Subsidies	\$63,974,605
Other Revenues	\$10,069,197
Passenger Fares	\$11,181,204
Third Party Fares	\$12,400,318
Special Project Revenue	\$1,434,500
Total Available Resources	\$153,448,229
Expenditures	
Salaries & Fringe Benefits	\$108,043,084
Contract Services	\$13,511,431
Operating Expenses	\$26,362,144
Utilities	\$1,930,215
Capital Match and Repayment	\$1,078,074
Debt Service (Principal and Interest)	\$1,087,870
Special Projects	\$1,434,500
Total Expenditures	\$153,447,318
Contributed Capital	
State Capital Receipts	\$26,752,419
Federal Capital Receipts	\$68,430,903
Total Contributed Capital	\$95,183,322
Budget format to Income Statement Adjustments	
Depreciation (Projected)	-\$16,517,454
Principal Payments (Debt Service)	-\$812,344
Principal Payments (Revolving Fund)	-\$550,710
Capital Match	-\$527,364
Total Adjustments	-\$18,407,872
Ending Fund Balance 6/30/2025 (Projected)	\$132,267,349

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.

Budget Forecast Assumptions

- Adding 23 total employees for the FY 2025 Revised and FY 2026 Proposed budgets to bring FTE count to 896.
- Salaries and benefits are based on the most recent contract negotiations and average 3% increases year over year.
- 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 2025 to be 2.6% and 2.5% for FY 2026.
- Diesel fuel costs are based upon \$2.63 per gallon average in FY 2025 and \$2.76 per gallon in FY 2026. The price projection is based upon current market pricing and U.S. Energy Information Administration short-term energy outlook.
- Overall costs rise at an average annual rate of 2.9% from FY 2025 to FY 2030.
- Federal revenues are consistent with expected federal revenues from the new 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 2024 State of Rhode Island Revenue Estimating Conference.
- COVID-19 Emergency relief funding is projected to be exhausted by the end of FY 2025. No new revenue sources have been identified yet, but RIPTA is working closely with the state on the funding gap to prevent disruptions to service levels.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2025 - 2030

**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 2025 with the expected change in net position for the year ending June 30, 2025. This schedule can be found in the section "Budget Detail" under "Fund Balance Report."

Budget Process

The Chief Financial Officer (CFO), 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 2025, the budget development process will follow the calendar as outlined below:

Action	Date
Initial budget request solicitations	3/22/2024
Budget requests due	4/26/2024
Departmental meetings	5/2024
State submission due	10/28/2024
Full Board Meeting to approve budget	12/19/2024

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 are varying 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 100 – Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62 effective for the Authority’s fiscal year ended June 30, 2024. The implementation had no impact on net position for the year.

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

- 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.
- GASB Statement 103 – Financial Reporting Model Improvements 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
FY 2025 - 2030

DEPARTMENTAL
BUDGETS

Total RIPTA Personnel

The total Full Time Employee count (FTE) for FY 2025 will be 896, representing an increase from FY 2024 of 23 FTEs.

The positions added to this budget are as follows:

Position	FTE	Justification
Compliance Analyst	1	Current compliance personnel totals one FTE. Additional FTA will allow for improved internal oversight.
Customer Service Representative	7	Additional customer service personnel will allow for expanded hours of service and additional RIPTA personnel at Kennedy Plaza. These individuals will serve as transit ambassadors and will work to help move riders through the system by addressing routing and payment concerns. Additional personnel will increase the overall presence within the Plaza and help improve the security and safety experience.
Human Resources Assistant	1	Additional staff member to help with onboarding, especially given federal regulations around reporting and drug and alcohol testing. Goal is reducing the time from when an application is received and when an offer can be made.
Operations Technology Specialist	1	Currently one employee handling route information signs on buses, GPS monitoring systems, dispatch, and other communications technology. Goal is to reduce risk associated with one employee and to improve the function of these various technologies.
Training Instructor	2	Additional employees in training to increase overall training capacity. As driver shortage is resolved training is needed in other areas such as CDL training, refresher training, de-escalation training and more. An expansion in this area is long overdue.
Utility Worker	10	Additional utility workers to create new teams of employees who can clean shelters and RIPTA's facilities across the state including Pawtucket-Central Falls Transit Center, Newport Transportation Center, CCRI's Knight Campus, and Kennedy Plaza. Current work is outsourced and results have been underwhelming. These positions will be federal funded using IJJA funds.
Utility Foreman	1	Additional foreman to oversee additional utility workers identified above. This position will be federally funded using IJJA funds.
Total	23	

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 enters a period of new leadership, 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 2024</u>	<u>FY 2025</u>
Target	79%	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 2024</u>	<u>FY 2025</u>
Target	92%	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 2024</u>	<u>FY 2025</u>
Target	6,601	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 2024</u>	<u>FY 2025</u>
Target	31,469	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 2024</u>	<u>FY 2025</u>
Target	20 seconds	20 seconds
Actual	18 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.

Vehicle Operators	<u>FY 2024</u>	<u>FY 2025</u>
Target	541	541
Actual	493	TBD
Utility Workers	<u>FY 2024</u>	<u>FY 2025</u>
Target	51	61
Actual	46	TBD
Customer Service	<u>FY 2024</u>	<u>FY 2025</u>
Target	7	15
Actual	7	TBD

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 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Administration	7	7	8	8
Customer Service	13	13	20	20
Finance	6	10	10	10
Human Resources	8	7	8	8
Information Technology	12	13	14	14
Inventory Control	7	7	7	7
Legal & Risk Management	3	3	3	3
Maintenance	132	143	154	154
Maintenance - Centralized	16	15	15	15
Maintenance - State	2	3	3	3
Paratransit	111.5	127.5	127.5	127.5
Planning	8	11	10	10
Procurement	6	7	7	7
Project Management	5	4	5	5
Marketing and Comms.	6	7	7	7
Revenue Collection	2	2	2	2
Ride Administration	14.5	16.5	16.5	16.5
Safety	1	1	1	1
Security	1	2	2	2
Street Supervision	24	26	26	26
Training	5	5	7	7
Transportation	403	443	443	443
Total FTEs	793	873	896	896

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 Financial Officer, Chief of Human Resources, Chief Legal Counsel, 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 Executive Director of Federal Programs & Compliance has moved under the CEO from the Chief Legal Counsel in order to comply with FTA requirements. This budget also adds a Compliance Analyst to support the work of the Executive Director.

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. Without a steady pipeline of new employees, RIPTA will be unable to grow its service.
- 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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
CHIEF EXECUTIVE OFFICER	1	1	1	1
CHIEF FINANCIAL OFFICER	1	1	1	1
CHIEF LEGAL COUNSEL	1	1	1	1
CHIEF OF HUMAN RESOURCES	1	1	1	1
CHIEF OF SECURITY & OPERATIONS	1	1	1	1
DIRECTOR OF MEDIA & EXEC COMM	0	1	0	0
EX DIR FED PROG & COMPLIANCE	1	1	1	1
COMPLIANCE ANALYST	0	0	1	1
ADMIN ASSISTANT-EXECUTIVE OFFICE	1	0	1	1
Total	7	7	8	8

Administration Budget

Administration	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$68,823	\$215,602	\$156,919	\$159,948
Operating Expense	\$10,060	\$92,590	\$89,346	\$89,455
Salaries & Fringe Benefits	\$1,463,390	\$1,708,263	\$2,004,207	\$1,945,441
Total	\$1,542,272	\$2,016,455	\$2,250,472	\$2,194,844

Group Overview

Collectively, the group is responsible for development of the strategic plan (including oversight of implementation), evaluating best practices within the transit industry, overseeing day-to-day management of financial functions including accounting, payroll, grants management, and budgeting and analysis. The group is also responsible for sourcing materials and services, management of assets, and delivering and executing projects.

The CFO also oversees both Marketing and Communications as well as Customer Service, which now fall under the purview of the Deputy Chief of Planning. The Authority is reviewing the current organization chart to ensure optimal alignment between various departments and further changes are expected in FY 2025.

Both the Customer Service and Marketing and Communications Departments have made considerable improvements in communication. An example of this is improved graphics and outreach for Providence School Students in anticipation of the fall semester.

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).
- Develop methods to communicate long-term revenue gaps and funding shortfalls to fully implement the Transit Master Plan (Transit Forward RI) to all stakeholders.
- 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.
- Review internal policies and procedures and find ways to make each department more effective.
- Deliver capital projects in a timely and cost-effective manner.

Finance Department Budget

Department Overview

The Finance Department oversees numerous functions including accounting, reporting, weekly payroll, revenue receipts, processing of payments to vendors, grants management, budget development, and financial 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 another 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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
ACCOUNTING CLERK	1	1	1	1
CONTROLLER	0	1	1	1
DATA REPORTING SPECIALIST	0	1	1	1
EX DIR FINANCIAL PLAN/ANALYSIS	1	1	1	1
FINANCIAL ANALYST	0	1	0	0
GRANT SPECIALIST	0	1	0	0
JUNIOR ACCOUNTANT	0	1	0	0
PAYROLL MANAGER	1	1	1	1
SENIOR ACCOUNTANT	1	1	1	1
SENIOR ACCOUNTANT NON-REP	2	1	2	2
JUNIOR FINANCIAL ANALYST	0	0	2	2
Total	6	10	10	10

Operating Budget

Finance	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Capital Match & Repayment	\$3,138	\$679,950	\$1,078,074	\$1,105,026
Contract Services	\$105,981	\$524,472	\$93,342	\$95,676
Debt Service	\$1,122,203	\$1,087,870	\$1,087,870	\$1,073,735
Operating Expense	\$690,636	\$1,324,850	\$1,326,564	\$1,359,728
Salaries & Fringe Benefits	\$3,126,112	\$3,685,118	\$3,819,196	\$3,839,442
Special Projects	\$100	\$0	\$1,434,500	\$1,434,500
Utilities	\$1,909,414	\$2,155,750	\$1,847,986	\$1,940,386
Total	\$6,957,585	\$9,458,010	\$10,687,533	\$10,848,494

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 currently being experienced globally. 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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 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 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$13,076	\$6,785	\$12,678	\$12,025
Operating Expense	\$1,140	\$1,114	\$871	\$892
Salaries & Fringe Benefits	\$1,070,148	\$773,772	\$819,202	\$852,490
Total	\$1,084,364	\$781,671	\$832,750	\$865,408

Procurement Department 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 seven 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.

The department has vacancies due to several retirements. These vacancies have been repurposed to better support the agency going forward. This includes two RFP administrators instead of one contract manager and the addition of a second Information Specialist. The Director of Inventory and the Director of Purchasing positions have been combined to create the Deputy Chief of Procurement, Inventory, & Vehicle Operations role. This new structure should allow for greater capacity and will assist in supporting the additional procurements expected in the coming years.

Over the past two years the department has experienced several retirements. Many of these positions have been backfilled. One position remains vacant and another vacancy is expected during FY 2025.

Some areas of focus within the department are both training and process improvement. The department revised its internal procedures in FY 2022 and is now focusing on process improvement and making better use of technology. Efforts during FY 2024 included a transition of requisitions, purchase orders, invoices, and check copies to all be digitized and moved into a document management system. A significant reduction to paper has occurred as a result. Both departments are coordinating to further reduce the use of paper during FY 2025.

Procurement Positions

Procurement	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
CONT & SPECIFICATIONS AGENT	1	2	1	1
EXEC. DIR.OF PROCUREMENT & INVENTORY	1	1	0	0
DEPUTY CHIEF OF PROCUREMENT, INVENTORY, & VEHICLE OPERATIONS	0	0	1	1
PURCHASING ADMINISTRATOR	1	1	0	0
DIRECTOR OF PROCUREMENT	0	0	1	1
PURCHASING AGENT	0	0	1	1
PURCHASING CLERK	0	1	1	1
PURCHASING INFO/SPECIALIST	3	2	2	2
Total	6	7	7	7

Budget

Procurement	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$310,920	\$191,699	\$329,227	\$337,380
Operating Expense	\$30,069	\$34,252	\$30,748	\$31,382
Salaries & Fringe Benefits	\$738,224	\$800,573	\$836,481	\$859,787
Total	\$1,079,213	\$1,026,524	\$1,196,456	\$1,228,550

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 2024, the department oversaw the construction of the state’s first electric bus inline charging station, reconfiguration of the paratransit fueling station, replacement of garage doors, construction of the new bus hub at CCRI, and more. In FY 2025, work is expected to include 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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
DEPUTY CHIEF OF PROJECT MANAGEMENT & FACILITIES	1	1	1	1
PROJECT MANAGER	4	3	4	4
Total	5	4	5	5

Budget

Project Management	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$86,227	\$56,285	\$96,511	\$94,933
Operating Expense	\$67,732	\$72,217	\$72,317	\$74,085
Salaries & Fringe Benefits	\$767,941	\$685,592	\$870,445	\$907,691
Total	\$921,900	\$814,094	\$1,039,273	\$1,076,709

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.

The department has experienced a significant turnover over the past year and has numerous vacancies. An area of focus for FY 2025 will be recruitment and retention to improve workloads. Beginning in FY 2024, a portion of the 2014 bond referendum for mass transit was budgeted within the planning department in support of a new downtown bus hub. Expenditures have been adjusted for actual outflows and the accounting treatment will follow GASB 94 related to public-private partnerships and availability payments.

Personnel

Planning	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
DIR OF SERVICE PLANNING & SCHEDULING	1	1	0	0
DIRECTOR OF LONG-RANGE PLAN	1	1	0	0
EXECUTIVE DIRECTOR OF SERVICE PLANNING & SCHEDULING	0	0	1	1
DEPUTY CHIEF OF PLANNING	0	0	1	1
EXECUTIVE DIRECTOR OF PLANNING	0	1	0	0
PLANNER I	1	2	2	2
PLANNER I – SERVICE PLANNER	0	1	0	0
PRINCIPAL PLANNER	4	4	5	5
SCHEDULER I-FIXED ROUTE	0	1	0	0
PLANNER II – SERVICE PLANNER	0	0	1	1
Total	8	11	10	10

Budget

Planning	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$588,833	\$815,076	\$6,617,245	\$8,801,615
Operating Expense	\$237,529	\$185,373	\$184,546	\$189,140
Salaries & Fringe Benefits	\$1,260,828	\$1,409,471	\$1,315,963	\$1,371,089
Total	\$2,087,190	\$2,409,920	\$8,117,755	\$10,361,845

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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
COMMUNICATIONS & OUTREACH SPECIALIST	0	0	1	1
COMMUNICATIONS ASSISTANT	0	1	0	0
COMMUNITY OUTREACH OFFICER	1	1	1	1
COMMUTER MKTG & TRV TRAIN COOR	1	1	1	1
DIRECTOR COMMUN & PUBLIC OUTRE	1	1	1	1
MARKETING & COMMUN SPECIALIST	2	2	2	2
PRINCIPAL MARKETING SPECIALIST	1	1	1	1
Total	6	7	7	7

Budget

Marketing and Communications	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$862,050	\$895,271	\$976,633	\$999,678
Operating Expense	\$150,984	\$522,544	\$523,530	\$536,617
Salaries & Fringe Benefits	\$683,450	\$816,642	\$729,858	\$757,771
Total	\$1,696,484	\$2,234,457	\$2,230,021	\$2,294,066

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. The Authority is currently recommending an additional 7 FTEs to expand customer service hours of operation and the number of customer service locations across the station.

