



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ANNUAL FINANCIAL PLAN FY 2025- 2030

Page intentionally left blank

Table of Contents

Introduction	3
Distinguished Budget Presentation Award	5
Mission Statement	7
Vision Statement.....	7
Strategic Plan	8
Principal Officials.....	10
Organizational Chart	11
Budget Detail	12
Budget Overview.....	13
Fund Balance Report.....	19
Long Range Operating Forecast.....	20
Budget Forecast Assumptions.....	21
Budget Development	22
Fund Structure, Basis of Accounting and Budgeting.....	23
Budget Process.....	24
Financial Policies	25
Departmental Budgets.....	28
Total RIPTA Personnel.....	29
Office of the Chief Executive Officer.....	33
Office of the Chief Financial Officer	35
Office of the Chief of Human Resources.....	43
Office of the Chief Legal Counsel	44
Office of the Chief of Security and Operations	45
Capital Budget and Debt	56
Capital Budget Overview.....	57
Capital Budget Detail	59
Supplemental Information.....	70
Budget by Line Item	71
Geographic/Demographic Information	95
Glossary.....	98



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 "C. Durand", is written over the printed name.

Christopher Durand
Chief Executive Officer

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 P3 & 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 OER)
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 commutes	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 anniversary acknowledgments	HR 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 inreach 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 resiliency solutions
4B3-Continue to adopt best practices and professional standards in all departments	RIPTA a leader in transit industry	Increase engagement with APTA/GFOA	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

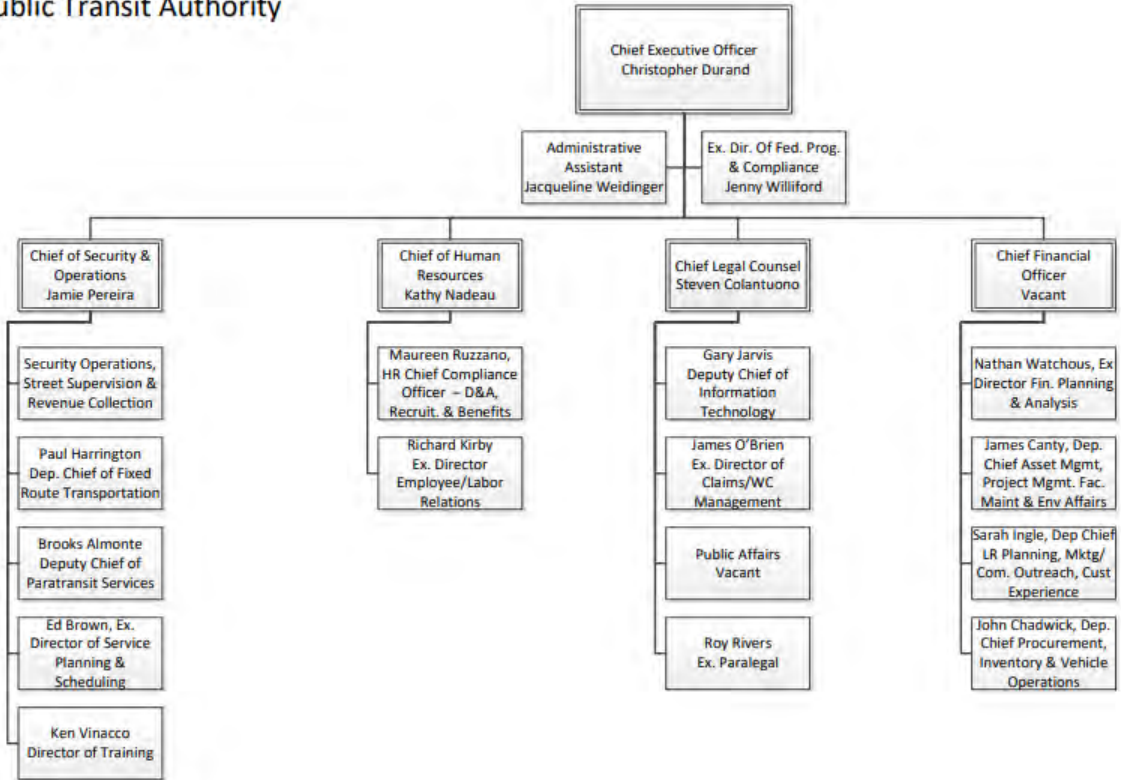
Chief of Human Resources - Kathy Nadeau

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."

