



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



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ANNUAL FINANCIAL PLAN FY 2024 - 2029

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RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

INTRODUCTION

November 30, 2024

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 2024 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, 2023, was 31% 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 expand 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, 2022. According to the GFOA website, *“The purpose of the award program is to encourage state and local governments to prepare budget documents of the very highest quality that reflect both the guidelines established by the National Advisory Council on State and Local Budgeting and the GFOA’s best practices on budgeting and then to recognize the entities successful in achieving that goal. Over 1,600 governments, including states, cities, counties, special districts, school districts and more have been recognized for transparency in budgeting. To earn recognition, budget documents must meet program criteria and excel as a policy document, financial plan, operations guide, and communication tool.”*

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

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



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

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

Strategic Plan

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

Thus, in early 2021, RIPTA's leadership team launched an agency-wide strategic planning process to set priorities, align resources, and prioritize action steps to ensure successful implementation of the TMP, continued greening of RIPTA's fleets, ongoing adoption of industry best practices, and continued improvement of both internal and external communications and inclusive decision-making processes. In-depth interviews with agency staff took place throughout winter and spring 2021, investigating strengths, challenges, and opportunities. Key observations included:

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

Based on this work, a strategic plan was developed with a five-year vision and four supporting areas of focus, as follows:

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

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

Implementation of the plan is being coordinated administratively through a series of quarterly working sessions during which departmental and agency leaders report on progress toward completion of plan goals and actions. Between October-December 2023, the Year 3 actions noted in the plan will be confirmed or modified as needed to reflect evolving circumstances and departmental commitments. A new implementation year will commence in January 2024.

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

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

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

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
1A1 Advocate for a statewide mobility funding initiative, including long term sustainable funding for RIPTA, TMP implementation, and gas tax alternative	Legislative action to implement sustainable funding for public transit (fiscal cliff)	Educate and engage with legislature regarding short and long term funding needs (fiscal cliff)	Secure legislative sponsorship of potential long term funding solutions
1A2 Secure quick start implementation funding to launch near term Transit Forward RI 2040 priority projects	All TMP priority projects funded	Continue pursuing grant funds and efficiencies to enable TMP implementation, while seeking dedicated funding	Continue pursuing grant funds and efficiencies to enable TMP implementation, while seeking dedicated funding

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

Objective 2A: Build a better community footprint

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
2A1 Jump start Transit Forward RI 2040 service and capital improvements	All TMP priority projects under way	Initiate high capacity transit and bus stop improvement planning	HCT preferred alternative; begin Rapid Bus network planning
2A2 Enhance safety and security at all passenger facilities	Positive ABBG safety perception rating	PCF/CCRI cameras & bollards, KP public safety & substation	Providence/Newport security gates and fencing
2A3 Develop a state of the art Customer Service Center and passenger relations program	Positive ABBG customer satisfaction rating	Begin Downtown P3 & Customer Experience planning	Continue P3 project, complete Customer Experience plan
2A4 Strengthen inclusive community engagement	More diverse voices in public engagement	Host route/issue specific forums with customers	Implement an enhanced PPP program

Objective 2B: Work toward a sustainable future

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
2B1 Continue green fleet transition	Electrify Newport garage, identify next phase	Complete APEG with cost estimates; hybrid bus procurement	IFB for Newport vehicles via APEG results
2B2 Continue to pursue renewable energy sources	RIPTA 100% renewable in all utilities	Initiate OER demonstration project study; issue resilience RFI	Based on RFI & OER study results, scope next project
2B3 Continuously monitor RIPTA's carbon footprint	RIPTA on the road to net zero	Develop a process for continuous monitoring	Set goals and implement dashboard
2B4 Support mode shift by promoting and supporting multimodal transportation options	Doubling of business partnerships (trips/\$)	Add at least five Wave to Work partners	Launch award program for Wave to Work partners

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 2 (2023) Actions:	Year 3 (2024) Actions:
3A1 Provide more job skills and leadership training	Training for every employee	ZEV training, new recruits & promotional training for drivers	Online training portal; develop leadership training program
3A2 Prioritize workplace safety by implementing industry best practices	Full compliance with key measures	Workplace/facilities safety recertifications (ex. CO2 training)	AED training for all employees, safety vest policy
3A3 Promote employee wellness and appreciation	Appreciation for every employee	Launch enhanced wellness program, plan appreciation event for front line staff	Establish formal appreciation program, including work anniversary acknowledgments
3A4 Support front line employee recruitment and retention	Full complement of operators and mechanics	Realign pay and benefits structure for improved results	Propose legislation as needed

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

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
3B1 Deploy info monitors throughout RIPTA campus; develop and share relevant content	Meaningful and regular internal communications with front line workers	Develop and launch content strategy plan	Expand and enhance content
3B2 Use employee portal and in person inreach to engage with RIPTA employees	Understand RIPTA employee needs/priorities	Initiate employee surveys and project based inreach	Launch employee portal

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

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
3C1 Reinforce diversity awareness in hiring in all areas	Establish DEI goals and framework	Conduct survey(s) to understand current employee diversity	Professional organization participation
3C2 Continue employee diversity and sensitivity training	Training for every employee	Develop diversity/sensitivity customer service standards from peer agency best practices and ATAC engagement	ADA sensitivity training for 50% of employees
3C3 Prepare for workforce expansion and increased specialization as decarbonization and Transit Master Plan recommendations are implemented over time	TMP/ZEV hiring and training goals met	Align TMP implementation to available resources; finalize APEG	Develop recruitment and training partnerships

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

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

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
4A1 Use more visualization in public engagement efforts	Highly interactive engagement process	Develop customer facing technology integration plan	Launch integration plan; build visualization tech into HCT study
4A2 Continue prioritizing IT systems integration, accessibility, and ease of use	Data governance framework established	Establish data/analysis working groups to improve analytics *	Develop data governance framework
4A3 Eliminate paper based systems and streamline/clarify internal procedures	Centralized, utilized admin policies/procedures	Implement document management system	Migrate to cloud based shared document drives

Objective 4B: Strengthen risk management protocols

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
4B1 Implement risk management approach across all functional areas	Eliminate impact of unaccounted expenses	Launch reserve growth/risk management plans	Initiate steps to limit events leading to unplanned expenses
4B2 Invest in IT and transit infrastructure resilience and disaster preparedness	Resilience and preparedness plans in force	Prepare budgets and develop funding pools	Coordinate with RIDOT/Statewide Planning/OER/DEM
4B3 Continue to adopt best practices and professional standards in all departments	RIPTA a leader in transit industry	Increase engagement with APTA/ABBG/GFOA	Expand professional organization participation

Objective 4C: Increase use of performance analytics

Tasks:	5 Year Goal:	Year 2 (2023) Actions:	Year 3 (2024) Actions:
4C1 Continue to track performance through engagement in peer benchmarking efforts	Ongoing, public performance reporting	Launch Power BI, establish data workplan with roles & procedures	Develop and launch external reporting program
4C2 Increase the number of analysts tracking performance – especially relating to Fleet, Transportation, Maintenance – and utilize data for decision making	Adequate analytical resources**	Establish data working group with defined roles and procedures, continue warehouse buildout	Begin reporting on maintenance metrics

* Improve quality and consistency of information process, display, metadata/citations, etc.

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

Principal Officials

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

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

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

Board of Directors

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

Vice Chair – Senator Robert Kells

Treasurer – Michelle Wilcox

Secretary – Patrick Crowley

Normand Benoit

Marcy Reyes

Heather Schey

James Leach

9th Board Position Vacant

Executive Management

Chief Executive Officer - Scott Avedisian

Chief Financial Officer - Christopher Durand

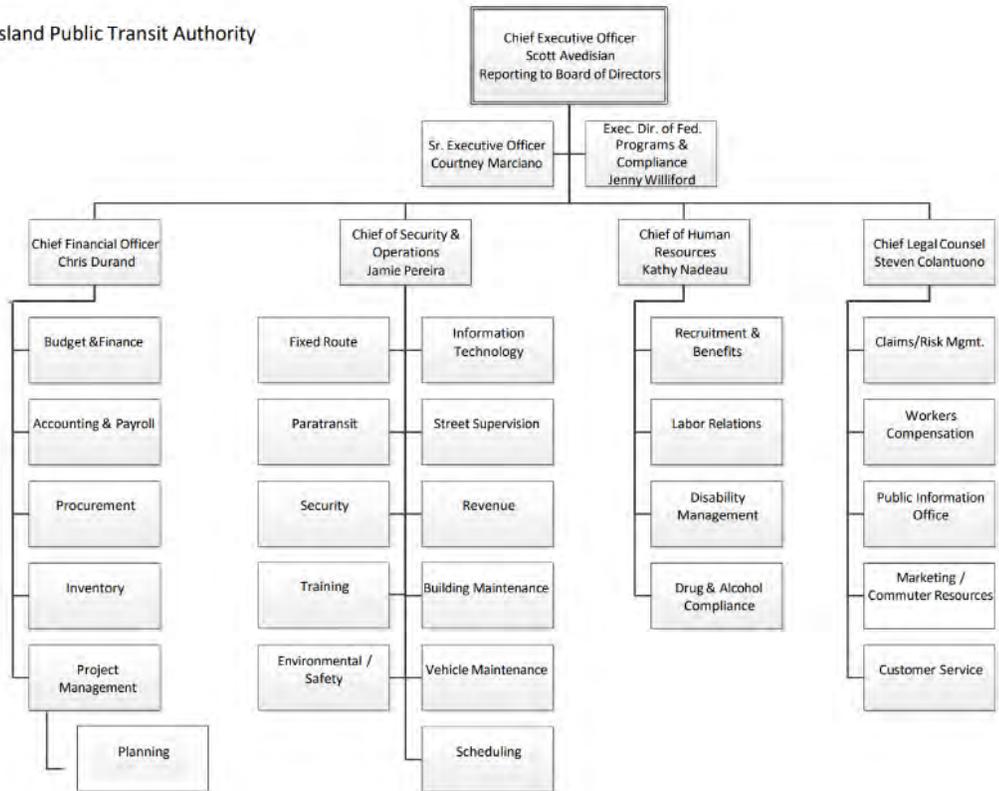
Chief of Human Resources - Kathy Nadeau

Chief Legal Counsel - Steven Colantuono

Chief of Security and Operations - Jamie Pereira

Organizational Chart

The Rhode Island Public Transit Authority





RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

BUDGET DETAIL

Budget Overview

The Revised FY 2024 budget is projected to be in balance with revenues equaling total expenses as the result of federal emergency relief funding offsetting losses of \$28.1M. The Proposed FY 2025 budget currently has an \$18.6M deficit as relief funding is exhausted.

Revenues					
Revenues	FY 2023 Actual	FY 2024 Approved	FY 2024 Revised		FY 2025 Board Amended
			& Amended Budget		
Federal Subsidies	\$32,983,860	\$33,686,399	\$34,521,704		\$35,332,247
Federal Subsidies-CARES Act	\$25,412,702	\$29,621,043	\$27,816,242		\$11,062,324
State Subsidies	\$49,618,888	\$51,224,878	\$48,310,212		\$47,704,504
Other Revenue	\$8,038,148	\$8,783,369	\$6,074,519		\$6,393,711
Volkswagen Revenue	\$6,192,920	\$0	\$0		\$0
Passenger Fares	\$9,309,751	\$11,487,953	\$13,164,719		\$13,362,190
Third Party Fares	\$11,261,180	\$12,145,212	\$11,683,112		\$11,756,975
Special Project Revenue	\$1,164,985	\$2,126,758	\$2,869,000		\$0
	\$143,982,433	\$149,075,611	\$144,439,509		\$125,611,950

Expenses					
Expenses	FY 2023 Actual	FY 2024 Approved	FY 2024 Revised		FY 2025 Board Amended
			& Amended Budget		
Salaries & Fringe Benefits	\$99,727,204	\$101,783,417	\$102,940,835		\$104,958,731
Contract Services	\$6,847,374	\$12,735,926	\$6,944,237		\$7,129,702
Operating Expense	\$23,588,513	\$29,568,645	\$27,322,261		\$27,586,612
Utilities	\$2,046,933	\$1,779,391	\$2,190,218		\$2,242,783
Capital Match & Repayment	\$409,400	\$901,529	\$1,050,755		\$679,950
Debt Service	\$1,182,364	\$1,122,203	\$1,122,203		\$1,087,870
Special Projects	\$8,962	\$1,184,500	\$2,869,000		\$0
	\$133,810,750	\$149,075,611	\$144,439,509		\$143,685,647

Operating Surplus/(Deficit)	\$10,171,684	(\$0)	(\$0)	(\$18,073,698)
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Note that actual revenues for FY 2023 included \$6.2M in Volkswagen Revenue dedicated to Electric Vehicles and Infrastructure.

Operating Revenues

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

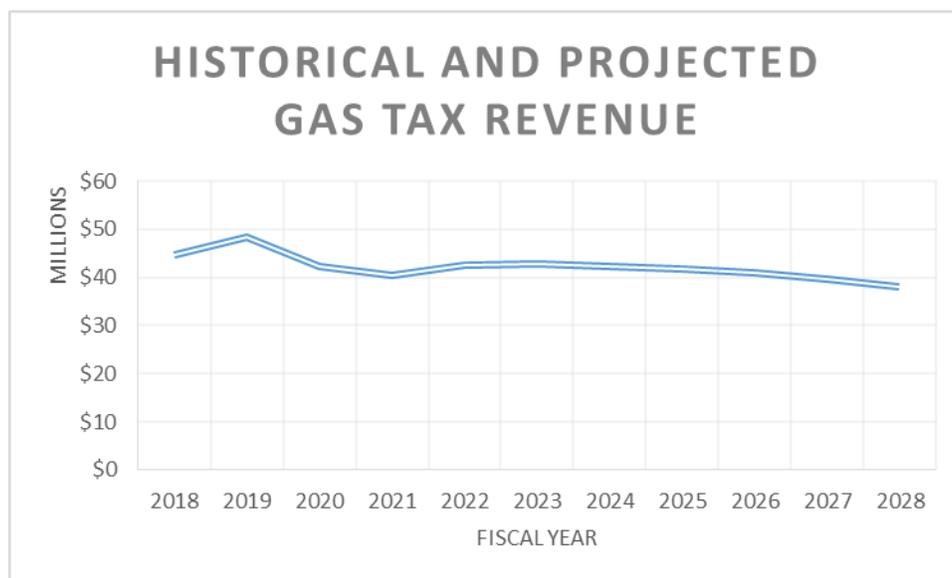
Federal Subsidies

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

State Subsidies

Gas Tax Revenue

Semiannually, the Authority receives a per-penny yield projection from the State of Rhode Island’s Office of Revenue Analysis. Yields are lower than pre-pandemic and are projected to decrease through 2028 and beyond. The table below depicts recent and projected gas tax revenue to RIPTA.



The table below depicts RIPTA’s gas tax calculation. UST denotes underground storage tanks, and 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 2023 along with the projected yield for fiscal years 2024 and 2025.

	FY 2023 Preliminary	FY 2024 Projected (10/23)	FY 2025 Projected (10/23)
Account	Yield	\$4,074,036	\$4,452,834
State Gas Tax	9.25 Portion	\$37,684,833	\$41,188,715
UST	0.5 Portion	\$2,037,018	\$2,226,417
Elderly Affairs	.79 - \$2.5M Piece	\$718,488	\$1,017,739
	Total	\$40,440,339	\$44,432,870

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 \$9,936,133 in Highway Maintenance funds in FY 2024 and \$9,996,545 in FY 2025.

Other Revenue

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

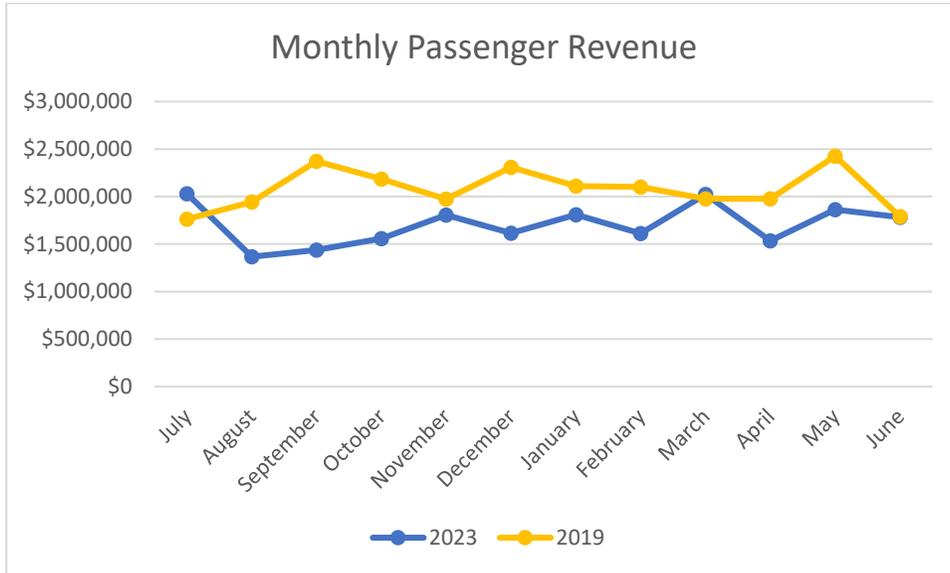
Passenger Fares and Third Party Fares

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

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

In total, RIPTA expects these revenues to be \$4.3M higher than was received in FY 2023.