Personnel

Customer Service	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
ASSIST CS OPERATIONS ADMIN	1	1	1	1
CUSTOMER SERVICE SATELLITE SUPERVISOR	1	1	1	1
CUSTOMER SERVICE OPER ADMIN	1	1	0	0
DIRECTOR OF CUSTOMER EXPERIENCE	0	0	1	1
CUSTOMER SERVICE REPRESENTATIVE	7	7	15	15
TELEPHONE INFORMATION CLERK	3	3	2	2
Total	13	13	20	20

Budget

Customer Service	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$26,035	(\$187,573)	\$26,457	\$26,659
Operating Expense	\$6,663	\$8,046	\$6,432	\$6,576
Salaries & Fringe Benefits	\$960,261	\$1,053,430	\$1,727,854	\$1,802,782
Total	\$992,959	\$873,903	\$1,760,742	\$1,836,018

Human Resources Department Budget

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.

For FY 2025 there is one additional employee budgeted to assist with recruitment efforts.

Near-term objectives to implement the strategic plan are:

- 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.

Human Resource Positions

HUMAN RESOURCES	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
EXE DIR OF EMP & LABOR RELATIONS	1	1	1	1
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	3	2	3	3
EMPLOYEE RELATIONS ADMINISTRATIVE SPECIALIST	1	0	1	1
LABOR RELATIONS OFFICER	0	1	0	0
Total	8	7	8	8

Budget

Human Resources	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$90,604	\$40,233	\$92,637	\$82,377
Operating Expense	\$126,671	\$123,505	\$123,104	\$126,117
Salaries & Fringe Benefits	\$961,136	\$912,246	\$976,033	\$1,017,635
Total	\$1,178,410	\$1,075,984	\$1,191,774	\$1,226,129

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.

The department, in conjunction with Finance, issued an RFP for an on-call risk advisor in FY 2022. The advisor conducted a risk assessment and provided recommendations on the best way to financially manage both auto liability and workers’ compensation risk. The department is currently working to implement those and other recommendations including commencing a post-settlement claim review to ensure outcomes are reasonable.

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 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CLAIMS DIRECTOR	1	1	0	0
EXECUTIVE DIRECTOR OF CLAIMS MANAGEMENT	0	0	1	1
EXECUTIVE PARALEGAL	1	1	1	1
Total	3	3	3	3

Budget

	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Legal & Risk Management				
Contract Services	\$443,727	\$619,914	\$423,237	\$331,318
Operating Expense	\$5,965,601	\$7,765,076	\$6,893,555	\$6,168,369
Salaries & Fringe Benefits	\$545,032	\$115,233	\$277,558	\$289,322
Total	\$6,954,360	\$8,500,223	\$7,594,350	\$6,789,010

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, Information Technology, Street Supervision, Revenue Collection, and Maintenance departments. These departments make up the operations divisions.

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

- 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.
- 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.

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.

This budget recommends an additional FTE (Operations Technology Specialist) to assist to the person in the current role as RIPTA invests in on-board technology.

IT Department Positions

Information Technology	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
APPLICATION DEVELOPER	1	2	2	2
CHIEF TECHNOLOGY OFFICER	1	1	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
OPER. TECHNOLOGY SPECIALIST	1	1	2	2
SENIOR PROGRAMMER/ANALYST	1	1	1	1

SYSTEM PERFORMANCE ANALYST	1	1	1	1
TECHNICAL SUPPORT SPECIALIST	2	2	2	2
Total	12	13	14	14

Budget

Information Technology	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$1,223,467	\$1,263,650	\$1,238,378	\$1,268,701
Operating Expense	\$87,399	\$103,733	\$103,597	\$106,182
Salaries & Fringe Benefits	\$1,560,141	\$1,721,952	\$1,860,955	\$1,940,582
Total	\$2,871,158	\$3,089,334	\$3,202,930	\$3,315,465

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.

With plans to grow service and new funding available from the Infrastructure Investment and Jobs Act (IIJA), the maintenance department will likely be expanded in coming years. The Department has been crucial in researching and training on electric buses as the Authority continues to purchase and deploy 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.

As part of an ongoing reorganization, vehicle maintenance staff will be separated from general maintenance staff and will fall under the purview of the CFO and Deputy Chief of Procurement, Inventory, & Vehicle Maintenance. They are included below for ease of comparison to last year.

This budget adds 11 FTEs (10 Utility Workers, 1 Utility Foreman) to address cleanliness of buses, shelters, and facilities.

Maintenance Department Positions

Maintenance	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 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	0	1	1
BUILDING & GROUNDS WORKER	4	7	6	6
DIRECTOR OF BUILDINGS MAINT	1	1	1	1
EXEC DIR OF FACILITIES & MAINT	0	1	1	1
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	8	8
MECHANIC/ELMWOOD FIRST CLASS	33	34	34	34
MECHANIC/NEWPORT FIRST CLASS	7	7	7	7
MECHANICAL FOREMAN/ELMWOOD	7	8	8	8
MECHANICAL FOREMAN/NEWPORT	2	2	2	2
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	4	3	4	4
UTILITY WORKER/ELMWOOD	41	46	56	56
UTILITY WORKER/NEWPORT	4	4	4	4
Total	132	143	154	154

Maintenance - Centralized	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
CENTRALIZED MTCE/ BODY SHOP	2	2	2	2
CENTRALIZED MTCE/ FOREMEN	2	2	2	2
CENTRALIZED MTCE/ MECHANICAL	11	10	10	10
CENTRALIZED MTCE/UTILITY	1	1	1	1
Total	16	15	15	15

Maintenance - State	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
STATE OF RI / FOREMEN	0	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Total	2	3	3	3

Budget

Maintenance	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$383,815	\$397,150	\$381,201	\$390,731
Operating Expense	\$11,954,212	\$15,518,275	\$15,117,413	\$15,648,715
Salaries & Fringe Benefits	\$16,488,222	\$16,128,596	\$16,870,865	\$17,604,418
Total	\$28,826,248	\$32,044,020	\$32,369,478	\$33,643,864

Maintenance - Centralized	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$26,251	\$32,180	\$25,719	\$26,362
Operating Expense	\$801,139	\$658,554	\$659,840	\$676,336
Salaries & Fringe Benefits	\$1,970,801	\$1,971,182	\$1,983,601	\$2,070,811
Total	\$2,798,190	\$2,661,916	\$2,669,160	\$2,773,509

Maintenance - State	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Operating Expense	\$70,982	\$49,296	\$49,392	\$50,627
Salaries & Fringe Benefits	\$285,001	\$352,680	\$343,340	\$358,129
Total	\$355,982	\$401,976	\$392,732	\$408,756

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.

A continuing focus for the department in FY 2024 will be balancing demand with a workforce shortage. The Authority is looking for ways to improve recruitment and retention of drivers to ensure all requested trips can be provided. Delivery of new vehicles for the program should also assist in improving the passenger experience as riders come back to the system.

For FY 2025 total van operators have been held constant. Also note that the Executive Director of Paratransit is now the Deputy Chief of Paratransit and has his costs split between the Paratransit and Ride Administration departments.

Personnel

Paratransit	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
EXE DIR OF PARATRANSIT SERVICE	0.5	0.5	0	0
DEPUTY CHIEF OF PARATRANSIT	0	0	0.5	0.5
FLEX SUPERINTENDENT(OPERATION)	1	1	1	1
LEAD OPERATIONS COORDINATOR	1	1	1	1
PARA-TRANSIT F/T VAN OPERATOR	100	117	117	117
PARA-TRANSIT OPER.COODINATOR	3	4	4	4
PARA-TRANSIT UTILITY	6	4	4	4
Total	111.5	127.5	127.5	127.5

Budget

Paratransit	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$1,919,033	\$1,841,641	\$1,757,474	\$1,801,411
Operating Expense	\$992,890	\$1,028,709	\$1,086,245	\$806,993
Salaries & Fringe Benefits	\$12,672,318	\$9,689,485	\$10,666,185	\$11,267,528
Total	\$15,584,241	\$12,559,835	\$13,509,905	\$13,875,932

Revenue Collection

Overview

The Revenue Collection department is responsible for counting all cash fare payments received and for managing the supply of fare products. The new Wave smart fare collection system relies on microchip technology to conduct transactions. Receiving adequate supplies of these smart fare products has become a costly and time-consuming process. The system also was launched at the height of the pandemic, requiring the Revenue Collection team to play a vital role in understanding how many fare products will be needed with the new system.

There are no changes planned for the Department in FY 2025.

Personnel

Revenue Collection	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
REVENUE AGENT	2	2	2	2
Total	2	2	2	2

Budget

Revenue Collection	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$20,056	\$16,074	\$20,519	\$21,032
Operating Expense	\$16,076	\$42,295	\$42,357	\$43,416
Salaries & Fringe Benefits	\$281,333	\$252,139	\$258,195	\$269,434
Total	\$317,465	\$310,508	\$321,071	\$333,882

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 ¾ of a mile from a fixed-route line to allowing statewide access. The Authority budgeted \$250,000 in FY 2024 and 2025 for this effort in accordance with the legislation.

Personnel

Ride Administration	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
RIDE CUSTOMER SERVICE AGENT	6	6	7	7
RIDE CUSTOMER SERVICE SUPERVISOR	1	1	1	1
DIRECTOR OF PARATRANSIT	0	1	1	1
EXEC DIR OF PARATRANSIT SERVICE	0.5	0.5	0	0
DEPUTY CHIEF OF PARATRANSIT	0	0	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	0	1	0	0
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE ADMIN SUPERINTENDENT	1	1	1	1
RIDE DATA ANALYST	1	1	0	0

SYSTEM PERFORMANCE ANALYST (RIDE)	0	0	1	1
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	16.5	16.5

Budget

Ride Administration	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Salaries & Fringe Benefits	\$1,403,540	\$1,755,933	\$1,747,454	\$1,978,382
Utilities	\$82,981	\$87,033	\$82,229	\$86,340
Total	\$1,486,520	\$1,842,965	\$1,829,683	\$2,064,722

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.

There are no major changes planned for the Safety Department in FY 2025.

Personnel

Safety	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
ENVIRONMENT AFFAIRS/SAFETY OFFICER	1	1	1	1
Total	1	1	1	1

Budget

Safety	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$336,972	\$98,481	\$356,357	\$362,101
Operating Expense	\$48,456	\$26,016	\$26,028	\$26,679
Salaries & Fringe Benefits	\$129,813	\$126,819	\$126,205	\$131,495
Total	\$515,240	\$251,316	\$508,589	\$520,275

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. There is currently one vacancy within the department.

Personnel

Security	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
SECURITY SPECIALIST	1	1	1	1
SAFETY/SECURITY SPECIALIST	0	1	1	1
Total	1	2	2	2

Budget

Security	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$0	\$5,099	\$570,258	\$584,515
Salaries & Fringe Benefits	\$114,148	\$4,232	\$3,306	\$3,389
Total	\$114,148	\$250,453	\$259,439	\$270,512

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.

As service levels grow there will be a need for additional street supervisors. However, there are no increases planned at this time.

Personnel

Street Supervision	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	22	24	24	24
Total	24	26	26	26

Budget

Street Supervision	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$0	\$0	\$0	\$0
Operating Expense	\$911	\$901	\$704	\$721
Salaries & Fringe Benefits	\$3,738,223	\$3,350,606	\$3,915,040	\$4,069,294
Total	\$3,739,133	\$3,351,506	\$3,915,744	\$4,070,015

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.

To accommodate the increase in applicants and trainees, this budget adds 2 Training Instructor FTEs.

Personnel

Training	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
DIR TRAIN/BUS DEV PROCESS	1	1	0	0
DIRECTOR OF TRAINING	0	0	1	1
LEAD INSTRUCTOR	1	1	1	1
TRAINING INSTRUCTOR	3	3	5	5
Total	5	5	7	7

Budget

Training	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$13,840	\$0	\$6,975	\$0
Operating Expense	\$90	\$10,336	\$10,064	\$10,067
Salaries & Fringe Benefits	\$740,298	\$683,811	\$972,289	\$1,014,746
Total	\$754,228	\$694,148	\$989,328	\$1,024,813

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. One of the department’s goals in FY 2025 is to better understand the data coming out of that system and learning how to share that information across the Authority to improve overall service.

The budget for fixed-route bus operators has been held constant for FY 2025. As recruitment efforts continue, the Agency is filling vacancies in this department at a rate that ensures service remains uninterrupted.

Personnel

Transportation	FY 2024 Actuals as of 06/30/24	FY 2025 Approved FTE	FY 2025 Revised FTE	FY 2026 Proposed FTE
ASST. SUPERINTENDENT TRANS.	1	1	1	1
EXEC DIR OF TRANSPORTATION	1	1	0	0
DEPUTY CHIEF OF TRANSPORTATION	0	0	1	1
FULL TIME BUS OPERATOR/ELMWOOD	333	366	366	366
FULL TIME BUS OPERATOR/NEWPORT	53	58	58	58
GENERAL SUPERINTENDENT	1	1	1	1
LEAD CLERK NEWPORT DIVISION	1	1	1	1
NIGHT FOREMAN	1	1	1	1
RELIEF SUPERINTENDENT	2	3	3	3
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	9	10	10	10
Total	403	443	443	443

Budget

Transportation	FY 2024 Actuals as of 06/30/24	FY 2025 Approved	FY 2025 Revised	FY 2026 Proposed
Contract Services	\$294,533	\$297,664	\$329,663	\$337,904
Operating Expense	\$13,500	\$14,697	\$12,184	\$12,489
Salaries & Fringe Benefits	\$56,758,685	\$56,714,739	\$56,531,636	\$57,193,000
Total	\$57,066,719	\$57,027,100	\$56,873,483	\$57,543,393



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2025 - 2030

**CAPITAL BUDGET
AND DEBT**

Capital Budget Overview

The following is RIPTA’s FY 2025 Capital Budget and FY 2026 – FY 2030 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.