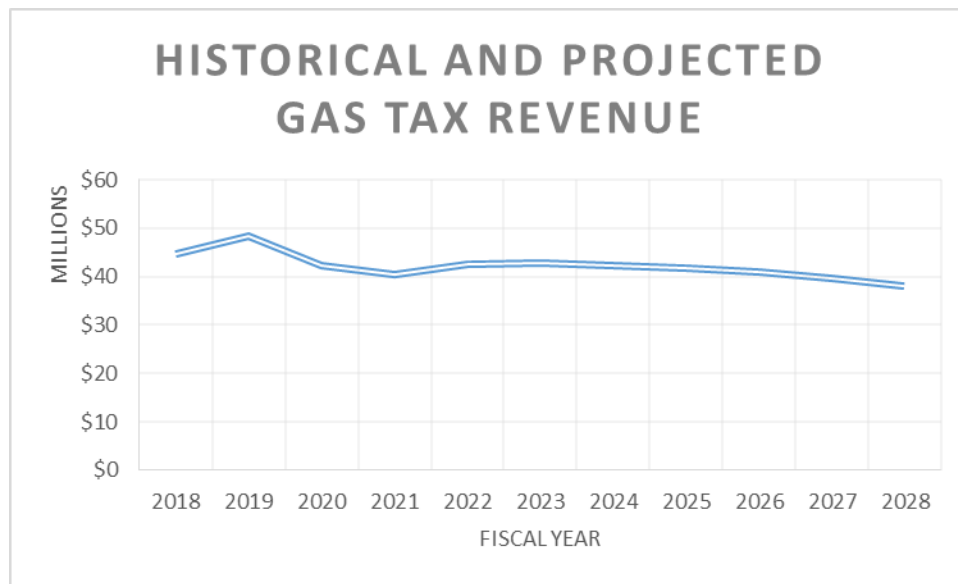
Federal Subsidies

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	
<u>Highway</u> <u>Account</u> <u>Highway</u>	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	<u>Maintenance</u> <u>(State</u> <u>Revenue)</u>

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.

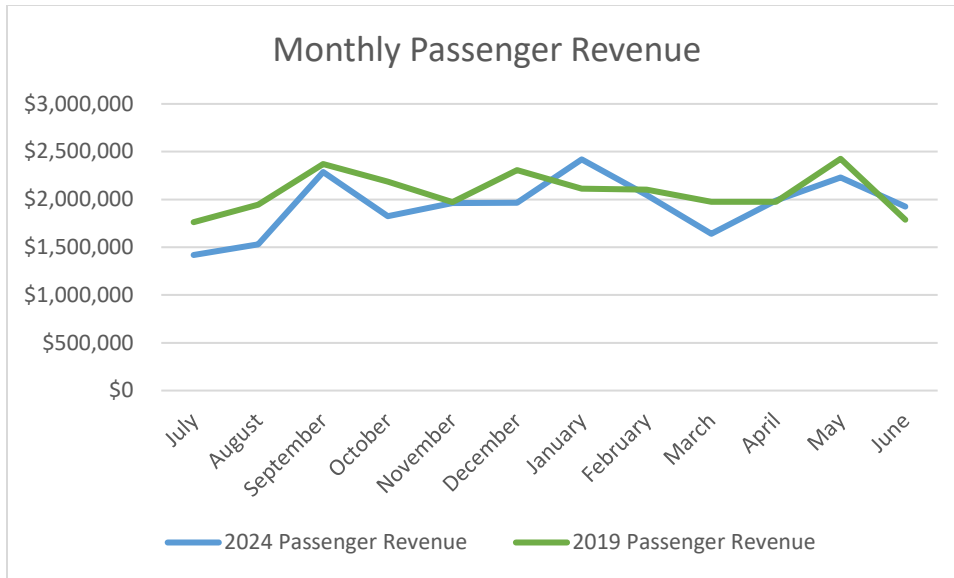
Passenger Fares and Third Party Fares

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's 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 FTE 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 handles 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 IIJA funds.
Utility Foreman	1	Additional foreman to oversee additional utility workers identified above. This position will be federally funded using IIJA 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

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	\$6,052	\$27,037	\$4,125	\$3,334
Operating Expense	\$3,967	\$92,590	\$89,346	\$89,455
Salaries & Fringe Benefits	\$1,463,390	\$1,437,353	\$1,752,985	\$1,683,551
Total	\$1,473,409	\$1,556,980	\$1,846,457	\$1,776,340

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	\$0	\$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	\$5,835,382	\$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.

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. Finance and Procurement 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 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	\$862,096	\$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	\$1,696,529	\$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	\$25,990	(\$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	\$992,913	\$873,903	\$1,760,742	\$1,836,018

Office of the Chief of Human Resources

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

Office of the Chief Legal Counsel

Legal and Risk Management

Overview

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

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	\$808,479	\$576,031	\$487,932
Operating Expense	\$5,965,601	\$7,765,076	\$6,893,555	\$6,168,369
Salaries & Fringe Benefits	\$545,032	\$386,142	\$528,779	\$551,213
Total	\$6,954,360	\$8,959,697	\$7,998,365	\$7,207,514

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 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	\$2,871,007	\$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.COORDINATOR	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 ¼ 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	\$62,771	\$5,099	\$570,258	\$584,515
Operating Expense	\$6,092	\$4,232	\$3,306	\$3,389
Salaries & Fringe Benefits	\$114,148	\$250,453	\$259,439	\$270,512
Total	\$183,012	\$259,783	\$833,003	\$858,415

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
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.