The table below compares FY 2023 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. A free fare pilot on the R-Line, RIPTA’s highest ridership route, commenced in September of FY 2023 and resulted in foregone revenue of approximately \$400K per month.



Special Project Revenue

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

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

Operating Expenses

Decreases in fuel prices, personnel costs, and contract services associated with the procurement of a new transit center in Providence, have led to a decrease in projected operating costs by \$5.9M or 4% 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 \$3.2M (3.2%) from FY 2023 due to contractual wage increases and increase in benefit costs. Previous budget drafts had contemplated savings from turnover on

unfilled driver vacancies. This budget calls for RIPTA to work on enhancing hiring and working conditions to improve both hiring and retention of all positions, but especially for bus operators.

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

Contract Services are up \$96,863 (1.4%). Costs have been reduced in the budget by \$400,000 by reducing the budget for travel, seminars, subscriptions, and general professional services. The Authority is committed to training and educating its workforce but needs to find better ways to instill that knowledge to more employees and in a more cost-effective way.

The Authority is currently in a procurement process for a new bus hub in downtown Providence. The Authority is seeking a qualified team to coordinate the project via a joint development agreement. If RIPTA moves forward with the project, GASB statement 94 related to availability payments and public-private partners will be implemented.

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

Operating expenses increase by \$3.7M (15.8%) from FY 2023 levels, but \$2.2M (7.6%) less than previously projected. \$1.2M of this increase is related to engine replacements which did not occur in 2023, and \$1.6M in legal settlements. Diesel also accounts for approximately \$400,000 of the increase in overall operating expenses.

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

Utilities have increased by \$143,285 (7%) from 2023 actual experience. This increase is based on Utility inflation percentages from the RI Department of Revenue May Revenue Estimating Conference.

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

Capital match is expected to be \$641,335 higher in 2024 than 2023.

Emergency Relief Funding

Going into FY 2024 the Authority had \$38.9M 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 \$27.8M being used to balance the FY 2024 budget with the remaining \$11M reserved for FY 2025.

These funds will be exhausted within the first half of FY 2025. 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, 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 the federal program for each relief funding initiative. Details on the funding initiatives can be found in the glossary.

	CARES	CRRSA	ARPA	Total
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

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

Fund Balance Report

The table below adjusts the budget forecast to line up with the actual income statement to estimate a change in fund balance for June 30, 2024. See the section on budget development for variances between budget and accounting methods.

RIPTA Fund Balance Projection For FY 2024	
Beginning Fund Balance 7/1/2023	\$29,994,233
Revenues	
Federal Subsidies	\$34,521,704
Federal COVID Relief Funding	\$27,816,242
State Subsidies	\$48,310,212
Other Revenues	\$6,074,519
Passenger Fares	\$13,164,719
Third Party Fares	\$11,683,112
Special Project Revenue	\$2,869,000
Total Available Resources	\$144,439,508
Expenditures	
Salaries & Fringe Benefits	\$102,940,835
Contract Services	\$6,944,237
Operating Expenses	\$27,322,261
Utilities	\$2,190,218
Capital Match and Repayment	\$1,050,755
Debt Service (Principal and Interest)	\$1,122,203
Special Projects	\$2,869,000
Total Expenditures	\$144,439,509
Contributed Capital	
State Capital Receipts	\$24,313,278
Federal Capital Receipts	\$68,326,700
Total Contributed Capital	\$92,639,978
Budget format to Income Statement Adjustments	
Depreciation (Projected)	-\$19,000,000
Principal Payments (Debt Service)	-\$810,269
Principal Payments (Revolving Fund)	-\$536,755
Capital Match	-\$514,000
Total Adjustments	-\$20,861,024
Ending Fund Balance 6/30/2024 (Projected)	\$101,773,186

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. The updated forecast projects that all COVID-19 relief funding is exhausted within the first half of FY 2025.

Revenues	Revenues		FY 2026	FY 2027	FY 2028	FY 2029
	FY 2024 Revised & Amended Budget	FY 2025 Board Amended Budget				
Federal Subsidies	\$34,521,704	\$35,332,247	\$35,332,247	\$35,332,247	\$35,332,247	\$35,332,247
State Subsidies	\$48,310,212	\$47,704,504	\$45,343,149	\$44,005,936	\$42,302,715	\$40,245,282
Other Revenue	\$6,074,519	\$6,393,711	\$6,419,168	\$6,528,723	\$6,255,647	\$6,297,284
Passenger Fares	\$13,164,719	\$13,362,190	\$13,562,623	\$13,766,062	\$13,972,553	\$14,182,141
Third Party Fares	\$11,683,112	\$11,756,975	\$11,811,232	\$11,782,678	\$12,138,066	\$12,180,021
Special Project Revenue	\$2,869,000	\$0	\$0	\$0	\$0	\$0
	\$116,623,267	\$114,549,626	\$112,468,418	\$111,415,645	\$110,001,227	\$108,236,975

Expenses	Expenses		FY 2026	FY 2027	FY 2028	FY 2029
	FY 2024 Revised & Amended Budget	FY 2025 Board Amended Budget				
Salaries & Fringe Benefits	\$102,940,835	\$104,958,731	\$107,057,905	\$109,199,063	\$111,383,045	\$113,610,706
Contract Services	\$6,944,237	\$7,129,702	\$7,228,376	\$7,387,400	\$7,557,310	\$7,731,129
Operating Expense	\$27,322,261	\$27,586,612	\$28,217,699	\$28,883,697	\$29,586,267	\$30,310,600
Utilities	\$2,190,218	\$2,242,783	\$2,289,882	\$2,340,259	\$2,394,085	\$2,449,149
Capital Match & Repayment	\$1,050,755	\$679,950	\$0	\$0	\$0	\$0
Debt Service	\$1,122,203	\$1,087,870	\$1,073,735	\$1,143,014	\$828,961	\$819,365
Special Projects	\$2,869,000	\$0	\$0	\$0	\$0	\$0
	\$144,439,509	\$143,685,647	\$145,867,597	\$148,953,433	\$151,749,669	\$154,920,948

Operating Surplus/(Deficit)	(\$27,816,242)	(\$29,136,022)	(\$33,399,179)	(\$37,537,788)	(\$41,748,442)	(\$46,683,973)
Relief Funding Available	\$38,878,566	\$11,062,324	\$38,878,566	\$38,878,566	\$0	\$0
Relief Funding Used to Balance	\$27,816,242	\$11,062,324	\$0	\$0	\$0	\$0
Year End Shortfall	\$0	(\$18,073,698)	(\$33,399,179)	(\$37,537,788)	(\$41,748,442)	(\$46,683,973)

Budget Forecast Assumptions

- Total employees for the FY 2024 Revised and FY 2025 Proposed budgets will remain at 873.
- Salaries and benefits are based on the most recent contract negotiations and average 2% increases year over year.
- Contract Services and Operating Expenses are calculated using the State's 5-year CPI-U projection as provided in the Budget Office 5-year financial plan. The state has projected inflation for FY 2024 to be 3.5% and 2.4% for FY 2025.
- Diesel fuel costs are based upon \$3.48 per gallon average in FY 2024 and \$3.30 per gallon in FY 2025. The price projection is based upon current market pricing and U.S. Energy Information Administration short-term energy outlook.
- Overall costs rise at an average annual rate of 2.0% from FY 2024 to FY 2029.
- Federal revenues are consistent with expected federal revenues from the new Infrastructure Investment and Jobs Act (IIJA).
- Passenger revenues begin to steadily grow (1.5%) from current levels, consistent with historical, pre-pandemic, passenger revenue growth.
- Gas tax and Highway Maintenance fund projections are from the May 2023 State of Rhode Island Revenue Estimating Conference.
- COVID-19 Emergency relief funding is projected to be exhausted within the first half of FY 2025. No new revenue sources have been identified yet, but RIPTA is working closely with the state on the funding gap to prevent disruptions to service levels.



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

**BUDGET
DEVELOPMENT**

Fund Structure, Basis of Accounting and Budgeting

Fund Structure

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

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

Basis of Accounting and Budgeting

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

Budgeting is based upon the accrual basis with these exceptions:

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

Note that a schedule has been prepared that reconciles the operating projection for FY 2024 with the expected change in net position for the year ending June 30, 2024. 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 2024, the budget development process has or will follow the calendar as outline below:

Action	Date
Initial budget request solicitations	3/24/2023
Budget requests due	4/28/2023
Departmental meetings	5/2023
Finance Committee to review budget	10/25/2023
Full Board Meeting to approve budget	10/25/2023
Presentation to OMB & Governor's Office	10/24/2023

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 of more than one year.

Deferred Outflows of Resources and Deferred Inflows of Resources

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

Operating Revenues and Expenses

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

Compensated Absences

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

Income Taxes

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

Net Position

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

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

Self-insurance

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

Cash and Cash Equivalents

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

Estimates

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

Balanced Budget

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



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

**DEPARTMENTAL
BUDGETS**

Total RIPTA Personnel

The total Full Time Employee count (FTE) for FY 2024 will be 873, consistent with the 2024 approved budget. Shifts have occurred between departments, but proposed positions were tabled at this time to reduce costs amid uncertainty around long-term funding.

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.

Note that the performance measures listed are better suited as internal performance goals. As part of a continued emphasis on strategic management more broad performance measures will be provided next year to show how departments are supporting the overall mission, instead of just internal areas for improvement.

Functions	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Administration	7	8	7	7
Customer Service	13	13	13	13
Finance	7	10	10	10
Human Resources	6	7	7	7
Information Technology	12	12	13	13
Inventory Control	7	7	7	7
Legal & Risk Management	3	5	3	3
Maintenance	134	143	143	143
Maintenance - Centralized	17	15	15	15
Maintenance - State	2	3	3	3
Paratransit	111.5	127.5	127.5	127.5
Planning	8	11	11	11
Procurement	6	7	7	7
Project Management	4	4	4	4
Marketing and Comms.	7	5	7	7
Revenue Collection	2	2	2	2
Ride Administration	14.5	16.5	16.5	16.5
Safety	1	1	1	1
Security	1	2	2	2
Street Supervision	24	26	26	26
Training	5	5	5	5
Transportation	403	443	443	443
Total FTEs	795	873	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, and the Chief of Security and Operations. This group of employees is responsible for overseeing all aspects of RIPTA including setting strategies, initiatives, and goals for the Authority and overseeing day-to-day operations. In addition to the senior leadership team there is also a Director of Media and Executive Communications, responsible for assisting the CEO with communications, scheduling, and day-to-day administrative operations.

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

Near-term objectives to implement the strategic plan are:

- Effectively communicating the current financial position and plans for growing service to show why investing in public transit is valuable to Rhode Island.
- Finding ways to improve mobility and show how RIPTA can improve communities across the state.
- Reviewing best practices across the industry to improve recruitment and retention across entire workforce. Without a steady pipeline of new employees, RIPTA will be unable to grow its service.
- Reviewing policies and procedures, communication, and training to better position the workforce to be more effective in their roles. With this foundation in place, we will be better situated to adopt best practices.

Performance Measures

Meetings with local communities		
<i>It is important for RIPTA to engage with local communities and leaders to both ensure we are providing adequate service while also building support for public transit across Rhode Island.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	25	30
Actual	27	TBD

Policies revised

In an effort to modernize policies and procedures, the administrative group will review policies and update them in accordance with the needs of RIPTA today. Target will also include new policies developed.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	6	10
Actual	8	TBD

Administration Positions

Administration	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 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	0	1	0	0
DIRECTOR OF MEDIA & EXEC COMM	1	0	1	1
EX DIR FED PROG & COMPLIANCE	1	0	1	1
LEGAL COMPLIANCE COUNSEL	0	1	0	0
SENIOR EXECUTIVE OFFICER	0	1	0	0
Total	7	8	7	7

Administration Budget

Administration	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$36,823	\$111,201	\$31,205	\$32,136
Operating Expense	\$51,728	\$3,754	\$94,553	\$96,822
Salaries & Fringe Benefits	\$1,485,108	\$1,622,738	\$1,409,156	\$1,437,353
Total	\$1,573,659	\$1,737,693	\$1,534,913	\$1,566,311

Group Overview

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

Near-term objectives to implement the strategic plan are:

- Continue to work on improving transparency around the Authority’s financial position by making improvements to the Financial Plan in line with the best practices as set by the Governmental Finance Officers Association (GFOA).
- Develop methods to communicate long-term revenue gaps and funding shortfalls to fully implement the Transit Master Plan (Transit Forward RI) to all stakeholders.
- Encourage, promote, and implement training for all employees to better understand best practices in respective subject areas and to make better use of technology to make improvements to various processes.
- Review internal policies and procedures and find ways to make each department more effective.
- Deliver capital projects in a timely and cost-effective manner.

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%	45%
Actual	41%	TBD

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	35
Actual	40	TBD

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	59	TBD

Inventory Balance

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

	<u>FY 2023</u>	<u>FY 2024</u>
Target	< 3%	< 3%
Actual	< 1 %	TBD

Finance Department BudgetDepartment Overview

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

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

Finance Positions

Finance	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ACCOUNTING CLERK	1	1	1	1
ACCOUNTING SUPERVISOR	0	1	0	0
CONTROLLER	0	0	1	1
DATA REPORTING SPECIALIST	1	0	1	1
DATA SPECIALIST	0	2	0	0
EX DIR FINANCIAL PLAN/ANALYSIS	1	0	1	1
EXEC DIRECTOR OF ACCOUNTING	0	1	0	0
FINANCIAL ANALYST	0	0	1	1
GRANT SPECIALIST	1	1	1	1
JUNIOR ACCOUNTANT	1	1	1	1
PAYROLL MANAGER	1	1	1	1
SENIOR ACCOUNTANT	0	1	1	1
SENIOR ACCOUNTANT NON-REP	1	0	1	1
SENIOR FINANCIAL ANALYST	0	1	0	0
Total	7	10	10	10

Operating Budget

Finance	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Capital Match & Repayment	\$409,400	\$901,529	\$1,050,755	\$679,950
Contract Services	\$509,272	\$597,815	\$511,822	\$524,472
Debt Service	\$1,182,364	\$1,122,203	\$1,122,203	\$1,087,870
Operating Expense	\$1,250,048	\$1,763,552	\$1,293,799	\$1,324,850
Salaries & Fringe Benefits	\$4,028,530	\$3,911,508	\$3,598,922	\$3,685,118
Special Projects	\$8,962	\$1,184,500	\$2,869,000	\$-
Utilities	\$1,967,500	\$1,712,025	\$2,105,225	\$2,155,750
Total	\$9,356,075	\$11,193,132	\$12,551,725	\$9,458,010

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 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 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 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$6,402	\$3,850	\$6,626	\$6,785
Operating Expense	\$1,051	\$1,212	\$1,088	\$1,114
Salaries & Fringe Benefits	\$996,403	\$725,107	\$757,045	\$773,772
Total	\$1,003,856	\$730,169	\$764,760	\$781,671

Procurement Department Budget

Department Overview

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

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

Over the past two years the department has experienced several retirements. Many of these positions have been backfilled. One position remains vacant and another vacancy is expected during FY 2024.

Some areas of focus within the department are both training and process improvement. The Department revised its internal procedures in FY 2022 and is now focusing on process improvement and making better use of technology. Efforts during FY 2023 included a transition of requisitions, purchase orders, invoices, and check copies to all be digitized and moved into a document management system. A significant reduction to paper has occurred as a result. Both departments are coordinating to further reduce the use of paper during FY 2024.

Procurement Positions

Procurement	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
CONT & SPECIFICATIONS AGENT	1	2	2	2
EXE.DIR.OF PROCURE & INVENTORY	1	1	1	1
PURCHASING ADMINISTRATOR	1	1	1	1
PURCHASING CLERK	1	1	1	1
PURCHASING INFO/SPECIALIST	2	2	2	2
Total	6	7	7	7

Budget

Procurement	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$200,861	\$182,715	\$186,700	\$191,699
Operating Expense	\$32,318	\$13,961	\$33,450	\$34,252
Salaries & Fringe Benefits	\$690,804	\$728,829	\$783,383	\$800,573
Total	\$923,983	\$925,506	\$1,003,533	\$1,026,524

Project Management

Overview

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

During FY 2023 the department oversaw the construction of the state’s first electric bus inline charging station, reconfiguration of the paratransit fueling station, replacement of garage doors, construction of the new bus hub at CCRI, and more. In FY 2024 work is expected to commence on the east side bus

tunnel, replacement of gates at various properties, and numerous state of good repair projects across RIPTA’s various facilities.

Personnel

Project Management	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
Deputy Chief of Project Mgmt. and Plannng.	1	1	1	1
Project Manager	3	3	3	3
Total	4	4	4	4

Budget

Project Management	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$60,146	\$40,840	\$54,791	\$56,285
Operating Expense	\$68,140	\$2,147	\$70,525	\$72,217
Salaries & Fringe Benefits	\$643,573	\$630,457	\$672,125	\$685,592
Total	\$771,859	\$673,443	\$797,441	\$814,094

Planning

Overview

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

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

Personnel

Planning	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
DIR OF SERVICE PLANN & SCHEDULE	1	1	1	1
DIRECTOR OF LONG-RANGE PLAN	1	1	1	1
EXECUTIVE DIRECTOR OF PLANNING	0	0	1	1
PLANNER ASSISTANT	0	1	0	0
PLANNER I	1	2	2	2
PLANNER I	0	2	0	0
PLANNER I – SERVICE PLANNER	1	0	1	1
PRINCIPAL PLANNER	4	2	4	4
PRINCIPAL SCHEDULER	0	1	0	0
SCHEDULER I-FIXED ROUTE	0	0	1	1
SYSTEM PERFORMANCE ANALYST	0	1	0	0
Total	8	11	11	11

Budget

Planning	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$803,353	\$7,211,807	\$795,121	\$815,076
Operating Expense	\$174,906	\$212,374	\$181,028	\$185,373
Salaries & Fringe Benefits	\$1,091,880	\$1,244,028	\$1,379,227	\$1,409,471
Total	\$2,070,140	\$8,668,208	\$2,355,375	\$2,409,920

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 2024 there is one additional employee budgeted to assist with recruitment efforts. Expenses have been reduced to better reflect expectations for the fiscal year.