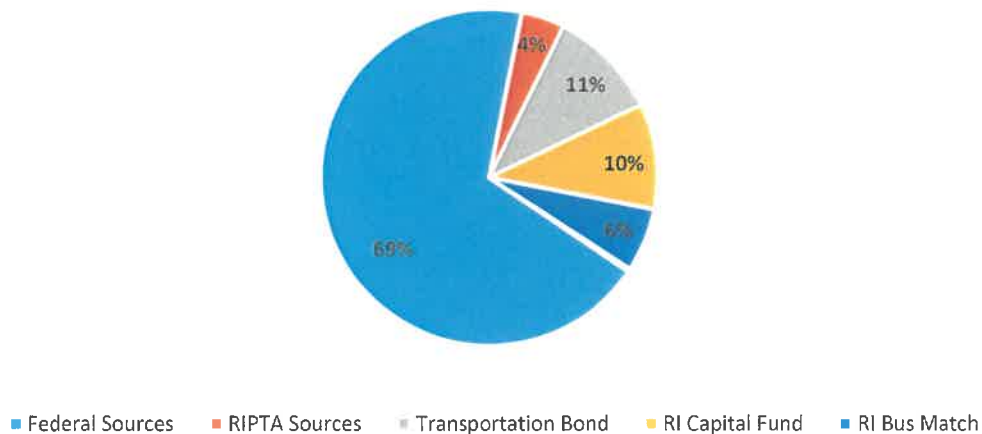
RIPTA’s FY 2025 Capital Budget includes \$99.6 million in capital expenditures. Many RIPTA projects have been delayed because of state budget shortfalls and lack of funding availability for capital projects. The capital budget will be presented to the Board for consideration at the December 2024 Board 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 fixed-route buses and paratransit vehicles. During FY 2025, RIPTA will replace 25 fixed-route buses and 50 paratransit vehicles at an estimated cost of \$38.9 million.

Other major initiatives in FY 2025 include the rehabilitation of the East Side Bus Tunnel and construction of a passenger facility at the Pawtucket-Central Falls train station.

The chart below depicts the various funding sources in the FY 2025 Capital Budget.

FY 2025 Capital Budget Funding Sources



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	2025	2026	2027	2028	2029	2030	Grand Total	
Fixed Route	\$30,387,656	\$31,907,039	\$32,455,309	\$30,956,209	\$29,549,109	\$32,577,893	\$187,833,215	
Flex Vehicles	\$0	\$0	\$2,266,699	\$1,190,017	\$0	\$0	\$3,456,716	
Non-Revenue Vehicles	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,320,000	
Paratransit Vehicles	\$8,336,200	\$4,376,505	\$3,676,264	\$3,860,077	\$4,053,081	\$4,255,735	\$28,557,862	
Grand Total	\$38,943,856	\$36,503,544	\$38,618,272	\$36,226,303	\$33,822,190	\$37,053,628	\$221,167,793	

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.

An additional 25 buses will be delivered in FY 2025.

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 old 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 2025, raising the number of vehicles in that fleet to approximately 100.

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.

Transit Corridors

Transit Corridors Budget Project	Year	
	2025	Grand Total
East Side Tunnel	\$21,989,287	\$21,989,287
East Side Tunnel Exterior Planning	\$691,000	\$691,000
Grand Total	\$22,680,287	\$22,680,287

East Side Tunnel (Including Exterior)

The East Side Bus Tunnel needs structural repairs, drainage repairs, and safety improvements. A procurement for repairs was issued late FY 2023, work commenced in late FY 2024 and will conclude in early FY 2025. Approximately \$22M is currently budgeted for tunnel improvements (exterior and interior) in FY 2025.

Passenger Facilities

Passenger Facilities Budget Project	Year							Grand Total
	2025	2026	2027	2028	2029	2030		
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	\$1,100,137	\$0	\$0	\$0	\$0	\$0	\$1,100,137	
Transit Hubs: Pawtucket/Central Falls Passenger Building	\$3,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$5,000,000	
Transit Hubs: URI Kingston	\$1,500,000	\$4,200,000	\$0	\$0	\$0	\$0	\$5,700,000	
Providence Transit Center	\$10,548,441	\$9,345,323	\$0	\$0	\$0	\$0	\$19,893,764	
Grand Total	\$18,211,078	\$16,607,823	\$1,562,500	\$1,562,500	\$1,562,500	\$1,562,500	\$41,068,901	

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. Formula funding in the amount of \$1.5M annually has been budgeted and will be used starting in FY 2025.

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 2025 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 would include restrooms for passengers and employees, a sheltered waiting space for passengers, as well as a RIPTA customer service presence. RIPTA expects to break ground on this passenger facility in FY 2025.

Transit Hub: URI Kingston

This project scope is currently in discussion with the potential shift of the project location to better serve passengers and encourage multi-modal transit from Kingston station. 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 in the preliminary services phase with New Wave RI Partners LLC, with a definitive project submittal expected in December 2025. 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	2025	2026	2027	2028	2029	2030	Grand Total
265 Melrose Street		\$0	\$4,259,960	\$11,748,095	\$11,748,095	\$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)		\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
Overhead Garage Door Replacement (705 Elmwood)	\$570,000	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000
Parking Deck Repair (705 Elmwood Avenue)	\$0	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$1,650,000
Roof & HVAC Units (750 Elmwood)	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Security Enhancements (All RIPTA Facilities)	\$453,400	\$462,600	\$474,100	\$474,100	\$474,100	\$474,100	\$474,100	\$2,812,400
Security Fencing	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Transit Asset Management - Facilities	\$2,046,600	\$2,037,400	\$2,025,900	\$2,025,900	\$2,025,900	\$2,025,900	\$2,025,900	\$12,187,600
Trench Drain Replacement (269 Melrose)	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
ZEV Infrastructure	\$10,000,000	\$17,963,500	\$12,812,500	\$0	\$0	\$0	\$0	\$40,776,000
Grand Total		\$15,470,000	\$28,723,460	\$28,410,595	\$14,248,095	\$2,500,000	\$2,500,000	\$91,852,150

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.

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 2026 with a goal to replace the tanks by FY 2027. 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 2025 and FY 2026 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 \$1,650,000 for repairs but could increase as a result of the final assessment.

John H. Chafee Transportation Maintenance and Operations Center Roof Replacement

\$1M 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 1% of its 5307 funds each year on Security Enhancements. This amounts to \$350,000 per year or about \$280,000 per year in federal funds with the remaining \$70,000 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 2025 and FY 2026, while safety signage replacements will continue across RIPTA properties on a yearly basis.

Security Fencing

Security fencing at all RIPTA properties will be replaced beginning in FY 2025. 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. \$12.2M is currently expected to be expended over the life of this plan.

Trench Drain Replacement (269 Melrose)

The trench drains in 269 Melrose need replacement. The grates that cover the drains are cracked and broken in places creating trip and fall hazards. The drains themselves are too wide, requiring wider than necessary grates, which buckle under the pressure of buses when parked or driven over them. This project would replace the drains and grates with a more appropriately sized system for the 269 Melrose location. Cost estimates for this project total \$600,000. 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 RAISE 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 2025 contingent upon the RAISE grant administrative process with USDOT.

Support Systems

Support Systems Budget		Year						Grand Total
Project	2025	2026	2027	2028	2029	2030		
ATMS Radio Replacement	\$0	\$700,000	\$1,300,000	\$1,300,000	\$700,000	\$0	\$4,000,000	
Claims Management Software	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	
Compliance Software	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000	
Dispatch Recording Update	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	
Eligibility Software Suite	\$0	\$250,000	\$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	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	
Kronos Enhancement Modules	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	
Office Equipment - Copiers	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	
Redundancy/Disaster Recovery	\$0	\$860,000	\$1,000,000	\$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	\$0	\$300,000	\$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	\$0	\$400,000	\$0	\$0	\$0	\$400,000	
Upgrade Network	\$100,000	\$150,000	\$0	\$0	\$0	\$0	\$250,000	
Grand Total	\$2,400,000	\$6,875,000	\$4,500,000	\$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 2025.

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 FY25 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	2025	2026	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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTA Formula	\$51,803,193	\$37,632,835	\$36,923,093	\$43,069,519	\$31,267,752	\$33,292,902	\$233,989,294
FTA Discretionary	\$16,627,710	\$25,886,368	\$21,550,000	\$0	\$0	\$0	\$64,064,078
Total FTA Funding	\$68,430,903	\$63,519,203	\$58,473,093	\$43,069,519	\$31,267,752	\$33,292,902	\$298,053,372
RIPTA Capital Match	\$229,469	\$505,000	\$440,000	\$100,000	\$100,000	\$100,000	\$1,474,469
RIPTA Operating	\$1,836,137	\$0	\$0	\$0	\$0	\$0	\$1,836,137
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	\$1,667,240	\$925,301	\$735,253	\$772,015	\$810,616	\$851,147	\$5,761,572
Rhode Island Department of Transportation	\$10,548,441	\$9,345,323	\$0	\$0	\$0	\$0	\$19,893,764
Rhode Island Capital Plan Funds	\$10,126,447	\$8,397,192	\$5,994,619	\$3,162,119	\$812,500	\$812,500	\$29,305,377
Rhode Island Bus Match	\$6,077,531	\$6,381,408	\$6,944,402	\$6,429,245	\$5,909,822	\$6,515,579	\$38,257,987
Local	\$286,900	\$286,900	\$0	\$0	\$0	\$0	\$573,800
Total Match Funding	\$31,156,165	\$26,725,124	\$14,618,274	\$10,767,379	\$7,816,938	\$8,323,226	\$99,407,106
Total Funding	\$99,587,068	\$90,244,327	\$73,091,367	\$53,836,898	\$39,084,690	\$41,616,128	\$397,460,478

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 does not have any short-term debt. The Authority is actively looking for a new line of credit.

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

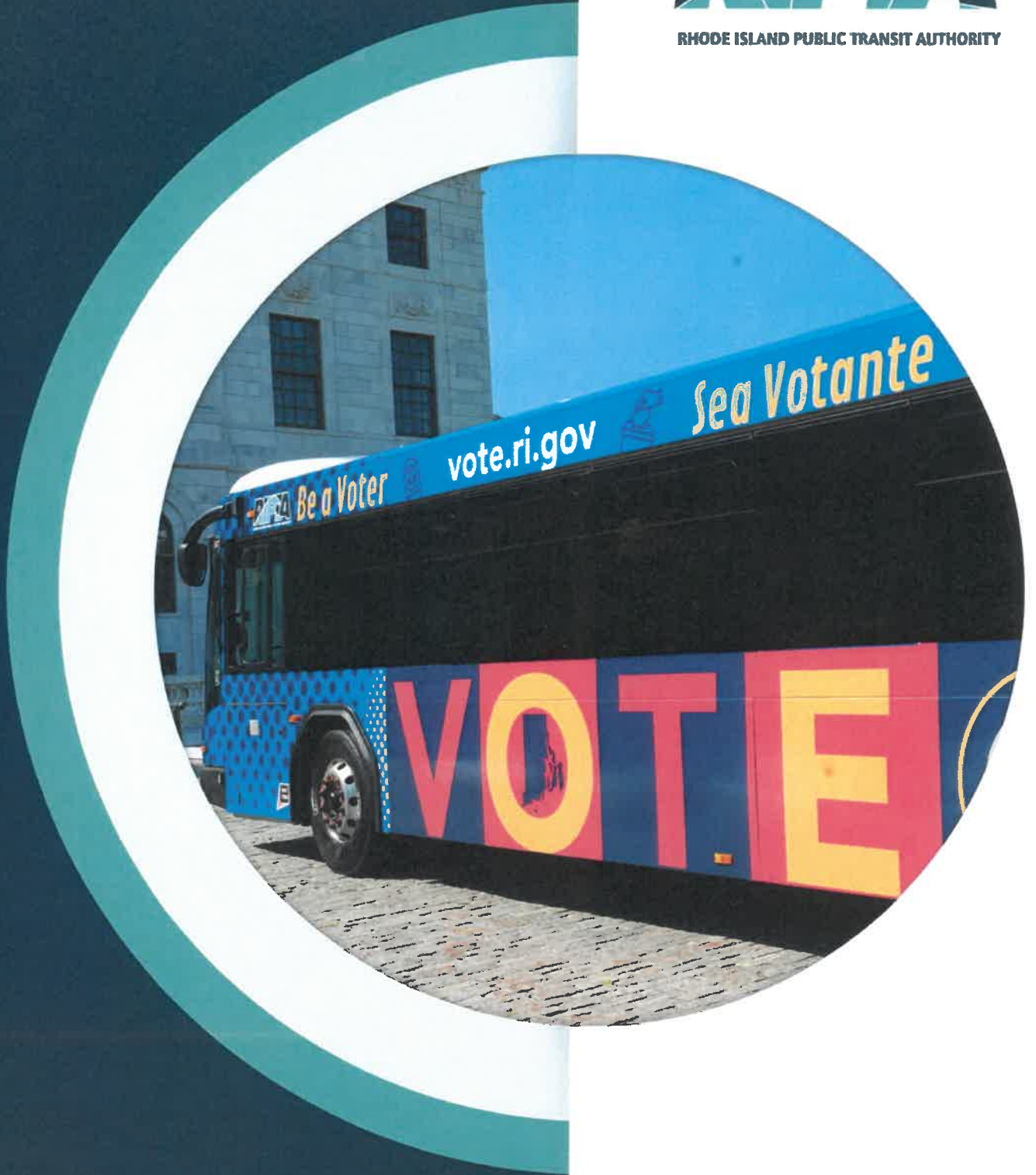
At this time, the Authority does not have plans to issue long-term debt. The Authority may seek a new revolving line of credit if market conditions improve. The capital plan of the Authority is financed mostly through Federal Transit Administration grants and state appropriations to leverage those federal 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
FY 2025 - 2030

**SUPPLEMENTAL
INFORMATION**

Budget by Line Item

The following tables present FY 2024 actual revenues and expenses, the FY 2025 approved budget as approved by the RIPTA Board of Directors in November of 2023, the Revised FY 2025 budget and the proposed FY 2026 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 2024 Actual, FY 2025, and FY 2026.