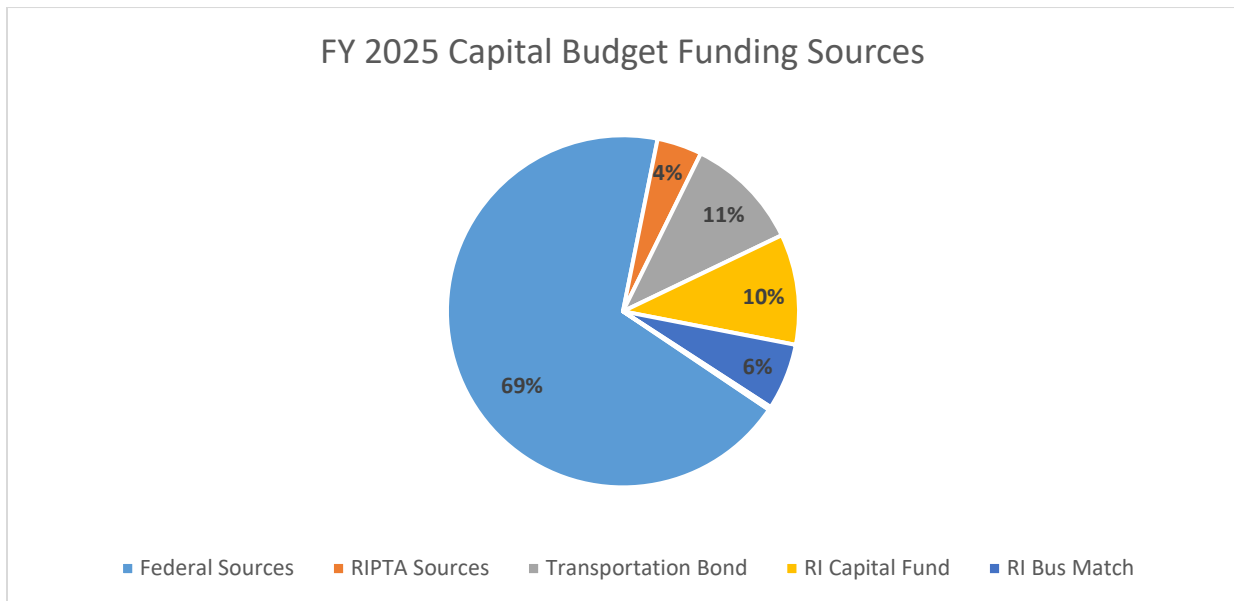
If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the CFO modifies each project accordingly in the next year’s submission.

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.

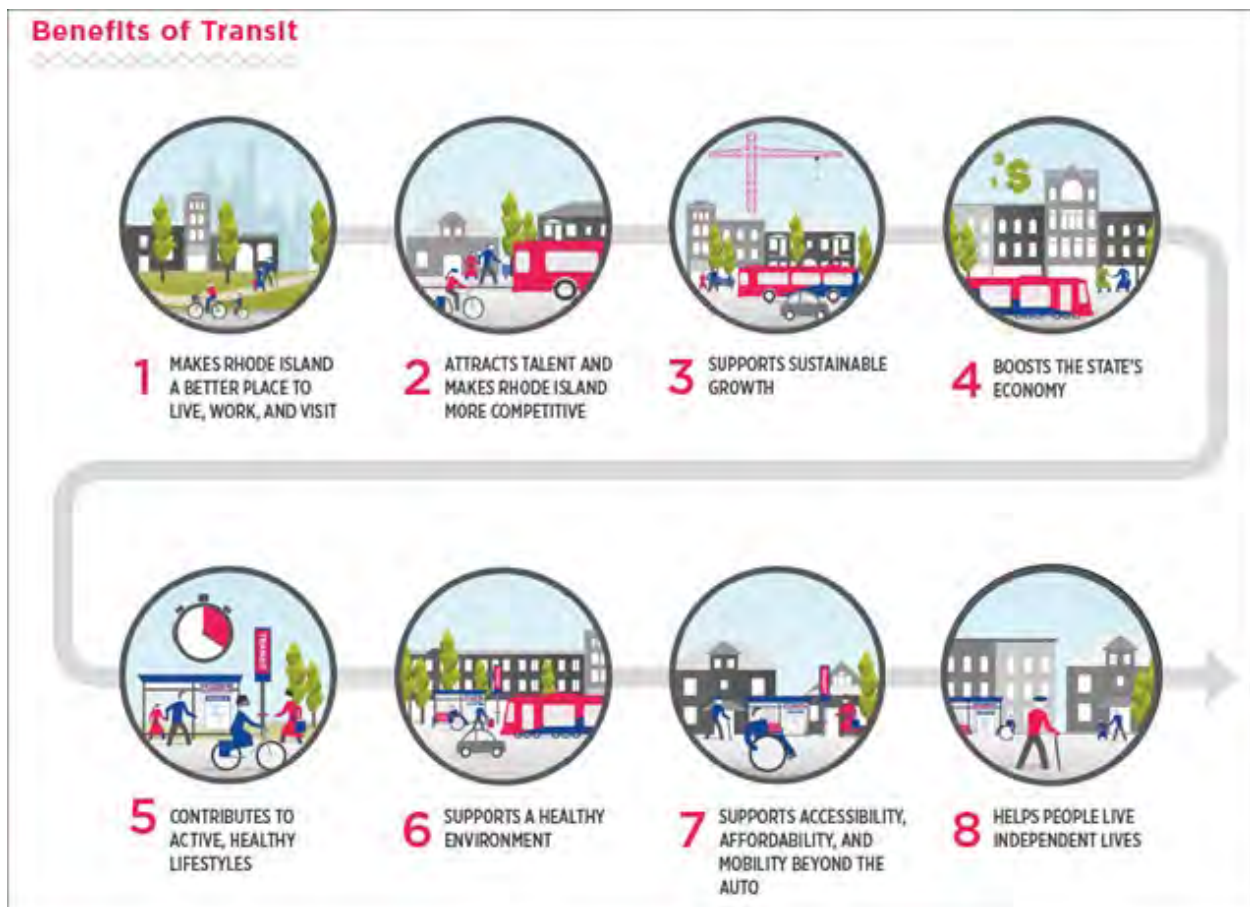
Other major initiatives in FY 2025 include the rehabilitation of the East Side Bus Tunnel and construction of a passenger facility at the Pawtucket-Central Falls train station.

