



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

ANNUAL FINANCIAL PLAN FY 2023 - 2028

Page intentionally left blank

Table of Contents

Introduction	3
Chief Executive Officer’s Transmittal Letter	4
Distinguished Budget Presentation Award	5
Mission Statement	7
Vision Statement.....	7
Strategic Plan	8
Principal Officials.....	12
Organizational Chart	13
Budget Detail.....	14
Budget Overview.....	15
Fund Balance Report.....	21
Long Range Operating Forecast.....	22
Budget Forecast Assumptions	23
Budget Development	24
Fund Structure, Basis of Accounting and Budgeting.....	25
Budget Process.....	26
Financial Policies	27
Departmental Budgets	30
Total RIPTA Personnel.....	31
Office of the Chief Executive Officer	32
Office of the Chief Financial Officer	35
Office of the Chief of Human Resources	41
Office of the Chief Legal Counsel	44
Office of the Chief of Security and Operations	46
Office of the Chief of Strategic Advancement	60
Capital Budget and Debt	65
Capital Budget Overview	66
Capital Budget Detail	68
Supplemental Information	86
Budget by Line Item	87
Position Detail.....	107
Geographic/Demographic Information	112
Glossary.....	115



INTRODUCTION

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

Chief Executive Officer's Transmittal Letter

September 24, 2022

Board of Directors

Rhode Island Public Transit Authority

705 Elmwood Avenue

Providence, RI 02907

Honorable Members of the Board:

Enclosed is the Rhode Island Public Transit Authority's (RIPTA) FY 2023 Financial Plan. This document presents all planned expenditures and expected revenues in support of both capital and operations.

Ridership for the fiscal year ending June 30, 2022, was 41% lower than pre-pandemic levels. The reduced demand has hampered passenger revenues and RIPTA continues to rely on federal COVID relief funding to balance the budget. As highlighted in this year's plan, those financial losses are expected to continue and federal relief funding is expected to be exhausted within two years. At that time a new revenue source will be needed to prevent large reductions to service.

Despite the revenue losses, the budget is expected to be balanced in FY 2023 and 2024 thanks to large appropriations of federal relief funding. Thus far, the Authority has received over \$126M in federal transit assistance intended to aid transit agencies with preparing for, responding to, and recovering from the COVID-19 pandemic. From FY 2020 through FY 2022, the Authority has drawn down over \$60 million in relief funding to balance the budget.

Despite these challenging times, RIPTA expects to maintain existing service levels in both FY 2023 and 2024 and does not expect a fare increase. With the adoption of the state's first ever transit master plan in December of 2020, we are currently working with state partners to find a new revenue source that not only allows us to maintain existing service once relief funding is exhausted but allows us to grow service and better meet the mobility needs of communities across the state.

I thank you for your continued support and engagement.

Sincerely,



Scott Avedisian

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, 2021. 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 award 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
Rhode Island**

For the Fiscal Year Beginning

July 01, 2021

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 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 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 2022, the strategic plan will be formally updated to reflect Year 1 Accomplishments and the addition of new Year 3 actions. During this process, tasks and goals will be modified as needed to reflect changing circumstances. A new implementation year will commence in January 2023.

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

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

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
1A1-Advocate for a statewide mobility funding initiative, including long-term sustainable funding for RIPTA, TMP implementation, and gas tax alternative	Blue Ribbon Commission recommendations enacted	Provide technical support to Blue Ribbon Commission	Secure legislative sponsorship of Commission recommendations
1A2-Secure quick-start implementation funding to launch near-term Transit Forward RI 2040 priority projects	All TMP priority projects funded	Work with RIDOT, DSP, and stakeholders to finalize a list of key short-term implementation priorities	Pursue short-term funding plan implementation

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 1 Actions:	Year 2 Actions:
2A1-Jump-start Transit Forward RI 2040 service and capital improvements	All TMP priority projects under way	Pursue grants and state funding legislation	BRT/LRT preliminary planning, engineering
2A2-Enhance safety and security at all passenger facilities	Customer safety rating increase of 10%	Facilities improvement plan in place	Public launch of safety/security program
2A3-Develop a state-of-the-art Customer Service Center and passenger relations program	Customer satisfaction rating increase of 10%	Identify CSC site, develop passenger relations	Begin CSC design, launch passenger relations
2A4-Strengthen inclusive community engagement	More diverse voices in public engagement	Develop inclusive community engagement	Launch inclusive community engagement program

Objective 2B: Work toward a sustainable future

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
2B1-Continue green fleet transition	Electrify Newport garage, identify Phase IV *	Develop Newport garage electrification plan	IFB for Newport vehicles
2B2-Continue to pursue renewable energy sources	RIPTA 100% renewable in all utilities	Identify projects promoting clean energy beyond RIPTA	Next phase procurement under way
2B3-Develop and begin implementing a sustainable fleet and facilities master plan	RIPTA on the road to net zero	Plan complete, build on ISP carbon footprint study	Implementation of top plan recommendations
2B4-Support ridership growth through continued travel training and businesses outreach	Doubling of business partnerships (trips/\$)	Pursue ten key partners, reboot travel training	Add at least five EcoPass partners

* Newport garage requires 40+ BEBs plus charging infrastructure, Phase IV to be determined

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 1 Actions:	Year 2 Actions:
3A1-Provide more job skills and leadership training	Training for every employee	Onboarding/BEB programs	Leadership training program
3A2-Prioritize workplace safety by implementing industry best practices	Full compliance with key measures	Safety vests for all RIPTA staff	Workplace/facilities safety
3A3-Organize periodic employee appreciation events, especially for front-line workers	Appreciation for every employee	Appreciation event for front line staff	Formal appreciation program established

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

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
3B1-Deploy info monitors throughout RIPTA campus; develop and share relevant content	Info screens in all break rooms	Produce two info videos	Produce three info videos
3B2-Implement news updates at driver sign-in kiosks	Engaged front line staff	Install kiosks, weekly news updates	Daily news updates

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

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
3C1-Reinforce diversity awareness in hiring in all areas	Staff diversity increase of 5%	Increase targeted recruitment efforts	Professional organization participation
3C2-Continue employee diversity and sensitivity training	Training for every employee	Diversity training for all employees	ADA sensitivity training for 50% of employees
3C3-Prepare for workforce expansion and increased specialization as Transit Master Plan recommendations are implemented over time	TMP hiring/training goals met	Develop hiring and training plans	Hiring/training on target

Focus Area #4: Management & Technology // Goal: Optimize our ability to deliver quality transit services with

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

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
4A1-Use more visualization in public engagement efforts	Highly interactive engagement process	Acquire, pilot visualization/engagement	Reinvent, implement PPP program
4A2-Continue prioritizing IT systems integration, accessibility, and ease of use	AS400 a non-issue	Establish IT training/problem-solving	Resolve one key IT issue per department
4A3-Eliminate paper-based systems and streamline/clarify internal procedures	Centralized, utilized admin procedures	Doc management system, clarify procurement process	Migrate paper-based processes to digital

Objective 4B: Strengthen risk management protocols

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
4B1-Implement risk management approach across all functional areas	Eliminate impact of unaccounted expenses	Determine needed reserve levels, prepare risk mgt plan	Launch reserve growth/risk management plans
4B2-Invest in IT and transit infrastructure resilience and disaster preparedness	Resilience and preparedness plans in force	Develop resilience, preparedness plans	Prepare budgets and develop funding pools
4B3-Continue to adopt best practices and professional standards in all departments	RIPTA a leader in transit industry	Increase involvement in professional organizations	Publicly promote best practices and standards

Objective 4C: Increase use of performance analytics

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
4C1-Continue to track performance through engagement in peer benchmarking efforts	Ongoing, public performance reporting	Develop, launch internal data-sharing program	Develop, launch external reporting program
4C2-Increase the number of analysts tracking performance (especially relating to Fleet, Transportation, and Maintenance) and utilize data for decision-making	Adequate analytical resources**	Assess data flows/systems, continue warehouse buildout	Assign staff, initiate/continue analysis and reporting

** Adequate analytical resources to: (1) analyze all data generated from various systems, and (2) incorporate that data into decision making

Principal Officials

An 8-member appointed Board of Directors which establishes RIPTA policy, providing strategic direction and exercising fiscal oversight, governs the Authority. The Governor of the State of Rhode Island appoints seven members of the Board, and the Director of the Rhode Island Department of Transportation serves as the eighth board member in an ex-officio 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 - Normand Benoit

Vice Chair – Senator Robert Kells

Director of RI Department of Transportation - Peter Alviti

Treasurer – Michelle Wilcox

Marcy Reyes

Heather Schey

James Leach

Patrick Crowley

Executive Management

Chief Executive Officer - Scott Avedisian

Chief Financial Officer - Christopher Durand

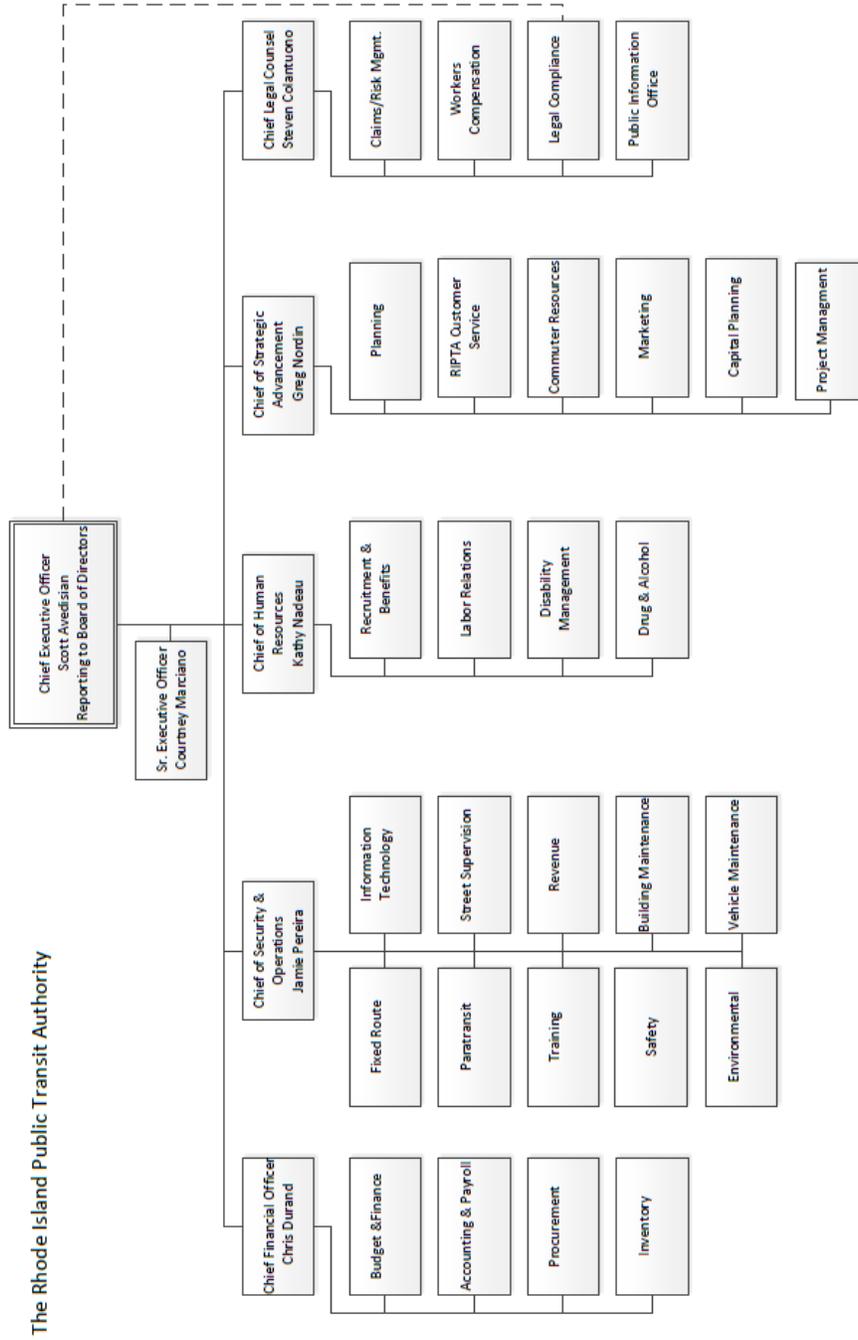
Chief of Human Resources - Kathy Nadeau

Chief Legal Counsel - Steven Colantuono

Chief of Security and Operations - Jamie Pereira

Chief of Strategic Advancement - Gregory Nordin

Organizational Chart





BUDGET DETAIL

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

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

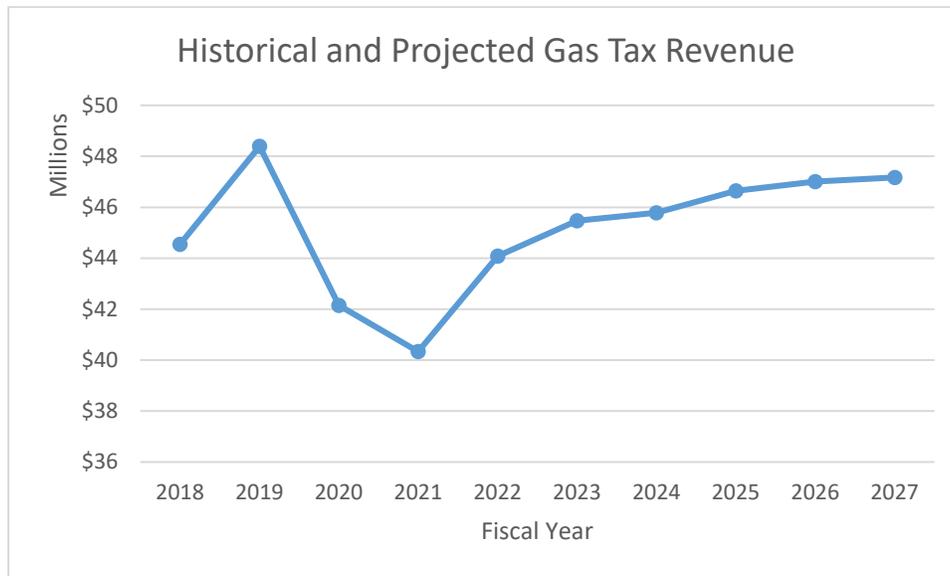
Federal Subsidies includes money RIPTA receives from the Federal Transit Administration (FTA) for both operating reimbursements (including salaries) and for large purchases, maintenance agreements, parts, major components (engines), and other operating projects. These budgeted levels vary based upon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

Federal revenues in the FY 2023 revised budget increased by \$10.3M from 2022 actual levels due to an expected increase in various operating costs that are eligible for federal reimbursement.

State Subsidies

Gas Tax Revenue

Semiannually, the Authority receives a per-penny yield from the State of Rhode Island’s Office of Revenue Analysis. Yields have largely recovered from pandemic lows and are projected to increase through 2027. 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 Elderly Affairs 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 preliminary per-penny yield for FY 2021 and FY 2022 along with the projected yield for fiscal years 2023 and 2024. The Authority will receive a revised projection for FY 2023 in November.

	5/22/2022 Estimates	FY 2021 (11/16/21)	FY 2022 (5/17/2022)	FY 2023 (5/17/2022)	FY 2024 (5/17/2022)
Account	Yield	\$4,074,036	\$4,452,834	\$4,593,213	\$4,624,823
State Gas Tax	9.25 Portion	\$37,684,833	\$41,188,715	\$42,487,220	\$42,779,613
UST	0.5 Portion	\$2,037,018	\$2,226,417	\$2,296,607	\$2,312,412
Elderly Affairs	.79 - \$2.5M Piece	\$718,488	\$1,017,739	\$1,128,638	\$1,153,610
	Total	\$40,440,339	\$44,432,870	\$45,912,465	\$46,245,634

Highway Maintenance Account (State Highway Revenue)

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

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

In total, RIPTA expects to receive \$9,875,766 in Highway Maintenance funds in FY 2023 and \$9,979,243 in FY 2024.

Other Revenue

Other Revenue includes revenue earned from advertising, ID 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, 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.

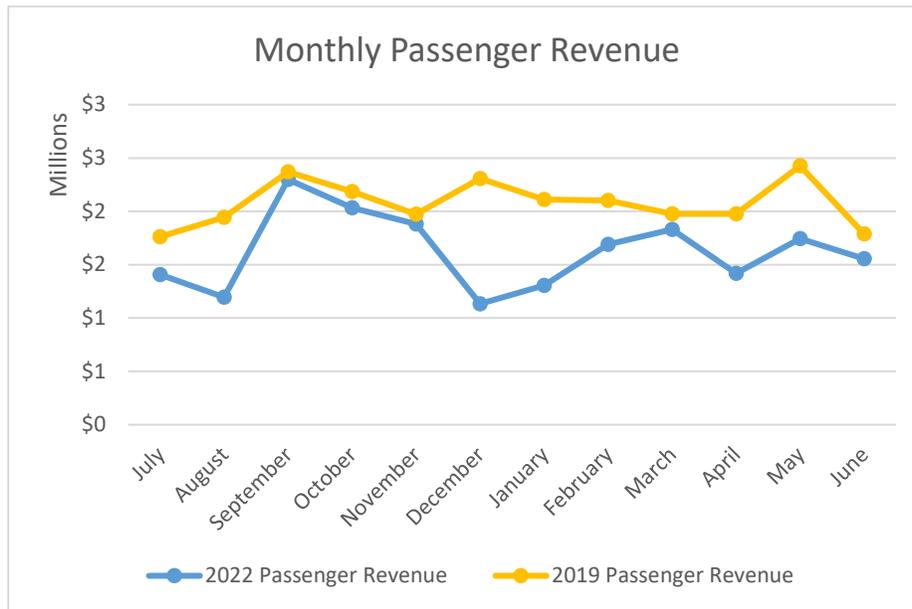
Passenger revenues continue to increase from pandemic lows and are expected to be \$3.0M higher than the FY 2023 forecast established last summer (September 2021).

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.

Third party revenues continue to improve and RIPTA is currently negotiating several new contracts which will lead to increases in this revenue category. Current estimates are \$1.4M higher than previously projected.

The table below compares FY 2022 fare revenues to pre-pandemic levels in 2019. Ridership and resulting fare revenues follow a very distinct seasonal pattern that peaks when students return to school in September and again after December. As COVID-19 restrictions ease, we are seeing the trend more closely follow historical patterns.



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 as a result of the COVID-19 pandemic but has restarted with procurement expected to commence by the end of calendar year 2022.

Operating Expenses

Increases in fuel prices, inflation, and personnel costs have led to an increase in operating costs by \$15.6M or 12% from initial estimates last September. More detail on those changes is itemized below.

- 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 \$7M because of hiring an additional 11 fixed-route drivers, additional overtime related to staffing shortages, and funds set aside for settlement with the Authority's various unions including a COVID-19 bonus on par with state settled contracts. The Authority continues to attract and retain employees and is currently exploring various ways to help address recruitment.

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

Contract Services are \$3.3M higher than originally projected. \$3.2M of the increase is related to funds needing to be expended for an R-Line free fare study, a statewide paratransit study, and \$2.75M related to the development of the proposed Dorrance Street Transit Center. State funds are being provided for all these projects except for the paratransit study, which RIPTA will fund with gas tax proceeds.

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

Operating Expenses have increased by \$4.8M compared to initial projections for 2023. \$3.8M of that is related to increases in diesel fuel prices. The Authority's price lock of \$1.59 per gallon expired in early July and the Authority is now paying market prices ranging from \$3.70 per gallon to over \$4. It is unlikely that favorable lock-in prices will be available in the first half of the fiscal year. The Authority currently purchases 2.3M gallons of diesel per year. With the electrification of the R-line we do expect fuel purchases to decline.