Row Labels	Values		
	Sum of 2024 Actual	Sum of 2025 Revised	Sum of 2026 Proposed
Federal Subsidies	\$29,156,370	\$39,509,629	\$41,390,561
ADA REIMBURSEMENT	\$2,155,803	\$6,500,000	\$6,500,000
CMAQ - FEDERAL HIGHWAY	\$23,987	\$12,000	\$12,000
CMAQ - FEDERAL TRANSIT	\$2,900,000	\$2,900,000	\$2,900,000
COMMUTER RESOURCES REIMB	\$463,878	\$391,522	\$391,522
FEDERAL	\$1,490,039	\$620,000	\$0
MOBILITY MGT REIMBURSEMENT	\$944,986	\$595,581	\$595,581
OTHER	\$2,908,073	\$1,051,725	\$2,272,717
PLANNING	\$0	\$0	\$0
PREVENTATIVE MTCE REIMB	\$17,730,536	\$25,598,801	\$26,878,741
RTAP	\$0	\$90,000	\$90,000
VAN POOL	\$0	\$0	\$0
WELFARE TO WORK	\$539,069	\$1,750,000	\$1,750,000
Federal Subsidies-CARES Act	\$24,087,367	\$13,378,776	\$0
CARES ACT (STIMULUS)	\$24,087,367	\$13,378,776	\$0
Other Revenue	\$9,873,790	\$11,139,197	\$11,653,130
ACC. & CAS. RESERVE	\$181,942	\$158,692	\$158,692
ACCIDENT/BUS DAMAGE	\$5,257	\$0	\$0
ADVANCE ON PAY - REGULAR	(\$236)	\$0	\$0
ADVERTISING	\$1,064,695	\$1,100,000	\$1,100,000
CLAIMS DEPARTMENT REFUND	\$1,749	\$0	\$0
DEBT FORGIVENESS	\$0	\$0	\$0
DELTA DENTAL	\$176	\$0	\$0
EMPLOYEES WELFARE	(\$1)	\$0	\$0
FAREBOX REVENUE	\$195,311	\$192,987	\$192,987
GROUP INSURANCE	\$94	\$0	\$0
HEALTH COVERAGE	\$2,346	\$0	\$0
HWY Maint-Debt Service	\$1,599,996	\$1,087,870	\$1,073,735
ID SALES	\$80,776	\$79,603	\$79,603
INTEREST INCOME	\$26,906	\$31,136	\$31,136
LEASED PARATRANSIT REV	\$0	\$0	\$0
LOADABLE CARD PURCHASE	\$82,860	\$71,000	\$80,000
LOSS/GAIN ON PROP.RETIRED	(\$217,332)	\$0	\$0
MISCELLANEOUS	\$3,138,751	\$3,896,302	\$3,896,302
OPERATING/BHDDH	\$1,999,623	\$2,300,000	\$2,300,000

OTHER	\$266	\$0	\$0
OTHER EXPENSE REIMBURSE	\$41,206	\$0	\$0
OVERPAYMENT/RECEIVABLES	\$4,393	\$0	\$0
PARATRANSIT	\$167,810	\$149,054	\$149,054
PARATRANSIT CARRIER REV	\$0	\$0	\$0
PART SALES	\$3,335	\$0	\$0
POSTAGE FOR PASSES	\$80	\$0	\$0
RENT - BUILDING	\$0	\$0	\$0
RENT-ADVERTISING	\$0	\$0	\$0
REVOLVING LOAN	\$291,655	\$288,591	\$288,591
RI DOT VEHICLE REPAIRS	\$0	\$392,633	\$400,201
RICAP-Non Capital	\$122,596	\$1,070,000	\$1,581,500
RIDE PASS	\$254,272	\$253,379	\$253,379
RIPTIKS	\$0	\$0	\$0
STATE	\$748,984	\$0	\$0
TOKEN	\$0	\$0	\$0
TOWER	\$77,058	\$67,949	\$67,949
UTILITIES	(\$800)	\$0	\$0
VISION CARE	\$22	\$0	\$0
Passenger Fares	\$10,659,277	\$11,181,204	\$11,348,922
10 RIDE PASSES	\$0	\$0	\$0
15 RIDE PASS	\$0	\$0	\$0
2 HOUR PASS	\$272,768	\$276,860	\$281,012
7 DAY PASS	\$0	\$0	\$0
DAY PASS	\$310,628	\$315,287	\$320,017
FAREBOX REVENUE	\$6,979,745	\$7,437,880	\$7,549,449
FARES - TVM	\$0	\$0	\$0
Goodwill	(\$8,473)	\$0	\$0
PARATRANSIT CARRIER REV	\$0	\$0	\$0
PASSES	\$3,104,608	\$3,151,177	\$3,198,445
RIPTIKS	\$0	\$0	\$0
Special Project Revenue	\$945,955	\$2,934,500	\$2,934,500
LOCAL PROJECT REVENUE	\$0	\$0	\$0
PLANNING	\$944,410	\$1,500,000	\$1,500,000
STATE / RICAP	\$1,545	\$1,434,500	\$1,434,500
State Subsidies	\$50,072,359	\$63,772,610	\$47,881,672
ELDERLY AFFAIRS PARATRANS	\$813,663	\$946,038	\$853,233
HIGHWAY MAINTENANCE FUND	\$5,374,413	\$5,300,850	\$5,643,598
STATE GASOLINE TAX	\$41,847,845	\$40,349,185	\$39,262,541
STATE UST GASOLINE FEE	\$2,036,438	\$2,181,037	\$2,122,300
GENERAL REVENUE	\$0	\$14,995,500	\$0
Third Party Fares	\$11,796,632	\$12,400,318	\$12,447,275
WAVE TO WORK	\$84,320	\$85,585	\$86,869
ELDERLY AFFAIRS	\$2,311,617	\$2,500,000	\$2,500,000
ELDRLY/DSBLD \$5 CHG CARD	\$0	\$0	\$0

OPERATING/BHDDH	\$0	\$0	\$0
PASS REVENUE	\$1,381,240	\$1,401,959	\$1,422,988
PASSENGER REV - HWY MAINT	\$3,399,996	\$3,912,130	\$3,926,265
PASSES	\$3,929,170	\$3,800,000	\$3,800,000
UNIVERSITY PASS	\$690,289	\$700,644	\$711,153
Grand Total	\$136,591,750	\$154,316,234	\$127,656,060

Detailed Expenses

The following pages provide line by line expenses by department and category for FY 2024 (actual), FY 2025 and FY 2026.

Row Labels	Values		
	Sum of 2024 Actual	Sum of 2025 Revised	Sum of 2026 Proposed
Administration	\$1,542,272	\$2,416,183	\$2,360,384
Contract Services	\$68,823	\$570,546	\$583,990
DUES/SUBSCRIPTIONS/PUBLIC	\$5,208	\$5,343	\$5,476
OTHER	\$779	\$800	\$0
PRINTING & REPRODUCTION	\$65		
PROFESSIONAL SERVICES	\$62,771	\$564,403	\$578,513
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$10,060	\$92,652	\$92,843
OFFICE FURNISHINGS EXP	\$3,366	\$85,000	\$85,000
OFFICE SUPPLIES - DISPOSE	\$6,694	\$7,606	\$7,796
OTHER	\$0	\$46	\$47
Salaries & Fringe Benefits	\$1,463,390	\$1,752,985	\$1,683,551
ACTIVE EMPLOYEE HEALTH	\$128,966	\$185,845	\$173,156
DEFERRED COMP EMPLOYER PD	\$10,388	\$0	\$0
DENTAL	\$5,161	\$10,550	\$9,960
FICA	\$63,382	\$95,329	\$92,590
HOLIDAY USED	\$40,340	\$0	\$0
HOURLY PENSION	\$296,147	\$215,134	\$197,520
LIFE	\$173	\$0	\$0
OTHER	\$0	\$46,130	\$42,025
PERSONAL TIME	\$22,677	\$0	\$0
SICK TIME USED	\$34,464	\$0	\$0
STRAIGHT TIME	\$790,580	\$1,199,997	\$1,168,299
VACATION ACCRUED	(\$30,715)		
VACATION USED	\$101,157	\$0	\$0
VISION CARE	\$669	\$0	\$0
Customer Service	\$992,959	\$1,760,998	\$1,836,270
Contract Services	\$26,035	\$26,712	\$26,911
ARMORED CAR/MONEY TRANSP	\$25,590	\$26,255	\$26,911
MAINTENANCE AGREEMENTS	\$400	\$410	\$0
PROFESSIONAL SERVICES	\$0	\$0	\$0
TRAVEL - IN STATE	\$46	\$47	\$0
Operating Expense	\$6,663	\$6,432	\$6,576
OFFICE FURNISHINGS EXP	\$5,486	\$663	\$663
OFFICE SUPPLIES - DISPOSE	\$1,177	\$5,769	\$5,914

Salaries & Fringe Benefits	\$960,261	\$1,727,854	\$1,802,782
50% SICK CAP PAYOUT	\$1,280	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$147,281	\$343,363	\$360,895
DENTAL	\$5,815	\$19,589	\$20,667
FICA	\$40,430	\$84,242	\$88,275
HOLIDAY USED	\$25,166	\$0	\$0
HOURLY PENSION	\$188,396	\$179,463	\$179,019
LIFE	\$92	\$0	\$0
OTHER	\$2,547	\$92,250	\$94,556
PERSONAL TIME	\$7,392	\$0	\$0
SICK TIME USED	\$23,369	\$0	\$0
STRAIGHT TIME	\$458,020	\$1,008,447	\$1,058,869
TIME & ONE HALF	\$12,903	\$0	\$0
TRAINING	\$0	\$500	\$500
VACATION ACCRUED	(\$3,868)		
VACATION USED	\$50,189	\$0	\$0
VISION CARE	\$1,249	\$0	\$0
Finance	\$5,835,382	\$10,702,927	\$10,864,273
Capital Match & Repayment	\$3,138	\$1,078,074	\$1,105,026
COMMUNICATIONS SYSTEM	\$0	\$527,364	\$540,548
REVOLVING LOAN FUND	\$0	\$550,710	\$564,478
SHOP & GARAGE EQUIP.	\$3,138	\$0	\$0
Contract Services	\$105,981	\$108,737	\$111,455
ACTUARIAL VALUATIONS	\$600	\$616	\$631
AUDITING	\$0	\$0	\$0
DUES/SUBSCRIPTIONS/PUBLIC	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$1,385	\$1,421	\$1,457
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL FEE FLEX PLN	\$12,845	\$13,179	\$13,508
PROFESSIONAL SERVICES	\$60,303	\$61,871	\$63,418
REPAIR TO OFFICE EQUIP	\$218	\$223	\$229
TRAINING/SEMINARS	\$14,066	\$14,432	\$14,793
TRAVEL - IN STATE	\$13,864	\$14,224	\$14,580
TRAVEL - OUT OF STATE	\$2,701	\$2,771	\$2,841
Debt Service	\$0	\$1,087,870	\$1,073,735
DEBT SERVICE	\$0	\$1,087,870	\$1,073,735
Operating Expense	\$690,636	\$1,326,564	\$1,359,728
INTEREST ON BONDS	\$311,933	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$8,376	\$3,093	\$3,171
OTHER	\$360,575	\$1,307,148	\$1,339,827
POSTAGE	\$9,752	\$16,323	\$16,731
Salaries & Fringe Benefits	\$3,126,112	\$3,819,196	\$3,839,442
ACTIVE EMPLOYEE HEALTH	\$58,808	\$219,167	\$209,451
DENTAL	\$4,827	\$12,873	\$12,411
FICA	\$46,968	\$79,298	\$74,762

HEALTH CARE INCENTIVE	\$0	\$12,000	\$12,000
HOLIDAY USED	\$26,287	\$0	\$0
HOURLY PENSION	\$173,521	\$176,238	\$156,345
LIFE	\$27	\$0	\$0
OTHER	\$5,868	\$56,380	\$52,531
PERSONAL TIME	\$12,979	\$0	\$0
RETIREE HEALTH	\$2,172,375	\$2,283,040	\$2,397,192
SICK TIME USED	\$20,591	\$0	\$0
STRAIGHT TIME	\$526,472	\$980,199	\$924,751
UNEMPLOYMENT	\$19,990	\$0	\$0
UNIFORM	\$241	\$0	\$0
VACATION ACCRUED	(\$11,252)		
VACATION USED	\$67,468	\$0	\$0
VISION CARE	\$940	\$0	\$0
Special Projects	\$100	\$1,434,500	\$1,434,500
SPECIAL PROJECTS - FEDER	\$100	\$1,434,500	\$1,434,500
Utilities	\$1,909,414	\$1,847,986	\$1,940,386
CELLULAR PHONE SERVICE	\$38,475	\$40,546	\$42,573
ELECTRICITY	\$525,225	\$476,851	\$500,693
GAS/NATURAL	\$773,770	\$734,027	\$770,728
INIT DATA	\$236,327	\$246,347	\$258,665
PEST CONTROL	\$0	\$0	\$0
SANITATION PICK-UP	\$59,493	\$56,508	\$59,333
SEWER	\$72,307	\$78,697	\$82,632
TELEPHONE LOCAL	\$131,874	\$139,705	\$146,690
WATER	\$71,943	\$75,306	\$79,071
Human Resources	\$1,178,410	\$1,192,096	\$1,227,507
Contract Services	\$90,604	\$92,959	\$83,755
DRUG TESTING	\$41,969	\$43,060	\$44,136
DUES/SUBSCRIPTIONS/PUBLIC	\$80	\$82	\$84
MAINTENANCE AGREEMENTS	\$10,962	\$11,247	\$0
PRE-EMPLOYMENT EXPENSES	\$23,696	\$24,312	\$24,919
TRAINING/SEMINARS	\$13,897	\$14,259	\$14,615
Operating Expense	\$126,671	\$123,104	\$126,117
EMPLOYEE ASSISTANCE PROG	\$91,750	\$118,483	\$121,445
OFFICE FURNISHINGS EXP	\$32,381	\$2,587	\$2,587
OFFICE SUPPLIES - DISPOSE	\$2,540	\$2,034	\$2,085
Salaries & Fringe Benefits	\$961,136	\$976,033	\$1,017,635
ACTIVE EMPLOYEE HEALTH	\$80,062	\$88,439	\$92,964
DENTAL	\$4,130	\$6,368	\$6,719
EMPLOYEES ASSIST. PROGRAM	\$17,709	\$0	\$0
FICA	\$47,675	\$54,184	\$56,815
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$26,728	\$0	\$0
HOSPITAL (HEALTH)	\$350	\$0	\$0