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		
<i>With numerous career opportunities at RIPTA, it is imperative to ensure a consistent flow of new job applicants.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	12	12
Actual	20	TBD

Employees Hired		
<i>The total number of employees hired is 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.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	64	64
Actual	61	TBD

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	15	TBD

Human Resource Positions

HUMAN RESOURCES	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
EXE DIR OF EMP & LABOR RELATIO	0	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	6	7	7	7

Budget

Human Resources	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$50,625	\$190,620	\$38,976	\$40,233
Operating Expense	\$116,532	\$229,506	\$120,611	\$123,505
Salaries & Fringe Benefits	\$795,280	\$865,060	\$893,996	\$912,246
Total	\$962,438	\$1,285,187	\$1,053,582	\$1,075,984

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.

There is an expected increase in costs related to workers' compensation claims based on current trends. This is offset by a reduction in settlement expenses as several structured settlements conclude. Contract services increase to fund planned legal and consultant costs related to the new downtown bus hub project.

The Chief Legal Counsel also oversees both Marketing and Communications as well as Customer Service. The Chief Legal Counsel assumed oversight of these two departments with the departure of the Chief of Strategic Advancement. The Authority is reviewing the current organization chart to ensure optimal alignment between various departments and changes are expected in FY 2024.

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

Near-term objectives to implement the strategic plan are:

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

Performance Measures

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	20 seconds
Actual	18 seconds	TBD

Number of advertisements placed annually		
<i>To better communicate the service RIPTA offers we must improve our marketing program to ensure we are reaching both riders and non-riders and encourage them to try transit. In addition to paid advertisements, RIPTA increased its grassroots marketing efforts to increase brand visibility and promote its transit services.</i>		
	<u>FY 2023</u>	<u>FY 2024</u>
Target	10 advertisements	12 promotions
Actual	10 promotions	TBD

Legal Department Positions

Legal & Risk Management	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CLAIMS DIRECTOR	1	1	1	1
COMMUNITY OUTREACH OFFICER	0	1	0	0
EXECUTIVE PARALEGAL	1	1	1	1
PUBLIC INFORMATION OFFICER	0	1	0	0
Total	3	5	3	3

Budget

	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Legal & Risk Management				
Contract Services	\$813,055	\$278,703	\$788,282	\$808,479
Operating Expense	\$5,907,089	\$7,201,675	\$7,646,363	\$7,765,076
Salaries & Fringe Benefits	\$492,713	\$481,958	\$378,656	\$386,142
Total	\$7,212,858	\$7,962,336	\$8,813,302	\$8,959,697

Marketing and Communications

Overview

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

Personnel

Marketing and Communications	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ACT PUBLIC INFORMATION OFFICER	0	1	0	0
BUSINESS MARKETING SPEC. II	0	1	0	0
COMMUNICATIONS ASSISTANT	1	0	1	1
COMMUNITY OUTREACH OFFICER	1	0	1	1
COMMUTER MKTG & TRV TRAIN COOR	1	0	1	1
DIRECTOR COMMUN & PUBLIC OUTRE	1	0	1	1
JUNIOR MARKETING SPECIALIST	0	1	0	0
MARKETING & COMMUN SPECIALIST	2	0	2	2
MARKETING & OUTREACH MANAGER	0	1	0	0
PRINCIPAL MARKETING SPECIALIST	1	1	1	1
Total	7	5	7	7

Budget

Marketing and Communications	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$856,171	\$1,021,822	\$874,003	\$895,271
Operating Expense	\$493,041	\$450,366	\$510,297	\$522,544
Salaries & Fringe Benefits	\$692,703	\$869,257	\$799,597	\$816,642
Total	\$2,041,915	\$2,341,445	\$2,183,898	\$2,234,457

Customer Service

Overview

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

In FY 2022, RIPTA opened a customer service location at the Newport Transportation Center which had previously been staffed by an organization within the City of Newport. To support this new customer service location and to help expand the hours that customer service is available, two additional customer service representatives were hired. The Authority is currently evaluating the additional personnel required to expand customer service hours of operation and the number of customer service locations across the station.

Personnel

Customer Service	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ASSIST CS OPERATIONS ADMIN	1	0	1	1
CUST SERVICE SATELLITE SUPERVI	1	0	1	1
CUSTOMER SERVICE OPER ADMIN	1	1	1	1
CUSTOMER SERVICE REPRESENTATIV	7	7	7	7
SR. CUST SERVICE SPECIALIST	0	1	0	0
SR. CUSTOMER SERVICE ANALYST	0	1	0	0
TELEPHONE INFORMATION CLERK	3	3	3	3
Total	13	13	13	13

Budget

Customer Service	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$11,726	\$206,861	\$12,136	\$(187,573)
Operating Expense	\$7,592	\$8,028	\$7,858	\$8,046
Salaries & Fringe Benefits	\$971,096	\$860,778	\$1,048,446	\$1,053,430
Total	\$990,413	\$1,075,667	\$1,068,439	\$873,903

Group Overview

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

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

- Continue deployment of the document management system to better utilize various technologies and improve workflows.
- Assist in the implementation of a new employee portal (in conjunction with public affairs) to improve communication with all employees, but especially operations personnel.
- Look for ways to better incorporate data into day-to-day decision making and ensure that data is flowing across the organization and ensure systems are being used to their maximum potential.
- Expand training to improve job skills across the Authority.
- Enhance safety and security at all RIPTA properties by replacing antiquated cameras and card access systems along with replacement of gates and fencing.

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	80.30%	TBD	

On-time Performance: Ride			
<i>On-time performance in the paratransit program is ten minutes before or after a scheduled trip time.</i>			
	<u>FY 2023</u>	<u>FY 2024</u>	
Target	92%	92%	
Actual	93%	TBD	

Number of engines replaced

Engine replacements are a crucial component of fleet asset management. Supply chain issues, funding delays, and staffing shortages have plagued the department in recent years.

	<u>FY 2023</u>	<u>FY 2024</u>
Target	12	24
Actual	5	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: Ride paratransit

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.

A data analyst position within the planning group has been transferred to IT but is assigned to long-range planning activities. This change has improved the flow of information across the agency.

IT Department Positions

Information Technology	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
APPLICATION DEVELOPER	2	2	2	2
CHIEF TECHNOLOGY OFFICER	1	1	1	1
DIR OF APPLICATION DEVELOPMENT	1	1	1	1
EXE DIR OF INFO TECH & NETWORK	1	1	1	1
IS PROJECT ADMINISTRATOR	0	1	1	1
JUNIOR NETWORK ADMINISTRATOR	1	1	1	1
NETWORK SECURITY SPECIALIST	1	1	1	1
OPER. TECHNOLOGY SPECIALIST	1	1	1	1
SENIOR PROGRAMMER/ANALYST	1	1	1	1
SYSTEM PERFORMANCE ANALYST	1	0	1	1
TECHNICAL SUPPORT SPECIALIST	2	2	2	2
Total	12	12	13	13

Budget

Information Technology	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$1,216,003	\$1,007,642	\$-	\$-
Operating Expense	\$97,876	\$72,648	\$1,233,419	\$1,263,650
Salaries & Fringe Benefits	\$1,361,295	\$1,698,726	\$101,301	\$103,733
Total	\$2,675,174	\$2,779,016	\$1,686,428	\$1,721,952

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

Maintenance Department Positions

Maintenance	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
BODY SHOP WORKER/FIRST CLASS	10	10	10	10
BUILDING & GROUND-ELECTRICIAN	1	2	2	2
BUILDING & GROUND-PLUMBER	1	1	1	1
BUILDING & GROUNDS FOREMAN	1	1	1	1
BUILDING & GROUNDS CARPENTER	1	0	0	0
BUILDING AND GROUNDS WORKER	5	7	7	7
DIRECTOR OF BUILDINGS MAINT	1	1	1	1
EXEC DIR OF FACILITIES & MAINT	0	1	1	1
HVAC SPECIALIST	0	1	1	1
LEAD MECHANICAL FOREMAN	1	1	1	1
MAINTENANCE RECORDS ANALYST	1	1	1	1
MAINTENANCE RECORDS SPECIALIST	1	1	1	1
MANAGER OF VEHICLE MAINTENANCE	1	1	1	1
MECH FOREMAN/WARRANTY OFFICER	1	1	1	1
MECHANIC UNIT ROOM	8	8	8	8
MECHANIC/ELMWOOD FIRST CLASS	29	34	34	34
MECHANIC/NEWPORT FIRST CLASS	7	7	7	7
MECHANICAL FOREMAN/ELMWOOD	9	8	8	8
MECHANICAL FOREMAN/NEWPORT	2	2	2	2
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	4	3	3	3
UTILITY WORKER/ELMWOOD	44	46	46	46

UTILITY WORKER/NEWPORT	4	4	4	4
Total	134	143	143	143

Maintenance - Centralized	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
CENTRALIZED MTCE/ BODY SHOP	2	2	2	2
CENTRALIZED MTCE/ FOREMEN	2	2	2	2
CENTRALIZED MTCE/ MECHANICAL	12	10	10	10
CENTRALIZED MTCE/UTILITY	1	1	1	1
Total	17	15	15	15

Maintenance - State	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
STATE OF RI / FOREMEN	0	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Total	2	3	3	3

Budget

Maintenance	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$376,111	\$435,247	\$387,807	\$397,150
Operating Expense	\$13,656,217	\$17,351,456	\$15,412,094	\$15,518,275
Salaries & Fringe Benefits	\$15,081,572	\$15,041,553	\$15,783,886	\$16,128,596
Total	\$29,113,900	\$32,828,256	\$31,583,787	\$32,044,020

Maintenance - Centralized	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$30,363	\$28,059	\$31,426	\$32,180
Operating Expense	\$622,871	\$730,035	\$643,119	\$658,554
Salaries & Fringe Benefits	\$1,738,086	\$1,643,415	\$1,929,441	\$1,971,182
Total	\$2,391,320	\$2,401,508	\$2,603,986	\$2,661,916

Maintenance - State	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Operating Expense	\$46,513	\$96,038	\$48,141	\$49,296
Salaries & Fringe Benefits	\$282,976	\$332,423	\$345,454	\$352,680
Total	\$329,489	\$428,461	\$393,595	\$401,976

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 the paratransit program can be found under the department Ride administration found further in this document.

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

For FY 2024 total van operators have been held constant. Also note that the Executive Director of Paratransit has his costs split between the Paratransit and Ride Administration departments.

Personnel

Paratransit	FY 2023 Actuals as of 06/30/23	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
EXE DIR OF PARATRANSIT SERVICE	0.5	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	100	117	117	117
PARA-TRANSIT OPER.COORDINATOR	3	4	4	4
PARA-TRANSIT UTILITY	6	4	4	4
Total	111.5	127.5	127.5	127.5

Budget

Paratransit	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$1,483,723	\$871,779	\$1,589,460	\$1,841,641
Operating Expense	\$973,733	\$1,268,173	\$1,066,000	\$1,028,709
Salaries & Fringe Benefits	\$11,230,236	\$9,014,731	\$9,670,393	\$9,689,485
Total	\$13,687,692	\$11,154,682	\$12,325,853	\$12,559,835

Revenue Collection

Overview

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

There are no changes planned for the Department in FY 2024.

Personnel

Revenue Collection	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
REVENUE AGENT	2	2	2	2
Total	2	2	2	2

Budget

Revenue Collection	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$15,166	\$15,752	\$15,697	\$16,074
Operating Expense	\$39,907	\$150,264	\$41,303	\$42,295
Salaries & Fringe Benefits	\$266,091	\$241,924	\$246,932	\$252,139
Total	\$321,164	\$407,939	\$303,932	\$310,508

Ride Administration

Overview

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

The Authority is deploying a pilot program in January at the direction of the General Assembly to expand the ADA corridor from ¼ of a mile from a fixed-route line to allowing statewide access. The Authority has budgeted \$250,000 in FY 2024 and 2025 for this effort in accordance with the legislation.

Personnel

Ride Administration	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 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	0.5	0.5	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	0	1	1	1
QUALITY ASSURANCE MANAGER	0	1	0	0
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE ADMIN SUPERINTENDENT	1	0	1	1
RIDE DATA ANALYST	1	1	1	1
RIDE PRIN SCHEDULING SPECIALIS	1	0	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
SENIOR SCEDULING SPECIALIST	1	1	0	0
Total	14.5	16.5	16.5	16.5

Budget

Ride Administration	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$0	\$298,390	\$-	\$-
Operating Expense	-\$65	\$1,163	\$-	\$-
Salaries & Fringe Benefits	\$1,323,314	\$1,671,460	\$1,715,836	\$1,755,933
Utilities	\$79,433	\$67,366	\$84,993	\$87,033
Total	\$0	\$298,390	\$1,800,829	\$1,842,965

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 2024.

Personnel

Safety	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ENVIRONMENT AFFAIRS/SAFETY OFF	1	1	1	1
Total	1	1	1	1

Budget

Safety	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$96,094	\$29,491	\$96,094	\$98,481
Operating Expense	\$24,547	\$3,234	\$25,406	\$26,016
Salaries & Fringe Benefits	\$109,302	\$146,615	\$124,573	\$126,819
Total	\$229,943	\$179,340	\$246,074	\$251,316

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 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
SECURITY SPECIALIST	1	1	1	1
SAFETY/SECURITY SPECIALIST	0	1	1	1
Total	1	2	2	2

Budget

Security	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$0	\$408	\$-	\$-
Salaries & Fringe Benefits	\$93,020	\$160,075	\$245,433	\$250,453
Total	\$93,020	\$160,484	\$245,433	\$250,453

Street Supervision

Overview

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

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

Personnel

Street Supervision	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	22	24	24	24
Total	24	26	26	26

Budget

Street Supervision	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$0	\$10,618	\$-	\$-
Salaries & Fringe Benefits	\$850	\$0	\$880	\$901
Operating Expense	\$3,473,163	\$3,316,696	\$3,280,801	\$3,350,606
Total	\$3,474,013	\$3,327,314	\$3,281,681	\$3,351,506

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 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
DIR TRAIN/BUS DEV PROCESS	1	1	1	1
LEAD INSTRUCTOR	1	1	1	1
TRAINING INSTRUCTOR	3	3	3	3
Total	5	5	5	5

Budget

Training	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$0	\$8,013	\$-	\$-
Salaries & Fringe Benefits	\$9,753	\$346	\$10,094	\$10,336
Operating Expense	\$626,451	\$663,207	\$669,217	\$683,811
Total	\$636,204	\$671,566	\$679,311	\$694,148

Transportation

Overview

The Transportation department is responsible for all aspects of deployment of fixed-route service. This team ensures buses go out on-time, addresses any issues throughout the day, and ensures all scheduled service is completed. The department launched a new daily management system and continues to learn how to make the most out of this new system and the data that is being generated. One of the department’s goals in FY 2024 is to better understand the data coming out of that system and learning how to share that information across the Authority to improve overall service.

The budget for fixed-route bus operators has been held constant for FY 2024. However, recruitment continues to be a struggle and the Authority has numerous vacancies that need to be filled within the department.

Personnel

Transportation	FY 2023 Revised FTE	FY 2024 Approved FTE	FY 2024 Revised FTE	FY 2025 Proposed FTE
ASST. SUPERINTENDENT TRANS.	1	1	1	1
EXEC DIR OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	333	366	366	366
FULL TIME BUS OPERATOR/NEWPORT	53	58	58	58
GENERAL SUPERINTENDENT	1	1	1	1
LEAD CLERK NEWPORT DIVISION	1	1	1	1
NIGHT FOREMAN	1	1	1	1
RELIEF SUPERINTENDENT	2	3	3	3
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	9	10	10	10
Total	403	443	443	443

Budget

Transportation	FY 2023 Actuals as of 06/30/23	FY 2024 Approved	FY 2024 Revised	FY 2025 Proposed
Contract Services	\$281,478	\$184,291	\$290,672	\$297,664
Salaries & Fringe Benefits	\$13,867	\$8,714	\$14,353	\$14,697
Operating Expense	\$52,253,608	\$55,912,875	\$55,521,888	\$56,714,739
Total	\$52,548,954	\$56,105,880	\$55,826,913	\$57,027,100



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

**CAPITAL BUDGET
AND DEBT**

Capital Budget Overview

The following is RIPTA’s FY 2024 Capital Budget and FY 2025 – FY 2029 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.