The remaining increase in operating expenses is a result of increasing the self-insurance reserve contribution for the fiscal year. RIPTA hired a risk advisor to assist with the review of historical auto liability and workers' compensation claims to determine the most appropriate way to manage those financial risks. That advisor determined that self-insuring is the most cost-effective approach, provided the reserve can be adequately funded. If financial conditions deteriorate over the course of the fiscal year less may be contributed than projected. Normal contributions are \$250,000 annually and \$1,250,000 will be contributed in both fiscal years 2023 and 2024. At that point the reserve will be fully funded. Inadequate contributions to the legal reserve have been repeatedly flagged in the Authority's annual financial report by our auditors.

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

Utility costs for FY 2023 have increased by \$125,000 or 7.7% from original projections. The Virtual Net Metering contract for electricity purchases continues to reduce costs by more than anticipated. However, increases in water, sewer, sanitation, natural gas, and communications

have offset those savings and led to an increase in utility costs. The Authority will be looking to advance more renewable energy projects in FY 2023 and 2024 to reduce costs and generate new revenues.

- **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.

The Authority expects this category to be \$0.3M less than expected, primarily due to less expenditures in FY 2022 than the budget had anticipated.

Emergency Relief Funding

Going into FY 2023 the Authority had \$63.4M 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 \$30.2M being used to balance the FY 2023 budget and another \$29.6M to balance the FY 2024 budget.

A small balance will remain going into FY 2025 of \$3.6M. These funds will be exhausted within the first four weeks of the new year. At that point 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 increases, and revenue fluctuations in both passenger fares and state gas tax. Combined, these items have the potential to cause relief funding to be spent faster than called for in this plan.

The table below summarizes the funds received by 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 6/30/2022. See the section on budget development for variances between budget and accounting methods.

RIPTA Fund Balance Projection For FY 2023	
Beginning Fund Balance 7/1/2022	-\$5,634,872
Revenues	
Federal Subsidies	\$35,233,767
Federal COVID Relief Funding	\$33,805,798
State Subsidies	\$50,788,231
Other Revenues	\$3,608,570
Passenger Fares	\$11,317,885
Third Party Fares	\$11,644,152
Special Project Revenue	\$500,000
Total Available Resources	\$146,898,403
Expenditures	
Salaries & Fringe Benefits	\$102,941,017
Contract Services	\$11,129,259
Operating Expenses	\$28,187,679
Utilities	\$1,742,793
Capital Match and Repayment	\$1,215,291
Debt Service (principal and interest)	\$1,182,364
Special Projects	\$500,000
Total Expenditures	\$146,898,403
Contributed Capital	
State Capital Receipts	\$13,364,966
Federal Capital Receipts	\$62,044,474
Total Contributed Capital	\$75,409,440
Budget format to Income Statement Adjustments	
Depreciation (Projected)	-\$19,000,000
Principal Payments (Debt Service)	-\$833,537
Principal Payments (Revolving Fund)	-\$584,822
Capital Match	-\$630,469
Total Adjustments	-\$21,048,828
 Ending Fund Balance 6/30/2022 (Projected)	 \$48,725,740

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

Long Range Operating Forecast

To guide internal decision making and to better communicate long-term financial needs, the Authority prepares a five-year forecast of expected operating revenues and expenses each year. Key assumptions to the forecast are listed below the table. A schedule of relief funding used to balance the budget each year has also been prepared. Current trends suggest that all COVID-19 relief funding is exhausted in the first two weeks of FY 2025.

Revenues							
Category	FY 2023 Revised	FY 2024					
		Proposed	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Subsidies	\$ 35,233,767	\$ 34,628,657	\$ 35,501,489	\$ 36,592,605	\$ 37,710,040	\$ 38,854,501	
State Subsidies	\$ 50,788,231	\$ 51,224,878	\$ 52,213,214	\$ 52,640,324	\$ 52,868,936	\$ 52,868,936	
Other Revenue	\$ 7,173,128	\$ 8,783,369	\$ 3,647,087	\$ 3,513,143	\$ 3,613,275	\$ 3,330,755	
Passenger Fares	\$ 11,317,885	\$ 11,487,953	\$ 11,660,572	\$ 11,835,781	\$ 12,013,617	\$ 12,194,122	
Third Party Fares	\$ 11,644,152	\$ 12,145,212	\$ 12,355,473	\$ 12,539,965	\$ 12,651,209	\$ 13,094,937	
Special Project Revenue	\$ 500,000	\$ 1,184,500					
	\$ 116,657,163	\$ 119,454,569	\$ 115,377,835	\$ 117,121,818	\$ 118,857,077	\$ 120,343,250	

Expenses							
Category	FY 2023 Revised	FY 2024					
		Proposed	FY 2025	FY 2026	FY 2027	FY 2028	
Salaries & Fringe Benefits	\$ 102,941,017	\$ 101,783,417	\$ 105,641,009	\$ 109,644,803	\$ 113,800,341	\$ 118,113,374	
Contract Services	\$ 11,129,259	\$ 12,735,926	\$ 12,799,180	\$ 13,055,164	\$ 13,303,212	\$ 13,542,670	
Operating Expense	\$ 28,187,679	\$ 29,568,645	\$ 30,189,587	\$ 30,793,378	\$ 31,378,453	\$ 31,943,265	
Utilities	\$ 1,742,793	\$ 1,779,391	\$ 1,816,758	\$ 1,853,094	\$ 1,888,302	\$ 1,922,292	
Capital Match & Repayment	\$ 1,215,291	\$ 901,529	\$ 861,909	\$ 941,114	\$ 847,015	\$ 632,858	
Debt Service	\$ 1,182,364	\$ 1,122,203	\$ 1,145,769	\$ 1,168,684	\$ 1,190,889	\$ 1,212,325	
Special Projects	\$ 500,000	\$ 1,184,500	\$ -	\$ -	\$ -	\$ -	
	\$ 146,898,402	\$ 149,075,611	\$ 152,454,212	\$ 157,456,237	\$ 162,408,212	\$ 167,366,784	
Operating Surplus/(Deficit)	\$ (30,241,240)	\$ (29,621,043)	\$ (37,076,377)	\$ (40,334,419)	\$ (43,551,135)	\$ (47,023,534)	
CARES* Available (Beginning of Year)	\$29,315,218	\$0	\$0	\$0	\$0	\$0	
CARES Used to Balance	\$29,315,218	\$0	\$0	\$0	\$0	\$0	
ARPA Available (Beginning of Year)	\$34,626,290	\$33,700,268	\$4,079,225	\$0	\$0	\$0	
ARPA Used to Balance	\$926,022	\$29,621,043	\$4,079,225	\$0	\$0	\$0	
Year end Shortfall	\$0	\$0	(\$32,997,152)	(\$40,334,419)	(\$43,551,135)	(\$47,023,534)	

*CARES: The Coronavirus Aid, Relief, and Economic Security Act, signed into law March 27, 2020

**ARPA: American Rescue Plan Act of 2021, signed into law March 11, 2021

Budget Forecast Assumptions

- RIPTA is budgeting for ten (10) additional fixed-route bus operators to expand service. The new service will help meet demand and regain ridership. There have been some targeted reductions in employee counts for vacancies that no longer need to be filled. Total employees for the Revised FY 2023 budget will be 873.
- Salaries and benefits have been projected using a weighted average of 3.79%, consistent with historical trends.
- 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 2023 to be 4.4% and will then drop to 2.1% for FY 2024. The rate continues to decline to 1.8% in FY 2027 and beyond.
- Diesel fuel costs are based upon \$4.00 per gallon average with declines in FY 2024 before increasing with inflation. The price projection is based upon current market pricing and forward-looking prices from both the fuel supplier and the pricing for West Texas Intermediate Crude Oil Futures.
- Overall costs rise at an average annual rate of 2.3% from FY 2023 to FY 2028.
- Federal revenues are consistent with expected federal revenues from the new Infrastructure Investment and Jobs Act (IIJA). A revision to the State Transportation Improvement Plan will be submitted before end of calendar year 2022.
- Passenger revenues begin to steadily grow (1.5%) from current levels, consistent with historical passenger revenue growth.
- Gas tax and Highway Maintenance fund projections are from the May 2022 State of Rhode Island Revenue Estimating Conference.
- COVID Emergency relief funding is projected to be exhausted within the first four weeks 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.



BUDGET DEVELOPMENT

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

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 2023 with the expected change in net position for the year ending June 30, 2023. 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 2023, the budget development process has or will follow the calendar as outline below:

Action	Date
Initial budget request solicitations	3/18/2022
Budget requests due	4/29/2022
Departmental meetings	4/2022
Initial budget draft	9/12/2022
Final budget draft for internal review	9/20/2022
Finance Committee to review budget	9/26/2022
Full Board Meeting to approve budget	9/28/2022
Presentation to OMB & Governor's Office	10/17/2022

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 No. 95 – Postponement of the Effective Dates of Certain Authoritative Guidance, effective for the Authority’s fiscal year ending June 30, 2021.

The adoption of GASB Statement No. 95 did not have an impact on the Authority’s financial position or results of operations.

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

- GASB Statement No. 84 – Fiduciary Activities, effective for the Authority’s fiscal year ending June 30, 2021.
- GASB Statement No. 87 – Leases, effective for the Authority’s fiscal year ending June 30, 2022.
- GASB Statement No. 89 – Accounting for Interest Cost Incurred before the End of a Construction Period, effective for the Authority’s fiscal year ending June 30, 2022.
- GASB Statement No. 90 – Majority Equity Interests – an amendment of GASB Statements No. 14 and No. 61, effective for the Authority’s fiscal year ending June 30, 2021.
- GASB Statement No. 91 – Conduit Debt Obligations, effective for the Authority’s fiscal year ending June 30, 2023.
- GASB Statement No. 92 – Omnibus 2020, effective for the Authority’s fiscal year ending June 30, 2022, except for the requirements related to the effective date of Statement 87 and Implementation Guide 2019-3 which are effective upon issuance.
- GASB Statement No. 93 – Replacement of Interbank Offered Rates, effective for the Authority’s fiscal year ending June 30, 2021, except for paragraphs 11b, 13 and 14 which are effective for the Authority’s fiscal year ending June 30, 2022.
- GASB Statement No. 94 – Public-Private and Public-Public Partnerships and Availability Payment Arrangements, effective for the Authority’s fiscal year ending June 30, 2023.
- GASB Statement No. 96 – Subscription-Based Information Technology Arrangements, effective for the Authority’s fiscal year ending June 30, 2023.
- GASB Statement No. 97 – Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – an amendment of GASB Statements No. 14 and No. 84, and a suppression of GASB Statement No. 32, effective for the Authority’s fiscal year ending June 30, 2022, except for paragraphs 4 and 5 which are effective upon issuance.

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 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.

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.



DEPARTMENTAL BUDGETS

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

Total RIPTA Personnel

The total Full Time Employee count (FTE) for FY 2023 will be 873, up by 8 from the prior year budget. The increase is due to an increase of 11 fixed-route bus operators to assist with service expansion. This increase is offset by a decrease in the paratransit van operators needed. In addition, there are two new customer service representatives budgeted and an additional marketing position.

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. Please note that performance measures are new for the FY 2023 Financial Plan, and in some instances prior year data is not available. Furthermore, measures are still being developed for some groups.

Functions	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Administration	7	8	8	8
Customer Service	11	11	13	13
Finance	8	10	10	10
Human Resources	7	7	7	7
Information Technology	11	11	12	12
Inventory Control	7	7	7	7
Legal & Risk Management	6	5	5	5
Maintenance	143	143	143	143
Maintenance - Centralized	16	15	15	15
Maintenance - State	3	3	3	3
Paratransit	107	133.5	127.5	127.5
Planning	9	11	11	11
Procurement	7	7	7	7
Project Management	4	4	4	4
Public Affairs	4	4	5	5
Revenue Collection	2	2	2	2
Ride Administration	15	16.5	16.5	16.5
Safety	1	1	1	1
Security	1	2	2	2
Street Supervision	25	26	26	26
Training	6	5	5	5
Transportation	413	433	443	443
Total FTEs	813	865	873	873

Group Overview

The Chief Executive Officer oversees all aspects of RIPTA. However, the team of employees directly reporting to the CEO are 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, Chief of Security and Operations, and the Chief of Strategic Advancement. 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 a Senior Executive Officer, responsible for assisting the CEO with communications, scheduling, and day-to-day administrative operations.

The changes in positions within the administrative group reflect a reorganization where senior leaders were moved from their departments to be included with the CEO budget. Also, the compliance officer has now been moved directly to the CEO office as opposed to formerly being within the legal office. The movement of these positions is the reason for the increase in salaries and fringe benefits within the department budget.

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 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'll be better situated to adopt best practices

Performance Measures

Meetings with local communities

It is important for RIPTA to engage with local communities and leaders to both ensure we're providing adequate service while also building support for public transit across Rhode Island.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	25	25
Actual	TBD	TBD

Policies revised

In effort to modernize policies and procedures, the administrative group will review policies and update them in accordance to the needs of RIPTA today.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	6	6
Actual	TBD	TBD

Administration Positions

Administration	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 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
CHIEF OF STRATEGIC ADVANCEMENT	1	1	1	1
LEGAL COMPLIANCE COUNSEL	0	1	1	1
SENIOR EXECUTIVE OFFICER	1	1	1	1
Total	7	8	8	8

Administration Budget

Administration	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$79,997	\$118,834	\$108,914	\$111,201
Operating Expense	\$3,522	\$5,119	\$3,677	\$3,754
Salaries & Fringe Benefits	\$848,245	\$773,050	\$1,620,842	\$1,630,278
Total	\$931,765	\$897,003	\$1,733,432	\$1,745,233

Group Overview

Under the purview of the Chief Financial Officer are the finance (including financial planning and analysis), procurement, and inventory control departments. Collectively, the group is responsible for day-to-day management of financial functions including accounting, payroll, grants management, budgeting and analysis, sourcing of materials and services, and management of assets.

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 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

Group Performance Measures

ACH payments (as opposed to check payments)		
<i>The finance department is looking to transition away from paper checks and increase the number of electronic payments issued.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	25%	30%
Actual	TBD	TBD
<i>23% of non-payroll payments were electronic in 2022</i>		

Live Payroll Checks		
<i>There are still a sizeable number of live payroll checks issued weekly. The finance department is looking to implement an electronic paystub system and reduce the number of live checks to go fully paperless.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	50	40
Actual	TBD	TBD
<i>Approximately 55 live payroll checks issued weekly in FY 2022</i>		

Bids Issued

With an increase in personnel within the procurement department to meet an increase in capital projects, it is expected that the number of bids issued annually is increased.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	64	64
Actual	TBD	TBD

49 bids were issued in FY 2022

Inventory Variance

Year-end variance/adjustments to inventory system to reconcile to physical counts.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	< 3%	< 3%
Actual	TBD	TBD

Variance as of 6/30/22 was 0.3%

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 or retirements in recent years so 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.

Two vacant positions have been transferred from the planning department to finance. These two positions have historically been data analyst positions. One has been posted and another will be posted as the department figures out the appropriate responsibilities.

Finance Positions

Finance	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
ACCOUNTING CLERK	1	1	1	1
ACCOUNTING SUPERVISOR	1	1	1	1
DATA SPECIALIST	0	2	2	2
DIRECTOR OF ACCOUNTING	0	1	0	0
EXEC DIRECTOR OF ACCOUNTING	1	0	1	1
GRANT SPECIALIST	1	1	1	1
JUNIOR ACCOUNTANT	2	1	2	2
PAYROLL CLERK PART-TIME	0	1	0	0
PAYROLL MANAGER	1	1	1	1
SENIOR FINANCIAL ANALYST	1	1	1	1
Total	8	10	10	10

Operating Budget

Finance	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Capital Match & Repayment	\$764,780	\$1,452,653	\$1,215,291	\$901,529
Contract Services	\$335,854	\$264,401	\$585,519	\$597,815
Debt Service	\$1,354,775	\$1,182,364	\$1,182,364	\$1,122,203
Operating Expense	\$1,263,415	\$364,080	\$1,752,989	\$1,763,552
Salaries & Fringe Benefits	\$2,692,198	\$4,270,803	\$3,635,835	\$3,911,508
Special Projects	\$4,165	\$0	\$500,000	\$1,184,500
Utilities	\$1,606,142	\$1,551,738	\$1,676,812	\$1,712,025
Total	\$8,021,329	\$9,086,040	\$10,548,810	\$11,193,132

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 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 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 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$930	\$1,252	\$3,771	\$3,850
Operating Expense	\$1,137	\$1,305	\$1,188	\$1,212
Salaries & Fringe Benefits	\$939,527	\$904,849	\$730,381	\$725,107
Total	\$941,594	\$907,405	\$735,339	\$730,169

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 adding a second Information Specialist. The Director of Inventory and the Director of Purchasing have been combined and is now the Executive Director of Procurement and Inventory. This new structure should allow for greater capacity and will assist in supporting the additional procurements expected in the coming years.

Some areas of focus within the department are both training and process improvement. The Department has revised its internal procedures in FY 2022 and is now focusing on process improvement and making better use of technology. Both procurement and finance are still heavily paper based, and efforts are underway to move those processes to digital platforms.

Procurement Positions

Procurement	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
BUYER	1	1	0	0
CONT & SPECIFICATIONS AGENT	1	0	2	2
CONTRACT MANAGER	0	1	0	0
DIR OF PROCUREMENT & INVENTORY	0	1	0	0
DIRECTOR OF PROCUREMENT	0	1	0	0
EXE.DIR.OF PROCURE & INVENTORY	1	0	1	1
PURCHASING ADMINISTRATOR	1	0	1	1
PURCHASING AGENT	1	1	0	0
PURCHASING CLERK	1	1	1	1
PURCHASING INFO/SPECIALIST	1	1	2	2
Total	7	7	7	7

Budget

Procurement	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$165,120	\$43,036	\$178,957	\$182,715
Operating Expense	\$13,098	\$11,896	\$13,674	\$13,961
Salaries & Fringe Benefits	\$548,902	\$488,964	\$826,135	\$728,829
Total	\$727,120	\$543,896	\$1,018,766	\$925,506

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 2023 there are no changes to positions within the department outside of salary adjustments as warranted. The expense budget for the department has been increased to help with advertising and outreach associated with recruitment. Training for the department has also been increased.

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

Performance Measures

Job fairs hosted or attended

With numerous career opportunities at RIPTA, it is imperative to ensure a consistent flow of new job applicants.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	12	12
Actual	TBD	TBD

HR hosted 7 job fairs and attended 3 outside job fairs in FY 2022

Employees Hired

The total number of employees hired are a key indicator of the work being done within the human resources department. A large amount of work goes into finding applicants, interviewing, and onboarding.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	64	64
Actual	TBD	TBD

HR hired 63 employees in FY 2022. Majority of the hires were Mechanic, Utility Workers, and Van Operators.

Job descriptions revised

Many job descriptions are outdated and need updating. The human resources department is also looking to ensure all job descriptions follow a standard format ensuring consistency.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	15	20
Actual	TBD	TBD

HR has 114 active job titles. HR revised 10 job descriptions in FY22.

Human Resource Positions

HUMAN RESOURCES	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
EXE DIR OF EMP & LABOR RELATIO	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	2	2	2	2
LABOR RELATIONS OFFICER	1	1	1	1
Total	7	7	7	7

Budget

Human Resources	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$131,130	\$255,214	\$186,700	\$190,620
Operating Expense	\$119,527	\$105,983	\$224,786	\$229,506
Salaries & Fringe Benefits	\$712,877	\$985,758	\$853,368	\$865,060
Total	\$963,534	\$1,346,954	\$1,264,853	\$1,285,187

Legal and Risk Management

Overview

The Legal and Risk Management department is responsible for managing risk and exposure for the Authority as well as ensuring compliance with federal rules and regulations. 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.