HOURLY PENSION	\$156,079	\$118,751	\$118,457
LIFE	\$67	\$0	\$0
OTHER	\$1,532	\$41,000	\$42,025
PERSONAL TIME	\$11,630	\$0	\$0
SICK TIME USED	\$16,271	\$0	\$0
STRAIGHT TIME	\$516,510	\$667,290	\$700,654
VACATION ACCRUED	\$20,216		
VACATION USED	\$59,218	\$0	\$0
VISION CARE	\$960	\$0	\$0
Information Technology	\$2,871,158	\$3,199,075	\$3,311,566
Capital Match & Repayment	\$151	\$0	\$0
MIS EQUIPMENT	\$151	\$0	\$0
Contract Services	\$1,223,467	\$1,234,523	\$1,264,802
CONTRACTED SERVICES	\$0	\$0	\$0
DUES/SUBSCRIPTIONS/PUBLIC	\$511,523	\$524,822	\$537,943
MAINTENANCE AGREEMENTS	\$561,185	\$575,776	\$590,171
OTHER	\$555	\$569	\$0
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$126,765	\$130,061	\$133,313
SBITA EXPENSE	\$20,228		
TRAINING	\$0	\$0	\$0
TRAVEL - IN STATE	\$60	\$61	\$63
TRAVEL - OUT OF STATE	\$3,150	\$3,232	\$3,313
Operating Expense	\$87,399	\$103,597	\$106,182
COMPUTER SUPPLIES	\$84,661	\$99,539	\$102,027
OFFICE FURNISHINGS EXP	\$0	\$2,364	\$2,423
OFFICE SUPPLIES - DISPOSE	\$2,738	\$980	\$999
OTHER	\$0	\$715	\$732
Salaries & Fringe Benefits	\$1,560,141	\$1,860,955	\$1,940,582
ACTIVE EMPLOYEE HEALTH	\$191,885	\$198,229	\$208,293
DENTAL	\$7,019	\$12,848	\$13,555
FICA	\$72,392	\$101,392	\$106,325
HOLIDAY USED	\$42,517	\$0	\$0
HOURLY PENSION	\$282,779	\$223,097	\$222,546
LIFE	\$178	\$0	\$0
OTHER	\$3,936	\$71,750	\$73,544
PERSONAL TIME	\$20,098	\$0	\$0
SICK TIME USED	\$35,524	\$0	\$0
STRAIGHT TIME	\$819,344	\$1,253,638	\$1,316,320
VACATION ACCRUED	\$1,341		
VACATION USED	\$81,912	\$0	\$0
VISION CARE	\$1,215	\$0	\$0
Inventory Control	\$1,084,364	\$833,489	\$866,246
Contract Services	\$13,076	\$13,416	\$12,863
LAUNDRY	\$13,076	\$13,416	\$12,863

Operating Expense	\$1,140	\$871	\$892
OFFICE FURNISHINGS EXP	\$1,140	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$0	\$871	\$892
Salaries & Fringe Benefits	\$1,070,148	\$819,202	\$852,490
50% SICK CAP PAYOUT	\$1,754	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$124,532	\$136,879	\$143,898
DENTAL	\$4,938	\$7,716	\$8,140
DOUBLE TIME	\$20,872	\$0	\$0
FICA	\$53,766	\$41,145	\$43,025
HOLIDAY USED	\$21,052	\$0	\$0
HOURLY PENSION	\$144,266	\$95,625	\$95,003
LIFE	\$98	\$0	\$0
OTHER	\$5,781	\$0	\$0
PERSONAL TIME	\$3,146	\$0	\$0
SICK TIME USED	\$14,863	\$0	\$0
STRAIGHT TIME	\$397,368	\$537,338	\$561,924
TIME & ONE HALF	\$220,496	\$0	\$0
TRAINING	\$0	\$500	\$500
VACATION ACCRUED	\$1,691		
VACATION USED	\$54,648	\$0	\$0
VISION CARE	\$878	\$0	\$0
Legal & Risk Management	\$6,954,360	\$7,977,598	\$7,186,228
Contract Services	\$443,727	\$555,264	\$466,646
ACTUARIAL VALUATIONS	\$0	\$0	\$0
ARBITRATION	\$825	\$846	\$868
DUES/SUBSCRIPTIONS/PUBLIC	\$10,481	\$10,753	\$11,022
LEGAL	\$137,213	\$140,781	\$144,301
PROFESSIONAL SERVICES	\$295,183	\$402,858	\$310,430
TRAINING/SEMINARS	\$25	\$26	\$26
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$5,965,601	\$6,893,555	\$6,168,369
APPRAISAL	\$5,820	\$6,000	\$6,150
INVESTIGATIONS	\$22,242	\$2,000	\$2,050
LEGAL - PUBLIC LIABILITY	\$153,618	\$150,000	\$153,750
LEGAL - WORKERS COMP	\$77,896	\$80,000	\$82,000
OFFICE FURNISHINGS EXP	\$0	\$1,000	\$1,000
OFFICE SUPPLIES - DISPOSE	\$3,673	\$3,000	\$3,075
OTHER INSURANCE COVERAGE	\$1,626,243	\$1,640,720	\$1,681,738
SETTLEMENTS	\$4,238,134	\$3,500,000	\$2,700,000
W/C MEDICAL	\$229,570	\$167,268	\$171,450
W/C WEEKLY COMP	(\$1,375,931)	\$400,000	\$400,000
W/C WEEKLY INDEMNITY	\$887,422	\$800,000	\$820,000
WORKERS COMP MISC	\$96,913	\$143,567	\$147,156
Salaries & Fringe Benefits	\$545,032	\$528,779	\$551,213
ACTIVE EMPLOYEE HEALTH	\$35,468	\$17,091	\$17,967

ACTIVE EMPLOYEES HEALTH	\$10,666	\$16,567	\$17,406
DENTAL	\$1,881	\$2,809	\$2,964
FICA	\$26,246	\$30,245	\$31,718
HOLIDAY USED	\$14,710	\$0	\$0
HOURLY PENSION	\$104,727	\$66,710	\$66,545
OTHER	\$406	\$20,500	\$21,013
PERSONAL TIME	\$5,989	\$0	\$0
SICK TIME USED	\$22,333	\$0	\$0
STRAIGHT TIME	\$291,965	\$374,857	\$393,600
VACATION ACCRUED	(\$211)		
VACATION USED	\$30,338	\$0	\$0
VISION CARE	\$514	\$0	\$0
Maintenance	\$28,826,248	\$32,376,623	\$33,651,187
Contract Services	\$383,815	\$388,346	\$398,054
BUS TOWING	\$122,206	\$125,383	\$128,517
DUES/SUBSCRIPTIONS/PUBLIC	\$5,310		
HAZARDOUS WASTE DISPOSAL	\$1,440	\$1,477	\$1,514
LAUNDRY	\$41,858	\$42,946	\$44,020
MAINTENANCE AGREEMENTS	\$78,333	\$80,369	\$82,379
OTHER	\$240	\$246	\$252
PAVING AND SNOW REMOVAL	\$29,776	\$30,551	\$31,314
PROFESSIONAL SERVICES	\$101,806	\$104,453	\$107,064
SERVICE VEHICLE TOWING	\$1,100	\$1,129	\$1,157
TRAINING/SEMINARS	\$1,747	\$1,792	\$1,837
TRAVEL - OUT OF STATE	\$0	\$0	\$0
VEHICLE INSPECTION	\$0	\$0	\$0
Operating Expense	\$11,954,212	\$15,117,413	\$15,648,715
ANTIFREEZE/WINDSHIELD FL	\$2,898	\$2,779	\$2,849
BLDG/GEN SHOP MTCE SUPPLY	\$254,942	\$325,659	\$333,801
BUS SHELTER/BUS STOP MTCE	\$160,363	\$188,820	\$193,541
CLEANING SUPPLIES	\$301,636	\$298,355	\$305,814
COMPUTER SUPPLIES	\$770	\$1,872	\$1,918
DIESEL	\$5,254,427	\$6,134,688	\$6,441,422
EQUIPMENT REPAIR	\$50,833	\$213,297	\$218,630
EXHAUST FLUID	\$32,421	\$46,539	\$47,703
EXHAUST FLUIDS	\$90	\$208	\$213
FREON	\$4,579	\$5,599	\$5,739
GASOLINE	\$58,291	\$365,545	\$374,683
INVENT ADJ/OBSOLETE PARTS	\$62,554	\$7,149	\$7,328
INVENTORY ADJUST/ELMWOOD	(\$522,121)	\$6,316	\$6,474
INVENTORY ADJUST/NEWPORT	(\$1,248)	\$16,078	\$16,480
KENNEDY PLAZA REPAIRS/CLN	\$2,178	\$0	\$0
MAJOR COMPONENT	\$869,945	\$1,566,931	\$1,606,105
MATERIALS & SUPPLIES	\$2,167	\$2,419	\$2,480
MULTI-VISCOS. OIL	\$41,673	\$51,203	\$52,483

OFFICE FURNISHINGS EXP	\$4,479	\$979	\$1,003
OFFICE SUPPLIES - DISPOSE	\$4,257	\$5,667	\$5,809
OTHER	\$12,980	\$1,892	\$1,939
PAW/CF HUB REPAIRS	\$1,338	\$0	\$0
POSTAGE	\$100	\$0	\$0
PREVENTIVE MT SMALL PARTS	\$409,961	\$525,952	\$539,101
REGISTRATIONS	\$7,792	\$14,611	\$14,976
REPAIR PARTS - WARRANTY	\$0	\$531	\$544
REPAIR PARTS ELEC BUS	\$984	\$4,851	\$4,972
REPAIR PARTS NON REV VEH	\$91,620	\$92,211	\$94,516
REPAIR PARTS REVENUE VEH	\$3,969,569	\$4,162,468	\$4,266,530
REPAIR PARTS/FAREBOXES	\$53,508	\$38,474	\$39,436
REPAIRS TO BUILDING	\$0	\$1,777	\$1,821
REPAIRS TO BUILDINGS	\$64,319	\$243,394	\$249,478
REPAIRS TO EQUIPMENT	\$81,417	\$122,649	\$125,715
SHOES	\$10,738	\$13,949	\$14,298
TIRES & TUBES	\$594,750	\$500,615	\$513,131
TOOLS	\$64,339	\$136,702	\$140,120
TORQUE OIL	\$67	\$67	\$68
VEHICLE FLUIDS	\$5,595	\$16,863	\$17,284
VEHICLES FLUIDS	\$0	\$304	\$311
Salaries & Fringe Benefits	\$16,488,222	\$16,870,865	\$17,604,418
50% SICK CAP PAYOUT	\$5,014	\$0	\$0
ACCIDENT TIME	\$168	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$1,366,566	\$1,738,976	\$1,827,676
ACTIVE EMPLOYEES HEALTH	\$775,494	\$761,306	\$800,345
DENTAL	\$95,247	\$151,844	\$160,195
DOUBLE TIME	\$4,933	\$0	\$0
FICA	\$771,690	\$867,480	\$910,356
HEALTH CARE INCENTIVE	\$2,500	\$0	\$0
HOLIDAY USED	\$386,312	\$0	\$0
HOURLY PENSION	\$1,135,398	\$807,207	\$804,689
LIFE	\$29	\$0	\$0
OTHER	\$63,090	\$25,625	\$26,266
PENSION	\$1,655,452	\$1,204,448	\$1,201,084
PERSONAL TIME	\$82,613	\$0	\$0
SICK TIME USED	\$505,472	\$0	\$0
STRAIGHT TIME	\$7,512,969	\$11,303,979	\$11,863,807
TIME & ONE HALF	\$1,327,068	\$0	\$0
TRAINING	\$68,100	\$10,000	\$10,000
VACATION ACCRUED	(\$10,475)		
VACATION USED	\$722,452	\$0	\$0
VISION CARE	\$18,129	\$0	\$0
Maintenance - Centralized	\$2,798,190	\$2,670,375	\$2,774,754
Contract Services	\$26,251	\$26,933	\$27,606

BUS TOWING	\$26,251	\$26,933	\$27,606
Operating Expense	\$801,139	\$659,840	\$676,336
ANTIFREEZE/WINDSHIELD FL	\$84	\$235	\$240
BLDG/GEN SHOP MTCE SUPPLY	\$8,251	\$5,154	\$5,283
DIESEL	\$1	\$0	\$0
EXHAUST FLUID	\$230	\$561	\$575
MULTI-VISCOS. OIL	\$3,229	\$6,269	\$6,426
REGISTRATIONS	\$8,549	\$20,508	\$21,020
REPAIR PARTS NON REV VEH	(\$281)	\$34,960	\$35,834
REPAIR PARTS REVENUE VEH	\$779,407	\$590,187	\$604,942
REPAIR PARTS/COMM.SYSTEM	\$28		
TIRES & TUBES	\$0	\$1,364	\$1,398
TOOLS	\$1,200	\$0	\$0
VEHICLE FLUIDS	\$438	\$603	\$619
Salaries & Fringe Benefits	\$1,970,801	\$1,983,601	\$2,070,811
ACCIDENT REPORTS	\$307	\$0	\$0
ACCIDENT TIME	\$19	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$227,472	\$256,668	\$269,829
ACTIVE EMPLOYEES HEALTH	\$49,611	\$44,974	\$47,224
DENTAL	\$12,231	\$17,641	\$18,611
FICA	\$91,076	\$101,494	\$106,569
HOLIDAY USED	\$52,643	\$0	\$0
HOURLY PENSION	\$322,042	\$236,103	\$235,519
LIFE	\$120	\$0	\$0
OTHER	\$3,481	\$0	\$0
PERSONAL TIME	\$10,275	\$0	\$0
SICK TIME USED	\$80,377	\$0	\$0
STRAIGHT TIME	\$931,578	\$1,326,721	\$1,393,057
TIME & ONE HALF	\$94,357	\$0	\$0
TRAINING	\$203	\$0	\$0
VACATION ACCRUED	\$7,252		
VACATION USED	\$85,548	\$0	\$0
VISION CARE	\$2,208	\$0	\$0
Maintenance - State	\$355,982	\$392,732	\$408,756
Operating Expense	\$70,982	\$49,392	\$50,627
MULTI-VISCOS. OIL	\$1,317	\$1,733	\$1,777
OTHER INSURANCE COVERAGE	\$26,220	\$27,640	\$28,331
REPAIR PARTS NON REV VEH	\$43,291	\$19,966	\$20,466
VEHICLE FLUIDS	\$155	\$53	\$54
Salaries & Fringe Benefits	\$285,001	\$343,340	\$358,129
ACTIVE EMPLOYEE HEALTH	\$19,428	\$17,091	\$17,967
ACTIVE EMPLOYEES HEALTH	\$3,144	\$0	\$0
DENTAL	\$1,454	\$2,322	\$2,450
DOUBLE TIME	\$299	\$0	\$0
FICA	\$14,035	\$19,754	\$20,742