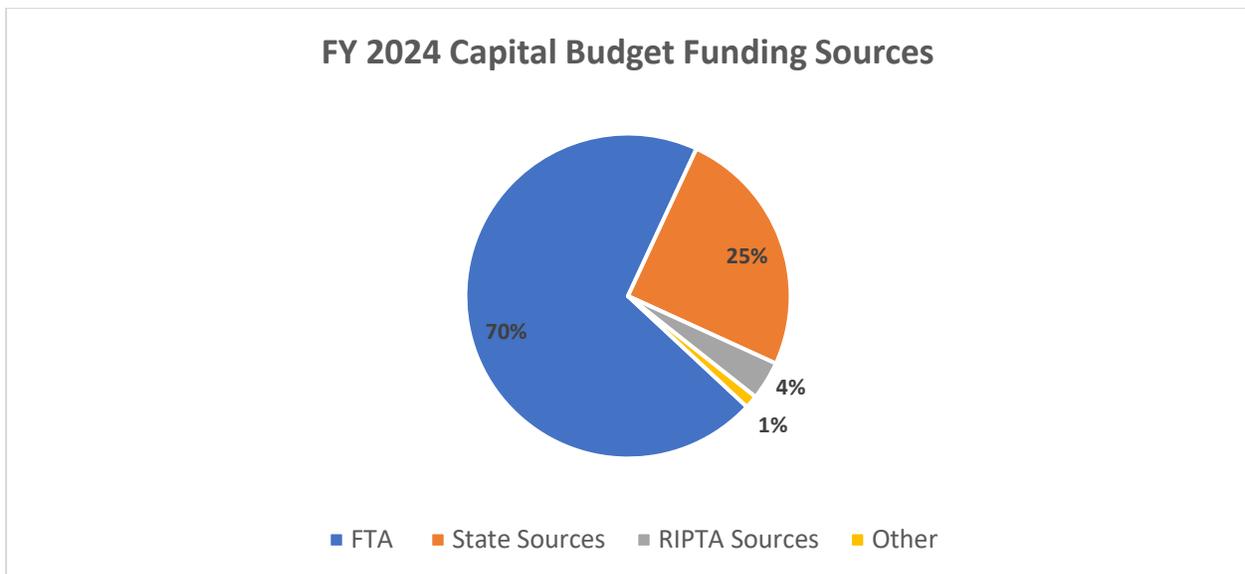
If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the CFO modifies each project accordingly in the next year’s submission.

RIPTA’s FY 2024 Capital Budget includes \$97.6 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 October 2023 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 2024, RIPTA will replace 29 fixed-route buses and 25 paratransit vehicles at an estimated cost of \$27.5 million.

Other major initiatives commencing in FY 2024 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.

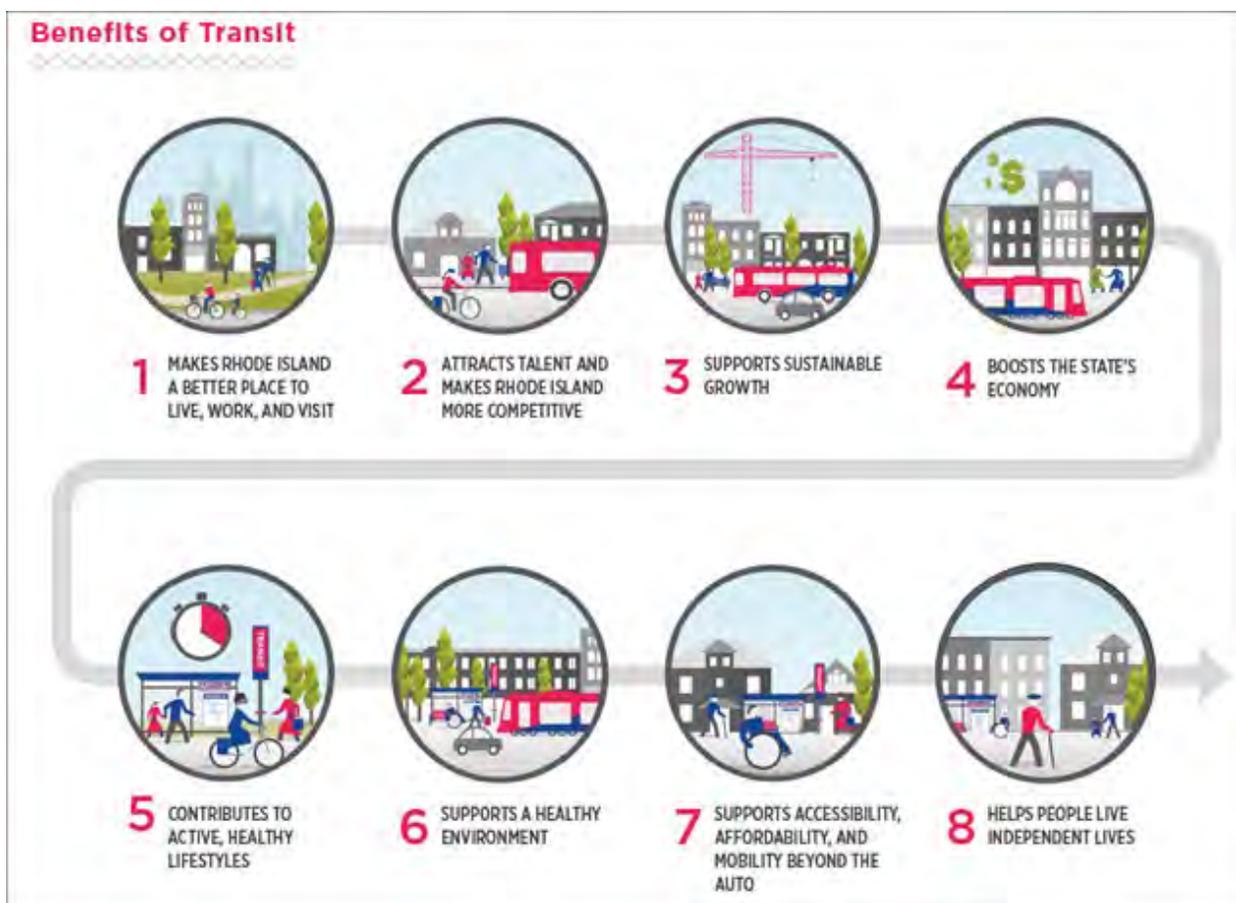
The chart below depicts the various funding sources in the FY 2024 Capital Budget.



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. 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							
	2024	2025	2026	2027	2028	2029	Grand Total
Fixed Route	\$22,933,867	\$30,387,656	\$31,018,047	\$23,773,338	\$24,016,006	\$24,223,508	\$156,352,422
Fixed Route-ZEV Upgrade	\$0	\$10,152,000	\$10,152,000	\$10,152,000	\$10,152,000	\$10,152,000	\$50,760,000
Non-Revenue Vehicles	\$600,000	\$600,000	\$220,000	\$220,000	\$220,000	\$220,000	\$2,080,000
Paratransit Vehicles	\$4,564,114	\$0	\$2,415,329	\$2,747,436	\$5,547,709	\$5,825,094	\$21,099,682
Grand Total	\$28,097,981	\$41,139,656	\$43,805,376	\$36,892,774	\$39,935,715	\$40,420,602	\$230,292,104

Fixed-Route

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

The FY 2024 order is for 29 diesel buses. These vehicles are expected to be delivered during Q3 and Q4 of FY 2024. An additional 25 buses will be delivered in FY 2025 and the Authority received funding to upgrade these buses to hybrid-electric buses.

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.

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 timelier

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. A large quantity of vehicles were received in FY 2024 and another 25 are expected to be delivered in FY 2024.

Paratransit vehicles are financed using 80% federal funds. The remaining 20% match comes from the Paratransit Revolving Loan Fund, an investment account where Paratransit operating revenue is deposited to support vehicle replacement.

Transit Corridors

Transit Corridors Budget				
		2024	2025	Grand Total
East Side Tunnel	\$	8,679,321	\$ 10,259,960	\$ 18,939,281
East Side Tunnel Exterior Planning	\$	1,135,159	\$ -	\$ 1,135,159
East Side Tunnel Security	\$	200,000	\$ 100,000	\$ 300,000
High Capacity Transit Corridors Feasibility & Alternatives Analysis	\$	1,500,000	\$ -	\$ 1,500,000
Rapid Bus Network Expansion Planning	\$	5,615,000	\$ 5,000,000	\$ 10,615,000
Grand Total	\$	17,129,480	\$ 15,359,960	\$ 32,489,440

East Side Tunnel (Including Exterior)

The East Side Bus Tunnel needs structural repairs, drainage repairs, and safety improvements. A procurement for repairs was issued late FY 2023 and a contract is expected to be awarded in FY 2024. \$20M is currently budgeted for tunnel improvements (exterior and interior).

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.

High-Capacity Transit Corridors Feasibility Study

The Authority is advancing plans for a Metro Providence High-Capacity Transit Corridor envisioned to connect downtown Providence and other activity centers with many of the lowest-income and highest-minority neighborhoods in our State. This study will evaluate and assess modal options including Bus Rapid Transit (BRT) and Light Rail Transit (LRT).

Rapid Bus Network Expansion Planning

This project will fund all planning, project development and engineering in order to transform six high ridership routes serving dense, urban neighborhoods (and update one existing rapid bus route) into a broader Rapid Bus Network within Metro Providence as recommended in the state’s **Transit Master Plan**.

Passenger Facilities

Passenger Facilities Budget	2024	2025	2026	2027	2028	2029	Grand Total
Bus Shelters	\$1,562,500	\$11,562,500	\$11,562,500	\$11,562,500	\$1,562,500	\$1,562,500	\$39,375,000
Community Partnership Projects	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Downtown Transit Center	\$10,548,441	\$10,548,441	\$0	\$0	\$0	\$0	\$21,096,882
Transit Hubs: Pawtucket/Central Falls Building	\$1,689,216	\$3,424,529	\$627,977	\$0	\$0	\$0	\$5,741,722
Transit Hubs: Pawtucket/Central Falls	\$266,225	\$0	\$0	\$0	\$0	\$0	\$266,225
Transit Hubs: Warwick/CCRI	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
Transit Hubs: URI Kingston	\$5,000,000	\$700,000	\$0	\$0	\$0	\$0	\$5,700,000
Grand Total	\$20,466,382	\$26,235,470	\$12,190,477	\$11,562,500	\$1,562,500	\$1,562,500	\$73,579,829

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. \$39.4M in Infrastructure funds have been identified for this project. If some of the competitive funds are not awarded \$1.5M in formula funding has been budgeted and will be used starting in FY 2024.

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.

Downtown Transit Center

RIPTA is proposing the development of a new intermodal facility. The new transit center is envisioned to be a mixed-use development that will include an enclosed intermodal transit center, parking deck, potentially office space, as well as an adjacent mixed-use transit-oriented development. In contrast to

the current sprawling footprint of Kennedy Plaza, the new Transit Center will provide a single organized location for bus service.

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

Transit Hubs: Pawtucket-Central Falls Transit Center Passenger Building

While the Pawtucket-Central Falls Transit Center project initially included a building for passengers, that building was descope due to budgetary concerns. The State of Rhode Island, through RICAP Funds, has allocated \$5 million for the construction of a passenger facility at the new Pawtucket-Central Falls Transit Center. The proposed facility would include restrooms for passengers and employees, a sheltered waiting space for passengers, as well as a RIPTA customer service presence. Design is currently underway with procurement for construction occurring in FY 2025.

Transit Hubs: Pawtucket/Central Falls

In partnership with the Rhode Island Department of Transportation the Authority, RIPTA has constructed a new transit center in Pawtucket/Central Falls adjacent to the new commuter rail station. This project is largely complete with the remaining funds being expended in FY 2024.

Transit Hubs: Warwick/CCRI

During the third and fourth quarters of FY 2023, the Authority constructed a new bus hub at the CCRI Knight Campus. invoices were paid in early FY 2024. The project is largely complete aside from bus shelters which will be installed in Q3 of FY 2024, completing the project.

Transit Hub: URI Kingston

The University of Rhode Island (URI) 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 2024.

Support Facilities

Support Facilities Budget	2024	2025	2026	2027	2028	2029	Grand Total
705 Elmwood Parking Deck	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$1,650,000
Bldg B Oil Water Separator	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Bldg G Paratransit Fueling	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Chafee Blue Roof Replacement	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Garage Doors - 705 Elmwood	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
In-Line Charging Station	\$3,417,835	\$0	\$0	\$0	\$0	\$0	\$3,417,835
Overhead Door Replacement	\$386,954	\$0	\$0	\$0	\$0	\$0	\$386,954
Security Enhancements (All RIPTA Facilities)	\$453,400	\$462,600	\$474,100	\$474,100	\$474,100	\$474,100	\$2,812,400
Security Fencing	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Trench Drains 269 Melrose	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Newport-Middletown Garage Electrification	\$10,000,000	\$17,963,500	\$0	\$0	\$0	\$0	\$27,963,500
Elmwood Fuel Tank Replacement	\$0	\$1,000,000	\$1,200,000	\$0	\$0	\$0	\$2,200,000
Transit Asset Management - Facilities	\$0	\$0	\$6,000,000	\$0	\$0	\$12,000,000	\$18,000,000
265 Melrose Street	\$0	\$0	\$4,146,385	\$11,748,095	\$11,748,095	\$0	\$27,642,575
Grand Total	\$20,158,189	\$20,926,100	\$11,820,485	\$12,222,195	\$12,222,195	\$12,474,100	\$89,823,264

705 Elmwood Parking Deck

An assessment was conducted in FY 2023 as part of RIPTA's continuing Asset Management efforts. At the conclusion of that assessment \$1.65 million in repairs was identified and will be performed in FY 2023.

Oil Water Separators (All RIPTA Facilities)

Oil Water Separators prevent oil and other hazardous liquids from going into the sewer or storm water system. These systems need to be periodically emptied and cleaned and any deterioration in the internal components needs to be quickly rectified. The oil water separators need capital improvements to ensure they function properly. Some of the tanks will be relined which is cheaper than replacement and will extend the useful life of the system. Other tanks require new filters and components, which are accounted for in the operating budget and preventative maintenance program. The Authority expects to spend \$250,000 in FY 2024 on capital improvements to the Oil Water Separator system.

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

Building G Paratransit Fueling (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.

Chafee Roof Replacement

\$1M is budgeted for repairs to the roof at the Chafee maintenance facility. The Authority is also exploring a partnership with renewable energy companies to offset some or all of these costs. Revenue sharing agreements are also being explored.

Overhead Garage Door Replacement

Due to heavy usage, there are several overhead garage doors that are scheduled to be replaced this year. The current doors would be replaced with rubber doors, like recent installations at the transportation building. These rubber doors require less maintenance and have greater durability than the more traditional metal overhead doors. 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. Additional doors are expected to be replaced at the 705 Elmwood building at a later date.

Electric Bus In-Line Charging Station

A new charging station at the Providence/Cranston City line is nearly complete. This charging station contains four fast-charging chargers to support electrification of the R-Line. The facility also has bathrooms for bus drivers. This project will be completed in the first half of FY 2024 with \$3.4M being expended.

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.

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.

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 \$1,000,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

Newport-Middletown Garage Electrification

RIPTA received a RAISE grant to electrify buses operating out of the Aquidneck Island garage. \$27.9M is currently budgeted for infrastructure improvements. This project will commence in FY 2024 contingent upon the RAISE grant administrative process with USDOT.

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 2025 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.

Transit Asset Management – Facilities

RIPTA has completed an asset management assessment of all facilities. This report contains the expected expenditures required at each facility. As projects are developed, they are isolated within this report. Until that point, they are grouped in this line. \$18M is currently expected to be expended over the life of this plan.

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.

Transit Enhancements

Transit Enhancements Budget		2024	2025	Grand Total
Safe Streets for All (SS4A) Statewide Safety Action Plan		4,125,000.00	2,125,000.00	6,250,000.00
Grand Total		4,125,000.00	2,125,000.00	6,250,000.00

Safe Streets for All Statewide Safety Action Plan

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. State DOTs were prohibited from applying to the program. RIPTA coordinated with the Governor’s Office to submit a statewide application. This project is expected to commence in FY 2024 and be completed in FY 2025.

Support Systems

Support Systems Budget	2024	2025	2026	2027	2028	2029	Grand Total
A/V Conference Room Upgrades	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00
ATMS Radio Replacement	\$700,000.00	\$1,300,000.00	\$1,300,000.00	\$700,000.00	\$0.00	\$0.00	\$4,000,000.00
Compliance Software	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00
Enterprise Software/Asset Management	\$500,000.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500,000.00
Hastus Upgrade and Expansion	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00
Incident/Accident Management Software	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00
Kronos Enhancement Modules	\$75,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,000.00
Office Equipment - Copiers	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Redundancy/Disaster Recovery	\$860,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,860,000.00
Replacement IT Equipment	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$2,400,000.00
Server Software	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00
Server/SAN Replacement	\$150,000.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00
Upgrade Network	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00
Claims Management Software	\$125,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$125,000.00
Eligibility Software Suite	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00
Security Software	\$100,000.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$400,000.00
Grand Total	\$4,800,000.00	\$5,050,000.00	\$2,000,000.00	\$1,100,000.00	\$400,000.00	\$400,000.00	\$13,750,000.00

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.

Compliance Software

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

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

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

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

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 \$2.5 million. Existing federal funds and additional federal formula funds will be used to cover 80% of the project cost with RIPTA's Capital Revolving Loan Fund covering the remaining 20%.

Hastus Upgrade & Expansion

Phase 1 of this project, Hastus Upgrade, was completed in 2018. In addition to the Hastus upgrade, the Authority is also adding additional modules. These new modules would offer increased driver management tools integrated with the scheduling software, including enabling drivers to go through the 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 2024.

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%.