For FY 2023 there is an expectation of higher claim activity as ridership increases. This will result in higher operating costs. There is also a reduction to Salaries and Fringe Benefits with the movement of the Compliance Officer to report directly to the CEO.

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 to each employee to further develop their skill sets

Performance Measures

Performance Measures for the Legal group are currently being developed.

Legal Department Positions

Legal & Risk Management	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CLAIMS DIRECTOR	1	1	1	1
COMMUNITY OUTREACH OFFICER	1	1	1	1
EXECUTIVE PARALEGAL	1	0	1	1
PARALEGAL AIDE	0	1	0	0
PUBLIC INFORMATION OFFICER	1	1	1	1
EX DIR FED PROG & COMPLIANCE	1	0	0	0
Total	6	5	5	5

Budget

Legal & Risk Management	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$371,053	\$163,600	\$244,799	\$278,703
Operating Expense	\$5,092,186	\$6,548,842	\$7,201,653	\$7,201,675
Salaries & Fringe Benefits	\$679,640	\$934,702	\$619,953	\$636,021
Total	\$6,142,879	\$7,647,144	\$8,066,406	\$8,116,400

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:

- Complete procurement of a document management system and begin implementation to ensure a centralized location for all documents and to assist in the reduction of paper used across the Authority
- Deploy information monitors throughout the campus to improve communication
- 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 system along with replacement of gates and fencing

Performance Measures

On-Time Performance: Fixed-Route		
<i>On-time performance is based upon departure time. On-time is between 1 minute early and 5 minutes late</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	79%	79%
Actual	TBD	TBD
<i>Historical performance has averaged 82%</i>		

On-Time Performance: Paratransit (Ride)		
<i>On-time performance in the paratransit program is ten minutes before or after scheduled trip time.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	92%	92%
Actual	TBD	TBD
<i>Historical performance has averaged 95%</i>		

Number of engines replaced

With supply chain issues and delays in funding it's imperative to get the engine replacement program back on track.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	12	24
Actual	TBD	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 2023</u>	<u>FY 2024</u>
Target	6,601	6,601
Actual	TBD	TBD

Mean Distance Between Failures: Paratransit (Ride)

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

	<u>FY 2023</u>	<u>FY 2024</u>
Target	31,469	31,469
Actual	TBD	TBD

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.

For FY 2023 the IT department will grow by one position to expand the help desk, an employee facing group tasked with responding to day-to-day issues. With the rise of remote work and with new software and systems being deployed, employees needed more resources to better be able to do their work. The department continues to implement new security measures to better protect the Authority.

IT Department Positions

Information Technology	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
APPLICATION DEVELOPER	1	2	2	2
CHIEF TECHNOLOGY OFFICER	1	1	1	1
CYBER SECURITY SPECIALIST	0	1	0	0
DIR OF APPLICATION DEVELOPMENT	1	0	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	0	1	1
OPER. TECHNOLOGY SPECIALIST	1	1	1	1
SENIOR PROGRAMMER/ANALYST	1	2	1	1
TECHNICAL SUPPORT SPECIALIST	2	1	2	2
Total	11	11	12	12

Budget

Information Technology	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$797,157	\$1,249,775	\$986,917	\$1,007,642
Operating Expense	\$68,155	\$127,138	\$71,153	\$72,648
Salaries & Fringe Benefits	\$935,956	\$1,253,594	\$1,561,308	\$1,698,726
Total	\$1,801,267	\$2,630,507	\$2,619,378	\$2,779,016

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 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. However, the total FTE counts have been held steady as the Authority is struggling to fill current vacancies. In FY 2023 the Authority expects to take delivery of approximately 50 fixed route buses and another 50 paratransit vehicles depending on supply chain issues. This will significantly help the department in ensuring vehicles are in a state of good repair. Funding has also been boosted for engine replacements, also helping keep buses from having unexpected failures.

The Department will also continue researching and training on electric buses as the Authority continues to purchase and deploy this new technology.

Maintenance Department Positions

Maintenance	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 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 AND GROUNDS WORKER	5	7	7	7
DIRECTOR OF BUILDINGS MAINT	1	1	1	1
EXEC DIR OF FACILITIES & MAINT	1	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	31	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	3	3	3	3
UTILITY WORKER/ELMWOOD	52	46	46	46
UTILITY WORKER/NEWPORT	4	4	4	4
BUILDING & GROUNDS-CARPENTER	1	0	0	0
PARA-TRANSIT UTILITY	1	0	0	0
Total	143	143	143	143

Maintenance - Centralized	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 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 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
STATE OF RI / FOREMEN	1	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Total	3	3	3	3

Budget

Maintenance	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$345,575	\$282,361	\$426,295	\$435,247
Operating Expense	\$9,234,001	\$13,660,481	\$16,024,160	\$17,351,456
Salaries & Fringe Benefits	\$12,901,427	\$14,699,532	\$15,659,951	\$15,041,553
Total	\$22,481,003	\$28,642,375	\$32,110,407	\$32,828,256

Maintenance - Centralized	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$26,323	\$18,692	\$27,482	\$28,059
Operating Expense	\$494,851	\$444,516	\$715,019	\$730,035
Salaries & Fringe Benefits	\$1,276,758	\$1,644,556	\$1,644,837	\$1,643,415
Total	\$1,797,932	\$2,107,764	\$2,387,338	\$2,401,508

Maintenance - State	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Operating Expense	\$90,098	\$115,531	\$94,062	\$96,038
Salaries & Fringe Benefits	\$253,700	\$338,134	\$334,147	\$332,423
Total	\$343,798	\$453,665	\$428,209	\$428,461

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. Program participation was significantly curtailed by the pandemic, but ridership has increased by over 12% since pandemic lows. The program team responsible for managing, scheduling, and supporting paratransit program can be found under the department RIdc administration found further in this document.

A key area of focus for the Department in FY 2023 will be balancing demand with a workforce shortage. The Authority is looking for ways to improve recruitment and retention of drivers to ensure all demanded 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 2023 total van operators has been decreased by 6 to reflect current program demand. Also note that the Executive Director of Paratransit has his costs split between the Paratransit and RIdc Administration departments.

Personnel

Paratransit	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
EXE DIR OF PARATRANSIT SERVICE	0	0.5	0.5	0.5
FLEX SUPERINTENDENT(OPERATION)	1	1	1	1
LEAD OPERATIONS COORDINATOR	1	1	1	1
PARA-TRANSIT F/T VAN OPERATOR	97	123	117	117
PARA-TRANSIT OPER.COODINATOR	4	4	4	4
PARA-TRANSIT UTILITY	3	4	4	4
UTILITY WORKER/ELMWOOD	1	0	0	0
Total	107	133.5	127.5	127.5

Budget

Paratransit	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$345,424	\$1,928,754	\$619,274	\$871,779
Operating Expense	\$616,647	\$1,015,169	\$1,262,805	\$1,268,173
Salaries & Fringe Benefits	\$8,464,239	\$8,783,135	\$9,576,696	\$9,014,731
Total	\$9,426,309	\$11,727,057	\$11,458,774	\$11,154,682

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 fare collection system relies on micro chip technology to conduct transactions and receiving adequate supplies of 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 2023.

Personnel

Revenue Collection	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
REVENUE AGENT	2	2	2	2
Total	2	2	2	2

Budget

Revenue Collection	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$14,012	\$11,868	\$15,428	\$15,752
Operating Expense	\$84,464	\$31,985	\$150,258	\$150,264
Salaries & Fringe Benefits	\$218,915	\$236,793	\$237,309	\$241,924
Total	\$317,391	\$280,645	\$402,995	\$407,939

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 state has directed RIPTA to conduct a survey on implementing a statewide paratransit service as opposed to the current ¾ mile from fixed-route service limitation. That survey has commenced, and results are due to the General Assembly for review in 2023.

Personnel

Ride Administration	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
CUSTOMER SERVICE AGENT	6	6	6	6
CUSTOMER SERVICE SUPERVISOR	1	1	1	1
DIRECTOR OF PARATRANSIT	0	1	1	1
EXE DIR OF PARATRANSIT SERVICE	1	0.5	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	0	1	1	1
QUALITY ASSURANCE MANAGER	1	1	1	1
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE DATA ANALYST	1	1	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
SENIOR SCHEDULING SPECIALIST	1	1	1	1
Total	15	16.5	16.5	16.5

Budget

Ride Administration	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$270,247	\$0	\$292,253	\$298,390
Operating Expense	\$1,091	\$145	\$1,139	\$1,163
Salaries & Fringe Benefits	\$1,087,175	\$1,547,374	\$1,674,023	\$1,671,460
Utilities	\$63,200	\$66,057	\$65,981	\$67,366
Total	\$1,421,713	\$1,613,577	\$2,033,396	\$2,038,379

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 2023.

Personnel

Safety	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
ENVIRONMENT AFFAIRS/SAFETY OFF	1	1	1	1
Total	1	1	1	1

Budget

Safety	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$6,605	\$5,999	\$29,296	\$29,491
Operating Expense	\$3,034	\$3,704	\$3,168	\$3,234
Salaries & Fringe Benefits	\$222,009	\$108,787	\$143,142	\$146,615
Total	\$231,648	\$118,489	\$175,606	\$179,340

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 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
SECURITY SPECIALIST	1	1	1	1
SAFETY/SECURITY SPECIALIST	1	1	1	1
Total	2	2	2	2

Budget

Security	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$0	\$0	\$400	\$408
Salaries & Fringe Benefits	\$175,705	\$122,341	\$147,713	\$152,535
Total	\$175,705	\$122,341	\$148,113	\$152,944

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 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 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	23	24	24	24
Total	25	26	26	26

Budget

Street Supervision	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$0	\$0	\$10,400	\$10,618
Salaries & Fringe Benefits	\$2,993,645	\$3,172,594	\$3,206,764	\$3,274,400
Operating Expense	\$0	\$1,278	\$0	\$0
Total	\$2,993,645	\$3,173,872	\$3,217,164	\$3,285,018

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.

There are no increases in personnel levels planned at this time.

Personnel

Training	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
DIR TRAIN/BUS DEV PROCESS	1	1	1	1
LEAD INSTRUCTOR	1	1	1	1
TRAINING INSTRUCTOR	3	3	3	3
RELIEF SUPERINTENDENT	1	0	0	0
Total	6	5	5	5

Budget

Training	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$5,602	\$3,411	\$7,849	\$8,013
Salaries & Fringe Benefits	\$526,550	\$633,276	\$661,015	\$663,207
Operating Expense	\$324	\$314	\$339	\$346
Total	\$532,476	\$637,002	\$669,203	\$671,566

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 departments goals in FY 2023 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 increased for FY 2023. However, recruitment continues to be a struggle and the Authority has numerous vacancies that need to be filled within the department.

Personnel

Transportation	FY 2022 Revised FTE	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
ADMINISTRATIVE SECRETARY	0	1	0	0
ASST. SUPERINTENDENT TRANS.	1	1	1	1
EXEC DIR OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	342	355	366	366
FULL TIME BUS OPERATOR/NEWPORT	54	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	1	2	3	3
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	10	11	10	10
Total	413	433	443	443

Budget

Transportation	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$1,361	\$396	\$180,501	\$184,291
Salaries & Fringe Benefits	\$47,893,453	\$51,375,702	\$56,284,812	\$55,955,171
Operating Expense	\$8,175	\$6,704	\$8,534	\$8,714
Total	\$47,902,989	\$51,382,802	\$56,473,847	\$56,148,176

Group Overview

Under the purview of the Chief of Strategic Advancement are the Customer Service, Planning, Project Management, and Public Affairs (Marketing) departments. This group is responsible for development of the strategic plan, establishing an implementation plan, evaluating best practices within the transit industry, communicating with customers and the public, and delivering capital projects.

Near-term objectives to implement the strategic plan are:

- Completing the Action Plan for Electrification and Growth Plan, an implementation and electrification guide based upon the Transit Master Plan. Completion of this plan will be critical to determining the financial resources needed to fully realize the Transit Forward RI vision
- Communicate the funding needs of the Authority
- Assist with recruitment and retention strategies to allow for targeted service expansion
- Improve travel training program and business development to increase ridership
- Develop a customer service plan to determine what resources are needed to adequately support our riders
- Continuing to implement best practices within project management to ensure that when funds are provided to RIPTA they are quickly and efficiently spent, helping to show that RIPTA is worth investing in

Performance Measures

Number of community outreach events		
<i>Feedback from riders and local communities is critical to ensuring RIPTA is putting out the best possible service</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	12	12
Actual	TBD	TBD

Average wait time for customer service calls		
<i>Timely, accurate information to riders helps make the system more user friendly.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	30 seconds	30 seconds
Actual	TBD	TBD

Number of advertisements placed annually

To better communicate the services RIPTA offers we must improve our marketing program. This will be measured by the number of advertisements placed.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	10	15
Actual	TBD	TBD

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 location and to help expand the hours that customer service is available, two additional customer service representatives will be hired. Two more employees beyond that are needed to help expand availability, but current funding does not support these additional positions. This will be a priority in the new fiscal year to resolve.

Personnel

Customer Service	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
CUSTOMER SERVICE OPER ADMIN	1	1	1	1
CUSTOMER SERVICE REPRESENTATIV	5	5	7	7
SR. CUST SERVICE SPECIALIST	1	1	1	1
SR. CUSTOMER SERVICE ANALYST	1	1	1	1
TELEPHONE INFORMATION CLERK	3	3	3	3
Total	11	11	13	13

Budget

Customer Service	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$2,222	\$1,056	\$6,720	\$206,861
Operating Expense	\$7,532	\$5,196	\$7,863	\$8,028
Salaries & Fringe Benefits	\$762,971	\$881,628	\$918,422	\$860,778
Total	\$772,725	\$887,879	\$933,005	\$1,075,667

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.

The department has experienced significant turnover over the past year and has numerous vacancies. An area of focus for FY 2023 will be recruitment and retention to improve workloads. The increase in contract services is related to costs to develop the new Dorrance Street Transit Center.

Personnel

Planning	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
DATA ANALYST	1	0	0	0
DIR OF SERVICE PLANN & SCHEDULE	1	1	1	1
DIRECTOR OF LONG-RANGE PLAN	1	1	1	1
EXECUTIVE DIRECTOR OF PLANNING	0	1	0	0
PLANNER ASSISTANT	0	0	1	1
PLANNER I	3	1	3	3
PLANNER I	0	0	1	1
PLANNER I - SERVICE	0	2	0	0
PLANNER I-CAPITAL/FLEET PLANNING	0	1	0	0
PLANNING SCHEDULERS	0	1	0	0
PRINCIPAL DATA ANALYST	0	0	0	0
PRINCIPAL PLANNER	2	1	2	2
PRINCIPAL SCHEDULER	1	1	1	1
SCHEDULER II	0	1	0	0
SYSTEM PERFORMANCE ANALYST	0	0	1	1
Total	9	11	11	11

Budget

Planning	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$615,067	\$2,832,398	\$6,176,981	\$7,211,807
Operating Expense	\$199,239	\$205,711	\$208,005	\$212,374
Salaries & Fringe Benefits	\$1,127,896	\$1,571,253	\$1,283,862	\$1,244,028
Total	\$1,942,202	\$4,609,363	\$7,668,849	\$8,668,208

Project Management

Overview

The Project Management department is responsible for transitioning projects from the planning/visioning phase 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 it's been created, the department has helped develop project management procedures and is focused on establishing metrics around project delivery including budget and timeliness of each project.

Personnel

Project Management	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
EXEC. DIRECTOR PROJECT MGMT.	1	1	1	1
PROJECT MANAGER	3	3	3	3
Total	4	4	4	4

Budget

Project Management	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$6,286	\$0	\$40,000	\$40,840
Operating Expense	\$1,564	\$0	\$2,102	\$2,147
Salaries & Fringe Benefits	\$305,916	\$621,108	\$620,399	\$630,457
Total	\$313,766	\$621,108	\$662,502	\$673,443

Public Affairs

Overview

The Public Affairs 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

Public Affairs	FY 2022 Actuals as of 06/30/22	FY 2023 Approved FTE	FY 2023 Revised FTE	FY 2024 Proposed FTE
ACT PUBLIC INFORMATION OFFICER	1	0	1	1
BUSINESS MARKETING SPEC. II	0	1	1	1
JUNIOR MARKETING SPECIALIST	0	0	1	1
MARKETING & OUTREACH MANAGER	1	0	1	1
PRINCIPAL MARKETING SPECIALIST	2	3	1	1
PUBLIC INFORMATION OFFICER	0	0	0	0
Total	4	4	5	5

Budget

Public Affairs	FY 2022 Actuals as of 06/30/22	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Contract Services	\$641,974	\$535,055	\$1,000,806	\$1,021,822
Operating Expense	\$422,512	\$778,604	\$441,102	\$450,366
Salaries & Fringe Benefits	\$478,285	\$566,241	\$700,102	\$715,193
Total	\$1,634,587	\$2,044,781	\$2,292,401	\$2,341,445



CAPITAL BUDGET AND DEBT

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

Capital Budget Overview

The following is RIPTA's FY 2023 Capital Budget and FY 2024 – FY 2028 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.

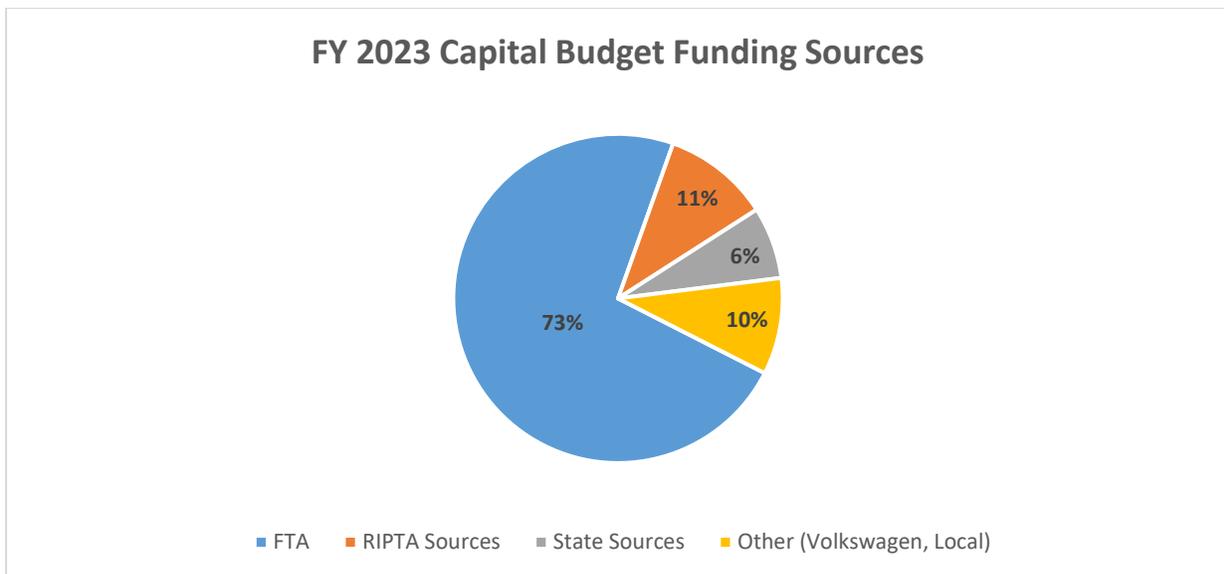
If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the CFO modifies each project accordingly in the next year's submission.