HEALTH CARE INCENTIVE	\$500	\$0	\$0
HOLIDAY USED	\$7,300	\$0	\$0
HOURLY PENSION	\$56,706	\$45,953	\$45,839
LIFE	\$26	\$0	\$0
OTHER	\$193	\$0	\$0
PERSONAL TIME	\$989	\$0	\$0
SICK TIME USED	\$9,957	\$0	\$0
STRAIGHT TIME	\$144,412	\$258,220	\$271,131
TIME & ONE HALF	\$6,100	\$0	\$0
VACATION ACCRUED	\$6,285		
VACATION USED	\$13,900	\$0	\$0
VISION CARE	\$273	\$0	\$0
Paratransit	\$15,584,241	\$13,721,358	\$14,092,672
Contract Services	\$1,919,033	\$1,968,928	\$2,018,151
DRUG TESTING	\$0	\$0	\$0
PRE-EMPLOYMENT EXPENSES	\$13,827	\$14,187	\$14,541
PROFESSIONAL SERVICES	(\$4,616)	(\$4,736)	(\$4,855)
TAXI RIDE PROVIDERS	\$1,859,447	\$1,907,792	\$1,955,487
TRAVEL - IN STATE	\$50,375	\$51,685	\$52,977
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$992,890	\$1,086,245	\$806,993
APPRAISAL	\$1,100	\$3,000	\$3,075
DIESEL	\$212,426	\$243,653	\$255,836
GASOLINE	\$0	\$201,376	\$206,410
LEGAL - WORKERS COMP.	\$1,637	\$10,000	\$10,250
OFFICE SUPPLIES - DISPOSE	\$6,941	\$5,992	\$6,141
OTHER	\$0	\$225	\$231
SETTLEMENTS	\$664,752	\$500,000	\$200,000
W/C - MEDICAL	\$46,285	\$50,000	\$51,250
W/C WEEKLY COMPENSATION	\$58,518	\$70,000	\$71,750
WORKERS COMP MISC	\$1,232	\$2,000	\$2,050
Salaries & Fringe Benefits	\$12,672,318	\$10,666,185	\$11,267,528
50% SICK CAP PAYOUT	\$996	\$0	\$0
ACCIDENT TIME	\$413	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$4,228,126	\$1,856,273	\$1,953,014
DENTAL	\$124,723	\$111,856	\$118,008
DOUBLE TIME	\$2,435		
FICA	\$436,286	\$519,362	\$553,813
HEALTH CARE INCENTIVE	\$1,000	\$0	\$0
HOLIDAY USED	\$208,816	\$0	\$0
HOURLY PENSION	\$1,833,042	\$1,321,844	\$1,335,673
LIFE	\$172	\$0	\$0
OTHER	\$8,356	\$10,250	\$10,506
PENSION	\$0	\$67,802	\$67,635
PERSONAL TIME	\$36,347	\$0	\$0

SICK TIME USED	\$150,844	\$0	\$0
SPREAD TIME (HALF TIME)	\$350	\$0	\$0
STRAIGHT TIME	\$4,385,115	\$6,728,798	\$7,178,879
TIME & ONE HALF	\$870,134	\$0	\$0
TRAINING	\$4,146	\$50,000	\$50,000
UNIFORM	\$42,170	\$0	\$0
VACATION ACCRUED	\$66,755		
VACATION USED	\$248,803	\$0	\$0
VISION CARE	\$23,288	\$0	\$0
Planning	\$2,087,190	\$8,116,934	\$10,361,003
Contract Services	\$588,833	\$6,616,424	\$8,800,773
DUES/SUBSCRIPTIONS/PUBLIC	\$1,025	\$1,052	\$1,078
OTHER	\$411	\$422	\$432
PROFESSIONAL SERVICES	\$579,278	\$6,606,621	\$8,790,725
TRAVEL - IN STATE	\$99	\$101	\$104
TRAVEL - OUT OF STATE	\$8,020	\$8,229	\$8,434
Operating Expense	\$237,529	\$184,546	\$189,140
COMPUTER SUPPLIES	\$132	(\$1)	(\$1)
OFFICE FURNISHINGS EXP	\$260	\$780	\$780
OFFICE SUPPLIES - DISPOSE	\$1,576	\$4,136	\$4,239
OTHER	\$216	\$8,643	\$8,860
VAN POOL	\$235,344	\$170,989	\$175,263
Salaries & Fringe Benefits	\$1,260,828	\$1,315,963	\$1,371,089
ACTIVE EMPLOYEE HEALTH	\$47,490	\$44,974	\$47,224
ACTIVE EMPLOYEES HEALTH	\$96,065	\$81,091	\$85,230
DENTAL	\$6,478	\$7,828	\$8,259
FICA	\$59,542	\$73,102	\$76,562
HOLIDAY USED	\$33,204	\$0	\$0
HOURLY PENSION	\$62,421	\$43,341	\$43,233
LIFE	\$36	\$0	\$0
MILITARY SERVICE	\$227	\$0	\$0
OTHER	\$0	\$51,250	\$52,531
PENSION	\$165,509	\$110,044	\$109,771
PERSONAL TIME	\$15,913	\$0	\$0
SICK TIME USED	\$21,939	\$0	\$0
STRAIGHT TIME	\$690,483	\$904,334	\$948,278
TIME & ONE HALF	\$6,699	\$0	\$0
VACATION ACCRUED	\$3,213		
VACATION USED	\$50,761	\$0	\$0
VISION CARE	\$847	\$0	\$0
Procurement	\$1,079,213	\$1,186,233	\$1,218,078
Contract Services	\$310,920	\$319,004	\$326,908
DUES/SUBSCRIPTIONS/PUBLIC	\$22,708	\$23,298	\$23,881
MAINTENANCE AGREEMENTS	\$101,923	\$104,573	\$107,188
OTHER	\$67	\$69	\$0

PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$166,591	\$170,922	\$175,195
REPAIR TO OFFICE EQUIP	\$0	\$0	\$0
TRAVEL - IN STATE	\$22	\$23	\$23
TRAVEL - OUT OF STATE	\$19,609	\$20,119	\$20,622
Operating Expense	\$30,069	\$30,748	\$31,382
COMPUTER SUPPLIES	\$0	\$70	\$0
OFFICE FURNISHINGS EXP	\$21,679	\$18,038	\$18,489
OFFICE SUPPLIES - DISPOSE	\$8,390	\$12,641	\$12,894
Salaries & Fringe Benefits	\$738,224	\$836,481	\$859,787
ACTIVE EMPLOYEE HEALTH	\$100,914	\$103,577	\$108,841
DENTAL	\$3,996	\$5,993	\$6,323
FICA	\$33,625	\$44,718	\$46,115
HOLIDAY USED	\$20,414	\$0	\$0
HOURLY PENSION	\$134,492	\$97,642	\$95,698
OTHER	\$1,411	\$35,875	\$36,772
PERSONAL TIME	\$9,708	\$0	\$0
SICK TIME USED	\$26,645	\$0	\$0
STRAIGHT TIME	\$371,105	\$548,676	\$566,038
VACATION ACCRUED	(\$757)		
VACATION USED	\$36,044	\$0	\$0
VISION CARE	\$627	\$0	\$0
Project Management	\$921,900	\$1,031,230	\$1,068,798
Contract Services	\$86,227	\$88,469	\$87,022
DUES/SUBSCRIPTIONS/PUBLIC	\$476	\$488	\$0
PROFESSIONAL SERVICES	\$82,748	\$84,900	\$87,022
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL - IN STATE	\$1,447	\$1,484	\$0
TRAVEL - OUT OF STATE	\$1,556	\$1,596	\$0
Operating Expense	\$67,732	\$72,317	\$74,085
OFFICE FURNISHINGS EXP	\$50	\$1,596	\$1,596
OFFICE SUPPLIES - DISPOSE	\$423	\$0	\$0
OTHER	\$67,259	\$70,721	\$72,489
Salaries & Fringe Benefits	\$767,941	\$870,445	\$907,691
ACTIVE EMPLOYEE HEALTH	\$80,008	\$83,503	\$87,681
DENTAL	\$3,669	\$5,019	\$5,295
FICA	\$37,362	\$47,962	\$50,311
HOLIDAY USED	\$21,203	\$0	\$0
HOURLY PENSION	\$129,741	\$107,012	\$106,747
OTHER	\$932	\$25,625	\$26,266
PERSONAL TIME	\$8,485	\$0	\$0
SICK TIME USED	\$7,437	\$0	\$0
STRAIGHT TIME	\$430,225	\$601,325	\$631,391
VACATION ACCRUED	\$12,230		
VACATION USED	\$36,007	\$0	\$0

VISION CARE	\$641	\$0	\$0
Marketing & Communications	\$1,696,484	\$2,221,179	\$2,285,166
Contract Services	\$862,050	\$967,791	\$990,777
DUES/SUBSCRIPTIONS/PUBLIC	\$84,171	\$86,359	\$88,518
INITIATIVE/ADVERTISING	\$70,385	\$72,215	\$74,020
MAINTENANCE AGREEMENTS	\$44,900	\$46,067	\$47,219
MONTHLY SERVICE FEE	\$363,109	\$372,550	\$381,863
NEWSPAPER/OTHER ADVERTISG	\$0	\$0	\$0
PRINTING & REPRODUCTION	\$7,175	\$7,362	\$7,546
PROFESSIONAL SERVICES	\$284,015	\$374,727	\$384,095
RIDE SHARE ADVERTISING	\$0	\$0	\$0
TRAINING/SEMINARS	\$5,935	\$6,089	\$5,337
TRAVEL - IN STATE	\$28	\$29	\$0
TRAVEL - OUT OF STATE	\$2,332	\$2,392	\$2,178
Operating Expense	\$150,984	\$523,530	\$536,617
CAMERA SUPPLIES	\$27,677	\$0	\$0
COMPUTER SUPPLIES	\$8,428	\$105,455	\$108,091
OFFICE FURNISHINGS EXP	\$13	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$290	\$124	\$127
OTHER	\$81	\$260	\$267
POSTED INTERMODAL EXPENSE	\$107,806	\$384,840	\$394,461
TIMETABLES	\$6,690	\$32,850	\$33,671
Salaries & Fringe Benefits	\$683,450	\$729,858	\$757,771
ACTIVE EMPLOYEE HEALTH	\$75,234	\$72,524	\$76,223
DENTAL	\$4,087	\$5,506	\$5,809
FICA	\$32,495	\$38,641	\$40,302
HOLIDAY USED	\$18,510	\$0	\$0
HOSPITAL (HEALTH)	\$21,026	\$23,664	\$24,872
HOURLY PENSION	\$101,764	\$84,417	\$83,740
OTHER	\$251	\$30,750	\$31,519
PERSONAL TIME	\$9,075	\$0	\$0
SICK TIME USED	\$8,876	\$0	\$0
STRAIGHT TIME	\$378,562	\$474,357	\$495,307
TIME & ONE HALF	\$94	\$0	\$0
VACATION ACCRUAL	(\$1,803)		
VACATION ACCRUED	(\$7,708)	\$0	\$0
VACATION USED	\$42,290	\$0	\$0
VISION CARE	\$696	\$0	\$0
Revenue Collection	\$317,465	\$321,129	\$333,942
Contract Services	\$20,056	\$20,577	\$21,092
ARMORED CAR/MONEY TRANSP	\$20,056	\$20,577	\$21,092
Operating Expense	\$16,076	\$42,357	\$43,416
OFFICE SUPPLIES - DISPOSE	\$1,962	\$72	\$73
TICKETS & PASSES	\$14,114	\$42,285	\$43,342
Salaries & Fringe Benefits	\$281,333	\$258,195	\$269,434

ACTIVE EMPLOYEE HEALTH	\$32,280	\$30,508	\$32,035
DENTAL	\$1,450	\$1,835	\$1,936
FICA	\$13,180	\$13,773	\$14,462
HOLIDAY USED	\$7,324	\$0	\$0
HOURLY PENSION	\$51,453	\$32,040	\$31,961
PERSONAL TIME	\$2,387	\$0	\$0
SICK TIME USED	\$5,076	\$0	\$0
STRAIGHT TIME	\$148,938	\$180,039	\$189,041
VACATION ACCRUED	\$703		
VACATION USED	\$18,269	\$0	\$0
VISION	\$273	\$0	\$0
Ride Administration	\$1,486,520	\$1,829,683	\$2,064,722
Salaries & Fringe Benefits	\$1,403,540	\$1,747,454	\$1,978,382
ACTIVE EMPLOYEE HEALTH	\$231,668	\$272,474	\$286,292
DENTAL	\$11,089	\$19,366	\$20,431
FICA	\$60,527	\$89,768	\$103,652
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$34,351	\$0	\$0
HOURLY PENSION	\$247,423	\$192,408	\$213,086
LIFE	\$158	\$0	\$0
OTHER	\$1,957	\$92,250	\$94,556
PERSONAL TIME	\$14,554	\$0	\$0
SICK TIME USED	\$39,818	\$0	\$0
STRAIGHT TIME	\$652,108	\$1,081,188	\$1,260,366
TIME & ONE HALF	\$33,088	\$0	\$0
VACATION ACCRUED	\$7,923		
VACATION USED	\$65,123	\$0	\$0
VISION CARE	\$1,752	\$0	\$0
Utilities	\$82,981	\$82,229	\$86,340
TELEPHONE LOCAL	\$82,981	\$82,229	\$86,340
Safety	\$515,240	\$497,966	\$509,650
Contract Services	\$336,972	\$345,733	\$351,476
PROFESSIONAL SERVICES	\$334,214	\$342,903	\$351,476
TRAVEL - OUT OF STATE	\$2,758	\$2,830	\$0
Operating Expense	\$48,456	\$26,028	\$26,679
OFFICE FURNISHINGS EXP	\$23,569	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$1,531	\$136	\$140
PERSONAL PROTECTIVE EQ	\$23,233	\$21,117	\$21,645
SMALL PARTS	\$123	\$4,774	\$4,894
Salaries & Fringe Benefits	\$129,813	\$126,205	\$131,495
ACTIVE EMPLOYEE HEALTH	\$3,788	\$0	\$0
DENTAL	\$1,009	\$1,348	\$1,422
FICA	\$6,968	\$7,670	\$8,043
HOLIDAY USED	\$3,927	\$0	\$0
HOURLY PENSION	\$24,436	\$16,930	\$16,888