Redundancy / Disaster Recovery

A review of current IT systems and infrastructure has been completed. The resulting report provides recommendations with cost-benefit analyses for improving continuity and recovery of IT systems. IT outages can occur for two reasons: planned maintenance or disaster. During planned maintenance, redundancy or replication of databases can ensure access throughout the process. In case of a major incident, replication can minimize downtime of the IT systems. The Authority needs to improve its disaster recovery and business continuity processes and procedures as well as its infrastructure and systems. This project is expected to cost \$860,000 in FY 2024. 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.

Server Software

In FY 2024, 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 2024. 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%.

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.

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%.

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 FY24 and FY26. Federal funds are available for 80% of the upgrade cost with RIPTA Capital Match providing the remaining 20% match.

Federally Funded Pass-through Projects

Pass Through Projects Budget		
	2024	Grand Total
Quonset Ferry	\$2,869,000.00	\$2,869,000.00
Grand Total	\$2,869,000.00	\$2,869,000.00

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
FTA Discretionary	\$ 27,274,448	\$ 28,752,400	\$ 8,121,600	\$ 8,121,600	\$ 8,121,600	\$ 8,121,600
FTA Formula	\$ 41,052,252	\$ 40,738,173	\$ 39,229,089	\$ 33,300,375	\$ 35,174,728	\$ 35,764,161
Total FTA Funding	\$ 68,326,700	\$ 69,490,573	\$ 47,350,689	\$ 41,421,975	\$ 43,296,328	\$ 43,885,761
RIPTA Capital Match	\$ 2,959,431	\$ 350,000	\$ 140,000	\$ 80,000	\$ 80,000	\$ 80,000
RIPTA Capital Revolving	\$ 560,000	\$ 780,000	\$ 304,000	\$ 184,000	\$ 44,000	\$ 44,000
RIPTA Paratransit Revo	\$ 912,823	\$ -	\$ 483,066	\$ 549,487	\$ 1,109,542	\$ 1,165,019
Rhode Island Capital Pl	\$ 9,178,064	\$ 11,559,241	\$ 3,304,574	\$ 2,756,939	\$ 2,756,939	\$ 2,807,320
Rhode Island Bus Matc	\$ 4,586,773	\$ 8,107,931	\$ 8,234,009	\$ 6,785,068	\$ 6,833,601	\$ 6,875,102
Local	\$ 573,800	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Bond	\$ 10,548,441	\$ 10,548,441	\$ -	\$ -	\$ -	\$ -
G.O. New Referenda	\$ -	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -
Total Match Funding	\$ 29,319,332	\$ 41,345,613	\$ 22,465,649	\$ 20,355,494	\$ 10,824,082	\$ 10,971,441
Total Funding	\$ 97,646,032	\$ 110,836,186	\$ 69,816,338	\$ 61,777,469	\$ 54,120,410	\$ 54,857,202

Debt

Borrowing Capacity

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

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

Short-Term Debt

The Authority currently does not have any short-term debt. The Authority will issue an RFP for a new instrument for cash flow purposes in Q2 of FY 2024.

Long-Term Debt

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

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

Debt Forecast and Impact on Operations

At this time, the Authority does not have plans to issue long-term debt. The Authority may seek a new revolving line of credit if market conditions improve. The capital plan of the Authority is financed mostly through Federal Transit Administration grants and state appropriations to leverage those federal funds. As a result, the Authority has no need to issue debt at this time. The Authority currently bears no credit rating but will obtain such ratings should they be required for future debt issuance.

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

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



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



ANNUAL FINANCIAL PLAN
FY 2024 - 2029

**SUPPLEMENTAL
INFORMATION**

Budget by Line Item

The following tables present FY 2023 actual revenues and expenses, the FY 2024 approved budget as approved by the RIPTA Board of Directors in September of 2022, the Revised FY 2024 budget and the proposed FY 2025 budget. Line-item costs are provided by department.

Detailed Revenues

The following pages provide line by line revenues across the various categories of federal subsidies, other revenue, state revenue, and passenger revenues. Information is presented for FY 2023 Actual, FY 2024, and FY 2025.

Row Labels	Revenues through 6/30/2023	FY 2024 Amended Budget	FY 2025 Board Amended
Federal Subsidies	\$32,983,860	\$34,521,704	\$35,332,247
ADA REIMBURSEMENT	\$6,266,447	\$6,418,432	\$6,578,893
CMAQ FEDERAL HIGHWAY	\$10,854	\$11,125	\$11,403
CMAQ FEDERAL TRANSIT	\$2,900,000	\$2,900,000	\$2,900,000
COMMUTER RESOURCES REIMB	\$457,579	\$469,018	\$480,744
FEDERAL	\$604,387	\$619,497	\$634,984
MOBILITY MGT REIMBURSEMENT	\$1,430,288	\$1,440,053	\$1,476,055
OTHER	\$2,980,684	\$2,288,553	\$2,365,767
PLANNING	(\$74,034)	\$0	\$0
PREVENTATIVE MTCE REIMB	\$17,038,497	\$18,971,638	\$19,445,929
RTAP	\$143,358	\$146,942	\$150,615
VAN POOL	\$0	\$0	\$0
WELFARE TO WORK	\$1,225,800	\$1,256,445	\$1,287,856
Federal Subsidies-CARES Act	\$25,412,702	\$27,816,242	\$11,062,324
CARES ACT (STIMULUS)	\$25,412,702	\$27,816,242	\$11,062,324
Other Revenue	\$8,038,148	\$6,074,519	\$6,393,711
ACC. & CAS. RESERVE	\$34,697	\$34,697	\$34,697
ADVERTISING	\$850,312	\$1,000,000	\$1,100,000
DEBT FORGIVENESS	\$0	\$0	\$0
FAREBOX REVENUE	\$204,614	\$204,614	\$207,683
HWY Maint Debt Service	\$1,600,000	\$1,122,203	\$1,087,870
ID SALES	\$64,183	\$64,183	\$64,183
INTEREST INCOME	\$45,127	\$45,127	\$45,127
LEASED PARATRANSIT REV	\$0	\$0	\$0
LOADABLE CARD PURCHASE	\$71,295	\$71,295	\$71,295
LOSS/GAIN ON PROP. RETIRED	(\$42,786)	\$0	\$0
MISCELLANEOUS	\$3,184,893	\$1,100,000	\$1,250,000
OPERATING/BHDDH	\$823,670	\$1,621,967	\$1,646,297
OTHER	\$0	\$0	\$0
PARATRANSIT	\$139,769	\$139,769	\$139,769
PARATRANSIT CARRIER REV	\$0	\$0	\$0
RENT BUILDING	\$24,208	\$0	\$0
RENT ADVERTISING	\$0	\$0	\$0
REVOLVING LOAN	\$36,162	\$36,162	\$36,162
RI DOT VEHICLE REPAIRS	\$681,494	\$329,489	\$401,976
RICAP Non Capital	(\$0)	\$0	\$0
RIDE PASS	\$242,547	\$242,547	\$246,185
RIPTIKS	\$0	\$0	\$0
TOKEN	\$0	\$0	\$0
TOWER	\$73,325	\$62,467	\$62,467
UTILITIES	\$4,638	\$0	\$0

Row Labels	Revenues through 6/30/2023	FY 2024 Amended Budget	FY 2025 Board Amended
Passenger Fares	\$9,309,751	\$13,164,719	\$13,362,190
10 RIDE PASSES	(\$1,042)	\$0	\$0
15 RIDE PASS	\$0	\$0	\$0
2 HOUR PASS	\$300,212	\$300,212	\$304,715
7 DAY PASS	\$0	\$0	\$0
DAY PASS	\$352,172	\$525,198	\$533,076
FAREBOX REVENUE	\$6,002,733	\$8,713,286	\$8,843,985
FARES TVM	\$0	\$0	\$0
Goodwill	(\$14,242)	\$0	\$0
PARATRANSIT CARRIER REV	\$0	\$0	\$0
PASSES	\$2,670,237	\$3,626,024	\$3,680,414
RIPTIKS	(\$318)	\$0	\$0
Special Project Revenue	\$1,164,985	\$2,869,000	\$0
LOCAL PROJECT REVENUE	\$0	\$0	\$0
PLANNING	\$1,164,985	\$2,869,000	\$0
STATE / RICAP	\$0	\$0	\$0
State Subsidies	\$49,618,888	\$48,310,212	\$47,704,504
ELDERLY AFFAIRS PARATRANS	\$813,663	\$1,656,471	\$1,532,519
HIGHWAY MAINTENANCE FUND	\$6,900,723	\$4,936,133	\$4,996,545
RICAP Non Capital	\$14,646	\$0	\$0
STATE GASOLINE TAX	\$39,861,480	\$39,578,243	\$39,063,879
STATE UST GASOLINE FEE	\$2,028,375	\$2,139,365	\$2,111,561
Third Party Fares	\$11,261,180	\$11,683,112	\$11,756,975
ELDERLY AFFAIRS	\$2,581,860	\$2,500,000	\$2,500,000
ELDRLY/DSBLD \$5 CHG CARD	\$0	\$0	\$0
OPERATING/BHDDH	\$0	\$0	\$0
PASS REVENUE	\$1,476,860	\$1,476,860	\$1,499,013
PASSENGER REV HWY MAINT	\$3,645,231	\$3,877,797	\$3,912,130
PASSES	\$2,669,970	\$2,670,000	\$2,670,000
UNIVERSITY PASS	\$786,515	\$1,057,710	\$1,073,575
ECO PASS/WAVE TO WORK	\$100,745	\$100,745	\$102,256
Volkswagen Revenue	\$6,192,920	\$0	\$0
VOLKSWAGON	\$6,192,920	\$0	\$0
Grand Total	\$143,982,433	\$144,439,509	\$125,611,950

Detailed Expenses

The following pages provide line by line expenses by department and category for FY 2023 (actual), FY 2024 and FY 2025.

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
Administration	\$1,573,659	\$1,534,913	\$1,566,311
Salaries & Fringe Benefits	\$1,485,108	\$1,409,156	\$1,437,353
ACTIVE EMPLOYEE HEALTH	\$96,667	\$97,607	\$102,487
DEFERRED COMP EMPLOYER PD	\$12,528	\$0	\$0
DENTAL	\$5,456	\$5,775	\$6,063
FICA	\$74,140	\$78,908	\$80,500
HOLIDAY USED	\$39,443	\$0	\$0
HOURLY PENSION	\$257,415	\$195,386	\$196,018
LIFE	\$315	\$0	\$0
OTHER	\$0	\$35,000	\$35,875
PERSONAL TIME	\$21,042	\$0	\$0
SICK TIME USED	\$30,495	\$0	\$0
STRAIGHT TIME	\$847,685	\$996,481	\$1,016,410
TRAINING	\$0	\$0	\$0
VACATION USED	\$99,434	\$0	\$0
VISION CARE	\$489	\$0	\$0
Contract Services	\$36,823	\$31,205	\$32,136
DUES/SUBSCRIPTIONS/PUBLIC	\$26,503	\$22,431	\$23,089
LEGAL	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
OTHER	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$4,326	\$4,975	\$5,099
TRAINING/SEMINARS	\$75	\$0	\$2
TRAVEL IN STATE	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$5,920	\$3,799	\$3,946
Operating Expense	\$51,728	\$94,553	\$96,822
OFFICE FURNISHINGS EXP	\$42,498	\$85,000	\$87,040
OFFICE SUPPLIES DISPOSE	\$9,186	\$9,508	\$9,736
OTHER	\$43	\$45	\$46
POSTAGE	\$0	\$0	\$0
Customer Service	\$990,413	\$1,068,439	\$873,903
Salaries & Fringe Benefits	\$971,096	\$1,048,446	\$1,053,430
50% SICK CAP PAYOUT	\$1,255	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$83,427	\$125,302	\$131,567
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$5,708	\$6,909	\$7,254
DOUBLE TIME	\$0	\$0	\$0
FICA	\$49,310	\$55,697	\$55,745

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$23,569	\$0	\$0
HOURLY PENSION	\$164,443	\$132,853	\$130,550
LIFE	\$161	\$0	\$0
OTHER	\$2,064	\$50,000	\$51,250
PERSONAL TIME	\$10,812	\$0	\$0
SICK TIME USED	\$18,475	\$0	\$0
STRAIGHT TIME	\$539,266	\$677,560	\$676,939
TIME & ONE HALF	\$26,858	\$0	\$0
TRAINING	\$0	\$125	\$125
UNIFORM	\$0	\$0	\$0
VACATION USED	\$44,372	\$0	\$0
VISION CARE	\$1,375	\$0	\$0
Contract Services	\$11,726	\$12,136	(\$187,573)
ARMORED CAR/MONEY TRANSP	\$11,726	\$12,136	\$12,427
LAUNDRY	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
MONTHLY BANK CHARGES	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$0	\$0	(\$200,000)
TRAINING/SEMINARS	\$0	\$0	\$0
Operating Expense	\$7,592	\$7,858	\$8,046
OFFICE FURNISHINGS EXP	\$624	\$646	\$661
OFFICE SUPPLIES DISPOSE	\$6,968	\$7,212	\$7,385
Finance	\$9,356,075	\$12,551,725	\$9,458,010
Salaries & Fringe Benefits	\$4,028,530	\$3,598,922	\$3,685,118
ACTIVE EMPLOYEE HEALTH	\$1,334,585	\$147,481	\$154,856
DENTAL	(\$372)	\$7,963	\$8,361
FICA	\$46,490	\$67,014	\$68,373
HEALTH CARE INCENTIVE	\$0	\$0	\$12,000
HOLIDAY USED	\$21,587	\$0	\$0
HOURLY PENSION	\$162,966	\$161,957	\$162,481
JURY DUTY	\$0	\$0	\$0
LIFE	(\$8,993)	\$0	\$0
OTHER	\$0	\$50,000	\$51,250
PERSONAL TIME	\$11,831	\$0	\$0
RETIREE HEALTH	\$1,786,960	\$2,338,513	\$2,385,283
SALARIED PENSION	\$0	\$0	\$0
SICK TIME USED	\$42,530	\$0	\$0
STRAIGHT TIME	\$504,525	\$825,994	\$842,514
TIME & ONE HALF	\$147	\$0	\$0
UNEMPLOYMENT	\$78,301	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
UNIFORM	\$0	\$0	\$0
VACATION USED	\$47,381	\$0	\$0
VISION CARE	\$591	\$0	\$0
Capital Match & Repayment	\$409,400	\$1,050,755	\$679,950
BUILDINGS	\$0	\$0	\$0
COMMUNICATIONS SYSTEM	\$0	\$514,000	\$250,000
I/C PROJECTS	\$0	\$0	\$0
LEASED PARATRANSIT VANS	\$406,262	\$0	\$0
MIS EQUIPMENT	\$0	\$0	\$0
MISCELLANEOUS	\$0	\$0	\$0
OFFICE FURNITURE & EQUIP.	\$0	\$0	\$0
REV EQUIP ELECTRIC VEH	\$0	\$0	\$0
REVENUE EQUIP. DIESEL	\$0	\$0	\$0
REVOLVING LOAN FUND	\$0	\$536,755	\$429,950
SECURITY EQUIPMENT	\$0	\$0	\$0
SERVICE VEHICLES	\$0	\$0	\$0
SHOP & GARAGE EQUIP.	\$3,138	\$0	\$0
Contract Services	\$509,272	\$511,822	\$524,472
ACTUARIAL VALUATIONS	\$6,250	\$6,469	\$6,624
AUDITING	\$87,143	\$90,193	\$92,358
CREDIT CARD MACHINE RENT	\$0	\$0	\$0
DUES/SUBSCRIPTIONS/PUBLIC	\$110	\$114	\$117
MAINTENANCE AGREEMENTS	\$75,551	\$78,196	\$80,073
PRINTING & REPRODUCTION	\$5,665	\$5,864	\$6,005
PROFESSIONAL FEE FLEX PLN	\$13,266	\$13,730	\$14,060
PROFESSIONAL SERVICES	\$294,711	\$294,711	\$302,032
TRAINING/SEMINARS	\$3,125	\$2,000	\$2,078
TRAVEL IN STATE	\$13,976	\$14,465	\$14,812
TRAVEL OUT OF STATE	\$9,475	\$6,080	\$6,315
Debt Service	\$1,182,364	\$1,122,203	\$1,087,870
DEBT SERVICE	\$1,182,364	\$1,122,203	\$1,087,870
Operating Expense	\$1,250,048	\$1,293,799	\$1,324,850
COMPUTER SUPPLIES	\$0	\$0	\$0
INTEREST ON BONDS	\$0	\$0	\$0
INVENT. ADJUST/OFFICE SUP	\$0	\$0	\$0
LOC FEES	\$0	\$0	\$0
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES DISPOSE	\$3,736	\$3,867	\$3,959
OTHER	\$1,230,941	\$1,274,023	\$1,304,600
POSTAGE	\$15,371	\$15,909	\$16,291