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



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 Project	Year	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	Year	
Project	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	Year							Grand Total
Project	2025	2026	2027	2028	2029	2030	Grand Total	
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							Grand Total
Project	2025	2026	2027	2028	2029	2030		
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	\$570,000	
Parking Deck Repair (705 Elmwood Avenue)	\$0	\$1,650,000	\$0	\$0	\$0	\$0	\$1,650,000	
Roof & HVAC Units (750 Elmwood)	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	
Security Enhancements (All RIPTA Facilities)	\$453,400	\$462,600	\$474,100	\$474,100	\$474,100	\$474,100	\$2,812,400	
Security Fencing	\$1,800,000	\$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	\$12,187,600	
Trench Drain Replacement (269 Melrose)	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	
ZEV Infrastructure	\$10,000,000	\$17,963,500	\$12,812,500	\$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							
Project		2025	2026	2027	2028	2029	2030	Grand Total	
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.

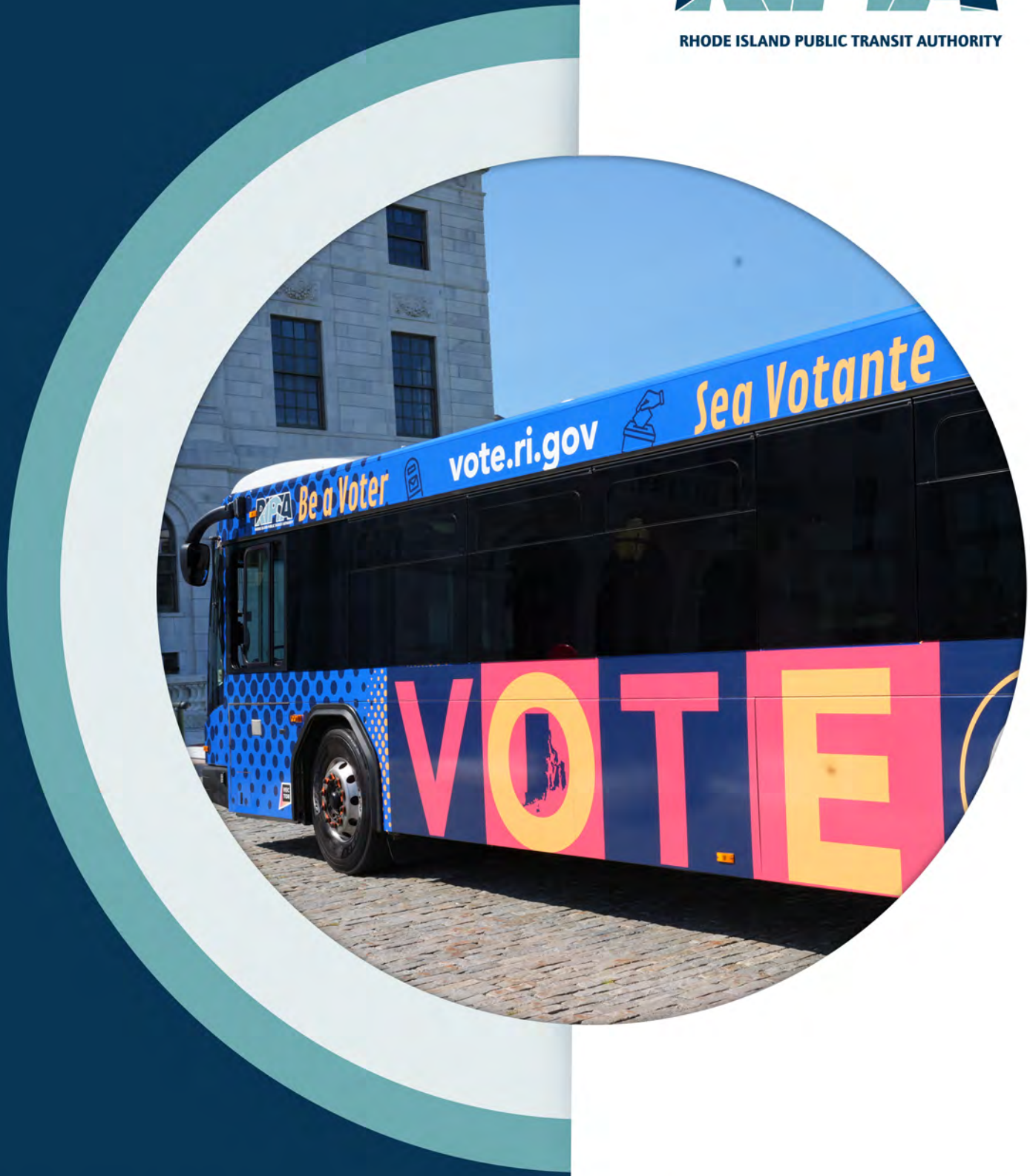
As a result, the Authority has no need to issue debt at this time. The Authority currently bears no credit rating but will obtain such ratings should they be required for future debt issuance.