RIPTA's FY 2023 Capital Budget includes \$85.5 million in capital expenditures. Many RIPTA projects have been delayed as a result of state budget shortfalls and lack of funding availability for capital projects. The capital budget will be presented to the board for consideration in the September 2022 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 2023, RIPTA will replace 54 fixed route buses (40 Diesel, 14 Electric), 5 Flex vehicles, and 50 paratransit vehicles at an estimated cost of \$48.9 million.

Other major initiatives commencing in FY 2023 include the construction of bus facilities at CCRI's Knight/Warwick Campus, and URI's Kingston campus as the result of a recent FTA discretionary award.

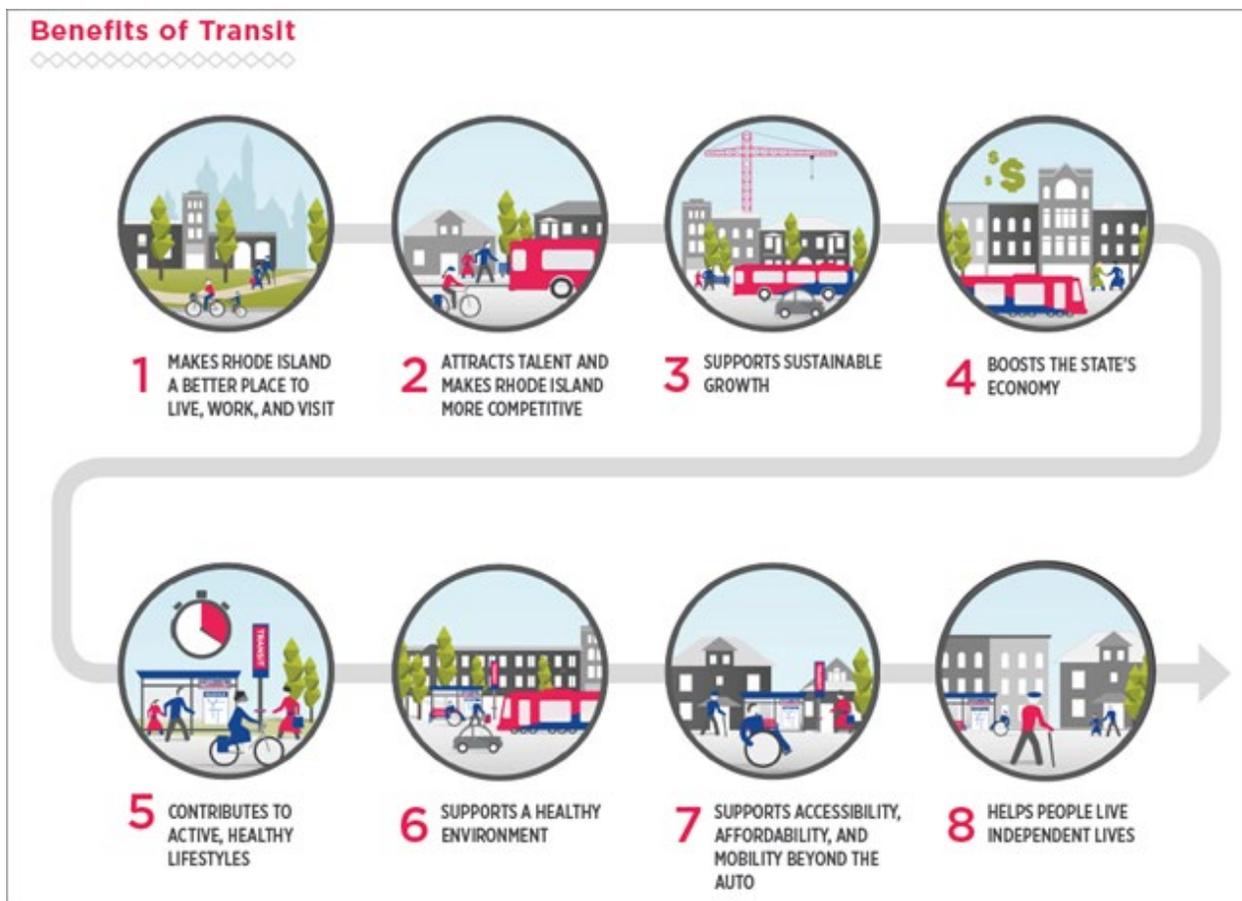
The chart below depicts the various funding sources in the FY 2023 Capital Budget.



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 a number of 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. And 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	2023	2024	2025	2026	2027	2028
Fixed Route	\$32,155,014	\$16,108,495	\$16,913,920	\$17,759,616	\$18,647,596	\$19,579,977
Fixed Route-URI	\$2,556,905	\$0	\$0	\$0	\$0	\$0
Fixed Route-ZEV Upgrade	\$5,922,001	\$10,152,000	\$10,152,000	\$10,152,000	\$10,152,000	\$10,152,000
Flex Vehicles	\$869,370	\$0	\$0	\$0	\$0	\$2,219,122
Non-Revenue Vehicles	\$600,000	\$600,000	\$600,000	\$220,000	\$220,000	\$220,000
Paratransit Vehicles	\$7,412,150	\$3,891,375	\$2,829,776	\$4,290,245	\$4,504,757	\$4,729,995
Grand Total	\$49,515,440	\$30,751,870	\$30,495,696	\$32,421,861	\$33,524,353	\$36,901,094

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. These sources of funding have expired, and a new long-term funding source is required. RIPTA will use gas tax, in the amount of \$6.4 million, to match the upcoming purchase of 54 buses.

The FY 2023 order is for 54 buses (40-Diesel, 14-Electric) with an expected delivery beginning in Q2 of FY 2023. RIPTA will use gas tax, in the amount of \$6.4M to match the base diesel cost of all 54 buses, while Volkswagen Settlement funds will be used as match for the electric upgrade on 14 buses. The next bus purchase will occur in FY 2024 and include 24 diesel buses. State match for the base diesel cost, in the form of Vehicle Registration Fees, are included in the State's capital budget. RIPTA continues to successfully apply for and receive discretionary awards for the Low/No Emissions program. These federal funds total, on average, \$5.2M, requiring a match of \$1.3M, which is included in a request to the state.

Fixed-Route – URI

As part of the URI Kingston Transit Center project, RIPTA will purchase 4 diesel buses with match from Vehicle Registration Fees.

Fixed-Route – ZEV Upgrade

Zero-emission bus technology is rapidly progressing and the Authority is working with a consultant to determine the cost-effectiveness of various zero-emission vehicle configurations. The results of this study will help determine the capital funds required to make this transition. With numerous funding sources becoming available for zero-emission vehicles, including Volkswagen settlement funds and No/Low-emission grant awards from FTA, the Authority feels confident in the ability to leverage existing federal and match funds to transition a portion of the fleet to zero-emission vehicles.

This transition will not affect the federal and match funds required as the funds set aside for diesel vehicle purchases will be used to cover the base bus cost of a zero-emission vehicle. However, results of the transition study and ongoing data collection may indicate a need for a 2 to 1 replacement moving forward (i.e. for every 1 diesel bus retired, 2 electric buses will come into service), depending on the maximum range of electric vehicles.

Flex Vehicles

Flex is a fixed-route service that is operated using vehicles similar to the Paratransit vehicle; the differences being Flex vehicles have destination signs and a farebox. RIPTA will purchase 5 of these vehicles in FY 2023 at a cost of \$173,874 per vehicle. RIPTA will use gas tax receipts for the 20% match, and federal funds are available to cover 80% of the vehicle cost.

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. This budget increases to \$600,000 over the next few years to allow for a more timely replacement of the quickly aging fleet. Federal funding covers 80% of the purchase cost and the remaining 20% is funded via RIPTA's Capital Revolving Loan Fund.

Paratransit Vehicles

The Paratransit fleet size is approximately 100 vehicles. Twenty-five vehicles were purchased in FY 2016, but the remaining 75 are scheduled for replacement. RIPTA will receive 50 new paratransit vehicles in FY 2023 at a cost of \$148,243 per vehicle.

The Authority is using this as an opportunity to review Paratransit operations to determine what vehicles make the most sense going forward. Many programs are moving towards diversified fleets made up of smaller and larger vehicles, and in some cases sedans. The fleet plan currently calls for the purchase of smaller vehicles with gasoline engines. Part of this plan includes the purchase of Ford Transits, 25 of which were delivered in FY 2020, as well as Dodge Caravans with wheelchair lifts. Five Caravans were purchased in FY 2019. As the specifications are developed, and depending on the performance of the Ford Transits and Dodge Caravans, there may be more smaller vehicles purchased resulting in a lower fleet replacement cost.

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 Budget			
Project	2023	2024	2025
Downtown Transit Connector	\$2,561,485	\$0	\$0
East Side Tunnel	\$1,500,000	\$6,000,000	\$6,000,000
East Side Tunnel Exterior Planning	\$154,675	\$2,000,000	\$2,000,000
East Side Tunnel Security	\$200,000	\$100,000	\$100,000
Grand Total	\$4,416,160	\$8,100,000	\$8,100,000

Downtown Transit Connector

The City of Providence was awarded \$13,000,000 in Tiger VI funding for the Downtown Transit Connector (DTC), an enhanced transit corridor that will provide fast, frequent connections through downtown Providence, between Providence Station and Rhode Island Hospital. Comprised of six stops in each direction, the DTC will be anchored by the Providence Station Hub in the north and the Rhode Island Hospital Hub in the south.

The project began in FY 2017 and new service along the corridor commenced in January 2020. Work on the DTC is complete, though some remaining traffic signal and bathroom facility work will be paid in FY 2023.

East Side Tunnel

The East Side Bus Tunnel needs structural repairs, drainage repairs, and safety improvements. A preliminary needs analysis has been completed, and architectural and engineering work has commenced.

The project is currently estimated to total approximately \$13.5 million. Federal funds will be used for a portion of the project cost, including \$903,470 in federal discretionary funds for design and engineering. The State had set aside \$1.9 million in Rhode Island Capital Plan Funds (RICAP) to complete the project, however, due to COVID-19 RIPTA agreed to use gas tax receipts in that amount for match. RIPTA will work to identify more federal and match funding to fully support this project.

East Side Tunnel Exterior Planning

In addition to the structural improvement mentioned above, the Authority is planning passenger amenity improvements at both ends of the tunnel. A cost estimate for this portion of the project is forthcoming.

East Side Tunnel Security

The Authority is setting aside security money for the East Side Tunnel to help with lighting, access, and general safety and security of this project. RIPTA is required to spend 1% of its 5307 funds each year on Security Enhancements. Recent initiatives have included installing cameras, gates, and card readers at RIPTA's Newport transportation and maintenance facility at 350 Coddington Highway, Middletown, RI.

Passenger Facilities

Passenger Facilities Budget				
Project	2023	2024	2025	2026
Bus Shelters	\$0	\$5,000,000	\$10,000,000	\$15,000,000
Community Partnership Projects	\$100,000	\$0	\$0	\$0
Dorrance Street Transit Center	\$0	\$6,600,000	\$6,600,000	\$0
Kennedy Plaza Improvement/Upgrade	\$750,000	\$250,000	\$0	\$0
Transit Hubs: Pawtucket/Central Falls	\$5,373,090	\$0	\$0	\$0
Transit Hubs: Pawtucket/Central Falls Passenger Building	\$500,000	\$4,000,000	\$500,000	\$0
Transit Hubs: URI Kingston	\$5,000,000	\$1,250,000	\$0	\$0
Transit Hubs: Warwick/CCRI	\$1,300,000	\$0	\$0	\$0
Grand Total	\$13,023,090	\$17,100,000	\$17,100,000	\$15,000,000

Bus Shelters

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

This project will invest in the replacement and expansion of RIPTA's bus shelter program. RIPTA's 300 current shelters, which are nearly 20 years old, will be replaced with new, high-quality shelters that will provide enhanced amenities for passengers. Additionally, RIPTA will expand its shelter program by up to 300 new shelters in communities across the state. Funding for this project has yet to be identified.

Community Partnership Projects

The goal of RIPTA's TransART program, launched in 2007, is to enhance the experience of those using RIPTA service by providing seating and shelter from the weather while introducing interesting and unique bus shelters to the streetscape environment.

RIPTA will provide federal funding to support a Dexter Street project in Central Falls, awarded through the Main Street Rhode Island Streetscape Improvement Fund. This program awards funds that support improvements to the State's commercial districts. RIPTA's federal funds are contributing 80% of the total project costs.

Dorrance Street Transit Center

RIPTA is proposing the development of a new intermodal facility known as the Dorrance Street Transit Center (DSTC). 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 Dorrance Street Transit Center will provide a single organized location for bus service. The new transit hub will be located in the blocks bounded by Dorrance Street, Friendship Street, Clifford Street, and Dyer Street.

The State has provided RIPTA with the balance of the 2014 Transit Bond (\$22 million). RIPTA is currently pursuing the project as a potential Public-Private-Partnership (P3). As this project is developed additional information will be provided.

Kennedy Plaza Improvement/Upgrade

As the central RIPTA hub, Kennedy Plaza is one of the most visible locations in the state. Opened in 2002, years of heavy foot traffic and public use give rise to the need for improvements and upgrades to the Intermodal Transportation Center. The HVAC system servicing the offices and restrooms in Kennedy Plaza is in need of replacement, as are the fixtures in the restrooms themselves. Minor improvements were made recently, though a more extensive upgrade of the entire building is necessary for continued operation.

Early estimates for this project total \$1 million. Federal funds would cover 80% of the project cost, and RICAP funds would match the project. RIPTA was forced to close Kennedy Plaza to all customers and employees as a result of COVID-19, though the building has since re-opened.

Transit Hubs: Pawtucket/Central Falls

Downtown Pawtucket is the second busiest bus hub in Rhode Island, with 4,000 passenger movements daily. Passenger facilities are in need of upgrades, but are in a private facility without a long-term lease. Meanwhile, a new commuter rail station is being constructed ½-mile to the west. A multi-entity planning effort has identified a new transit vision for Pawtucket/Central Falls that relocates the hub to the station site and creates a downtown transit corridor feeding this future intermodal center.

RIPTA applied for and successfully received \$5.4 million in federal discretionary funds to build a new bus hub in Pawtucket/Central Falls. These funds will be leveraged using match funds from the City of Pawtucket and from State RICAP for a total project cost of \$7 million.

The new hub will be adjacent to the Pawtucket/Central Falls Train Station and will include 6-8 bus berths for passenger loading and bus layoff, shelters, real-time information signage and ticket vending machines (TVMs).

Though this project has been transferred to RIDOT as part of the overall Pawtucket/Central Falls Train Station project, RIPTA has technical oversight of the bus hub design and construction through WSP, an engineering professional services firm.

Transit Hubs: Pawtucket/Central Falls Passenger Building

While the Pawtucket/Central Falls Bus Hub project initially included a building for passengers, that building was descope due to budgetary concerns. The State of Rhode Island, through its ARPA State Fiscal Recovery Funds, has allocated \$5 million for the construction of a passenger facility at the new Pawtucket/Central Falls Bus Hub. The proposed facility would include restrooms for passengers and employees, a sheltered waiting space for passengers, as well as a RIPTA customer service presence.

Transit Hub: URI Kingston

The University of Rhode Island wishes to further strengthen its partnership with RIPTA through the establishment of a transit hub on its campus that would act as a nexus for both current and expanded bus services between the campus, South County and across Rhode Island. The hub is a major element of the University’s Transportation and Parking Master Plan. This project intersects at a unique moment in time as URI has decided to take a series of actions to improve mobility including: 1) a ban on parking for all incoming freshman, and 2) the reconstruction of Upper College Road as a Complete Street.

This project will provide a safe passenger facility on the URI campus and attract new riders by providing expanded connections to not just the University’s other campus locations but across South County. This hub unlocks a number of operational and service opportunities that will better serve residents in this part of Rhode Island.

RIPTA applied for and successfully received \$8.0 million from the FTA Bus & Bus Facilities discretionary program to fund this project and the transit hub at CCRI/Warwick (see below). Match for this project includes RICAP, Rhode Island Health and Educational Building Corporation (RIHEBC) Bonds, and Highway Maintenance funds. Due to delays associated with COVID-19 and an understanding that RICAP funding was constrained in FY 2021, this project timeline has been delayed and will begin in FY 2023.

Transit Hubs: CCRI Warwick

The last Comprehensive Operational Analysis (COA) identified the development of a Warwick Center as a key change needed to enhance service. The COA realignment has made Warwick a new transit hub focused on routes serving CCRI’s Knight Campus and routes south.

Preliminary estimates are that this project will cost \$1.3 million. Federal discretionary funds, awarded for this project and the transit hub at URI Kingston, would cover 80% of the project cost, and RICAP funds have been allocated by the state in the amount of \$260,000 to be used as match.

Support Facilities

Support Facilities Budget						
Project	2023	2024	2025	2026	2027	2028
265 Melrose Street	\$0	\$4,604,402	\$11,511,005	\$11,511,005	\$0	\$0
Asbestos Abatement (265 Melrose)	\$300,000	\$575,000	\$0	\$0	\$0	\$0
Chafee Maintenance Facility Rehab	\$333,000	\$0	\$0	\$0	\$0	\$0
Elmwood UST Fuel Tank Replacement	\$50,000	\$0	\$1,000,000	\$1,200,000	\$0	\$0
Fume Detection Systems (350 Coddington)	\$25,000	\$0	\$0	\$0	\$0	\$0
Gasoline Fuel Stand	\$1,200,000	\$0	\$0	\$0	\$0	\$0
Gate Install/Upgrade	\$400,000	\$125,000	\$100,000	\$0	\$0	\$0
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Overhead Garage Door Replacement	\$1,480,050	\$0	\$0	\$0	\$0	\$0
Replace Safety Bollards	\$220,000	\$220,000	\$0	\$0	\$0	\$0
Safety Signage (Properties/Facilities)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Saw Cutting/Sidewalk Repair (269 Melrose)	\$150,000	\$0	\$0	\$0	\$0	\$0
Security Camera System Upgrade	\$300,000	\$325,000	\$0	\$0	\$0	\$0
Security Fencing	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0
Trench Drain Replacement (269 Melrose)	\$0	\$250,000	\$0	\$0	\$0	\$0
ZEV Infrastructure	\$7,455,738	\$1,125,000	\$4,743,000	\$6,033,000	\$0	\$0
Grand Total	\$11,998,788	\$8,309,402	\$18,439,005	\$18,829,005	\$85,000	\$85,000

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 \$27.6 million facility rehabilitation project for this building. Though previous applications for discretionary funding have not been approved, RIPTA continues to search for funding to support this project.

Asbestos Abatement

While planning and funding for the future renovation and use of 265 Melrose Street is pending, more immediate plans for the abatement of asbestos is required if the building is to be used by staff in the near term.

Chafee Maintenance Facility Rehab

RIPTA was awarded \$3.3 million in FTA discretionary funding to replace lifts, repair the roof, and purchase new make-up air units (MAUs). This project is near completion pending some final invoices.

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 2023 with a goal to replace the tanks by FY 2026. At an estimated cost of \$2.2 million, RIPTA would use federal funds and RICAP for the required 20% match.

Fume Detection Systems (350 Coddington)

Each RIPTA facility must be equipped with fume detection systems to monitor CO/NO² fumes emitted by vehicles and equipment. When fume levels rise above allowable thresholds, the detection system sounds alarms, opens doors, and activates exhaust fans to quickly improve air quality. The sensors at the 350 Coddington Highway facility need to be replaced.

To replace the fume detection systems in this building will cost \$85,000 and is eligible for federal reimbursement. RICAP will provide the required 20% match. CO sensors must be replaced every 2 years, while NO² sensors must be replaced every 5 years. This ongoing maintenance is reflected in the operating budget.