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
SELF INSURANCE RESERVE	\$0	\$0	\$0
Special Projects	\$8,962	\$2,869,000	\$0
SPECIAL PROJECTS FEDER	\$8,962	\$2,869,000	\$0
Utilities	\$1,967,500	\$2,105,225	\$2,155,750
CELLULAR PHONE SERVICE	\$33,217	\$35,542	\$36,395
ELECTRICITY	\$475,783	\$509,087	\$521,306
GAS/NATURAL	\$891,134	\$953,514	\$976,398
INIT DATA	\$213,340	\$228,274	\$233,753
PEST CONTROL	\$3,211	\$3,436	\$3,518
SANITATION PICK UP	\$55,023	\$58,875	\$60,288
SEWER	\$88,440	\$94,631	\$96,902
TELEPHONE LOCAL	\$122,813	\$131,410	\$134,564
WATER	\$84,539	\$90,456	\$92,627
Human Resources	\$962,438	\$1,053,582	\$1,075,984
Salaries & Fringe Benefits	\$795,280	\$893,996	\$912,246
ACTIVE EMPLOYEE HEALTH	\$18,576	\$67,694	\$71,078
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$4,267	\$5,775	\$6,063
EMPLOYEES ASSIST. PROGRAM	\$18,452	\$0	\$0
FICA	\$40,360	\$49,738	\$50,746
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$20,715	\$0	\$0
HOSPITAL (HEALTH)	\$138	\$0	\$0
HOURLY PENSION	\$148,179	\$120,620	\$121,010
LIFE	\$117	\$0	\$0
OTHER	\$2,340	\$35,000	\$35,875
PERSONAL TIME	\$10,289	\$0	\$0
SICK TIME USED	\$12,422	\$0	\$0
STRAIGHT TIME	\$446,761	\$615,170	\$627,473
TRAINING	\$0	\$0	\$0
VACATION USED	\$69,716	\$0	\$0
VISION CARE	\$947	\$0	\$0
Contract Services	\$50,625	\$38,976	\$40,233
DRUG TESTING	\$17,671	\$18,290	\$18,729
DUES/SUBSCRIPTIONS/PUBLIC	\$38	\$39	\$40
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
NEWSPAPER/OTHER ADVERTISG	\$0	\$0	\$0
PRE EMPLOYMENT EXPENSES	\$18,499	\$19,146	\$19,606
PROFESSIONAL SERVICES	\$0	\$0	\$0
TRAINING/SEMINARS	\$14,417	\$1,500	\$1,858

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
TRAVEL IN STATE	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$116,532	\$120,611	\$123,505
EMPLOYEE APPREC/AWARDS	\$0	\$0	\$0
OFFICE FURNISHINGS EXP	\$2,500	\$2,587	\$2,649
OFFICE SUPPLIES DISPOSE	\$2,457	\$2,543	\$2,604
EMPLOYEE ASSISTANCE PROGRAM	\$111,575	\$115,480	\$118,252
Information Technology	\$2,675,174	\$3,021,148	\$3,089,334
Salaries & Fringe Benefits	\$1,361,295	\$1,686,428	\$1,721,952
ACTIVE EMPLOYEE HEALTH	\$64,736	\$162,712	\$170,847
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$5,529	\$9,783	\$10,272
FICA	\$71,439	\$91,775	\$93,636
HOLIDAY USED	\$35,434	\$0	\$0
HOURLY PENSION	\$246,034	\$222,482	\$223,202
LIFE	\$304	\$0	\$0
OTHER	\$1,433	\$65,000	\$66,625
PERSONAL TIME	\$21,861	\$0	\$0
SICK TIME USED	\$21,730	\$0	\$0
STRAIGHT TIME	\$809,429	\$1,134,676	\$1,157,370
TIME & ONE HALF	\$0	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$82,696	\$0	\$0
VISION CARE	\$672	\$0	\$0
Capital Match & Repayment	\$0	\$0	\$0
MIS EQUIPMENT	\$0	\$0	\$0
Contract Services	\$1,216,003	\$1,233,419	\$1,263,650
CONTRACTED SERVICES	\$31,680	\$32,789	\$33,576
DUES/SUBSCRIPTIONS/PUBLIC	\$351,836	\$364,150	\$372,889
EDUCATION	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$625,682	\$648,639	\$664,207
PRINTING & REPRODUCTION	\$65	\$67	\$69
PROFESSIONAL SERVICES	\$167,231	\$167,231	\$171,385
REPAIR TO OFFICE EQUIP	\$0	\$0	\$0
TRAINING	\$24,815	\$6,421	\$7,037
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL IN STATE	\$11,929	\$12,347	\$12,643
TRAVEL OUT OF STATE	\$2,766	\$1,775	\$1,844
Operating Expense	\$97,876	\$101,301	\$103,733

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
COMPUTER SUPPLIES	\$93,735	\$97,016	\$99,345
OFFICE FURNISHINGS EXP	\$2,284	\$2,364	\$2,421
OFFICE SUPPLIES DISPOSE	\$1,183	\$1,225	\$1,254
OTHER	\$673	\$696	\$713
POSTAGE	\$0	\$0	\$0
Inventory Control	\$1,003,856	\$764,760	\$781,671
Salaries & Fringe Benefits	\$996,403	\$757,045	\$773,772
50% SICK CAP PAYOUT	\$1,719	\$0	\$0
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$71,886	\$104,190	\$109,399
COVID19 EBMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$4,546	\$5,432	\$5,704
DOUBLE TIME	\$14,071	\$0	\$0
FICA	\$55,521	\$38,948	\$39,724
HOLIDAY USED	\$18,133	\$0	\$0
HOURLY PENSION	\$114,070	\$99,728	\$100,047
JURY DUTY	\$0	\$0	\$0
LIFE	\$163	\$0	\$0
OTHER	\$6,213	\$0	\$0
PERSONAL TIME	\$4,957	\$0	\$0
SICK TIME USED	\$35,075	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$412,947	\$508,622	\$518,773
TIME & ONE HALF	\$198,982	\$0	\$0
TRAINING	\$0	\$125	\$125
VACATION USED	\$57,447	\$0	\$0
VISION CARE	\$673	\$0	\$0
Contract Services	\$6,402	\$6,626	\$6,785
LAUNDRY	\$6,402	\$6,626	\$6,785
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$0	\$0	\$0
Operating Expense	\$1,051	\$1,088	\$1,114
OFFICE SUPPLIES DISPOSE	\$1,051	\$1,088	\$1,114
Legal & Risk Management	\$7,212,858	\$8,813,302	\$8,959,697
Salaries & Fringe Benefits	\$492,713	\$378,656	\$386,142
ACTIVE EMPLOYEE HEALTH	(\$2,180)	\$14,447	\$15,170
ACTIVE EMPLOYEES HEALTH	\$1,600	\$7,331	\$7,698
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$1,509	\$1,819	\$1,910
FICA	\$27,289	\$21,521	\$21,957

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
HOLIDAY USED	\$13,278	\$0	\$0
HOURLY PENSION	\$100,635	\$52,219	\$52,388
OTHER	\$0	\$15,000	\$15,375
PERSONAL TIME	\$8,414	\$0	\$0
SICK TIME USED	\$10,972	\$0	\$0
STRAIGHT TIME	\$299,772	\$266,319	\$271,645
TRAINING	\$0	\$0	\$0
VACATION USED	\$30,925	\$0	\$0
VISION CARE	\$499	\$0	\$0
Contract Services	\$813,055	\$788,282	\$808,479
ACTUARIAL VALUATIONS	\$2,400	\$2,484	\$2,544
ARBITRATION	\$14,060	\$14,552	\$14,901
DUES/SUBSCRIPTIONS/PUBLIC	\$12,551	\$12,990	\$13,302
LEGAL	\$149,755	\$154,997	\$158,717
PROFESSIONAL SERVICES	\$630,960	\$600,719	\$616,392
TRAINING/SEMINARS	\$150	\$500	\$504
TRAVEL IN STATE	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$3,180	\$2,041	\$2,120
Operating Expense	\$5,907,089	\$7,646,363	\$7,765,076
APPRAISAL	\$5,105	\$5,284	\$5,410
FIRE INSURANCE	\$0	\$0	\$0
INVESTIGATIONS	\$1,562	\$1,617	\$1,655
JUDGMENTS	\$0	\$0	\$0
LEGAL PUBLIC LIABILITY	\$170,800	\$176,778	\$181,021
LEGAL WORKERS COMP	\$69,566	\$72,001	\$73,729
OFFICE FURNISHINGS EXP	\$325	\$337	\$345
OFFICE SUPPLIES DISPOSE	\$1,785	\$1,848	\$1,892
OTHER	\$0	\$0	\$0
OTHER INSURANCE COVERAGE	\$1,372,128	\$1,420,153	\$1,454,236
POSTAGE	\$0	\$0	\$0
SETTLEMENTS	\$1,127,994	\$2,700,000	\$2,700,000
W/C MEDICAL	\$157,516	\$163,029	\$166,942
W/C WEEKLY COMP	\$2,006,116	\$2,076,330	\$2,126,162
W/C WEEKLY INDEMNITY	\$858,994	\$889,059	\$910,396
WORKERS COMP MISC	\$135,197	\$139,929	\$143,287
Maintenance	\$29,113,900	\$31,583,787	\$32,044,020
Salaries & Fringe Benefits	\$15,081,572	\$15,783,886	\$16,128,596
50% SICK CAP PAYOUT	\$9,096	\$0	\$0
ACCIDENT	\$0	\$0	\$0
ACCIDENT REPORTS	\$0	\$0	\$0
ACCIDENT TIME	\$1,225	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
ACTIVE EMPLOYEE HEALTH	\$870,273	\$1,348,129	\$1,415,536
ACTIVE EMPLOYEES HEALTH	\$635,018	\$733,769	\$770,457
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DEFERRED COMP/HARTFORD	\$0	\$0	\$0
DENTAL	\$93,283	\$118,578	\$124,507
DOUBLE TIME	\$1,647	\$0	\$0
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$797,185	\$817,362	\$833,581
HEALTH CARE INCENTIVE	\$3,000	\$0	\$0
HEALTH INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$350,299	\$0	\$0
HOURLY PENSION	\$832,752	\$831,885	\$834,639
JURY DUTY	\$0	\$0	\$0
LIFE	\$51	\$0	\$0
MILITARY SERVICE	\$11,992	\$0	\$0
OTHER	\$46,335	\$20,000	\$20,500
OVERTIME STATE EMERGENCY	\$0	\$0	\$0
PENSION	\$1,123,818	\$1,257,197	\$1,260,897
PERSONAL TIME	\$83,523	\$0	\$0
SICK TIME USED	\$414,634	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$7,988,544	\$10,654,466	\$10,865,979
TIME & ONE HALF	\$1,083,984	\$0	\$0
TRAINING	\$5,843	\$2,500	\$2,500
VACATION USED	\$709,565	\$0	\$0
VISION CARE	\$19,506	\$0	\$0
Contract Services	\$376,111	\$387,807	\$397,150
BUS STOP MAINTENANCE	\$0	\$0	\$0
BUS TOWING	\$68,028	\$70,409	\$72,099
HAZARDOUS WASTE DISPOSAL	\$37,689	\$39,008	\$39,944
LAUNDRY	\$35,208	\$36,440	\$37,315
MAINTENANCE AGREEMENTS	\$179,057	\$185,324	\$189,772
OTHER	\$0	\$0	\$0
PAVING AND SNOW REMOVAL	\$17,283	\$17,888	\$18,317
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$35,079	\$35,079	\$35,951
SERVICE VEHICLE TOWING	\$2,237	\$2,315	\$2,371
TRAINING/SEMINARS	\$696	\$500	\$517
TRAVEL OUT OF STATE	\$50	\$32	\$33
VEHICLE INSPECTION	\$784	\$811	\$831
Operating Expense	\$13,656,217	\$15,412,094	\$15,518,275
ANTIFREEZE/WINDSHIELD FL	\$2,617	\$2,709	\$2,774

Row Labels	FY 2025		
	Expenses through 6/30/2023	FY 2024 Revised - Amended	Proposed (Amended)
BLDG/GEN SHOP MTCE SUPPLY	\$306,673	\$317,407	\$325,025
BUS SHELTER/BUS STOP MTCE	\$177,812	\$184,035	\$188,452
CLEANING SUPPLIES	\$280,961	\$290,795	\$297,774
COMPUTER SUPPLIES	\$1,763	\$1,824	\$1,868
DIESEL	\$6,638,755	\$6,882,608	\$6,533,888
EQUIPMENT REPAIR	\$200,862	\$207,892	\$212,882
EXHAUST FLUID	\$43,826	\$45,360	\$46,449
EXHAUST FLUIDS	\$196	\$203	\$207
FM ACTUAL COSTS	\$0	\$0	\$0
FREON	\$5,272	\$5,457	\$5,588
GASOLINE	\$64,943	\$129,089	\$419,035
INVENT ADJ/OBSOLETE PARTS	\$6,732	\$6,968	\$7,135
INVENTORY ADJUST/ELMWOOD	\$5,948	\$6,156	\$6,304
INVENTORY ADJUST/NEWPORT	\$15,141	\$15,670	\$16,047
KENNEDY PLAZA REPAIRS/CLN	\$0	\$0	\$0
MAJ COMPONENT	\$0	\$0	\$0
MAJOR COMPONENT	\$317,022	\$1,527,224	\$1,527,224
MATERIALS & SUPPLIES	\$2,278	\$2,358	\$2,415
MATERIALS/SUPPLIES	\$0	\$0	\$0
MULTI VISCOS. OIL	\$48,218	\$49,905	\$51,103
OFFICE FURNISHINGS EXP	\$946	\$979	\$1,002
OFFICE SUPPLIES DISPOSE	\$6,844	\$7,084	\$7,254
OTHER	\$1,782	\$1,844	\$1,888
PAINT	\$0	\$0	\$0
PREVENTIVE MT SMALL PARTS	\$490,040	\$512,624	\$524,927
REGISTRATIONS	\$13,759	\$14,241	\$14,582
REPAIR PARTS WARRANTY	\$500	\$518	\$530
REPAIR PARTS ELEC BUS	\$4,568	\$4,728	\$4,841
REPAIR PARTS NON REV VEH	\$86,835	\$89,874	\$92,031
REPAIR PARTS REVENUE VEH	\$3,919,793	\$4,056,986	\$4,154,354
REPAIR PARTS/FAREBOXES	\$36,231	\$37,499	\$38,399
REPAIR SHOP EQUIPMENT	\$0	\$0	\$0
REPAIRS TO BUILDING	\$1,673	\$1,732	\$1,773
REPAIRS TO BUILDINGS	\$229,204	\$237,226	\$242,919
REPAIRS TO EQUIPMENT	\$115,498	\$119,541	\$122,410
SHOES	\$13,136	\$13,596	\$13,922
SMALL TOOL EXPENSE	\$0	\$0	\$0
STRAIGHT WEIGHT OIL	\$0	\$0	\$0
TIRES & TUBES	\$471,429	\$487,929	\$499,640
TOOLS	\$128,733	\$133,238	\$136,436
TORQUE OIL	\$63	\$65	\$67
VANDALISM	\$0	\$0	\$0
VEHICLE FLUIDS	\$15,880	\$16,436	\$16,830
VEHICLES FLUIDS	\$286	\$296	\$303

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
Maintenance - Centralized	\$2,391,320	\$2,603,986	\$2,661,916
Salaries & Fringe Benefits	\$1,738,086	\$1,929,441	\$1,971,182
50% SICK CAP PAYOUT	\$0	\$0	\$0
ACCIDENT TIME	\$468	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$123,293	\$193,842	\$203,534
ACTIVE EMPLOYEES HEALTH	\$35,045	\$38,554	\$40,482
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$10,450	\$13,369	\$14,037
DOUBLE TIME	\$0	\$0	\$0
FICA	\$92,634	\$101,213	\$103,245
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$45,764	\$0	\$0
HOSPITAL (HEALTH)	\$0	\$0	\$0
HOURLY PENSION	\$218,333	\$259,417	\$260,276
LIFE	\$195	\$0	\$0
OTHER	\$2,090	\$0	\$0
PERSONAL TIME	\$9,032	\$0	\$0
SICK TIME USED	\$67,364	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$921,816	\$1,323,046	\$1,349,608
TIME & ONE HALF	\$103,073	\$0	\$0
TRAINING	\$1,673	\$0	\$0
VACATION USED	\$105,050	\$0	\$0
VISION CARE	\$1,805	\$0	\$0
Contract Services	\$30,363	\$31,426	\$32,180
BUS TOWING	\$30,363	\$31,426	\$32,180
Operating Expense	\$622,871	\$643,119	\$658,554
ANTIFREEZE/WINDSHIELD FL	\$221	\$229	\$234
BLDG/GEN SHOP MTCE SUPPLY	\$4,854	\$5,024	\$5,144
CLEANING SUPPLIES	\$0	\$0	\$0
DIESEL	\$0	\$0	\$0
EXHAUST FLUID	\$528	\$546	\$559
GASOLINE	\$0	\$0	\$0
MAJ COMPONENT TO F ASSETS	\$1,500	\$0	\$0
MULTI VISCOS. OIL	\$5,904	\$6,110	\$6,257
REGISTRATIONS	\$19,312	\$19,988	\$20,468
REPAIR PARTS NON REV VEH	\$32,922	\$34,074	\$34,892
REPAIR PARTS REVENUE VEH	\$555,779	\$575,231	\$589,037
TIRES & TUBES	\$1,284	\$1,329	\$1,361
TORQUE OIL	\$0	\$0	\$0
VEHICLE FLUIDS	\$568	\$588	\$602