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 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	Sum of 2025	Sum of 2026
	Actual	Revised	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 FY
	Sum of FY 2024 Actual	Sum of FY 2025 Revised	2026 Proposed
Administration	\$1,473,409	\$1,846,457	\$1,776,340
Contract Services	\$6,052	\$4,125	\$3,334
DUES/SUBSCRIPTIONS/PUBLIC	\$5,208	\$3,253	\$3,334
OTHER	\$779	\$872	\$0
PRINTING & REPRODUCTION	\$65	\$0	\$0
Operating Expense	\$3,967	\$89,346	\$89,455
OFFICE FURNISHINGS EXP	\$3,292	\$85,000	\$85,000
OFFICE SUPPLIES - DISPOSE	\$676	\$4,300	\$4,408
OTHER	\$0	\$46	\$47
Salaries & Fringe Benefits	\$1,463,390	\$1,752,985	\$1,683,551
ACTIVE EMPLOYEE HEALTH	\$128,966	\$163,359	\$149,544
ACTIVE EMPLOYEES HEALTH	\$0	\$22,487	\$23,612
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)	\$0	\$0
VACATION USED	\$101,157	\$0	\$0
VISION CARE	\$669	\$0	\$0
Customer Service	\$992,913	\$1,760,742	\$1,836,018
Contract Services	\$25,990	\$26,457	\$26,659
ARMORED CAR/MONEY TRANSP	\$25,590	\$26,009	\$26,659
MAINTENANCE AGREEMENTS	\$400	\$448	\$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)	\$0	\$0
VACATION USED	\$50,189	\$0	\$0
VISION CARE	\$1,249	\$0	\$0
Finance	\$5,835,382	\$10,687,533	\$10,848,494
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	\$93,342	\$95,676
ACTUARIAL VALUATIONS	\$600	\$0	\$0
MAINTENANCE AGREEMENTS	\$1,385	\$1,550	\$1,589
PROFESSIONAL FEE FLEX PLN	\$12,845	\$14,377	\$14,736
PROFESSIONAL SERVICES	\$60,303	\$50,707	\$51,974
REPAIR TO OFFICE EQUIP	\$218	\$243	\$250
TRAINING/SEMINARS	\$14,066	\$9,246	\$9,477
TRAVEL - IN STATE	\$13,864	\$14,196	\$14,550
TRAVEL - OUT OF STATE	\$2,701	\$3,023	\$3,099
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	\$174,194	\$162,226
ACTIVE EMPLOYEES HEALTH	\$0	\$44,973	\$47,224
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)	\$0	\$0
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
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	\$1,191,774	\$1,226,129
Contract Services	\$90,604	\$92,637	\$82,377
DRUG TESTING	\$41,969	\$43,154	\$44,233
DUES/SUBSCRIPTIONS/PUBLIC	\$80	\$90	\$92
MAINTENANCE AGREEMENTS	\$10,962	\$12,269	\$0
PRE-EMPLOYMENT EXPENSES	\$23,696	\$24,233	\$24,839
TRAINING/SEMINARS	\$13,897	\$12,891	\$13,214
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	\$0	\$0
VACATION USED	\$59,218	\$0	\$0
VISION CARE	\$960	\$0	\$0
Information Technology	\$2,871,158	\$3,202,930	\$3,315,465
Capital Match & Repayment	\$151	\$0	\$0
MIS EQUIPMENT	\$151	\$0	\$0
Contract Services	\$1,223,467	\$1,238,378	\$1,268,701
DUES/SUBSCRIPTIONS/PUBLIC	\$511,523	\$493,134	\$505,462
MAINTENANCE AGREEMENTS	\$561,185	\$599,928	\$614,927
OTHER	\$555	\$621	\$0
PROFESSIONAL SERVICES	\$126,765	\$141,101	\$144,629
SBITA EXPENSE	\$20,228	\$0	\$0
TRAVEL - IN STATE	\$60	\$67	\$69
TRAVEL - OUT OF STATE	\$3,150	\$3,526	\$3,614
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	\$0	\$0
VACATION USED	\$81,912	\$0	\$0
VISION CARE	\$1,215	\$0	\$0
Inventory Control	\$1,084,364	\$832,750	\$865,408
Contract Services	\$13,076	\$12,678	\$12,025
LAUNDRY	\$13,076	\$12,678	\$12,025
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	\$0	\$0
VACATION USED	\$54,648	\$0	\$0
VISION CARE	\$878	\$0	\$0
Legal & Risk Management	\$6,954,360	\$7,998,365	\$7,207,514
Contract Services	\$443,727	\$576,031	\$487,932
ARBITRATION	\$825	\$923	\$946
DUES/SUBSCRIPTIONS/PUBLIC	\$10,481	\$10,832	\$11,103
LEGAL	\$137,213	\$141,296	\$144,829
PROFESSIONAL SERVICES	\$295,183	\$422,951	\$331,025
TRAINING/SEMINARS	\$25	\$28	\$29
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)	\$0	\$0
VACATION USED	\$30,338	\$0	\$0