LIFE	\$19	\$0	\$0
OTHER	\$0	\$5,125	\$5,253
PERSONAL TIME	\$2,410	\$0	\$0
SICK TIME USED	\$2,588	\$0	\$0
STRAIGHT TIME	\$78,176	\$95,132	\$99,889
VACATION ACCRUED	\$580		
VACATION USED	\$5,712	\$0	\$0
VISION CARE	\$200	\$0	\$0
Security	\$114,148	\$259,439	\$270,512
Salaries & Fringe Benefits	\$114,148	\$259,439	\$270,512
ACTIVE EMPLOYEE HEALTH	\$1,799	\$23,957	\$25,186
DENTAL	\$0	\$1,349	\$1,423
FICA	\$7,051	\$14,389	\$15,089
HOLIDAY USED	\$3,563	\$0	\$0
HOURLY PENSION	\$21,552	\$31,649	\$31,571
OTHER	\$0	\$10,250	\$10,506
PERSONAL TIME	\$1,619	\$0	\$0
SICK TIME USED	\$972	\$0	\$0
STRAIGHT TIME	\$70,930	\$177,844	\$186,736
VACATION ACCRUED	(\$462)		
VACATION USED	\$7,125	\$0	\$0
Street Supervision	\$3,739,133	\$3,915,744	\$4,070,015
Operating Expense	\$911	\$704	\$721
OFFICE SUPPLIES - DISPOSE	\$781	\$704	\$721
TOOLS	\$130	\$0	\$0
Salaries & Fringe Benefits	\$3,738,223	\$3,915,040	\$4,069,294
ACTIVE EMPLOYEE HEALTH	\$412,103	\$417,513	\$438,407
DENTAL	\$18,260	\$27,679	\$29,201
FICA	\$177,146	\$216,790	\$226,297
HEALTH CARE INCENTIVE	\$1,000	\$0	\$0
HOLIDAY USED	\$86,289	\$0	\$0
HOURLY PENSION	\$635,862	\$419,197	\$417,251
OTHER	\$7,727	\$0	\$0
PERSONAL TIME	\$21,468	\$0	\$0
SICK TIME USED	\$137,714	\$0	\$0
SPREAD TIME (HALF TIME)	\$23,017	\$475,090	\$486,968
STRAIGHT TIME	\$1,738,996	\$2,355,570	\$2,467,969
TIME & ONE HALF	\$218,272	\$0	\$0
TRAINING	\$83	\$3,200	\$3,200
UNIFORM	\$8,154	\$0	\$0
VACATION ACCRUED	\$35,163		
VACATION USED	\$212,995	\$0	\$0
VISION CARE	\$3,891	\$0	\$0
WITNESS TIME	\$83	\$0	\$0
Training	\$754,228	\$996,552	\$1,024,813

Contract Services	\$13,840	\$14,200	\$0
TRAINING/SEMINARS	\$13,840	\$14,200	\$0
Operating Expense	\$90	\$10,064	\$10,067
OFFICE FURNISHINGS EXP	\$0	\$9,942	\$9,942
OFFICE SUPPLIES - DISPOSE	\$90	\$121	\$125
Salaries & Fringe Benefits	\$740,298	\$972,289	\$1,014,746
ACTIVE EMPLOYEE HEALTH	\$103,021	\$142,942	\$150,096
DENTAL	\$4,410	\$8,577	\$9,049
FICA	\$33,205	\$50,108	\$52,604
HOLIDAY USED	\$19,180	\$0	\$0
HOURLY PENSION	\$127,663	\$115,653	\$115,367
LIFE	\$56	\$0	\$0
OTHER	\$331	\$5,125	\$5,253
PERSONAL TIME	\$3,404	\$0	\$0
SICK TIME USED	\$11,822	\$0	\$0
STRAIGHT TIME	\$383,368	\$649,883	\$682,377
TIME & ONE HALF	\$8,249	\$0	\$0
UNIFORM	\$984	\$0	\$0
VACATION ACCRUED	\$362		
VACATION USED	\$43,441	\$0	\$0
VISION CARE	\$803	\$0	\$0
Transportation	\$57,066,719	\$56,846,011	\$57,515,234
Contract Services	\$294,533	\$302,191	\$309,746
MAINTENANCE AGREEMENTS	\$294,533	\$302,191	\$309,746
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$13,500	\$12,184	\$12,489
OFFICE FURNISHINGS EXP	\$2,647	\$3,044	\$3,120
OFFICE SUPPLIES - DISPOSE	\$10,453	\$8,716	\$8,934
OTHER	\$400	\$425	\$435
Salaries & Fringe Benefits	\$56,758,685	\$56,531,636	\$57,193,000
50% SICK CAP PAYOUT	\$11,536	\$0	\$0
ACCIDENT TIME	\$18,598	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$7,296,054	\$8,263,587	\$8,687,129
ACTIVE EMPLOYEES HEALTH	\$292,610	\$0	\$0
DEATH IN FAMILY	\$2,777	\$0	\$0
DENTAL	\$317,101	\$471,295	\$497,216
DOUBLE TIME	\$1,359,320	\$0	\$0
FICA	\$2,732,688	\$2,882,735	\$3,005,638
HEALTH CARE INCENTIVE	\$1,000	\$0	\$0
HOLIDAY USED	\$1,144,487	\$0	\$0
HOURLY PENSION	\$6,884,619	\$4,982,555	\$4,966,070
LIFE	\$3,998	\$0	\$0
OTHER	\$65,582	\$20,500	\$21,013
PENSION	\$985,397	\$749,987	\$747,565
PERSONAL TIME	\$228,110	\$0	\$0

SICK TIME USED	\$1,504,340	\$0	\$0
SPREAD TIME (HALF TIME)	\$513,785	\$123,137	\$126,215
STIPENED-TRAVEL TIME	\$42,142	\$45,689	\$46,831
STRAIGHT TIME	\$21,975,959	\$29,096,203	\$29,006,256
TIME & ONE HALF	\$8,595,146	\$9,655,949	\$9,849,068
TRAINING	\$20,081	\$240,000	\$240,000
UNIFORM	\$127,312	\$0	\$0
VACATION ACCRUED	\$196,172		
VACATION USED	\$2,381,180	\$0	\$0
VISION CARE	\$57,504	\$0	\$0
WITNESS TIME	\$1,191	\$0	\$0
Grand Total	\$137,801,806	\$154,465,556	\$159,301,776

Position Detail

The following table summarizes all position changes from FY 2025 Approved to FY 2025 Revised. This table begins to split out the Maintenance function into General, Vehicle, and Paratransit departments.

Function	Position Title	FY25 Approved	FY25 Revised
Administration	CHIEF EXECUTIVE OFFICER	1	1
	CHIEF FINANCIAL OFFICER	1	1
	CHIEF LEGAL COUNSEL	1	1
	CHIEF OF HUMAN RESOURCES	1	1
	CHIEF OF SECURITY & OPERATIONS	1	1
	DIRECTOR OF MEDIA & EXEC COMM	1	0
	EX DIR FED PROG & COMPLIANCE	1	1
	COMPLIANCE ANALYST	0	1
	ADMINISTRATIVE ASSISTANT - EXECUTIVE OFFICE	0	1
	Administration Total		7
Customer Service	ASSIST CS OPERATIONS ADMIN	1	1
	CUSTOMER SERVICE SATELLITE SUPERVISOR	1	1
	CUSTOMER SERVICE OPER ADMIN	1	0
	CUSTOMER SERVICE REPRESENTATIV	7	15
	TELEPHONE INFORMATION CLERK	3	2
	DIRECTOR OF CUSTOMER EXPERIENCE	0	1
Customer Service Total		13	20
Finance	ACCOUNTING CLERK	1	1
	CONTROLLER	1	1
	DATA REPORTING SPECIALIST	1	1
	EX DIR FINANCIAL PLAN/ANALYSIS	1	1
	FINANCE INTERN	0	0
	FINANCIAL ANALYST	1	0
	GRANT SPECIALIST	1	0
	JUNIOR ACCOUNTANT	1	0
	PAYROLL MANAGER	1	1
	SENIOR ACCOUNTANT	1	1
	SENIOR ACCOUNTANT NON-REP	1	2
	SENIOR DATA/REPORTING ANALYST	0	0
JUNIOR FINANCIAL ANALYST	0	2	
Finance Total		10	10
Human Resources	EMPLOYEE RELATIONS ADMINISTRATIVE SPEC	0	1
	EXE DIR OF EMP & LABOR RELATIONS	1	1
	HR BENEFITS SPECIALIST	1	1
	HR CHIEF COMPLIANCE OFFICER	1	1
	HR RECRUITMENT SPECIALIST	1	1

	HUMAN RESOURCE ASSISTANT	2	3
	LABOR RELATIONS OFFICER	1	0
Human Resources Total		7	8
Information Technology	APPLICATION DEVELOPER	2	2
	CHIEF TECHNOLOGY OFFICER	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
	OPER. TECHNOLOGY SPECIALIST	1	2
	SENIOR PROGRAMMER/ANALYST	1	1
	SYSTEM PERFORMANCE ANALYST	1	1
	TECHNICAL SUPPORT SPECIALIST	2	2
Information Technology Total		13	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
	CLAIMS DIRECTOR	1	0
	EXECUTIVE PARALEGAL	1	1
	PUBLIC INFORMATION OFFICER	0	0
	EXECUTIVE DIRECTOR OF CLAIMS MANAGEMENT	0	1
Legal & Risk Management Total		3	3
Maintenance - State	STATE OF RI / FOREMEN	1	1
	STATE OF RI / MECHANICS	2	2
Maintenance - State Total		3	3
Paratransit	EXE DIR OF PARATRANSIT SERVICE	0.5	0
	FLEX SUPERINTENDENT(OPERATION)	1	1
	LEAD PARA COORDINATOR-2024	1	1
	PARA OPERATIONS COORD-2024	4	4
	PARATRANSIT OPERATOR-2024	117	117
	PARATRANSIT UTILITY	4	4
	DEPUTY CHIEF OF PARATRANSIT	0	0.5
Paratransit Total		127.5	127.5
Planning	DIR OF SERVICE PLANN & SCHEDU	1	0
	DIRECTOR LONG RANGE PLANNING	1	0
	EXE DIRECTOR OF PLANNING	1	0
	INTERN-PLANNING	0	0
	PLANNER I	2	2
	PLANNER I-SERVICE PLANNER	1	0
	PRINCIPAL PLANNER	4	5

	SCEDULER I-FIXED ROUTE	1	0
	PLANNER II-SERVICE PLANNER	0	1
	EXE DIR OF SERVICE PLANN & SCHEDU	0	1
	DEPUTY CHIEF OF PLANNING	0	1
Planning Total		11	10
Procurement	CONT & SPECIFICATIONS AGENT	2	1
	EXE.DIR.OF PROCURE & INVENTORY	1	0
	PURCHASING ADMINISTRATOR	1	0
	PURCHASING CLERK	1	1
	PURCHASING INFO/SPECIALIST	2	3
	DIRECTOR OF PROCUREMENT	0	1
	DEPUTY CHIEF OF PROCUREMENT, INVENTORY & VEHICLE OPERATIONS	0	1
Procurement Total		7	7
Project Management	DEPUTY CHIEF of PLANNING AND PM	1	0
	PROJECT MANAGER	3	4
	SENIOR PROJECT MANAGER-2023	0	0
	DEPUTY CHIEF OF PROJECT MANAGEMENT & FACILITIES MANAGEMENT	0	1
Project Management Total		4	5
Marketing & Communications	COMMUNICATIONS ASSISTANT	1	0
	COMMUNITY OUTREACH OFFICER	1	1
	COMMUTER MKTG & TRV TRAIN COOR	1	1
	DIRECTOR COMMUN & PUBLIC OUTRE	1	1
	MARKETING & COMMUN SPECIALIST	2	2
	PRINCIPAL MARKETING SPECIALIST	1	1
	MARKETING ASSISTANT	0	0
	COMMUNICATIONS AND OUTREACH SPECIALIST	0	1
Marketing & Comms Total		7	7
Revenue Collection	REVENUE AGENT	2	2
Revenue Collection Total		2	2
Ride Administration	RIDE CUSTOMER SERVICE AGENT	6	7
	RIDE CUSTOMER SERVICE SUPERVISOR	1	1
	DIRECTOR OF PARATRANSIT	1	1
	EXE DIR OF PARATRANSIT SERVICE	0.5	0
	FUNCTIONAL ASSESSMENT COORDINATOR	1	0
	RIDE ACCOUNTING CLERK	1	1
	RIDE ADMIN SUPERINTENDENT	1	1
	RIDE DATA ANALYST	1	0
	RIDE PRIN SCHEDULING SPECIALIS	1	1
	RIDE SCHEDULER	2	2
	RIDE SENIOR ACCOUNTING CLERK	1	1
	SYS PERFORMANCE ANALYST (RIDE)	0	1
	DEPUTY CHIEF OF PARATRANSIT	0	0.5

Ride Administration Total		16.5	16.5
Safety	ENVIRONMENT AFFAIRS/SAFETY OFFICER	1	1
Safety Total		1	1
Security	SAFETY/SECURITY SPECIALIST	1	1
	SECURITY SPECIALIST	1	1
Security Total		2	2
Street Supervision	LEAD STREET SUPERVISOR	2	2
	STREET SUPERVISOR/DISPATCHER	24	24
Street Supervision Total		26	26
Training	DIR TRAIN/BUS DEV PROCESS	1	0
	LEAD INSTRUCTOR	1	1
	TRAINING INSTRUCTOR	3	5
	DIRECTOR OF TRAINING	0	1
Training Total		5	7
Transportation	ASST. SUPERINTENDENT TRANS.	1	1
	EXEC DIR OF TRANSPORTATION	1	0
	F-TIME BUS OPERATOR/ELMW-2024	363	363
	F-TIME BUS OPERATOR/NEWPT-2024	58	58
	FULL TIME BUS OPERATOR/ELMWOOD	3	3
	GENERAL SUPERINTENDENT	1	1
	LEAD CLERK NEWPORT DIVISION	1	1
	NIGHT FOREMAN	1	1
	RELIEF SUPERINTENDENT	3	3
	SUPERINTENDENT-NEWPORT 2023	1	1
	TRANSPORTATION CLERK	10	10
	DEPUTY CHIEF OF TRANSPORTATION	0	1
Transportation Total		443	443
Vehicle Maintenance	BODY SHOP WORKER/FIRST CLASS	10	10
	LEAD MECHANICAL FOREMAN	1	1
	MANAGER OF VEHICLE MAINTENANCE	1	1
	MECH FOREMAN/WARRANTY OFFICER	1	1
	MECHANIC UNIT ROOM	8	8
	MECHANIC/ELMWOOD FIRST CLASS	34	34
	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	74
General Maintenance	BUILDING & GROUND-ELECTRICIAN	2	2
	BUILDING & GROUND-PLUMBER	1	1
	BUILDING & GROUNDS FOREMAN	1	1
	BUILDING & GROUNDS-CARPENTER	0	1
	BUILDING & GROUNDS WORKER	7	6
	CENTRALIZED MTCE/UTILITY	1	1