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
Maintenance - State	\$329,489	\$393,595	\$401,976
Salaries & Fringe Benefits	\$282,976	\$345,454	\$352,680
ACTIVE EMPLOYEE HEALTH	\$6,157	\$14,788	\$15,528
ACTIVE EMPLOYEES HEALTH	\$4,659	\$19,277	\$20,241
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$1,761	\$2,531	\$2,658
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$15,500	\$18,567	\$18,939
HOLIDAY USED	\$8,627	\$0	\$0
HOURLY PENSION	\$44,543	\$47,588	\$47,745
LIFE	\$41	\$0	\$0
OTHER	\$37	\$0	\$0
PERSONAL TIME	\$2,491	\$0	\$0
SICK TIME USED	\$10,736	\$0	\$0
STRAIGHT TIME	\$162,315	\$242,703	\$247,570
TIME & ONE HALF	\$3,837	\$0	\$0
TRAINING	\$73	\$0	\$0
VACATION USED	\$21,885	\$0	\$0
VISION CARE	\$313	\$0	\$0
Operating Expense	\$46,513	\$48,141	\$49,296
MULTI VISCOS. OIL	\$1,632	\$1,689	\$1,730
OTHER INSURANCE COVERAGE	\$26,028	\$26,939	\$27,586
REPAIR PARTS NON REV VEH	\$18,802	\$19,460	\$19,927
VEHICLE FLUIDS	\$50	\$52	\$53
Paratransit	\$13,687,692	\$12,325,853	\$12,559,835
Salaries & Fringe Benefits	\$11,230,236	\$9,670,393	\$9,689,485
50% SICK CAP PAYOUT	\$838	\$0	\$0
ACCIDENT TIME	\$490	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$3,583,295	\$1,913,068	\$1,997,804
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$125,223	\$101,739	\$106,285
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$407,587	\$511,433	\$509,691
HEALTH CARE INCENTIVE	\$1,750	\$0	\$0
HOLIDAY USED	\$171,738	\$0	\$0
HOURLY PENSION	\$1,629,997	\$1,227,395	\$1,206,151
JURY DUTY	\$0	\$0	\$0
LIFE	(\$2,444)	\$0	\$0
OTHER	\$7,019	\$5,000	\$5,125
PENSION	\$0	\$72,664	\$69,581
PERSONAL TIME	\$36,846	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
SICK TIME USED	\$170,245	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$3,943,602	\$5,826,594	\$5,782,347
TIME & ONE HALF	\$849,254	\$0	\$0
TRAINING	\$6,080	\$12,500	\$12,500
UNIFORM	\$33,663	\$0	\$0
VACATION USED	\$241,609	\$0	\$0
VISION CARE	\$23,442	\$0	\$0
Contract Services	\$1,483,723	\$1,589,460	\$1,841,641
DRUG TESTING	\$17,671	\$18,290	\$18,729
PRE EMPLOYMENT EXPENSES	\$14,787	\$15,305	\$15,672
PROFESSIONAL SERVICES	\$6,640	\$6,640	\$6,805
TAXI RIDE PROVIDERS	\$1,395,918	\$1,500,000	\$1,750,000
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL IN STATE	\$45,690	\$47,289	\$48,424
TRAVEL OUT OF STATE	\$3,016	\$1,936	\$2,010
Operating Expense	\$973,733	\$1,066,000	\$1,028,709
APPRAISAL	\$2,520	\$2,608	\$2,671
BUILDING MAINTENANCE	\$0	\$0	\$0
DIESEL	\$442,366	\$509,832	\$484,000
GASOLINE	\$0	\$196,273	\$180,977
INVESTIGATIONS	\$0	\$0	\$0
LEGAL PUBLIC LIABILITY	\$0	\$0	\$0
LEGAL WORKERS COMP.	\$16,466	\$17,042	\$17,451
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES DISPOSE	\$7,236	\$7,489	\$7,669
OTHER	\$212	\$219	\$225
SETTLEMENTS	\$376,879	\$200,000	\$200,000
W/C MEDICAL	\$37,026	\$38,322	\$39,241
W/C WEEKLY COMPENSATION	\$86,968	\$90,012	\$92,172
WORKERS COMP MISC	\$4,060	\$4,202	\$4,303
Planning	\$2,070,140	\$2,355,375	\$2,409,920
Salaries & Fringe Benefits	\$1,091,880	\$1,379,227	\$1,409,471
ACTIVE EMPLOYEE HEALTH	\$24,377	\$38,591	\$40,520
ACTIVE EMPLOYEES HEALTH	\$32,869	\$129,566	\$136,045
DENTAL	\$5,909	\$9,044	\$9,497
FICA	\$56,976	\$72,907	\$74,386
HEALTH CARE INCENTIVE	\$0	\$0	\$0
HOLIDAY USED	\$27,448	\$0	\$0
HOURLY PENSION	\$48,399	\$41,027	\$41,160
LIFE	\$77	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
OTHER	\$272	\$55,000	\$56,375
PENSION	\$144,617	\$135,056	\$135,493
PERSONAL TIME	\$14,056	\$0	\$0
SICK TIME USED	\$19,957	\$0	\$0
STRAIGHT TIME	\$648,668	\$898,035	\$915,996
TIME & ONE HALF	\$1,577	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$66,203	\$0	\$0
VISION CARE	\$475	\$0	\$0
Contract Services	\$803,353	\$795,121	\$815,076
DUES/SUBSCRIPTIONS/PUBLIC	\$950	\$983	\$1,007
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
OTHER	\$4,954	\$5,128	\$5,251
PROFESSIONAL SERVICES	\$773,561	\$773,561	\$792,776
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL IN STATE	\$304	\$315	\$322
TRAVEL OUT OF STATE	\$23,584	\$15,134	\$15,720
Operating Expense	\$174,906	\$181,028	\$185,373
COMPUTER SUPPLIES	(\$1)	(\$1)	(\$1)
OFFICE FURNISHINGS EXP	\$753	\$780	\$798
OFFICE SUPPLIES DISPOSE	\$4,995	\$5,169	\$5,294
OTHER	\$8,140	\$8,424	\$8,627
VAN POOL	\$161,020	\$166,656	\$170,655
Procurement	\$923,983	\$1,003,533	\$1,026,524
Salaries & Fringe Benefits	\$690,804	\$783,383	\$800,573
ACTIVE EMPLOYEE HEALTH	\$58,005	\$94,619	\$99,350
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$4,114	\$5,432	\$5,704
FICA	\$34,897	\$41,491	\$42,334
HOLIDAY USED	\$17,563	\$0	\$0
HOURLY PENSION	\$118,812	\$99,481	\$99,803
OTHER	\$0	\$35,000	\$35,875
PERSONAL TIME	\$10,704	\$0	\$0
SICK TIME USED	\$16,433	\$0	\$0
STRAIGHT TIME	\$384,970	\$507,360	\$517,508
TIME & ONE HALF	\$375	\$0	\$0
VACATION USED	\$44,350	\$0	\$0
VISION CARE	\$581	\$0	\$0
Contract Services	\$200,861	\$186,700	\$191,699
DUES/SUBSCRIPTIONS/PUBLIC	\$44,414	\$30,968	\$32,071

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
MAINTENANCE AGREEMENTS	\$92,333	\$95,940	\$98,243
NEWSPAPER/OTHER ADVERTISG	\$0	\$0	\$0
PRINTING & REPRODUCTION	\$444	\$459	\$470
PROFESSIONAL SERVICES	\$50,847	\$50,847	\$52,110
REPAIR TO OFFICE EQUIP	\$640	\$662	\$678
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL IN STATE	\$15	\$16	\$16
TRAVEL OUT OF STATE	\$12,169	\$7,809	\$8,111
Operating Expense	\$32,318	\$33,450	\$34,252
COMPUTER SUPPLIES	\$66	\$68	\$70
OFFICE FURNISHINGS EXP	\$16,986	\$17,581	\$18,003
OFFICE SUPPLIES DISPOSE	\$15,267	\$15,801	\$16,180
Project Management	\$771,859	\$797,441	\$814,094
Salaries & Fringe Benefits	\$643,573	\$672,125	\$685,592
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$50,449	\$45,402	\$47,672
DENTAL	\$3,607	\$3,612	\$3,793
FICA	\$32,928	\$37,694	\$38,455
HOLIDAY USED	\$16,043	\$0	\$0
HOURLY PENSION	\$113,306	\$92,690	\$92,990
OTHER	\$0	\$20,000	\$20,500
PERSONAL TIME	\$7,868	\$0	\$0
SICK TIME USED	\$7,733	\$0	\$0
STRAIGHT TIME	\$377,054	\$472,727	\$482,182
VACATION USED	\$33,949	\$0	\$0
VISION CARE	\$636	\$0	\$0
Contract Services	\$60,146	\$54,791	\$56,285
PROFESSIONAL SERVICES	\$53,791	\$53,791	\$55,127
TRAINING/SEMINARS	\$6,355	\$1,000	\$1,158
Operating Expense	\$68,140	\$70,525	\$72,217
OFFICE FURNISHINGS EXP	\$1,542	\$1,596	\$1,634
OFFICE SUPPLIES DISPOSE	\$0	\$0	\$0
OTHER	\$66,598	\$68,929	\$70,583
Public Affairs	\$2,041,915	\$2,183,898	\$2,234,457
Salaries & Fringe Benefits	\$692,703	\$799,597	\$816,642
ACTIVE EMPLOYEE HEALTH	\$59,676	\$62,285	\$65,399
DENTAL	\$3,813	\$4,351	\$4,568
FICA	\$33,941	\$43,254	\$44,133
HOLIDAY USED	\$16,338	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
HOSPITAL (HEALTH)	\$17,168	\$20,292	\$21,307
HOURLY PENSION	\$117,413	\$86,262	\$86,541
OTHER	\$8,801	\$35,000	\$35,875
PENSION	\$0	\$17,740	\$17,797
PERSONAL TIME	\$10,279	\$0	\$0
SICK TIME USED	\$29,636	\$0	\$0
STRAIGHT TIME	\$357,056	\$530,414	\$541,022
TIME & ONE HALF	\$0	\$0	\$0
VACATION ACCRUED	(\$2,965)	\$0	\$0
VACATION USED	\$40,992	\$0	\$0
VISION CARE	\$554	\$0	\$0
Contract Services	\$856,171	\$874,003	\$895,271
CONTRACTED SERVICES	\$0	\$0	\$0
DUES/SUBSCRIPTIONS/PUBLIC	\$1,679	\$1,738	\$1,779
INITIATIVE/ADVERTISING	\$118,303	\$122,444	\$125,383
MAINTENANCE AGREEMENTS	\$86,336	\$89,358	\$91,502
MONTHLY SERVICE FEE	\$306,877	\$317,618	\$325,241
NEWSPAPER/OTHER ADVERTISG	\$6,627	\$6,859	\$7,024
OTHER	\$0	\$0	\$0
PRINTING & REPRODUCTION	\$1,765	\$1,827	\$1,871
PROFESSIONAL SERVICES	\$303,820	\$303,820	\$311,367
RIDE SHARE ADVERTISING	\$23,603	\$24,429	\$25,016
TRAINING/SEMINARS	\$287	\$1,500	\$1,507
TRAVEL IN STATE	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$6,873	\$4,411	\$4,581
Operating Expense	\$493,041	\$510,297	\$522,544
COMPUTER SUPPLIES	\$99,307	\$102,783	\$105,249
OFFICE SUPPLIES DISPOSE	\$150	\$155	\$159
OTHER	\$245	\$254	\$260
POSTED INTERMODAL EXPENSE	\$362,404	\$375,088	\$384,090
TIMETABLES	\$30,935	\$32,018	\$32,786
Revenue Collection	\$321,164	\$303,932	\$310,508
Salaries & Fringe Benefits	\$266,091	\$246,932	\$252,139
ACCIDENT REPORTS	\$19	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$27,820	\$26,154	\$27,462
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$1,459	\$1,450	\$1,523
FICA	\$13,224	\$13,185	\$13,449
HOLIDAY USED	\$6,468	\$0	\$0
HOURLY PENSION	\$37,827	\$33,793	\$33,904
OTHER	\$46	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
PERSONAL TIME	\$1,625	\$0	\$0
SICK TIME USED	\$325	\$0	\$0
STRAIGHT TIME	\$147,280	\$172,349	\$175,802
TIME & ONE HALF	\$4,969	\$0	\$0
TRAINING	\$102	\$0	\$0
VACATION USED	\$24,651	\$0	\$0
VISION	\$277	\$0	\$0
Contract Services	\$15,166	\$15,697	\$16,074
ARMORED CAR/MONEY TRANSP	\$15,166	\$15,697	\$16,074
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
TRAVEL/SEMINARS	\$0	\$0	\$0
Operating Expense	\$39,907	\$41,303	\$42,295
OFFICE SUPPLIES DISPOSE	\$87	\$90	\$92
OTHER	\$0	\$0	\$0
TICKETS & PASSES	\$39,820	\$41,214	\$42,203
Ride Administration	\$1,402,682	\$1,800,829	\$1,842,965
Salaries & Fringe Benefits	\$1,323,314	\$1,715,836	\$1,755,933
ACCIDENT TIME	\$0	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$141,877	\$274,288	\$288,003
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$11,457	\$16,585	\$17,415
FICA	\$64,304	\$86,721	\$88,490
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$30,720	\$0	\$0
HOURLY PENSION	\$227,998	\$204,627	\$205,289
LIFE	\$275	\$0	\$0
OTHER	\$864	\$90,000	\$92,250
PERSONAL TIME	\$15,649	\$0	\$0
SICK TIME USED	\$24,676	\$0	\$0
SPREAD TIME (HALF TIME)	\$0	\$0	\$0
STRAIGHT TIME	\$708,235	\$1,043,613	\$1,064,486
TIME & ONE HALF	\$24,361	\$0	\$0
TRAINING	\$0	\$0	\$0
VACATION USED	\$69,374	\$0	\$0
VISION CARE	\$1,526	\$0	\$0
Contract Services	\$0	\$0	\$0
ADA OPERATIONS	\$0	\$0	\$0
MAINTENANCE AGREEMENTS	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$0	\$0

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
TRAVEL OUT STATE	\$0	\$0	\$0
TRAVEL IN STATE	\$0	\$0	\$0
Operating Expense	(\$65)	\$0	\$0
COMPUTER SUPPLIES	\$0	\$0	\$0
OFFICE EQ/FURNITURE	\$0	\$0	\$0
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES DISPOSE	\$0	\$0	\$0
TELEPHONE LOCAL	(\$65)	\$0	\$0
Utilities	\$79,433	\$84,993	\$87,033
TELEPHONE LOCAL	\$79,433	\$84,993	\$87,033
Safety	\$229,943	\$246,074	\$251,316
Salaries & Fringe Benefits	\$109,302	\$124,573	\$126,819
ACTIVE EMPLOYEE HEALTH	(\$6,011)	\$0	\$0
DENTAL	\$910	\$1,081	\$1,135
FICA	\$6,615	\$7,483	\$7,634
HOLIDAY USED	\$3,483	\$0	\$0
HOURLY PENSION	\$22,375	\$18,198	\$18,257
LIFE	\$31	\$0	\$0
OTHER	\$0	\$5,000	\$5,125
PERSONAL TIME	\$1,407	\$0	\$0
SICK TIME USED	\$4,876	\$0	\$0
STRAIGHT TIME	\$69,945	\$92,812	\$94,668
VACATION USED	\$5,471	\$0	\$0
VISION CARE	\$202	\$0	\$0
Contract Services	\$96,094	\$96,094	\$98,481
DUES & SUBSCRIPTIONS	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$96,094	\$96,094	\$98,481
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$0	\$0	\$0
TRAVEL IN STATE	\$0	\$0	\$0
Operating Expense	\$24,547	\$25,406	\$26,016
OFFICE EQ/FURNITURE	\$0	\$0	\$0
OFFICE FURNISHINGS EXP	\$0	\$0	\$0
OFFICE SUPPLIES DISPOSE	\$165	\$170	\$174
PERSONAL PROTECTIVE EQ	\$19,886	\$20,582	\$21,076
SMALL PARTS	\$4,496	\$4,653	\$4,765
Security	\$93,020	\$245,433	\$250,453
Salaries & Fringe Benefits	\$93,020	\$245,433	\$250,453

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
ACTIVE EMPLOYEE HEALTH	\$709	\$19,264	\$20,228
DENTAL	\$80	\$1,081	\$1,135
FICA	\$5,812	\$13,649	\$13,926
HOLIDAY USED	\$2,686	\$0	\$0
HOURLY PENSION	\$11,664	\$33,022	\$33,129
OTHER	\$0	\$10,000	\$10,250
PERSONAL TIME	\$1,971	\$0	\$0
SICK TIME USED	\$292	\$0	\$0
STRAIGHT TIME	\$61,689	\$168,417	\$171,785
VACATION USED	\$8,103	\$0	\$0
VISION CARE	\$15	\$0	\$0
Contract Services	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$0	\$0
Street Supervision	\$3,474,013	\$3,281,681	\$3,351,506
Salaries & Fringe Benefits	\$3,473,163	\$3,280,801	\$3,350,606
ACCIDENT TIME	\$152	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$232,385	\$358,305	\$376,220
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$18,590	\$22,044	\$23,146
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$180,440	\$174,852	\$178,359
HEALTH CARE INCENTIVE	\$1,000	\$0	\$0
HOLIDAY USED	\$82,778	\$0	\$0
HOURLY PENSION	\$481,500	\$442,349	\$443,791
JURY DUTY	\$0	\$0	\$0
OTHER	\$6,994	\$0	\$0
PERSONAL TIME	\$30,140	\$0	\$0
SICK TIME USED	\$199,100	\$0	\$0
SPREAD TIME (HALF TIME)	\$25,796	\$26,441	\$27,102
STIPENED TRAVEL TIME	\$0	\$0	\$0
STRAIGHT TIME	\$1,820,094	\$2,256,010	\$2,301,187
TIME & ONE HALF	\$149,155	\$0	\$0
TRAINING	\$0	\$800	\$800
UNIFORM	\$14,430	\$0	\$0
VACATION USED	\$226,234	\$0	\$0
VISION CARE	\$4,374	\$0	\$0
Contract Services	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$0	\$0
Operating Expense	\$850	\$880	\$901
OFFICE SUPPLIES DISPOSE	\$850	\$880	\$901