VISION CARE	\$514	\$0	\$0
Maintenance	\$28,826,248	\$32,369,478	\$33,643,864
Contract Services	\$383,815	\$381,201	\$390,731
BUS TOWING	\$122,206	\$122,672	\$125,739
DUES/SUBSCRIPTIONS/PUBLIC	\$5,310	\$0	\$0
HAZARDOUS WASTE DISPOSAL	\$1,440	\$1,612	\$1,652
LAUNDRY	\$41,858	\$45,029	\$46,155
MAINTENANCE AGREEMENTS	\$78,333	\$82,708	\$84,776
OTHER	\$240	\$269	\$275
PAVING AND SNOW REMOVAL	\$29,776	\$33,328	\$34,161
PROFESSIONAL SERVICES	\$101,806	\$92,397	\$94,707
SERVICE VEHICLE TOWING	\$1,100	\$1,231	\$1,262
TRAINING/SEMINARS	\$1,747	\$1,955	\$2,004
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)	\$0	\$0
VACATION USED	\$722,452	\$0	\$0
VISION CARE	\$18,129	\$0	\$0
Maintenance - Centralized	\$2,798,190	\$2,669,160	\$2,773,509
Contract Services	\$26,251	\$25,719	\$26,362
BUS TOWING	\$26,251	\$25,719	\$26,362
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	\$0	\$0
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	\$0	\$0
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	\$0	\$0
VACATION USED	\$13,900	\$0	\$0
VISION CARE	\$273	\$0	\$0
Paratransit	\$15,584,241	\$13,509,905	\$13,875,932

Contract Services	\$1,919,033	\$1,757,474	\$1,801,411
PRE-EMPLOYMENT EXPENSES	\$13,827	\$13,609	\$13,949
PROFESSIONAL SERVICES	(\$4,616)	(\$5,167)	(\$5,296)
TAXI RIDE PROVIDERS	\$1,859,447	\$1,697,107	\$1,739,535
TRAVEL - IN STATE	\$50,375	\$51,924	\$53,223
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	\$0	\$0
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	\$0	\$0
VACATION USED	\$248,803	\$0	\$0
VISION CARE	\$23,288	\$0	\$0
Planning	\$2,087,190	\$8,117,755	\$10,361,845
Contract Services	\$588,833	\$6,617,245	\$8,801,615
DUES/SUBSCRIPTIONS/PUBLIC	\$1,025	\$1,077	\$1,104
OTHER	\$411	\$460	\$471
PROFESSIONAL SERVICES	\$579,278	\$6,606,621	\$8,790,725
TRAVEL - IN STATE	\$99	\$110	\$113