	DIRECTOR OF BUILDINGS MAINT	1	1
	EXEC DIR OF FACILITIES & MAINT	1	1
	HVAC SPECIALIST	1	1
	MAINTENANCE RECORDS ANALYST	1	1
	MAINTENANCE RECORDS SPECIALIST	1	1
	UTILITY FOREMAN	3	4
	UTILITY WORKER/ELMWOOD	46	56
	UTILITY WORKER/NEWPORT	4	4
	DIRECTOR OF ASSET MAANGEMENT	0	0
	ASSET MANAGEMENT ANALYST	0	0
General Maintenance Total		70	81
Vehicle Maintenance - Paratransit	CENTRALIZED MTCE/ BODY SHOP	2	2
	CENTRALIZED MTCE/ FOREMEN	2	2
	CENTRALIZED MTCE/ MECHANICAL	10	10
Vehicle Maintenance - Paratransit Total		14	14
Grand Total		873	896

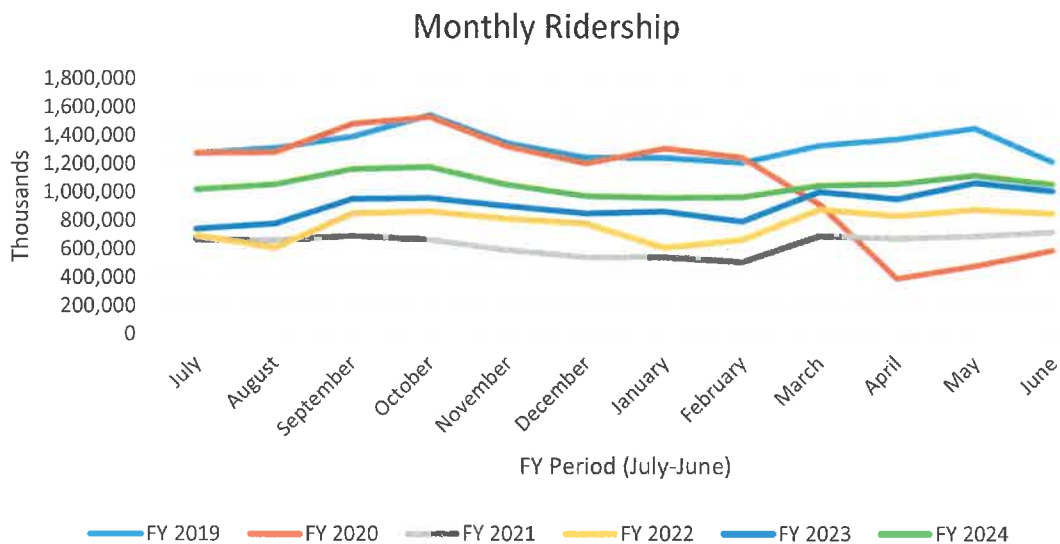
Geographic/Demographic Information

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.

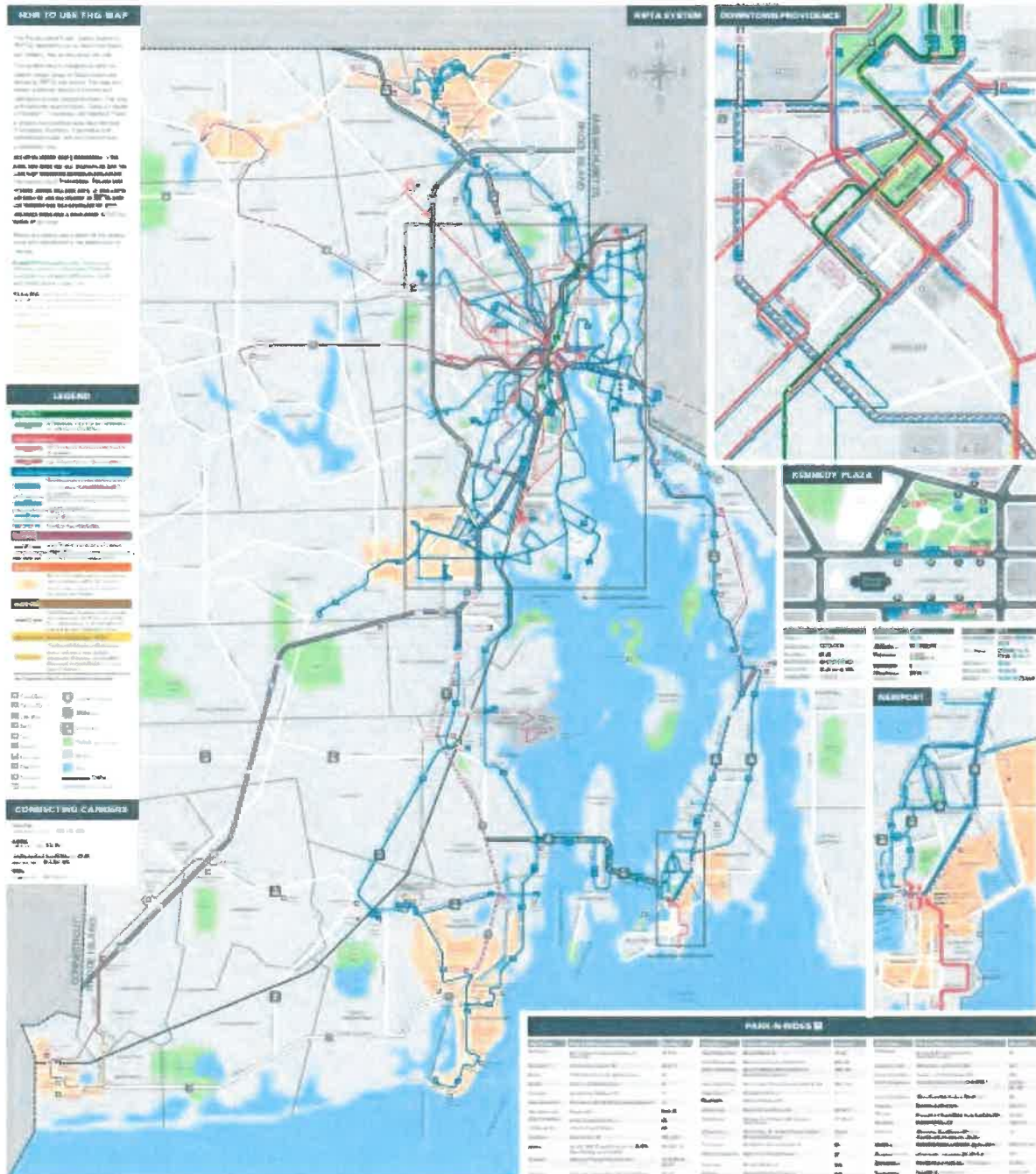
RIPTA operates a fixed-route fleet of two-hundred forty (240) buses and trolleys. The Authority's main facility is in the City of Providence with a satellite operation on Aquidneck Island. The state's paratransit fleet currently includes 89 vans. In FY 2019, RIPTA provided 16.4 million passenger trips on fixed-route service and an additional 384,218 passengers were transported on the state's coordinated paratransit service. FY 2019 was also the second full year where RIPTA's vanpool service was operational, providing 17,990 trips to and from work.

The COVID-19 pandemic has significantly impacted ridership. The table below highlights monthly fixed-route ridership from 2019 to today.



Service Area

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 – LAST TEN YEARS
(UNAUDITED)**

<u>Fiscal Year</u>	<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>
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	N/A	572,107	137,452	3.20%
2023	1,095,962	81,370	N/A	570,309	136,154	2.80%
2024	N/A	N/A	N/A	592,109	N/A	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.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO: Board of Directors

DATE: 12/12/2024

PREPARED BY: Gary Jarvis, Chief Technology Officer

DEPARTMENT: Information Technologies

TITLE : Kennedy Plaza building signs

RIPTA Board of Directors is requested to approve the purchase of three digital signs for inside the Kennedy Plaza hub building. The cost of this purchase covers the following:

- Three signs will be mounted in the culvert located at the Kennedy Plaza Transit Facility
- Conduent will provide the labor for mounting signs at all locations.
- Conduent will provide the necessary programming and development of the application to communicate from the proprietary software that resides in the server room in Kennedy Plaza to the GTFS feed and ensure it is working properly, and information is displayed correctly.
- Conduent will provide two years of service and warranty for the new signs

Total cost of this purchase is \$116,180.24

BACKGROUND

The signs that were in the building at Kennedy Plaza were in disrepair and were removed. This purchase is to replace those signs.

JUSTIFICATION

Passengers have requested replacement of the signs that were previously removed due to disrepair. The Agency is working to improve the ridership experience by replacing these signs and returning real-time scheduling to the interior of the building.

As the software driving these screens and the programming within, are proprietary to RIPTA's ATMS vendor (Conduent), this is a sole source procurement.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO: Board of Directors

DATE: 12/12/2024

PREPARED BY: Gary Jarvis, Chief Technology Officer

DEPARTMENT: Information Technologies

FUNDING

This project is funded through federal formula grants (80%) with RICAP match (20%)

ALTERNATIVES

The alternative would be to not replace the signs, leaving the building with no real-time scheduling display.

RECOMMENDATION

Approve the purchase for the purchase of the signs to improve real-time communications to passengers

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	NW	12/12/2024	Maintenance/Facility		
Customer Service			Marketing		
Environmental/Safety			Planning		
Project Management			Procurement		
Flex/Paratransit			Security		
Human Resources			Training		
Inform. Services			Transportation		
Legal/Risk Mgmt			Chief Exec. Officer		

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RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO: RIPTA Board of Directors

DATE: 12/11/2024

PREPARED BY: Christopher Durand

DEPARTMENT: CEO

TITLE : RIdE Program Pay-As-You-Go (fare capping)

RIPTA is requesting permission to mirror fixed route fare products on the RIdE system including time based and dollar based fare provisions that cap the cost of fares for riders. As per the existing policy all RIdE products will cost twice the cost of their fixed route equivalents.

BACKGROUND

In 2019, the RIPTA Board of Directors approved fare changes that coincided with the launch of the WAVE fare system. The WAVE system includes account-based fare products that allow for enhanced protections and benefits to riders such as (1) card replacement without loss of fare value, and (2) fare capping (Earn As You Go). RIdE customers and Accessible Transportation Advisory Council (ATAC) members have expressed the desire to access these benefits; now that implementation of WAVE on the paratransit system is under way, it is appropriate to affirm the board's direction in 2019 and seek approval to extend these Wave benefits to our paratransit customers.

JUSTIFICATION

As RIPTA has been working with riders to test the WAVE system launching on RIdE, we began receiving questions on if RIdE users would have the same benefits that fixed route riders have with fare products and fare capping (Earn As You Go). After reviewing recent ridership data it was determined that trips taken in excess of the \$140 monthly cap totaled \$2,819.33 over a seven month period. The potential annual cost is expected to be less than \$5,000.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY STAFF SUMMARY FORM

TO: DATE:
 PREPARED BY: DEPARTMENT:

FUNDING

There is no expense as a result of this change, only a decrease in revenues by a minimal amount. There is no financial concern with this change.





ALTERNATIVES

Alternatives could be to continue the RIde fare structure as is with riders utilizing ADA passes (\$4 each), or adding cash value to their WAVE account.

RECOMMENDATION

Recommendation is to adopt the same fare provisions on RIde that are available on fixed route with a the value of these passes being twice the amount of fixed route as is currently done with the base fare. This will enhance the equity between the two programs and assist riders who need the system the most.

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		12/12/24	Maintenance/Facility	<input type="text"/>	<input type="text"/>
Customer Service	<input type="text"/>	<input type="text"/>	Marketing	<input type="text"/>	<input type="text"/>
Environmental/Safety	<input type="text"/>	<input type="text"/>	Planning	<input type="text"/>	<input type="text"/>
Project Management	<input type="text"/>	<input type="text"/>	Procurement	<input type="text"/>	<input type="text"/>
Flex/Paratransit		12/12/24	Security	<input type="text"/>	<input type="text"/>
Human Resources	<input type="text"/>	<input type="text"/>	Training	<input type="text"/>	<input type="text"/>
Inform. Services	<input type="text"/>	<input type="text"/>	Transportation	<input type="text"/>	<input type="text"/>
Legal/Risk Mgmt		<input type="text"/>	Chief Exec. Officer		12/12/24

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Ride fare capping

Final Audit Report

2024-12-12

Created:	2024-12-12
By:	Purchasing Department (invoices@ripta.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAA5M_7I3GMqPyq8AVhCGcolkgYBrvULFSP

"Ride fare capping" History

-  Document created by Purchasing Department (invoices@ripta.com)
2024-12-12 - 3:14:04 PM GMT
-  Document emailed to Steve Colantuono (scolantuono@ripta.com) for signature
2024-12-12 - 3:27:19 PM GMT
-  Email viewed by Steve Colantuono (scolantuono@ripta.com)
2024-12-12 - 3:28:07 PM GMT
-  Document e-signed by Steve Colantuono (scolantuono@ripta.com)
Signature Date: 2024-12-12 - 4:05:46 PM GMT - Time Source: server
-  Document emailed to Brooks Almonte (balmonte@ripta.com) for signature
2024-12-12 - 4:05:48 PM GMT
-  Email viewed by Brooks Almonte (balmonte@ripta.com)
2024-12-12 - 4:06:41 PM GMT
-  Document e-signed by Brooks Almonte (balmonte@ripta.com)
Signature Date: 2024-12-12 - 5:30:16 PM GMT - Time Source: server
-  Document emailed to Nathan Watchous (nwatchous@ripta.com) for signature
2024-12-12 - 5:30:18 PM GMT
-  Email viewed by Nathan Watchous (nwatchous@ripta.com)
2024-12-12 - 5:31:12 PM GMT
-  Document e-signed by Nathan Watchous (nwatchous@ripta.com)
Signature Date: 2024-12-12 - 6:54:00 PM GMT - Time Source: server
-  Document emailed to Chris Durand (cdurand@ripta.com) for signature
2024-12-12 - 6:54:02 PM GMT

 Email viewed by Chris Durand (cdurand@ripta.com)

2024-12-12 - 6:54:48 PM GMT

 Document e-signed by Chris Durand (cdurand@ripta.com)

Signature Date: 2024-12-12 - 7:42:47 PM GMT - Time Source: server

 Agreement completed.

2024-12-12 - 7:42:47 PM GMT