Gasoline Fuel Stand

RIPTA Paratransit is currently operating an aging fleet of diesel-only vehicles with a need to convert to gasoline vehicles and therefore a need for safe, reliable, on-site gasoline fueling. This need arises from the fact that the paratransit van manufacturing industry is phasing out diesel van production in favor of

gasoline vehicles. This project is underway with a budget of \$1.2 million and an estimated completion date later this year, in time for the arrival of new gasoline powered Paratransit and Flex vans.

Gate Install/Upgrade

See Security Enhancements line below.

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 re-lined 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 \$60,000 annually for 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 a number of overhead garage doors that are scheduled to be replaced this year. The current doors would be replaced with rubber doors, similar to recent installations at the transportation building. These rubber doors require less maintenance and have greater durability than the more traditional metal overhead doors. RIPTA plans to replace 23 doors beginning in FY23. This project is expected to cost approximately \$1.5 million and will be paid with 80% federal funds and 20% RICAP.

Replace Safety Bollards

Safety bollards at some RIPTA sites need to be replaced and others need to be relocated for better safety measures. This project will use federal funds and RICAP match, as outlined in the Security Enhancements line below.

Safety Signage (Properties/Facilities)

See Security Enhancements line below.

Saw Cutting/Sidewalk Repair (269 Melrose)

Curbs in 269 Melrose that separate fueling lanes and the rest of the garage need replacement/repainting. The current condition of these sidewalks/curbs is unsafe and taped off to prevent injury. Cost estimates for this project total \$150,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

Security Camera System Upgrade

See Security Enhancements line below.

Security Fencing

Security fencing at all RIPTA properties will be replaced beginning in FY 2024. This project will use federal funds and RICAP match, as outlined in the Security Enhancements line below.

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 2023 and FY 2024, while safety signage replacements will continue across RIPTA properties on a yearly basis.

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 \$250,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

ZEV Infrastructure

Infrastructure upgrades are needed for the 14 electric buses expected to arrive in FY 2023. Locations at the Elmwood campus and the R-Line turnaround at Broad Street and Montgomery Avenue are under construction for depot charging and in-line charging, respectively. Volkswagen Settlement funds are available to cover the cost of these upgrades. Additionally, RIPTA recently received a RAISE grant award in the amount of \$22.4 million to fund charging infrastructure, facility upgrades, and the procurement of approximately 25 battery-electric buses which will enable all Newport-based transit services to be electric.

Transit Enhancements

Transit Enhancements Budget			
Project	2023	2024	2025
AIM Geofencing	\$35,000	\$0	\$0
Fare Technology Upgrade	\$273,262	\$0	\$0
IVR Replacement	\$150,000	\$0	\$0
One Call-One Click Implementation	\$100,000	\$0	\$0
Real-Time Scheduling/Mobility on Demand	\$100,000	\$0	\$0
Transit Signal Prioritization - Implementation	\$347,347	\$0	\$0
Safe Streets	\$0	\$3,000,000	\$3,250,000
Grand Total	\$1,005,609	\$3,000,000	\$3,250,000

AIM Geofencing

This project involves the development and deployment of stop-level geofencing technology, enabling riders who board RIPTA buses at these stops to be granted free transit when they tap their WAVE smart card or mobile app. The Authority set up these geofences at every stop within the boundaries of the City of Central Falls for a trial period of one year to evaluate stop utilization, ridership trends, and other service-related data points.

Fare Technology Upgrade

The Authority's previous fare collection system was not capable of securely expanding into smart cards or mobile payments and was in need of upgrades and/or replacement. The new technology upgraded the current fare system to contain the components necessary to support smart cards and mobile payments.

Init, a supplier of IT solutions for public transport, was awarded a contract in FY18 for \$5.6 million. The upgrade began in February 2019 and completion is expected in FY 2023. Federal funds are available for 80% of the total project cost, and RIPTA's Capital Revolving Loan Fund will be used to finance the remaining 20%.

Interactive Voice Response (IVR) Replacement

Currently, the IVR system is located on the AS400, which necessitates duplicative entries between that system and the new Hastus system. Moving the IVR off the AS400 would eliminate the need for that constant manual data exchange and create efficiency.

The replacement is estimated to cost \$150,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

One Call-One Click Implementation

This project would provide easily accessible, customized travel information to the general public, and in particular, older adults, individuals with disabilities, and any others reliant on public or community transportation services.

The project cost is estimated at \$100,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

Real-Time Scheduling/Mobility on Demand

This project is for the purchase of an additional module that will work with the existing Ride and Flex software to give passengers the ability to schedule trips within Flex zones in real-time. Currently, riders need to make a trip request 24 hours prior to the anticipated travel time. This technology will create a better travel experience for passengers and make RIPTA's service more attractive.

The software is expected to cost \$100,000 with federal funds covering 80% of the project cost and RIPTA Capital Match covering the remaining 20%.

Transit Signal Prioritization (TSP) – Implementation

This project will improve reliability and on-time performance along determined corridors by installing an advanced GPS-based solution that allows vehicles to communicate with intersections resulting in coordinated traffic signal timing.

The project scope involves the implementation of TSP at more than 150 intersections across five new corridors. TSP hardware for the new system will be installed on the majority of the fleet to enable them to communicate with the intersections.

Remaining capital costs are estimated at approximately \$350,000. Federal funds are available to cover 80% of the project total with RIPTA Capital Match providing the 20% match. There will also be a \$310,275 ongoing yearly maintenance expense reflected in the RIPTA Operating Budget.

Safe Streets

This project was submitted as an application for the newly established Safe Streets and Roads for All discretionary program. The plan, generally, is to address the unique road safety needs of Rhode Island communities.

Support Systems

Support Systems Budget						
Project	2023	2024	2025	2026	2027	2028
A/V Conference Room Upgrades	\$50,000	\$50,000	\$0	\$0	\$0	\$0
ATMS Radio Replacement	\$700,000	\$1,300,000	\$1,300,000	\$700,000	\$0	\$0
Claims Management Software	\$125,000	\$0	\$0	\$0	\$0	\$0
Compliance Software	\$40,000	\$0	\$0	\$0	\$0	\$0
Document Management System	\$250,000	\$0	\$0	\$0	\$0	\$0
Eligibility Software Suite	\$250,000	\$0	\$0	\$0	\$0	\$0
Enterprise Software/Asset Mgmt	\$550,000	\$1,200,000	\$1,200,000	\$550,000	\$0	\$0
Fuel and Fluid Management	\$182,243	\$0	\$0	\$0	\$0	\$0
Hastus Upgrade and Expansion	\$1,000,000	\$0	\$0	\$0	\$0	\$0
Incident/Accident Mgmt Software	\$250,000	\$0	\$0	\$0	\$0	\$0
Kronos Enhancement Modules	\$75,000	\$0	\$0	\$0	\$0	\$0
Office Equipment - Copiers	\$150,000	\$0	\$0	\$0	\$0	\$0
Phone System Replacement	\$400,000	\$0	\$0	\$0	\$0	\$0
Redundancy/Disaster Recovery	\$130,000	\$300,000	\$300,000	\$130,000	\$0	\$0
Replacement IT Equipment	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Security Software	\$100,000	\$0	\$300,000	\$0	\$0	\$0
Server Software	\$100,000	\$100,000	\$0	\$0	\$0	\$0
Server/SAN Replacement	\$150,000	\$150,000	\$0	\$0	\$0	\$0
Upgrade Network	\$50,000	\$50,000	\$0	\$0	\$0	\$0
Work From Home Software	\$100,000	\$100,000	\$0	\$0	\$0	\$0
Grand Total	\$5,052,243	\$3,650,000	\$3,500,000	\$1,780,000	\$400,000	\$400,000

A/V Conference Room Upgrades

This project is an ongoing upgrade to all RIPTA conference rooms, including cameras, speakers, video conferencing, and smart boards, to allow RIPTA to easily connect with staff, hold interviews, and conduct business with external parties.

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 a 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%.

Document Management System

RIPTA is currently seeking a document management storage and retrieval solution to provide efficiency for RIPTA staff in the filing, retrieval, tracking, and approval of essential documents. This will be a cloud-based solution with cloud storage and the ability to access the system from anywhere.

It is currently estimated that the software will cost \$250,000. 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 \$3.5 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%.

Fuel & Fluid Management System

The fuel and fluid management system will replace the current obsolete fuel management systems currently in use with a single system that will provide more automated functionalities. Some of the benefits include minimizing the consumption of costly petroleum-based fuels and other fluids; assuring fuel and fluid security and accountability; reducing the cost of fuel used by the fleet and providing safe, convenient fueling access for the fleet and reliable and accurate fleet data information. This system will also provide vehicle health monitoring alerts to maintenance, increasing the effectiveness of the preventative maintenance program. This contract was awarded to CoenCorp in FY 2019 and is scheduled to be completed in FY 2023. The project is 80% federally funded and matched using the RIPTA Capital Revolving Loan Fund.

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 choose-up 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 2023.

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 \$75,000 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%.

Phone System Replacement

RIde operates a 12-person contact center comprised of one (1) Manager, two (2) Supervisors and nine (9) outbound/inbound agents. This department currently utilizes Shoretel as the base phone and reporting system. Shoretel reporting does not contain all the reports needed to monitor Automatic Call Distribution (ACD) activities, call center performance, and agents' activities.

The RIde department requests the procurement of a cloud-based call-monitoring system that has the ability to evaluate quality, calibrate quality scores, monitor agents' audio and/or screen interactions, and integrate performance management tools. Federal funds are available to cover 80% of the project cost with the remaining coming from RIPTA Capital Match.

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. 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 FY23 and FY25. Federal funds are available for 80% of the upgrade cost with RIPTA Capital Match providing the remaining 20% match.

Server Software

In FY 2023, the Authority's server software will need upgrading/replacement. The current cost estimate is \$200,000 over two years. 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 IT Department recommends replacing the servers starting in FY 2023. The total cost is estimated to be \$300,000 over two years. 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 \$100,000. Federal funds would be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Work From Home Software

This request is for software to ensure that the ability to work remotely is not disrupted due to connectivity or other accessibility issues. The total cost of the software is estimated to be \$200,000 over two years. Federal funds will 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			
Project	2023	2024	2025
Quonset Ferry ADA Improvements	\$59,000	\$145,000	\$145,000
Quonset Ferry Terminal Building	\$441,000	\$1,039,500	\$1,039,500
Grand Total	\$500,000	\$1,184,500	\$1,184,500

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.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
FTA Formula	\$ 33,871,305	\$ 33,167,418	\$ 43,551,761	\$ 41,036,693	\$ 19,085,883	\$ 21,787,276
FTA Discretionary	\$ 28,173,169	\$ 15,129,200	\$ 16,423,600	\$ 13,388,000	\$ 8,121,600	\$ 8,121,600
Total FTA Funding	\$ 62,044,474	\$ 48,296,618	\$ 59,975,361	\$ 54,424,693	\$ 27,207,483	\$ 29,908,876
RIPTA Capital Match	\$ 620,469	\$ 230,000	\$ 200,000	\$ 106,000	\$ 80,000	\$ 80,000
RIPTA Capital Revolving Loan Fund	\$ 661,101	\$ 620,000	\$ 620,000	\$ 294,000	\$ 44,000	\$ 44,000
RIPTA Paratransit Revolving Loan Fund	\$ 1,403,146	\$ 640,023	\$ 420,423	\$ 703,374	\$ -	\$ -
Rhode Island Department of Transportation	\$ 512,297	\$ 6,600,000	\$ 6,600,000	\$ -	\$ -	\$ -
RIPTA Gas Tax	\$ 6,904,877	\$ 800,000	\$ 800,000	\$ -	\$ -	\$ -
State Fiscal Recovery Funds	\$ 500,000	\$ 4,000,000	\$ 500,000	\$ -	\$ -	\$ -
Rhode Island Capital Plan Funds	\$ 2,890,362	\$ 4,156,880	\$ 7,157,801	\$ 6,765,801	\$ 17,000	\$ 17,000
Rhode Island Bus Match	\$ 640,665	\$ 5,390,351	\$ 5,558,716	\$ 5,736,998	\$ 6,660,870	\$ 7,336,218
Rhode Island Office of Energy Resources	\$ 375,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -
Rhode Island Health and Educational Building Corporation	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 293,801	\$ 236,900	\$ 236,900	\$ -	\$ -	\$ -
Other - Volkswagen Settlement	\$ 8,265,138	\$ -	\$ -	\$ -	\$ -	\$ -
Total Match Funding	\$ 23,466,856	\$ 23,799,154	\$ 22,093,840	\$ 13,606,173	\$ 6,801,870	\$ 7,477,218

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 entered into a \$7,500,00 revolving loan agreement on May 26, 2022, for general operating purposes. The total of all advances shall not exceed the principal amount of \$7,500,000. Each advance shall be due and payable on demand, but if not sooner demanded, on May 26, 2023. The loan shall bear interest at the Taxable Index Floating Rate (30-day average Secured Overnight Financing Rate, SOFR + 150 basis points) for an interest period and is due and payable monthly in arrears. Under the agreement, the Authority may not incur any indebtedness, including capital lease more than \$5,000,000. The loan is secured by a pledge of revenues.

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 6/30/2022

Debt Forecast and Impact on Operations

At this time, the Authority does not have plans to issue long-term debt. The Authority may continue extending the revolving line of credit until such time that it is no longer needed. 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 poses 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	



SUPPLEMENTAL INFORMATION

ANNUAL FINANCIAL PLAN | FY 2023 - 2028

Budget by Line Item

The following tables present FY 2022 actual revenues and expenses, the FY 2023 approved budget as approved by the RIPTA Board of Directors in October of 2021, the Revised FY 2023 budget and the proposed FY 2024 budget. Line-item costs are provided by department.

Detailed Revenues

Row Labels	Revenues through 6/30/2022	FY 2023 Approved	FY 2023 Revised	FY 2024 Proposed
Federal Subsidies	\$24,961,529	\$35,292,441	\$35,233,767	\$34,628,657
ADA REIMBURSEMENT	\$2,920,166	\$5,000,000	\$7,371,061	\$7,481,627
CMAQ - FEDERAL TRANSIT	\$2,300,000	\$2,300,000	\$2,700,000	\$2,700,000
COMMUTER RESOURCES REIMB	\$412,785	\$334,201	\$345,248	\$354,633
FEDERAL	\$112,239	\$670,000	\$281,227	\$290,935
MOBILITY MGT REIMBURSEMENT	\$784,301	\$1,229,900	\$1,380,920	\$1,393,280
OTHER	\$1,401,086	\$3,465,858	\$4,886,116	\$3,634,240
PLANNING	\$1,063,400	\$1,315,416	\$961,385	\$942,258
PREVENTATIVE MTCE REIMB	\$15,078,429	\$17,897,066	\$15,772,958	\$16,370,753
RTAP	\$36,727	\$80,000	\$200,000	\$80,000
VAN POOL	\$0	\$0	\$0	\$0
WELFARE TO WORK	\$852,396	\$3,000,000	\$1,334,852	\$1,380,931
Federal Subsidies-COVID Relief	\$15,310,661	\$24,890,088	\$30,241,240	\$29,621,043
CARES ACT (STIMULUS)	\$15,310,661	\$24,890,088	\$30,241,240	\$29,621,043
Other Revenue	\$5,962,475	\$4,391,065	\$7,173,128	\$8,783,369
ACC. & CAS. RESERVE	\$139	\$609	\$139	\$139
ADVERTISING	\$835,503	\$550,000	\$770,000	\$770,000
DEBT FORGIVENESS	\$0	\$0	\$0	\$0
FAREBOX REVENUE	\$199,023	\$142,956	\$203,000	\$206,045
HWY Maint-Debt Service	\$1,466,663	\$1,182,364	\$1,182,364	\$1,122,203
ID SALES	\$62,974	\$44,330	\$62,974	\$62,974
INTEREST INCOME	\$2,869	\$1,000	\$2,869	\$2,869
LEASED PARATRANSIT REV	\$0	\$0	\$0	\$0
LOADABLE CARD PURCHASE	\$61,495	\$5,000	\$61,495	\$61,495
LOSS/GAIN ON PROP.RETIRED	-\$521,498	\$0	\$0	\$0
MISCELLANEOUS	\$2,926,797	\$1,156,460	\$371,388	\$220,000
OPERATING/BHDDH	\$595,940	\$631,571	\$609,000	\$618,135
OTHER	\$831	\$0	\$1,000	\$1,000
PARATRANSIT	\$3,443	\$1,150	\$3,443	\$3,443
PARATRANSIT CARRIER REV	\$0	\$0	\$0	\$0
RENT - BUILDING	\$48,416	\$48,416	\$48,416	\$48,416
RENT-ADVERTISING	\$0	\$2,250	\$0	\$0
REVOLVING LOAN	-\$92,948	\$0	\$0	\$0
RI DOT VEHICLE REPAIRS	\$111,002	\$453,665	\$428,209	\$428,461
RIDE PASS	\$165,803	\$105,188	\$168,290	\$170,815
RIPTIKS	\$316	\$1,912	\$321	\$326
TOKEN	\$0	\$0	\$0	\$0
TOWER	\$62,467	\$59,611	\$62,467	\$62,467
UTILITIES	\$4,584	\$4,584	\$4,584	\$4,584
STATE PROJECT FUNDING - OPS	\$28,658	\$0	\$3,193,170	\$5,000,000
Passenger Fares	\$8,912,835	\$8,296,034	\$11,317,885	\$11,487,953
10 RIDE PASSES	\$71,390	\$381,027	\$0	\$0
15 RIDE PASS	-\$884	\$0	\$0	\$0
2 HOUR PASS	\$121,771	\$44,074	\$44,074	\$44,735
7 DAY PASS	\$4,084	\$11,389	\$0	\$0
DAY PASS	\$279,018	\$269,554	\$509,674	\$517,320
FAREBOX REVENUE	\$5,923,977	\$5,436,466	\$7,968,351	\$8,087,876
FARES - TVM	\$28	\$0	\$359	\$365
Goodwill	-\$19,661	\$0	-\$20,000	-\$20,000
PARATRANSIT CARRIER REV	\$0	\$0	\$0	\$0

PASSES	\$2,494,205	\$2,153,524	\$2,815,426	\$2,857,657
RIPTIKS	\$38,909	\$0	\$0	\$0
Special Project Revenue	\$5,165	\$0	\$500,000	\$1,184,500
LOCAL PROJECT REVENUE	\$0	\$0	\$500,000	\$1,184,500
PLANNING	\$5,165			
STATE / RICAP	\$0	\$0		
State Subsidies	\$45,559,545	\$48,243,814	\$50,788,231	\$51,224,878
ELDERLY AFFAIRS PARATRANS	\$813,663	\$961,592	\$1,128,638	\$1,153,610
HIGHWAY MAINTENANCE FUND	\$3,638,121	\$4,560,042	\$4,875,766	\$4,979,243
STATE GASOLINE TAX	\$39,554,792	\$40,531,299	\$42,487,220	\$42,779,613
STATE UST GASOLINE FEE	\$1,552,969	\$2,190,881	\$2,296,607	\$2,312,412
Third Party Fares	\$10,555,416	\$10,203,346	\$11,644,152	\$12,145,212
ECO-PASS	\$53,471	\$23,794	\$29,148	\$29,585
ELDERLY AFFAIRS	\$2,581,402	\$2,500,000	\$2,500,000	\$2,500,000
ELDRLY/DSBLD \$5 CHG CARD	\$0	\$0	\$0	\$0
OPERATING/BHDDH	\$0	\$0		
PASS REVENUE	\$1,596,560	\$1,934,372	\$1,898,519	\$1,926,997
PASSENGER REV - HWY MAINT	\$3,399,996	\$3,817,636	\$3,817,636	\$3,877,797
PASSES	\$2,565,290	\$1,638,153	\$2,600,000	\$3,000,000
UNIVERSITY PASS	\$358,697	\$289,392	\$798,849	\$810,832
Grand Total	\$111,267,625	\$131,316,789	\$146,898,402	\$149,075,611