TRAVEL - OUT OF STATE	\$8,020	\$8,977	\$9,201
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	\$0	\$0
VACATION USED	\$50,761	\$0	\$0
VISION CARE	\$847	\$0	\$0
Procurement	\$1,079,213	\$1,196,456	\$1,228,550
Contract Services	\$310,920	\$329,227	\$337,380
DUES/SUBSCRIPTIONS/PUBLIC	\$22,708	\$25,225	\$25,855
MAINTENANCE AGREEMENTS	\$101,923	\$101,115	\$103,642
OTHER	\$67	\$75	\$0
PROFESSIONAL SERVICES	\$166,591	\$180,864	\$185,386
TRAVEL - IN STATE	\$22	\$0	\$0
TRAVEL - OUT OF STATE	\$19,609	\$21,948	\$22,496
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)	\$0	\$0
VACATION USED	\$36,044	\$0	\$0
VISION CARE	\$627	\$0	\$0
Project Management	\$921,900	\$1,039,273	\$1,076,709
Contract Services	\$86,227	\$96,511	\$94,933
DUES/SUBSCRIPTIONS/PUBLIC	\$476	\$533	\$0
PROFESSIONAL SERVICES	\$82,748	\$92,618	\$94,933
TRAVEL - IN STATE	\$1,447	\$1,619	\$0
TRAVEL - OUT OF STATE	\$1,556	\$1,741	\$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	\$0	\$0
VACATION USED	\$36,007	\$0	\$0
VISION CARE	\$641	\$0	\$0
Public Affairs	\$1,696,529	\$2,230,021	\$2,294,066
Contract Services	\$862,096	\$976,633	\$999,678
DUES/SUBSCRIPTIONS/PUBLIC	\$84,171	\$94,103	\$96,455
INITIATIVE/ADVERTISING	\$70,385	\$70,688	\$72,455
MAINTENANCE AGREEMENTS	\$44,900	\$50,255	\$51,512
MONTHLY SERVICE FEE	\$363,109	\$369,538	\$378,776
PRINTING & REPRODUCTION	\$7,175	\$8,031	\$8,232
PROFESSIONAL SERVICES	\$284,015	\$374,683	\$384,050
TRAINING/SEMINARS	\$5,935	\$6,643	\$5,822
TRAVEL - IN STATE	\$74	\$83	\$0
TRAVEL - OUT OF STATE	\$2,332	\$2,610	\$2,376
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)	\$0	\$0
VACATION ACCRUED	(\$7,708)	\$0	\$0
VACATION USED	\$42,290	\$0	\$0
VISION CARE	\$696	\$0	\$0
Revenue Collection	\$317,465	\$321,071	\$333,882
Contract Services	\$20,056	\$20,519	\$21,032
ARMORED CAR/MONEY TRANSP	\$20,056	\$20,519	\$21,032
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	\$0	\$0
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	\$0	\$0
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	\$508,589	\$520,275
Contract Services	\$336,972	\$356,357	\$362,101
PROFESSIONAL SERVICES	\$334,214	\$353,270	\$362,101
TRAVEL - OUT OF STATE	\$2,758	\$3,087	\$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	\$0	\$0
VACATION USED	\$5,712	\$0	\$0
VISION CARE	\$200	\$0	\$0
Security	\$183,012	\$833,003	\$858,415
Contract Services	\$62,771	\$570,258	\$584,515
PROFESSIONAL SERVICES	\$62,771	\$570,258	\$584,515
Operating Expense	\$6,092	\$3,306	\$3,389
OFFICE FURNISHINGS EXP	\$74	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$6,018	\$3,306	\$3,389
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)	\$0	\$0
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	\$0	\$0
VACATION USED	\$212,995	\$0	\$0
VISION CARE	\$3,891	\$0	\$0
WITNESS TIME	\$83	\$0	\$0
Training	\$754,228	\$989,328	\$1,024,813
Contract Services	\$13,840	\$6,975	\$0
TRAINING/SEMINARS	\$13,840	\$6,975	\$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	\$0	\$0
VACATION USED	\$43,441	\$0	\$0
VISION CARE	\$803	\$0	\$0
Transportation	\$57,066,719	\$56,873,483	\$57,543,393
Contract Services	\$294,533	\$329,663	\$337,904
MAINTENANCE AGREEMENTS	\$294,533	\$329,663	\$337,904
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	\$0	\$0
VACATION USED	\$2,381,180	\$0	\$0
VISION CARE	\$57,504	\$0	\$0
WITNESS TIME	\$1,191	\$0	\$0
Grand Total	\$137,801,806	\$154,316,233	\$159,154,113