Detailed Expenses

Row Labels	FY 2023 Revised		
	FY 2023 Approved	Budget	FY 2024 Proposed
Administration	\$897,003	\$1,733,433	\$1,745,233
Contract Services	\$118,834	\$108,914	\$111,201
DUES/SUBSCRIPTIONS/PUBLIC	\$311	\$30,000	\$30,630
LEGAL	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$44,725	\$45,000	\$45,945
OTHER	\$48	\$305	\$312
PROFESSIONAL SERVICES	\$73,363	\$18,598	\$18,988
TRAINING/SEMINARS	\$388	\$5,000	\$5,105
TRAVEL - IN STATE	\$0	\$10	\$11
TRAVEL - OUT OF STATE	\$0	\$10,000	\$10,210
Operating Expense	\$5,119	\$3,677	\$3,754
OFFICE FURNISHINGS EXP	\$382	\$257	\$262
OFFICE SUPPLIES - DISPOSE	\$4,737	\$3,420	\$3,492
OTHER	\$0	\$0	\$0
POSTAGE	\$0	\$0	\$0
Salaries & Fringe Benefits	\$773,050	\$1,620,842	\$1,630,278
ACTIVE EMPLOYEE HEALTH	\$72,019	\$134,343	\$147,704
DEFERRED COMP EMPLOYER PD	\$0	\$0	\$0
DENTAL	\$3,978	\$7,280	\$7,644
FICA	\$42,342	\$89,930	\$89,078
HOLIDAY USED	\$0	\$36,600	\$36,807
HOURLY PENSION	\$101,222	\$203,383	\$213,898
LIFE	\$0	\$0	\$0
OTHER	\$0	\$44,480	\$24,067
PERSONAL TIME	\$0	\$16,908	\$17,004
SICK TIME USED	\$0	\$27,160	\$27,313
STRAIGHT TIME	\$553,489	\$957,150	\$962,568
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$103,609	\$104,195
VISION CARE	\$0	\$0	\$0
Customer Service	\$887,879	\$933,005	\$1,075,667
Contract Services	\$1,056	\$6,720	\$206,861
ARMORED CAR/MONEY TRANSP	\$1,056	\$1,161	\$1,185
LAUNDRY	\$0	\$1,159	\$1,183
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
MONTHLY BANK CHARGES	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$0	\$0	\$200,000
TRAINING/SEMINARS	\$0	\$4,400	\$4,492
Operating Expense	\$5,196	\$7,863	\$8,028
OFFICE FURNISHINGS EXP	\$676	\$601	\$613
OFFICE SUPPLIES - DISPOSE	\$4,520	\$7,263	\$7,415

Salaries & Fringe Benefits	\$881,628	\$918,422	\$860,778
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$131,698	\$134,762	\$148,164
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$8,324	\$7,735	\$8,122
DOUBLE TIME	\$0	\$0	\$0
FICA	\$45,054	\$47,796	\$42,878
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$0	\$21,895	\$20,458
HOURLY PENSION	\$107,613	\$102,846	\$100,622
LIFE	\$0	\$0	\$0
OTHER	\$0	\$47,592	\$20,500
PERSONAL TIME	\$0	\$8,126	\$7,394
SICK TIME USED	\$0	\$26,864	\$24,777
STRAIGHT TIME	\$588,438	\$474,328	\$443,783
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$500	\$500	\$500
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$45,978	\$43,579
VISION CARE	\$0	\$0	\$0
Finance	\$9,086,040	\$10,548,810	\$11,193,132
Capital Match & Repayment	\$1,452,653	\$1,215,291	\$901,529
BUILDINGS	\$0	\$0	\$0
COMMUNICATIONS SYSTEM	\$0	\$630,469	\$250,000
I/C PROJECTS	\$0	\$0	\$0
LEASED PARATRANSIT VANS	\$0	\$0	\$0
MIS EQUIPMENT	\$350,000		\$0
MISCELLANEOUS	\$0	\$0	\$0
OFFICE FURNITURE & EQUIP.	\$0		\$0
REVENUE EQUIP. - DIESEL	\$0		\$0
REVOLVING LOAN FUND	\$1,102,653	\$584,822	\$651,529
SECURITY EQUIPMENT	\$0	\$0	\$0
SERVICE VEHICLES	\$0		\$0
SHOP & GARAGE EQUIP.	\$0		\$0
Contract Services	\$264,401	\$585,519	\$597,815
ACTUARIAL VALUATIONS	\$12,941	\$35,561	\$36,308
AUDITING	\$76,468	\$100,000	\$102,100
CREDIT CARD MACHINE RENT	\$0	\$10,000	\$10,210
DUES/SUBSCRIPTIONS/PUBLIC	\$10	\$115	\$117
MAINTENANCE AGREEMENTS	\$13,665	\$64,342	\$65,693
PRINTING & REPRODUCTION	\$4,683	\$6,460	\$6,596
PROFESSIONAL FEE FLEX PLN	\$13,730	\$13,571	\$13,856
PROFESSIONAL SERVICES	\$128,495	\$300,000	\$306,300
TRAINING/SEMINARS	\$388	\$12,623	\$12,889
TRAVEL - IN STATE	\$14,020	\$22,846	\$23,326
TRAVEL - OUT OF STATE	\$0	\$20,000	\$20,420
Debt Service	\$1,182,364	\$1,182,364	\$1,122,203

DEBT SERVICE	\$1,182,364	\$1,182,364	\$1,122,203
Operating Expense	\$364,080	\$1,752,989	\$1,763,552
COMPUTER SUPPLIES	\$6,910	\$254	\$259
INTEREST ON BONDS	\$0	\$16,385	\$16,729
INVENT. ADJUST/OFFICE SUP	\$0	\$0	\$0
LOC FEES	\$107,471	\$110,000	\$112,310
OFFICE FURNISHINGS EXP	\$878	\$42	\$43
OFFICE SUPPLIES - DISPOSE	\$5,341	\$5,609	\$5,727
OTHER	\$220,698	\$345,830	\$353,092
POSTAGE	\$22,782	\$24,869	\$25,392
SELF INSURANCE RESERVE	\$0	\$1,250,000	\$1,250,000
Salaries & Fringe Benefits	\$4,270,803	\$3,635,835	\$3,911,508
ACTIVE EMPLOYEE HEALTH	\$607,594	\$519,999	\$571,935
DENTAL	\$11,539	\$6,651	\$6,983
FICA	\$54,582	\$60,909	\$61,185
HOLIDAY USED	\$0	\$16,543	\$16,983
HOURLY PENSION	\$128,471	\$124,319	\$133,089
JURY DUTY	\$0	\$0	\$0
LIFE	\$0	\$0	\$0
OTHER	\$11,000	\$98,489	\$85,576
PERSONAL TIME	\$0	\$10,948	\$11,261
RETIREE HEALTH	\$2,755,129	\$2,125,920	\$2,338,513
SALARIED PENSION	\$0	\$0	\$0
SICK TIME USED	\$0	\$3,974	\$4,058
STRAIGHT TIME	\$702,488	\$634,153	\$647,179
TIME & ONE HALF	\$0	\$0	\$0
UNEMPLOYMENT	\$0	\$0	\$0
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$33,931	\$34,746
VISION CARE	\$0	\$0	\$0
Special Projects	\$0	\$500,000	\$1,184,500
SPECIAL PROJECTS - FEDER	\$0	\$500,000	\$1,184,500
Utilities	\$1,551,738	\$1,676,812	\$1,712,025
CELLULAR PHONE SERVICE	\$19,839	\$23,865	\$24,366
ELECTRICITY	\$579,201	\$441,138	\$450,402
GAS/NATURAL	\$543,815	\$629,826	\$643,053
INIT DATA	\$150,231	\$214,361	\$218,863
PEST CONTROL	\$9,650	\$6,292	\$6,424
SANITATION PICK-UP	\$39,484	\$46,310	\$47,282
SEWER	\$68,099	\$97,765	\$99,818
TELEPHONE LOCAL	\$90,897	\$119,107	\$121,608
WATER	\$50,523	\$98,148	\$100,209
Human Resources	\$1,346,954	\$1,264,853	\$1,285,187
Contract Services	\$255,214	\$186,700	\$190,620
DRUG TESTING	\$19,053	\$18,275	\$18,659
DUES/SUBSCRIPTIONS/PUBLIC	\$0	\$57	\$59
MAINTENANCE AGREEMENTS	\$10,866	\$10,957	\$11,187

NEWSPAPER/OTHER ADVERTISG	\$0	\$25,000	\$25,525
PRE-EMPLOYMENT EXPENSES	\$14,608	\$23,151	\$23,637
PROFESSIONAL SERVICES	\$187,068	\$90,078	\$91,970
TRAINING/SEMINARS	\$23,620	\$17,161	\$17,522
TRAVEL - IN STATE	\$0	\$21	\$21
TRAVEL - OUT OF STATE	\$0	\$2,000	\$2,042
Operating Expense	\$105,983	\$224,786	\$229,506
EMPLOYEE ACTIVITIES	\$104,333	\$121,704	\$124,260
EMPLOYEE APPREC/AWARDS	\$0	\$100,000	\$102,100
OFFICE FURNISHINGS EXP	\$0	\$991	\$1,012
OFFICE SUPPLIES - DISPOSE	\$1,650	\$2,090	\$2,134
Salaries & Fringe Benefits	\$985,758	\$853,368	\$865,060
ACTIVE EMPLOYEE HEALTH	\$121,647	\$100,163	\$110,113
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$9,010	\$7,980	\$8,378
EMPLOYEES ASSIST. PROGRAM	\$0	\$0	\$0
FICA	\$50,510	\$44,703	\$44,317
HEALTH CARE INCENTIVE	\$2,000	\$2,000	\$2,000
HOLIDAY USED	\$0	\$20,747	\$20,865
HOSPITAL (HEALTH)	\$21,588	\$18,133	\$19,936
HOURLY PENSION	\$120,747	\$96,037	\$101,002
LIFE	\$0	\$0	\$0
OTHER	\$0	\$45,374	\$37,283
PERSONAL TIME	\$0	\$12,915	\$12,988
SICK TIME USED	\$0	\$9,915	\$9,971
STRAIGHT TIME	\$660,255	\$439,206	\$441,693
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$56,196	\$56,514
VISION CARE	\$0	\$0	\$0
Information Tech.	\$2,630,507	\$2,619,378	\$2,779,016
Capital Match & Repayment	\$0	\$0	\$0
MIS EQUIPMENT	\$0	\$0	\$0
Contract Services	\$1,249,775	\$986,917	\$1,007,642
CONTRACTED SERVICES	\$1,199	\$37,474	\$38,261
DUES/SUBSCRIPTIONS/PUBLIC	\$0	\$59	\$60
EDUCATION	\$10,353	\$0	\$0
MAINTENANCE AGREEMENTS	\$1,150,637	\$840,050	\$857,691
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$80,193	\$100,000	\$102,100
REPAIR TO OFFICE EQUIP	\$104	\$535	\$546
TRAINING	\$3,075	\$0	\$0
TRAINING/SEMINARS	\$4,136	\$4,800	\$4,901
TRAVEL - IN STATE	\$79	\$0	\$0
TRAVEL - OUT OF STATE	\$0	\$4,000	\$4,084
Operating Expense	\$127,138	\$71,153	\$72,648
COMPUTER SUPPLIES	\$125,316	\$66,733	\$68,135
OFFICE FURNISHINGS EXP	\$255	\$731	\$746

OFFICE SUPPLIES - DISPOSE	\$740	\$1,140	\$1,164
OTHER	\$828	\$2,549	\$2,603
POSTAGE	\$0	\$0	\$0
Salaries & Fringe Benefits	\$1,253,594	\$1,561,308	\$1,698,726
ACTIVE EMPLOYEE HEALTH	\$199,905	\$174,887	\$192,279
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$10,116	\$10,220	\$10,731
FICA	\$63,391	\$84,532	\$92,084
HOLIDAY USED	\$0	\$35,909	\$36,869
HOURLY PENSION	\$151,542	\$186,681	\$199,925
LIFE	\$0	\$0	\$0
OTHER	\$0	\$57,296	\$130,804
PERSONAL TIME	\$0	\$19,523	\$20,044
SICK TIME USED	\$0	\$95,318	\$97,866
STRAIGHT TIME	\$828,641	\$819,322	\$838,429
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$77,620	\$79,695
VISION CARE	\$0	\$0	\$0
Inventory Control	\$907,405	\$735,339	\$730,169
Contract Services	\$1,252	\$3,771	\$3,850
LAUNDRY	\$1,252	\$971	\$991
TRAINING/SEMINARS	\$0	\$2,800	\$2,859
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$1,305	\$1,188	\$1,212
OFFICE SUPPLIES - DISPOSE	\$1,305	\$1,188	\$1,212
Salaries & Fringe Benefits	\$904,849	\$730,381	\$725,107
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$151,380	\$97,380	\$107,065
COVID19 EBMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$7,587	\$5,495	\$5,770
DOUBLE TIME	\$0	\$16,842	\$16,937
FICA	\$45,314	\$38,494	\$37,096
HOLIDAY USED	\$0	\$17,498	\$17,597
HOURLY PENSION	\$108,234	\$85,828	\$90,265
JURY DUTY	\$0	\$0	\$0
LIFE	\$0	\$0	\$0
OTHER	\$0	\$21,000	\$0
PERSONAL TIME	\$0	\$3,266	\$3,284
SICK TIME USED	\$0	\$10,221	\$10,279
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$591,833	\$382,467	\$384,632
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$500	\$500	\$500
VACATION USED	\$0	\$51,390	\$51,681
VISION CARE	\$0	\$0	\$0

Legal & Risk MGMT	\$7,647,144	\$8,066,406	\$8,116,400
Contract Services	\$163,600	\$244,799	\$278,703
ACTUARIAL VALUATIONS	\$0	\$0	\$0
ARBITRATION	\$0	\$6,972	\$7,118
DUES/SUBSCRIPTIONS/PUBLIC	\$13,944	\$13,119	\$13,352
LEGAL	\$79,664	\$162,846	\$166,266
PROFESSIONAL SERVICES	\$66,430	\$50,900	\$80,900
TRAINING/SEMINARS	\$3,054	\$5,454	\$5,454
TRAVEL - IN STATE	\$509	\$509	\$509
TRAVEL - OUT OF STATE	\$0	\$5,000	\$5,105
Operating Expense	\$6,548,842	\$7,201,653	\$7,201,675
APPRAISAL	\$6,429	\$6,429	\$6,429
FIRE INSURANCE	\$0	\$0	\$0
INVESTIGATIONS	\$3,169	\$3,169	\$3,169
JUDGMENTS	\$0	\$0	\$0
LEGAL - PUBLIC LIABILITY	\$316,049	\$316,049	\$316,049
LEGAL - WORKERS COMP	\$40,934	\$40,934	\$40,934
OFFICE FURNISHINGS EXP	\$2,354	\$1,044	\$1,066
OFFICE SUPPLIES - DISPOSE	\$2,020	\$2,003	\$2,003
OTHER	\$0	\$0	\$0
OTHER INSURANCE COVERAGE	\$901,016	\$901,016	\$901,016
POSTAGE	\$0	\$0	\$0
SETTLEMENTS	\$3,900,000	\$3,900,000	\$3,900,000
W/C MEDICAL	\$305,400	\$435,866	\$435,866
W/C WEEKLY COMP	\$283,942	\$4,000	\$4,000
W/C WEEKLY INDEMNITY	\$757,392	\$1,561,006	\$1,561,006
WORKERS COMP MISC	\$30,135	\$30,135	\$30,135
Salaries & Fringe Benefits	\$934,702	\$619,953	\$636,021
ACTIVE EMPLOYEE HEALTH	\$106,513	\$39,237	\$43,126
ACTIVE EMPLOYEES HEALTH	\$7,611	\$6,606	\$7,263
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$5,795	\$3,325	\$3,492
FICA	\$49,493	\$35,209	\$35,698
HOLIDAY USED	\$0	\$16,030	\$16,234
HOURLY PENSION	\$118,318	\$75,329	\$79,795
OTHER	\$0	\$37,488	\$38,425
PERSONAL TIME	\$0	\$5,371	\$5,437
SICK TIME USED	\$0	\$29,157	\$29,500
STRAIGHT TIME	\$646,971	\$333,415	\$337,786
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$38,787	\$39,265
VISION CARE	\$0	\$0	\$0
Maintenance	\$28,642,375	\$32,110,407	\$32,828,256
Contract Services	\$282,361	\$426,295	\$435,247
BUS STOP MAINTENANCE	\$0	\$0	\$0
BUS TOWING	\$54,753	\$42,476	\$43,368
HAZARDOUS WASTE DISPOSAL	\$51,062	\$20,502	\$20,932

LAUNDRY	\$41,441	\$53,559	\$54,684
MAINTENANCE AGREEMENTS	\$97,792	\$181,456	\$185,267
OTHER	\$0	\$84	\$85
PAVING AND SNOW REMOVAL	\$19,551	\$28,291	\$28,885
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$16,229	\$25,396	\$25,929
SERVICE VEHICLE TOWING	\$647	\$791	\$808
TRAINING/SEMINARS	\$885	\$68,741	\$70,185
TRAVEL - OUT OF STATE	\$0	\$5,000	\$5,105
VEHICLE INSPECTION	\$0	\$0	\$0
Operating Expense	\$13,660,481	\$16,024,160	\$17,351,456
ANTIFREEZE/WINDSHIELD FL	\$35,700	\$6,888	\$7,033
BLDG/GEN SHOP MTCE SUPPLY	\$328,317	\$394,257	\$402,537
BUS SHELTER/BUS STOP MTCE	\$158,238	\$137,358	\$140,243
CLEANING SUPPLIES	\$251,809	\$224,387	\$229,099
COMPUTER SUPPLIES	\$0	\$0	\$0
DIESEL	\$4,964,924	\$8,395,281	\$8,357,281
EQUIPMENT REPAIR	\$266	\$0	\$0
EXHAUST FLUID	\$57,583	\$59,300	\$60,546
EXHAUST FLUIDS	\$178	\$242	\$247
FM - ACTUAL COSTS	\$0	\$134	\$136
FREON	\$8,254	\$6,449	\$6,584
GASOLINE	\$139,216	\$81,386	\$69,975
INVENT ADJ/OBSOLETE PARTS	\$0	\$150,000	\$150,000
INVENTORY ADJUST/ELMWOOD	\$0	-\$148,425	-\$151,542
INVENTORY ADJUST/NEWPORT	\$0	-\$137	-\$140
KENNEDY PLAZA REPAIRS/CLN	\$5,742	\$6,436	\$6,571
MAJ COMPONENT	\$0	\$0	\$0
MAJOR COMPONENT	\$2,137,800	\$1,840,000	\$3,100,000
MATERIALS & SUPPLIES	\$3,585	\$1,714	\$1,750
MATERIALS/SUPPLIES	\$233	\$899	\$918
MULTI-VISCOS. OIL	\$90,139	\$88,939	\$90,807
OFFICE FURNISHINGS EXP	\$1,212	\$470	\$480
OFFICE SUPPLIES - DISPOSE	\$7,852	\$8,008	\$8,177
OTHER	\$699	\$1,711	\$1,747
PAINT	\$0	\$0	\$0
PREVENTIVE MT SMALL PARTS	\$474,757	\$498,498	\$508,967
REGISTRATIONS	\$9,229	\$4,074	\$4,160
REPAIR PARTS - WARRANTY	\$0	\$0	\$0
REPAIR PARTS ELEC BUS	\$10,499	\$7,864	\$8,029
REPAIR PARTS NON REV VEH	\$103,228	\$104,000	\$106,184
REPAIR PARTS REVENUE VEH	\$3,323,585	\$3,235,395	\$3,303,338
REPAIR PARTS/FAREBOXES	\$108,752	\$105,706	\$107,926
REPAIR SHOP EQUIPMENT	\$0	\$0	\$0
REPAIRS TO BUILDING	\$0	\$0	\$0
REPAIRS TO BUILDINGS	\$287,601	\$215,240	\$219,760
REPAIRS TO EQUIPMENT	\$245,332	\$44,522	\$45,457

SHOES	\$12,339	\$12,841	\$13,110
SMALL TOOL EXPENSE	\$0	\$0	\$0
STRAIGHT WEIGHT OIL	\$0	\$0	\$0
TIRES & TUBES	\$703,288	\$442,408	\$451,699
TOOLS	\$152,700	\$85,072	\$86,858
TORQUE OIL	\$20,942	\$4,309	\$4,399
VANDALISM	\$0	\$0	\$0
VEHICLE FLUIDS	\$16,483	\$8,932	\$9,119
VEHICLES FLUIDS	\$0	\$1	\$1
Salaries & Fringe Benefits	\$14,699,532	\$15,659,951	\$15,041,553
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT	\$0	\$0	\$0
ACCIDENT REPORTS	\$0	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$1,486,771	\$1,415,810	\$1,556,579
ACTIVE EMPLOYEES HEALTH	\$743,062	\$773,200	\$850,096
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DEFERRED COMP/HARTFORD	\$0	\$0	\$0
DENTAL	\$118,128	\$127,152	\$133,509
DOUBLE TIME	\$0	\$0	\$0
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$750,151	\$823,602	\$757,236
HEALTH CARE INCENTIVE	\$4,167	\$3,000	\$3,000
HEALTH INCENTIVE	\$250	\$0	\$0
HOLIDAY USED	\$0	\$269,427	\$271,148
HOURLY PENSION	\$708,225	\$709,379	\$746,994
JURY DUTY	\$0	\$0	\$0
LIFE	\$0	\$0	\$0
MILITARY SERVICE	\$0	\$0	\$0
OTHER	\$0	\$928,190	\$0
OVERTIME-STATE EMERGENCY	\$0	\$0	\$0
PENSION	\$1,082,879	\$1,041,773	\$1,095,635
PERSONAL TIME	\$0	\$73,428	\$73,951
SICK TIME USED	\$0	\$353,589	\$355,857
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$9,793,898	\$8,554,250	\$8,606,749
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$12,000	\$10,000	\$10,000
VACATION USED	\$0	\$577,149	\$580,800
VISION CARE	\$0	\$0	\$0
Maintenance - CTLZD.	\$2,107,764	\$2,387,338	\$2,401,508
Contract Services	\$18,692	\$27,482	\$28,059
BUS TOWING	\$18,692	\$27,482	\$28,059
Operating Expense	\$444,516	\$715,019	\$730,035
ANTIFREEZE/WINDSHIELD FL	\$5,612	\$193	\$197
BLDG/GEN SHOP MTCE SUPPLY	\$3,736	\$4,133	\$4,220
CLEANING SUPPLIES	\$74	\$0	\$0

DIESEL	\$0	\$0	\$0
EXHAUST FLUID	\$2,758	\$780	\$796
GASOLINE	\$0	\$0	\$0
MAJ COMPONENT TO F ASSETS	\$414	\$78	\$80
MULTI-VISCOS. OIL	\$8,199	\$8,650	\$8,831
REGISTRATIONS	\$21,113	\$12,257	\$12,514
REPAIR PARTS NON REV VEH	\$102	\$60	\$61
REPAIR PARTS REVENUE VEH	\$383,767	\$487,597	\$497,837
TIRES & TUBES	\$14,613	\$200,000	\$204,200
TORQUE OIL	\$2,194	\$0	\$0
VEHICLE FLUIDS	\$1,933	\$1,272	\$1,299
Salaries & Fringe Benefits	\$1,644,556	\$1,644,837	\$1,643,415
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$238,978	\$198,451	\$218,180
ACTIVE EMPLOYEES HEALTH	\$40,681	\$36,265	\$39,871
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$13,357	\$14,174	\$14,883
DOUBLE TIME	\$0	\$0	\$0
FICA	\$82,098	\$85,537	\$83,021
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$0	\$44,301	\$44,552
HOSPITAL (HEALTH)	\$0		
HOURLY PENSION	\$196,263	\$192,282	\$202,223
LIFE	\$0	\$0	\$0
OTHER	\$0	\$39,000	\$0
PERSONAL TIME	\$0	\$11,713	\$11,780
SICK TIME USED	\$0	\$64,401	\$64,765
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$1,073,179	\$858,773	\$863,634
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$99,940	\$100,506
VISION CARE	\$0	\$0	\$0
Maintenance - State	\$453,665	\$428,209	\$428,461
Operating Expense	\$115,531	\$94,062	\$96,038
MULTI-VISCOS. OIL	\$376	\$620	\$633
OTHER INSURANCE COVERAGE	\$74,685	\$62,877	\$64,197
REPAIR PARTS NON REV VEH	\$40,316	\$30,293	\$30,929
VEHICLE FLUIDS	\$153	\$272	\$278
Salaries & Fringe Benefits	\$338,134	\$334,147	\$332,423
ACTIVE EMPLOYEE HEALTH	\$29,288	\$13,513	\$14,850
ACTIVE EMPLOYEES HEALTH	\$20,341	\$18,133	\$19,936
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$3,241	\$2,555	\$2,683
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$17,328	\$18,374	\$17,868

HOLIDAY USED	\$0	\$7,178	\$7,219
HOURLY PENSION	\$41,424	\$41,383	\$43,523
LIFE	\$0	\$0	\$0
OTHER	\$0	\$7,938	\$0
PERSONAL TIME	\$0	\$3,346	\$3,365
SICK TIME USED	\$0	\$12,788	\$12,860
STRAIGHT TIME	\$226,512	\$180,024	\$181,043
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$28,914	\$29,078
VISION CARE	\$0	\$0	\$0
Paratransit	\$11,727,057	\$11,458,774	\$11,154,682
Contract Services	\$1,928,754	\$619,274	\$871,779
DRUG TESTING	\$19,053	\$18,275	\$18,659
PRE-EMPLOYMENT EXPENSES	\$8,061	\$10,658	\$10,882
PROFESSIONAL SERVICES	-\$11,001	-\$6,947	-\$7,093
TAXI RIDE PROVIDERS	\$1,865,612	\$500,000	\$750,000
TRAINING/SEMINARS	\$0	\$51,000	\$52,071
TRAVEL - IN STATE	\$47,029	\$46,287	\$47,259
TRAVEL - OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$1,015,169	\$1,262,805	\$1,268,173
APPRAISAL	\$782	\$1,618	\$1,652
BUILDING MAINTENANCE	\$0	\$107	\$109
DIESEL	\$450,563	\$807,166	\$807,166
GASOLINE	\$203,125	\$0	\$0
INVESTIGATIONS	\$0	\$0	\$0
LEGAL - PUBLIC LIABILITY	\$0	\$0	\$0
LEGAL - WORKERS COMP.	\$5,876	\$8,990	\$9,178
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$5,619	\$5,909	\$6,033
OTHER	\$1,676	\$1,067	\$1,090
SETTLEMENTS	\$200,000	\$200,000	\$200,000
W/C - MEDICAL	\$9,636	\$33,914	\$34,626
W/C WEEKLY COMPENSATION	\$136,252	\$195,213	\$199,313
WORKERS COMP MISC	\$1,642	\$8,820	\$9,006
Salaries & Fringe Benefits	\$8,783,135	\$9,576,696	\$9,014,731
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$1,648,156	\$1,850,190	\$2,034,161
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$77,705	\$102,096	\$107,201
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$429,178	\$470,196	\$413,312
HEALTH CARE INCENTIVE	\$2,000	\$2,000	\$2,000
HOLIDAY USED	\$0	\$228,361	\$229,654
HOURLY PENSION	\$973,685	\$915,847	\$963,198
JURY DUTY	\$0	\$0	\$0

LIFE	\$0	\$0	\$0
OTHER	\$0	\$781,817	\$7,874
PENSION	\$42,243	\$40,020	\$42,089
PERSONAL TIME	\$0	\$37,684	\$37,898
SICK TIME USED	\$0	\$213,415	\$214,623
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$5,555,168	\$4,552,296	\$4,578,064
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$55,000	\$50,000	\$50,000
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$332,774	\$334,658
VISION CARE	\$0	\$0	\$0
Planning	\$4,609,363	\$7,668,849	\$8,668,208
Contract Services	\$2,832,398	\$6,176,981	\$7,211,807
DUES/SUBSCRIPTIONS/PUBLIC	\$288	\$942	\$962
MAINTENANCE AGREEMENTS	\$0	\$65,506	\$66,882
OTHER	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$2,755,275	\$6,082,875	\$7,115,725
TRAINING/SEMINARS	\$73,589	\$7,537	\$7,696
TRAVEL - IN STATE	\$3,246	\$120	\$123
TRAVEL - OUT OF STATE	\$0	\$20,000	\$20,420
Operating Expense	\$205,711	\$208,005	\$212,374
COMPUTER SUPPLIES	\$0	\$47	\$48
OFFICE FURNISHINGS EXP	\$741	\$1,224	\$1,250
OFFICE SUPPLIES - DISPOSE	\$2,662	\$4,322	\$4,413
OTHER	\$8,873	\$72,184	\$73,700
VAN POOL	\$193,436	\$130,229	\$132,963
Salaries & Fringe Benefits	\$1,571,253	\$1,283,862	\$1,244,028
ACTIVE EMPLOYEE HEALTH	\$112,451	\$36,252	\$39,857
ACTIVE EMPLOYEES HEALTH	\$158,891	\$119,260	\$131,106
DENTAL	\$14,068	\$9,835	\$10,326
FICA	\$78,108	\$69,110	\$65,072
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$0	\$31,979	\$30,792
HOURLY PENSION	\$80,129	\$37,073	\$38,990
LIFE	\$0	\$0	\$0
OTHER	\$0	\$84,000	\$61,500
PENSION	\$106,593	\$108,930	\$108,055
PERSONAL TIME	\$0	\$18,707	\$17,881
SICK TIME USED	\$0	\$21,375	\$20,516
STRAIGHT TIME	\$1,021,013	\$667,419	\$642,875
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$79,922	\$77,055
VISION CARE	\$0	\$0	\$0
Procurement	\$543,896	\$1,018,766	\$925,506
Contract Services	\$43,036	\$178,957	\$182,715

DUES/SUBSCRIPTIONS/PUBLIC	\$342	\$345	\$352
MAINTENANCE AGREEMENTS	\$15,038	\$167,902	\$171,428
NEWSPAPER/OTHER ADVERTISG	\$20,360	\$0	\$0
PRINTING & REPRODUCTION	\$1,656	\$1,511	\$1,542
PROFESSIONAL SERVICES	\$550	\$0	\$0
REPAIR TO OFFICE EQUIP	\$0	\$0	\$0
TRAINING/SEMINARS	\$5,090	\$3,200	\$3,267
TRAVEL - OUT OF STATE	\$0	\$6,000	\$6,126
Operating Expense	\$11,896	\$13,674	\$13,961
COMPUTER SUPPLIES	\$0	\$12	\$13
OFFICE FURNISHINGS EXP	\$255	\$1,001	\$1,022
OFFICE SUPPLIES - DISPOSE	\$11,641	\$12,661	\$12,927
Salaries & Fringe Benefits	\$488,964	\$826,135	\$728,829
ACTIVE EMPLOYEE HEALTH	\$127,282	\$137,138	\$150,770
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$6,481	\$7,980	\$8,378
FICA	\$21,576	\$42,118	\$34,894
HOLIDAY USED	\$0	\$17,676	\$14,644
HOURLY PENSION	\$51,580	\$88,341	\$78,661
OTHER	\$0	\$54,768	\$33,987
PERSONAL TIME	\$0	\$10,295	\$8,321
SICK TIME USED	\$0	\$36,875	\$30,875
STRAIGHT TIME	\$282,044	\$377,308	\$323,520
VACATION USED	\$0	\$53,635	\$44,779
VISION CARE	\$0	\$0	\$0
Project Management	\$621,108	\$662,502	\$673,443
Contract Services	\$0	\$40,000	\$40,840
PROFESSIONAL SERVICES	\$0	\$25,000	\$25,525
TRAINING/SEMINARS	\$0	\$15,000	\$15,315
Operating Expense	\$0	\$2,102	\$2,147
OFFICE FURNISHINGS EXP	\$0	\$1,000	\$1,021
OFFICE SUPPLIES - DISPOSE	\$0	\$300	\$306
OTHER	\$0	\$802	\$819
Salaries & Fringe Benefits	\$621,108	\$620,399	\$630,457
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$102,950	\$60,631	\$66,661
DENTAL	\$6,481	\$3,640	\$3,822
FICA	\$31,081	\$34,201	\$34,199
HOLIDAY USED	\$0	\$15,047	\$15,132
HOURLY PENSION	\$74,303	\$74,860	\$78,731
OTHER	\$0	\$26,937	\$24,535
PERSONAL TIME	\$0	\$12,979	\$13,053
SICK TIME USED	\$0	\$10,837	\$10,898
STRAIGHT TIME	\$406,292	\$356,818	\$358,837
VACATION USED	\$0	\$24,450	\$24,589
VISION CARE	\$0	\$0	\$0
Public Affairs	\$1,879,900	\$2,142,010	\$2,187,382

Contract Services	\$535,055	\$1,000,806	\$1,021,822
CONTRACTED SERVICES	\$0	\$0	\$0
DUES/SUBSCRIPTIONS/PUBLIC	\$1,299	\$637	\$650
INITIATIVE/ADVERTISING	\$18,885	\$459	\$469
MAINTENANCE AGREEMENTS	\$0	\$107,614	\$109,874
MONTHLY SERVICE FEE	\$79,930	\$188,002	\$191,951
NEWSPAPER/OTHER ADVERTISG	\$0	\$157	\$160
OTHER	\$0	\$0	\$0
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$434,824	\$520,032	\$530,953
RIDE SHARE ADVERTISING	-\$142	\$175,004	\$178,679
TRAINING/SEMINARS	\$259	\$2,515	\$2,568
TRAVEL - IN STATE	\$0	\$0	\$0
TRAVEL - OUT OF STATE	\$0	\$6,385	\$6,519
Operating Expense	\$778,604	\$441,102	\$450,366
COMPUTER SUPPLIES	-\$29,594	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$81	\$0	\$0
OTHER	\$0	\$253	\$258
POSTED INTERMODAL EXPENSE	\$801,000	\$407,258	\$415,810
TIMETABLES	\$7,118	\$33,592	\$34,297
Salaries & Fringe Benefits	\$566,241	\$700,102	\$715,193
ACTIVE EMPLOYEE HEALTH	\$98,581	\$76,123	\$83,694
DENTAL	\$6,138	\$4,410	\$4,631
FICA	\$26,779	\$37,883	\$37,974
HOLIDAY USED	\$0	\$18,260	\$18,845
HOSPITAL (HEALTH)	\$21,588	\$0	\$0
HOURLY PENSION	\$63,103	\$85,563	\$92,499
OTHER	\$5,000	\$15,000	\$0
PERSONAL TIME	\$0	\$11,670	\$12,041
SICK TIME USED	\$0	\$8,933	\$9,219
STRAIGHT TIME	\$345,053	\$392,790	\$405,243
TIME & ONE HALF	\$0	\$0	\$0
VACATION ACCRUED	\$0	\$0	\$0
VACATION USED	\$0	\$49,470	\$51,048
VISION CARE	\$0	\$0	\$0
Revenue Collection	\$280,645	\$402,995	\$407,939
Contract Services	\$11,868	\$15,428	\$15,752
ARMORED CAR/MONEY TRANSP	\$10,611	\$13,447	\$13,729
MAINTENANCE AGREEMENTS	\$1,257	\$1,181	\$1,206
TRAINING/SEMINARS		\$800	\$817
Operating Expense	\$31,985	\$150,258	\$150,264
OFFICE SUPPLIES - DISPOSE	\$1,082	\$233	\$238
OTHER	\$258	\$25	\$25
TICKETS & PASSES	\$30,645	\$150,000	\$150,000
Salaries & Fringe Benefits	\$236,793	\$237,309	\$241,924
ACTIVE EMPLOYEE HEALTH	\$27,596	\$24,409	\$26,836
COVID19 EMERGENCY SICK	\$0	\$0	\$0

DENTAL	\$1,449	\$1,470	\$1,544
FICA	\$12,619	\$13,322	\$12,936
HOLIDAY USED	\$0	\$6,456	\$6,493
HOURLY PENSION	\$30,168	\$29,961	\$31,510
OTHER	\$0	\$0	\$0
PERSONAL TIME	\$0	\$1,614	\$1,623
SICK TIME USED	\$0	\$17,432	\$17,530
STRAIGHT TIME	\$164,961	\$129,732	\$130,467
TIME & ONE HALF	\$0	\$0	\$0
VACATION USED	\$0	\$12,912	\$12,986
VISION	\$0	\$0	\$0
Ride Administration	\$1,613,577	\$2,033,396	\$2,038,379
Contract Services	\$0	\$292,253	\$298,390
ADA OPERATIONS	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$0	\$280,253	\$286,138
PROFESSIONAL SERVICES	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$7,000	\$7,147
TRAVEL - OUT STATE	\$0	\$5,000	\$5,105
TRAVEL-IN STATE	\$0	\$0	\$0
Operating Expense	\$145	\$1,139	\$1,163
COMPUTER SUPPLIES	\$0	\$423	\$432
OFFICE EQ/FURNITURE	\$145	\$629	\$643
OFFICE FURNISHINGS EXP	\$0	\$87	\$88
OFFICE SUPPLIES - DISPOSE	\$0	\$0	\$0
TELEPHONE LOCAL	\$0	\$0	\$0
Salaries & Fringe Benefits	\$1,547,374	\$1,674,023	\$1,671,460
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$272,280	\$292,936	\$322,051
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$16,940	\$18,829	\$19,770
FICA	\$76,392	\$83,708	\$80,617
HEALTH CARE INCENTIVE	\$2,386	\$2,000	\$2,000
HOLIDAY USED	\$0	\$39,129	\$39,648
HOURLY PENSION	\$180,792	\$182,322	\$193,201
LIFE	\$0	\$0	\$0
OTHER	\$10,000	\$71,000	\$17,000
PERSONAL TIME	\$0	\$22,551	\$22,839
SICK TIME USED	\$0	\$36,145	\$36,705
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$988,584	\$824,516	\$835,514
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$0	\$100,887	\$102,113
VISION CARE	\$0	\$0	\$0
Utilities	\$66,057	\$65,981	\$67,366
TELEPHONE LOCAL	\$66,057	\$65,981	\$67,366
Safety	\$118,489	\$175,606	\$179,340