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

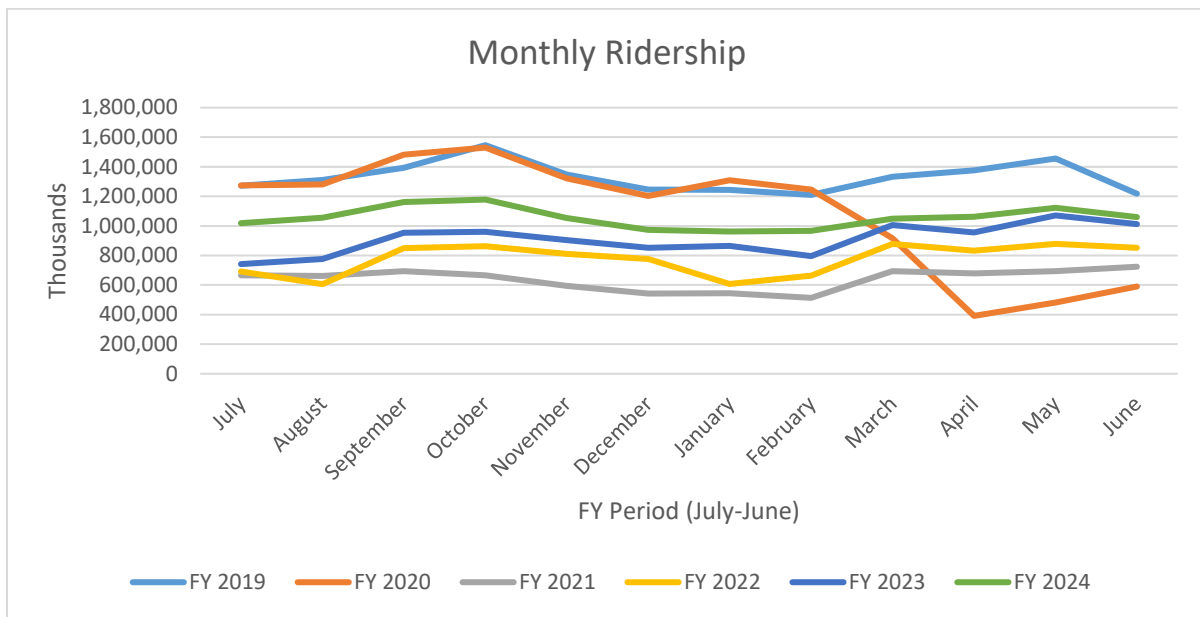
Geographic/Demographic Information

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.

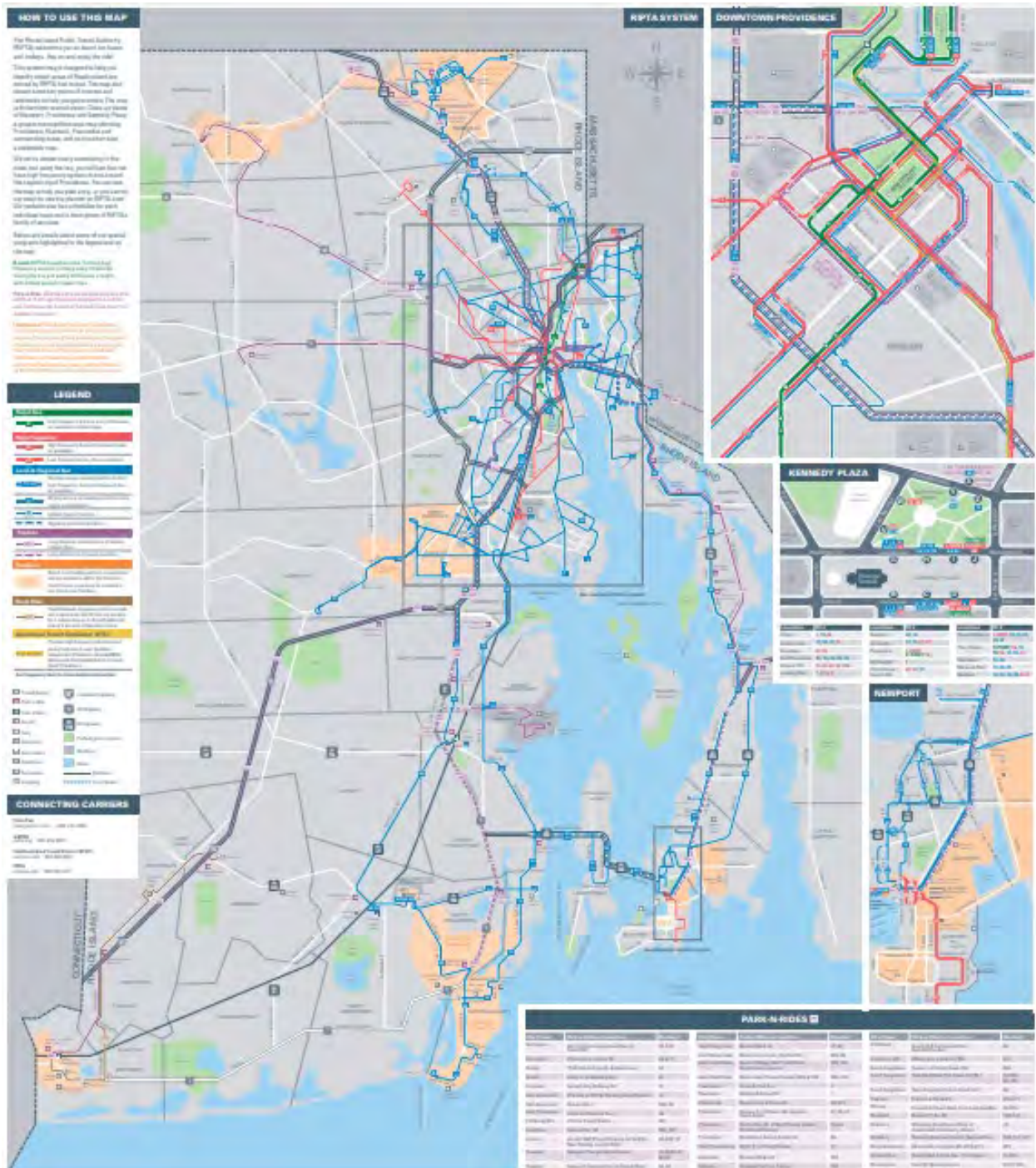
RIPTA operates a fixed-route fleet of two-hundred forty (240) buses and trolleys. The Authority's main facility is in the City of Providence with a satellite operation on Aquidneck Island. The state's paratransit fleet currently includes 89 vans. In FY 2019, RIPTA provided 16.4 million passenger trips 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.