Contract Services	\$5,999	\$29,296	\$29,491
DUES & SUBSCRIPTIONS	\$775	\$0	\$0
PROFESSIONAL SERVICES	\$5,223	\$26,896	\$27,040
TRAINING/SEMINARS	\$0	\$400	\$408
TRAVEL - OUT OF STATE	\$0	\$2,000	\$2,042
TRAVEL-IN STATE	\$0	\$0	\$0
Operating Expense	\$3,704	\$3,168	\$3,234
OFFICE EQ/FURNITURE	\$21	\$0	\$0
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$465	\$784	\$801
PERSONAL PROTECTIVE EQ	\$3,218	\$2,384	\$2,434
SMALL PARTS	\$0	\$0	\$0
Salaries & Fringe Benefits	\$108,787	\$143,142	\$146,615
ACTIVE EMPLOYEE HEALTH	\$0	\$18,133	\$19,936
DENTAL	\$1,080	\$1,085	\$1,139
FICA	\$6,543	\$7,638	\$7,692
HOLIDAY USED	\$0	\$3,643	\$3,664
HOURLY PENSION	\$15,641	\$16,444	\$17,295
LIFE	\$0	\$0	\$0
OTHER	\$0	\$7,554	\$7,742
PERSONAL TIME	\$0	\$1,806	\$1,817
SICK TIME USED	\$0	\$2,511	\$2,525
STRAIGHT TIME	\$85,523	\$75,691	\$76,119
VACATION USED	\$0	\$8,638	\$8,687
VISION CARE	\$0	\$0	\$0
Security	\$122,341	\$148,113	\$152,944
Contract Services		\$400	\$408
TRAINING/SEMINARS		\$400	\$408
Salaries & Fringe Benefits	\$122,341	\$147,713	\$152,535
ACTIVE EMPLOYEE HEALTH	\$21,588	\$36,265	\$39,871
DENTAL	\$2,160	\$2,170	\$2,278
FICA	\$5,989	\$7,407	\$7,229
HOLIDAY USED	\$0	\$0	\$0
HOURLY PENSION	\$14,317	\$15,407	\$16,203
OTHER	\$0	\$0	\$0
PERSONAL TIME	\$0	\$0	\$0
SICK TIME USED	\$0	\$0	\$0
STRAIGHT TIME	\$78,287	\$86,465	\$86,954
VACATION USED	\$0	\$0	\$0
VISION CARE	\$0	\$0	\$0
Street Supervision	\$3,173,872	\$3,217,164	\$3,285,018
Contract Services		\$10,400	\$10,618
TRAINING/SEMINARS		\$10,400	\$10,618
Operating Expense	\$1,278	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$950	\$0	\$0
PERSONAL PROTECTIVE EQ	\$0	\$0	\$0
TOOLS	\$327	\$0	\$0

Salaries & Fringe Benefits	\$3,172,594	\$3,206,764	\$3,274,400
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$422,749	\$379,064	\$416,733
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$24,159	\$24,709	\$25,944
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$165,457	\$179,512	\$174,856
HEALTH CARE INCENTIVE	\$2,500	\$1,000	\$1,000
HOLIDAY USED	\$0	\$0	\$0
HOURLY PENSION	\$394,898	\$392,186	\$412,463
JURY DUTY	\$0	\$0	\$0
OTHER	\$0	\$0	\$0
PERSONAL TIME	\$0	\$0	\$0
SICK TIME USED	\$0	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$26,062	\$26,713
STRAIGHT TIME	\$2,159,331	\$2,201,032	\$2,213,490
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$3,500	\$3,200	\$3,200
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$0	\$0
VISION CARE	\$0	\$0	\$0
Training	\$637,002	\$669,203	\$671,566
Contract Services	\$3,411	\$7,849	\$8,013
PRINTING & REPRODUCTION	\$0	\$131	\$134
TRAINING/SEMINARS	\$3,411	\$7,718	\$7,880
Operating Expense	\$314	\$339	\$346
OFFICE FURNISHINGS EXP	-\$280	\$0	\$0
OFFICE SUPPLIES - DISPOSE	\$594	\$339	\$346
Salaries & Fringe Benefits	\$633,276	\$661,015	\$663,207
ACTIVE EMPLOYEE HEALTH	\$89,063	\$79,354	\$87,237
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$4,689	\$4,725	\$4,961
FICA	\$32,773	\$35,394	\$34,683
HOLIDAY USED	\$0	\$14,485	\$14,567
HOURLY PENSION	\$78,346	\$78,879	\$82,957
LIFE	\$0	\$0	\$0
OTHER	\$0	\$19,979	\$8,178
PERSONAL TIME	\$0	\$6,276	\$6,311
SICK TIME USED	\$0	\$64,434	\$64,799
STRAIGHT TIME	\$428,405	\$307,910	\$309,653
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$49,580	\$49,861
VISION CARE	\$0	\$0	\$0
Transportation	\$51,382,802	\$56,473,847	\$56,148,176
Contract Services	\$396	\$180,501	\$184,291

MAINTENANCE AGREEMENTS	\$0	\$301	\$307
PRINTING & REPRODUCTION	\$396	\$0	\$0
PROFESSIONAL SERVICES	\$0	\$0	\$0
REPAIR TO OFFICE EQUIP	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$177,200	\$180,921
TRAVEL - OUT OF STATE	\$0	\$3,000	\$3,063
Operating Expense	\$6,704	\$8,534	\$8,714
BADGE & PUNCH	\$0	\$0	\$0
COMPUTER SUPPLIES	\$1,801	\$0	\$0
OFFICE FURNISHINGS EXP	\$202	\$842	\$859
OFFICE SUPPLIES - DISPOSE	\$4,630	\$7,656	\$7,817
OTHER	\$70	\$37	\$37
TOOLS	\$0	\$0	\$0
Salaries & Fringe Benefits	\$51,375,702	\$56,284,812	\$55,955,171
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$7,320,523	\$6,969,557	\$7,662,640
ACTIVE EMPLOYEES HEALTH	\$0	\$0	\$0
ACTIVE HEALTH	\$0	\$0	\$0
COVID19 EBMERGENCY SICK	\$0	\$0	\$0
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DEATH IN FAMILY	\$0	\$0	\$0
DENTAL	\$362,607	\$395,944	\$415,741
DOUBLE TIME	\$0	\$29,656	\$29,824
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$2,731,506	\$3,091,110	\$3,003,244
FRINGES/OTHER	\$0	\$0	\$0
HEALTH CARE INCENTIVE	\$3,000	\$2,000	\$2,000
HOLIDAY USED	\$0	\$183,514	\$184,553
HOURLY PENSION	\$4,634,529	\$4,622,622	\$4,861,623
JURY DUTY	\$0	\$0	\$0
LIFE	\$0	\$0	\$0
OTHER	\$13,595	\$1,620,296	\$0
PENSION	\$617,573	\$674,652	\$709,533
PERSONAL TIME	\$0	\$41,487	\$41,722
SICK TIME USED	\$0	\$210,950	\$212,144
SPREAD TIME (HALF TIME)	\$762,101	\$683,840	\$700,936
STAND BY TIME	\$0	\$0	\$0
STIPENED-TRAVEL TIME	\$163,806	\$47,014	\$48,189
STRAIGHT TIME	\$28,718,898	\$28,843,522	\$29,006,787
TIME & ONE HALF	\$5,797,564	\$8,208,331	\$8,413,540
TRAINING	\$250,000	\$240,000	\$240,000
UNIFORM	\$0	\$0	\$0
VACATION USED	\$0	\$420,316	\$422,696
VISION CARE	\$0	\$0	\$0
WITNESS TIME	\$0	\$0	\$0
Grand Total	\$131,316,789	\$146,898,402	\$149,075,611

Position Detail

The following table summarizes all positions by department and office.

Row Labels	Sum of FY 2022 Actuals as of 06/30/22	Sum of FY 2023 Approved FTE	Sum of FY 2023 Revised FTE	Sum of FY 2024 Proposed FTE
CEO	7	8	8	8
Administration	7	8	8	8
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
CHIEF OF STRATEGIC ADVANCEMENT	1	1	1	1
LEGAL COMPLIANCE COUNSEL	0	1	1	1
SENIOR EXECUTIVE OFFICER	1	1	1	1
CFO	20	24	25	25
Finance	8	10	10	10
ACCOUNTING CLERK	1	1	1	1
ACCOUNTING SUPERVISOR	1	1	1	1
DATA SPECIALIST	0	0	2	2
DIRECTOR OF ACCOUNTING	0	1	0	0
EXEC DIRECTOR OF ACCOUNTING	1	0	1	1
GRANT SPECIALIST	1	1	1	1
JUNIOR ACCOUNTANT	2	1	2	2
PAYROLL CLERK PART-TIME	0	1	0	0
PAYROLL MANAGER	1	1	1	1
SENIOR FINANCIAL ANALYST	1	1	1	1
Inventory Control	7	7	7	7
LEAD STOCKROOM CLERK	1	1	1	1
STOCK ROOM WORKER/PURCHASING	6	6	6	6
Procurement	5	7	8	8
BUYER	0	1	1	1
CONT & SPECIFICATIONS AGENT	1	0	2	2
CONTRACT MANAGER	0	1	0	0
DIR OF PROCUREMENT & INVENTORY	0	1	0	0
DIRECTOR OF PROCUREMENT	0	1	0	0
EXE.DIR.OF PROCURE & INVENTORY	1	0	1	1
PURCHASING ADMINISTRATOR	1	0	1	1
PURCHASING AGENT	0	1	0	0

PURCHASING CLERK	1	1	1	1
PURCHASING INFO/SPECIALIST	1	1	2	2
CSA	28	32	32	32
Customer Service	11	11	11	11
CUSTOMER SERVICE OPER ADMIN	1	1	1	1
CUSTOMER SERVICE REPRESENTATIV	5	5	5	5
SR. CUST SERVICE SPECIALIST	1	1	1	1
SR. CUSTOMER SERVICE ANALYST	1	1	1	1
TELEPHONE INFORMATION CLERK	3	3	3	3
Planning	9	13	11	11
DATA ANALYST	1	1	0	0
DIR OF SERVICE PLANN & SCHEDU	1	1	1	1
DIRECTOR OF LONG-RANGE PLAN	1	1	1	1
EXECUTIVE DIRECTOR OF PLANNING	0	1	0	0
PLANNER ASSISTANT	0	0	1	1
PLANNER I	3	1	3	3
PLANNER I	0	0	1	1
PLANNER I - SERVICE	0	2	0	0
PLANNER I-CAPITAL/FLEET PLANNE	0	1	0	0
PLANNING SCHEDULERS	0	1	0	0
PRINCIPAL DATA ANALYST	0	1	0	0
PRINCIPAL PLANNER	2	1	2	2
PRINCIPAL SCHEDULER	1	1	1	1
SCHEDULER II	0	1	0	0
SYSTEM PERFORMANCE ANALYST	0	0	1	1
Project Management	4	4	4	4
EXEC. DIRECTOR PROJECT MANAGEM	1	1	1	1
PROJECT MANAGER	3	3	3	3
Public Affairs	4	4	6	6
ACT PUBLIC INFORMATION OFFICER	1	0	1	1
BUSINESS MARKETING SPEC. II	0	1	1	1
COMMUTER MKTG & TRV TRAIN COOR	1			
JUNIOR MARKETING SPECIALIST	0	0	1	1
MARKETING & OUTREACH MANAGER	1	0	1	1
PRINCIPAL MARKETING SPECIALIST	1	3	2	2
PUBLIC INFORMATION OFFICER	0	0	0	0
CSO	743	791	796	796
Information Technology	11	11	12	12
APPLICATION DEVELOPER	1	2	2	2
CHIEF TECHNOLOGY OFFICER	1	1	1	1

CYBER SECURITY SPECIALIST	0	1	0	0
DIR OF APPLICATION DEVELOPMENT	1	0	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	0	1	1
OPER. TECHNOLOGY SPECIALIST	1	1	1	1
SENIOR PROGRAMMER/ANALYST	1	2	1	1
TECHNICAL SUPPORT SPECIALIST	2	1	2	2
Maintenance	143	143	143	143
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	0	0
BUILDING AND GROUNDS WORKER	5	7	7	7
DIRECTOR OF BUILDINGS MAINT	1	1	1	1
EXEC DIR OF FACILITIES & MAINT	1	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	31	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
PARA-TRANSIT UTILITY	1	0	0	0
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	3	3	3	3
UTILITY WORKER/ELMWOOD	52	46	46	46
UTILITY WORKER/NEWPORT	4	4	4	4
Maintenance - Centralized	16	15	15	15
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
Maintenance - State	3	3	3	3

STATE OF RI / FOREMEN	1	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Paratransit	107	133.5	127.5	127.5
EXE DIR OF PARATRANSIT SERVICE	0	0.5	0.5	0.5
FLEX SUPERINTENDENT(OPERATION)	1	1	1	1
LEAD OPERATION'S COORDINATOR	1	1	1	1
PARA-TRANSIT F/T VAN OPERATOR	97	123	117	117
PARA-TRANSIT OPER.COODINATOR	4	4	4	4
PARA-TRANSIT UTILITY	3	4	4	4
UTILITY WORKER/ELMWOOD	1	0	0	0
Revenue Collection	2	2	2	2
REVENUE AGENT	2	2	2	2
Ride Administration	15	17.5	17.5	17.5
CUSTOMER SERVICE AGENT	6	6	6	6
CUSTOMER SERVICE SUPERVISOR	1	1	1	1
DIRECTOR OF PARATRANSIT	0	1	1	1
EXE DIR OF PARATRANSIT SERVICE	1	0.5	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	0	1	1	1
QUALITY ASSURANCE MANAGER	1	1	1	1
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE DATA ANALYST	1	1	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
SAFETY/SECURITY SPECIALIST	0	1	1	1
SENIOR SCEDULING SPECIALIST	1	1	1	1
Safety	1	1	1	1
ENVIRONMENT AFFAIRS/SAFETY OFF	1	1	1	1
Security	1	1	1	1
SECURITY SPECIALIST	1	1	1	1
Street Supervision	25	26	26	26
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	23	24	24	24
Training	6	5	5	5
DIR TRAIN/BUS DEV PROCESS	1	1	1	1
LEAD INSTRUCTOR	1	1	1	1
RELIEF SUPERINTENDENT	1	0	0	0
TRAINING INSTRUCTOR	3	3	3	3
Transportation	413	433	443	443
ADMINISTRATIVE SECRETARY	0	1	0	0
ASST. SUPERINTENDENT TRANS.	1	1	1	1

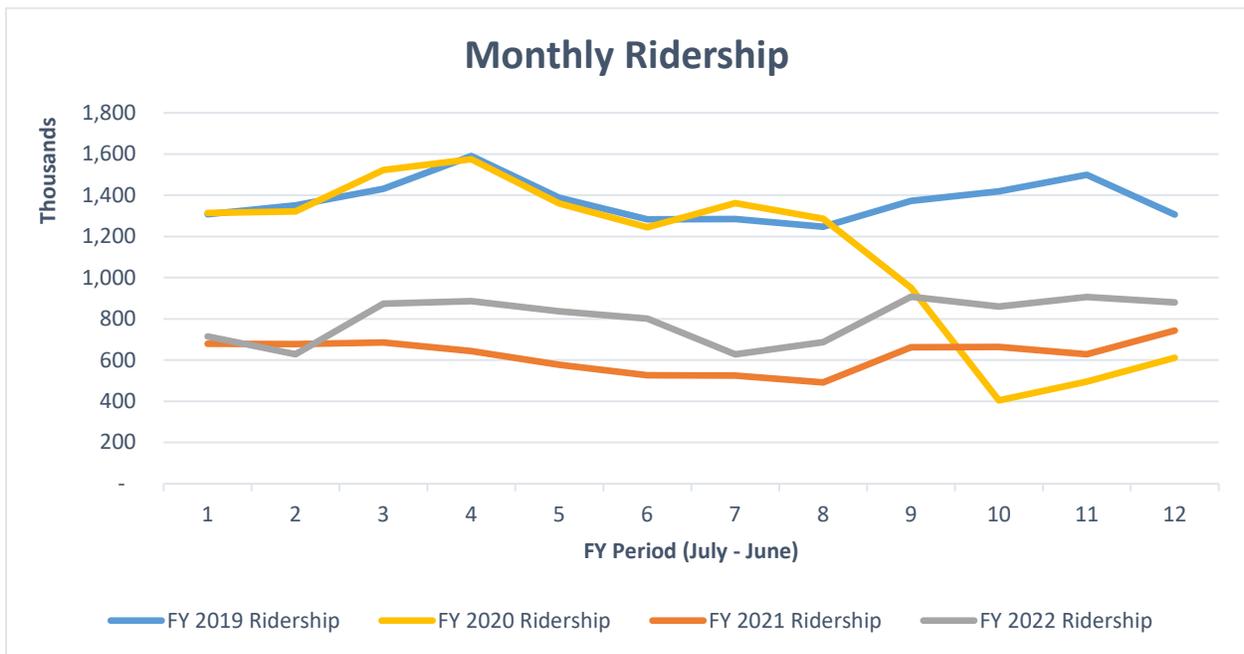
EXEC DIR OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	342	355	366	366
FULL TIME BUS OPERATOR/NEWPORT	54	58	58	58
GENERAL SUPERINTENDENT	1	1	1	1
LEAD CLERK NEWPORT DIVISION	1	1	1	1
NIGHT FOREMAN	1	1	1	1
RELIEF SUPERINTENDENT	1	2	3	3
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	10	11	10	10
HR	8	7	7	7
Human Resources	8	7	7	7
EXE DIR OF EMP & LABOR RELATIO	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	2	2	2	2
INTERN	1	0	0	0
LABOR RELATIONS OFFICER	1	1	1	1
LEGAL	6	5	5	5
Legal & Risk Management	6	5	5	5
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CLAIMS DIRECTOR	1	1	1	1
COMMUNITY OUTREACH OFFICER	1	1	1	1
EX DIR FED PROG & COMPLIANCE	1	0	0	0
EXECUTIVE PARALEGAL	1	0	1	1
PARALEGAL AIDE	0	1	0	0
PUBLIC INFORMATION OFFICER	1	1	1	1
Grand Total	812	865	873	873

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 an eight-member Board of Directors. In addition to these core transit services, RIPTA operations also include program development and implementation of the statewide carpool program. 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, and elderly and disabled residents.

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, 16.4 million passengers were carried on RIPTA’s fixed-route bus 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 Van Pool service was operational, providing 17,990 trips to and from work.

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



Demographics and Economics

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

Fiscal Year	<u>Population(1)</u>	<u>Personal Income(4)</u>	<u>Per Capita Income(4)</u>	<u>Labor Force(2)</u>	<u>School Enrollment(3)</u>	<u>Unemployment Rate(2)</u>
2013	1,051,511	49,434	47,012	560,428	142,008	9.49%
2014	1,055,173	51,532	48,838	553,347	141,959	7.65%
2015	1,056,420	52,905	50,080	554,699	142,014	5.95%
2016	1,056,426	54,486	51,576	523,100	142,142	5.50%
2017	1,059,639	54,575	51,503	533,300	142,949	4.20%
2018	1,057,315	57,648	54,523	536,800	143,436	4.30%
2019	1,059,361	59,899	56,542	554,515	143,557	3.60%
2020	1,057,125	64,313	60,837	513,000	139,184	10.90%
2021	1,095,610	67,865	61,942	538,500	138,566	6.20%
2022	N/A	N/A	N/A	N/A	N/A	N/A

- (1) Source United States Census Bureau
- (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 or rail service 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.ok

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.

Eco-Pass (now Wave-to-Work) – Eco-Pass is an annual pass (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 doctors' visits, trips to pharmacies, and more. The state has a broker, Medical Transportation Management (MTM) who manages the program and purchases fare product 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 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 will receive \$10.8 million to procure Zero Emission Vehicles and related infrastructure. An additional \$1.1 million will be allocated to RIPTA for administration of the program.