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
PERSONAL PROTECTIVE EQ	\$0	\$0	\$0
TOOLS	\$0	\$0	\$0
Training	\$636,204	\$679,311	\$694,148
Salaries & Fringe Benefits	\$626,451	\$669,217	\$683,811
ACTIVE EMPLOYEE HEALTH	\$59,165	\$84,160	\$88,368
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DENTAL	\$3,870	\$4,694	\$4,928
FICA	\$32,413	\$34,947	\$35,648
HOLIDAY USED	\$16,317	\$0	\$0
HOURLY PENSION	\$90,831	\$88,592	\$88,879
LIFE	\$82	\$0	\$0
OTHER	\$310	\$5,000	\$5,125
PERSONAL TIME	\$5,920	\$0	\$0
SICK TIME USED	\$12,385	\$0	\$0
STRAIGHT TIME	\$365,422	\$451,824	\$460,863
TIME & ONE HALF	\$3,671	\$0	\$0
TRAINING	\$0	\$0	\$0
UNIFORM	\$1,279	\$0	\$0
VACATION USED	\$34,015	\$0	\$0
VISION CARE	\$771	\$0	\$0
Contract Services	\$0	\$0	\$0
PRINTING & REPRODUCTION	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$0	\$0
Operating Expense	\$9,753	\$10,094	\$10,336
OFFICE FURNISHINGS EXP	\$9,606	\$9,942	\$10,181
OFFICE SUPPLIES DISPOSE	\$147	\$152	\$155
Transportation	\$52,548,954	\$55,826,913	\$57,027,100
Salaries & Fringe Benefits	\$52,253,608	\$55,521,888	\$56,714,739
50% SICK CAP PAYOUT	\$13,468	\$0	\$0
ACCIDENT TIME	\$51,793	\$0	\$0
ACTIVE EMPLOYEE HEALTH	\$4,760,278	\$7,593,679	\$7,946,649
ACTIVE EMPLOYEES HEALTH	\$180,051	\$0	\$0
ACTIVE HEALTH	\$0	\$0	\$0
COVID19 EBMERGENCY SICK	\$0	\$0	\$0
COVID19 EMERGENCY SICK	\$0	\$0	\$0
DEATH IN FAMILY	\$1,500	\$0	\$0
DENTAL	\$302,274	\$402,519	\$421,240
DOUBLE TIME	\$1,308,761	\$0	\$0
DOUBLE TIME & ONE HALF	\$0	\$0	\$0
FICA	\$2,803,292	\$3,157,332	\$3,219,403

Row Labels	Expenses through 6/30/2023	FY 2024 Revised - Amended	FY 2025 Proposed (Amended)
FRINGES/OTHER	\$0	\$0	\$0
HEALTH CARE INCENTIVE	\$2,000	\$0	\$0
HOLIDAY USED	\$1,033,689	\$0	\$0
HOURLY PENSION	\$5,197,606	\$5,320,584	\$5,330,278
JURY DUTY	\$0	\$0	\$0
LIFE	\$6,807	\$0	\$0
OTHER	\$67,001	\$15,000	\$15,375
PENSION	\$745,636	\$756,803	\$759,323
PERSONAL TIME	\$227,158	\$0	\$0
SICK TIME USED	\$1,527,094	\$0	\$0
SPREAD TIME (HALF TIME)	\$543,605	\$557,195	\$571,125
STAND BY TIME	\$0	\$0	\$0
STIPENED TRAVEL TIME	\$43,487	\$43,311	\$44,426
STRAIGHT TIME	\$22,527,175	\$28,515,026	\$29,010,970
TIME & ONE HALF	\$8,231,675	\$8,920,438	\$9,155,949
TRAINING	\$2,573	\$240,000	\$240,000
UNIFORM	\$119,504	\$0	\$0
VACATION USED	\$2,505,509	\$0	\$0
VISION CARE	\$50,856	\$0	\$0
WITNESS TIME	\$818	\$0	\$0
Contract Services	\$281,478	\$290,672	\$297,664
MAINTENANCE AGREEMENTS	\$279,806	\$289,599	\$296,550
PRINTING & REPRODUCTION	\$0	\$0	\$0
PROFESSIONAL SERVICES	\$0	\$0	\$0
REPAIR TO OFFICE EQUIP	\$0	\$0	\$0
TRAINING/SEMINARS	\$0	\$0	\$0
TRAVEL OUT OF STATE	\$1,672	\$1,073	\$1,115
Operating Expense	\$13,867	\$14,353	\$14,697
BADGE & PUNCH	\$0	\$0	\$0
COMPUTER SUPPLIES	\$0	\$0	\$0
OFFICE FURNISHINGS EXP	\$2,941	\$3,044	\$3,117
OFFICE SUPPLIES DISPOSE	\$10,526	\$10,895	\$11,156
OTHER	\$400	\$414	\$424
TOOLS	\$0	\$0	\$0
Grand Total	\$133,810,750	\$144,439,509	\$143,685,647

Position Detail

The following table summarizes all positions by department and office.

Row Labels	Values			
	Sum of FY23 Actual	Sum of FY24 Approved	Sum of FY24 Revised	Sum of FY25 Revised
Administration				
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	0	1	0	0
DIRECTOR OF MEDIA & EXEC COMM	1	0	1	1
EX DIR FED PROG & COMPLIANCE	1	0	1	1
LEGAL COMPLIANCE COUNSEL	0	1	0	0
SENIOR EXECUTIVE OFFICER	0	1	0	0
Administration Total	7	8	7	7
Customer Service				
ASSIST CS OPERATIONS ADMIN	1	0	1	1
CUST SERVICE SATELLITE SUPERVI	1	0	1	1
CUSTOMER SERVICE OPER ADMIN	1	1	1	1
CUSTOMER SERVICE REPRESENTATIV	7	7	7	7
SR. CUST SERVICE SPECIALIST	0	1	0	0
SR. CUSTOMER SERVICE ANALYST	0	1	0	0
TELEPHONE INFORMATION CLERK	3	3	3	3
Customer Service Total	13	13	13	13
Finance				
ACCOUNTING CLERK	1	1	1	1
ACCOUNTING SUPERVISOR	0	1	0	0
CONTROLLER	0	0	1	1
DATA REPORTING SPECIALIST	1	0	1	1
DATA SPECIALIST	0	2	0	0
EX DIR FINANCIAL PLAN/ANALYSIS	1	0	1	1
EXEC DIRECTOR OF ACCOUNTING	0	1	0	0
FINANCIAL ANALYST	0	0	1	1
GRANT SPECIALIST	1	1	1	1
JUNIOR ACCOUNTANT	1	1	1	1
PAYROLL MANAGER	1	1	1	1
SENIOR ACCOUNTANT	0	1	1	1
SENIOR ACCOUNTANT NON-REP	1	0	1	1

SENIOR FINANCIAL ANALYST	0	1	0	0
Finance Total	7	10	10	10
Human Resources				
EXE DIR OF EMP & LABOR RELATIO	0	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
Human Resources Total	6	7	7	7
Information Technology				
APPLICATION DEVELOPER	2	2	2	2
CHIEF TECHNOLOGY OFFICER	1	1	1	1
DIR OF APPLICATION DEVELOPMENT	1	1	1	1
EXE DIR OF INFO TECH & NETWORK	1	1	1	1
IS PROJECT ADMINISTRATOR	0	1	1	1
JUNIOR NETWORK ADMINISTRATOR	1	1	1	1
NETWORK SECURITY SPECIALIST	1	1	1	1
OPER. TECHNOLOGY SPECIALIST	1	1	1	1
SENIOR PROGRAMMER/ANALYST	1	1	1	1
SYSTEM PERFORMANCE ANALYST	1	0	1	1
TECHNICAL SUPPORT SPECIALIST	2	2	2	2
Information Technology Total	12	12	13	13
Inventory Control				
LEAD STOCKROOM CLERK	1	1	1	1
STOCK ROOM WORKER/PURCHASING	6	6	6	6
Inventory Control Total	7	7	7	7
Legal & Risk Management				
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CLAIMS DIRECTOR	1	1	1	1
COMMUNITY OUTREACH OFFICER	0	1	0	0
EXECUTIVE PARALEGAL	1	1	1	1
PUBLIC INFORMATION OFFICER	0	1	0	0
Legal & Risk Management Total	3	5	3	3
Maintenance				
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	0	1	1	1
HVAC SPECIALIST	0	1	1	1
LEAD MECHANICAL FOREMAN	1	1	1	1
MAINTENANCE RECORDS ANALYST	1	1	1	1
MAINTENANCE RECORDS SPECIALIST	1	1	1	1
MANAGER OF VEHICLE MAINTENANCE	1	1	1	1
MECH FOREMAN/WARRANTY OFFICER	1	1	1	1
MECHANIC UNIT ROOM	8	8	8	8
MECHANIC/ELMWOOD FIRST CLASS	29	34	34	34
MECHANIC/NEWPORT FIRST CLASS	7	7	7	7
MECHANICAL FOREMAN/ELMWOOD	9	8	8	8
MECHANICAL FOREMAN/NEWPORT	2	2	2	2
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	4	3	3	3
UTILITY WORKER/ELMWOOD	44	46	46	46
UTILITY WORKER/NEWPORT	4	4	4	4
Maintenance Total	134	143	143	143
Maintenance - Centralized				
CENTRALIZED MTCE/ BODY SHOP	2	2	2	2
CENTRALIZED MTCE/ FOREMEN	2	2	2	2
CENTRALIZED MTCE/ MECHANICAL	12	10	10	10
CENTRALIZED MTCE/UTILITY	1	1	1	1
Maintenance - Centralized Total	17	15	15	15
Maintenance - State				
STATE OF RI / FOREMEN	0	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
Maintenance - State Total	2	3	3	3
Paratransit				
EXE DIR OF PARATRANSIT SERVICE	0.5	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	100	117	117	117
PARA-TRANSIT OPER.COODINATOR	3	4	4	4
PARA-TRANSIT UTILITY	6	4	4	4
Paratransit Total	111.5	127.5	127.5	127.5
Planning				
DIR OF SERVICE PLANN & SCHEDU	1	1	1	1
DIRECTOR OF LONG-RANGE PLAN	1	1	1	1
EXECUTIVE DIRECTOR OF PLANNING	0	0	1	1
PLANNER ASSISTANT	0	1	0	0

PLANNER I	1	2	2	2
PLANNER I	0	2	0	0
PLANNER I-SERVICE PLANNER	1	0	1	1
PRINCIPAL PLANNER	4	2	4	4
PRINCIPAL SCHEDULER	0	1	0	0
SCHEDULER I-FIXED ROUTE	0	0	1	1
SYSTEM PERFORMANCE ANALYST	0	1	0	0
Planning Total	8	11	11	11
Procurement				
CONT & SPECIFICATIONS AGENT	1	2	2	2
EXE.DIR.OF PROCURE & INVENTORY	1	1	1	1
PURCHASING ADMINISTRATOR	1	1	1	1
PURCHASING CLERK	1	1	1	1
PURCHASING INFO/SPECIALIST	2	2	2	2
Procurement Total	6	7	7	7
Project Management				
PROJECT MANAGER	3	3	3	3
DEPUTY CHIEF OF PM AND PLANNING	1	1	1	1
Project Management Total	4	4	4	4
MARKETING AND COMMUNICATIONS				
ACT PUBLIC INFORMATION OFFICER	0	1	0	0
BUSINESS MARKETING SPEC. II	0	1	0	0
COMMUNICATIONS ASSISTANT	1	0	1	1
COMMUNITY OUTREACH OFFICER	1	0	1	1
COMMUTER MKTG & TRV TRAIN COOR	1	0	1	1
DIRECTOR COMMUN & PUBLIC OUTRE	1	0	1	1
JUNIOR MARKETING SPECIALIST	0	1	0	0
MARKETING & COMMUN SPECIALIST	2	0	2	2
MARKETING & OUTREACH MANAGER	0	1	0	0
PRINCIPAL MARKETING SPECIALIST	1	1	1	1
Marketing and Communications Total	7	5	7	7
Revenue Collection				
REVENUE AGENT	2	2	2	2
Revenue Collection Total	2	2	2	2
Ride Administration				
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	0.5	0.5	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	0	1	1	1
QUALITY ASSURANCE MANAGER	0	1	0	0

RIDE ACCOUNTING CLERK	1	1	1	1
RIDE ADMIN SUPERINTENDENT	1	0	1	1
RIDE DATA ANALYST	1	1	1	1
RIDE PRIN SCHEDULING SPECIALIS	1	0	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
SENIOR SCEDULING SPECIALIST	0	1	0	0
Ride Administration Total	14.5	16.5	16.5	16.5
Safety				
ENVIRONMENT AFFAIRS/SAFETY OFF	1	1	1	1
Safety Total	1	1	1	1
Security				
SAFETY/SECURITY SPECIALIST	0	1	1	1
SECURITY SPECIALIST	1	1	1	1
Security Total	1	2	2	2
Street Supervision				
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	22	24	24	24
Street Supervision Total	24	26	26	26
Training				
DIR TRAIN/BUS DEV PROCESS	1	1	1	1
LEAD INSTRUCTOR	1	1	1	1
TRAINING INSTRUCTOR	3	3	3	3
Training Total	5	5	5	5
Transportation				
ASST. SUPERINTENDENT TRANS.	1	1	1	1
EXEC DIR OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	333	366	366	366
FULL TIME BUS OPERATOR/NEWPORT	53	58	58	58
GENERAL SUPERINTENDENT	1	1	1	1
LEAD CLERK NEWPORT DIVISION	1	1	1	1
NIGHT FOREMAN	1	1	1	1
RELIEF SUPERINTENDENT	2	3	3	3
SUPERINTENDENT-NEWPORT 2023	1	1	1	1
TRANSPORTATION CLERK	9	10	10	10
Transportation Total	403	443	443	443
Grand Total	795	873	873	873

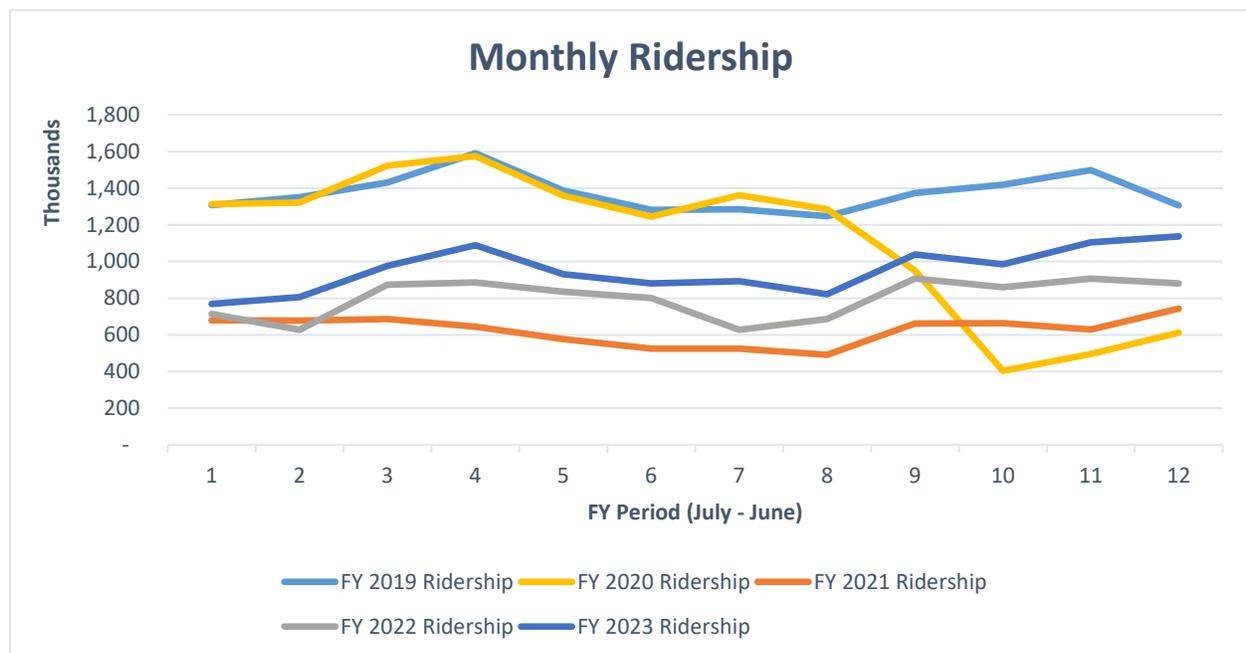
Geographic/Demographic Information

About RIPTA

The Rhode Island Public Transit Authority (RIPTA) has primary responsibility for directing statewide fixed-route bus service and Americans with Disabilities Act paratransit service operations. RIPTA is managed under the direction of a nine-member Board of Directors. In addition to these core transit services, RIPTA operations also include program development and implementation of the statewide carpool and vanpool programs. RIPTA is committed to protecting the environment and providing safe, reliable quality transit service that is responsive to customer needs, with emphasis on Rhode Island's families, children, transit-dependent populations, and elderly and disabled residents.

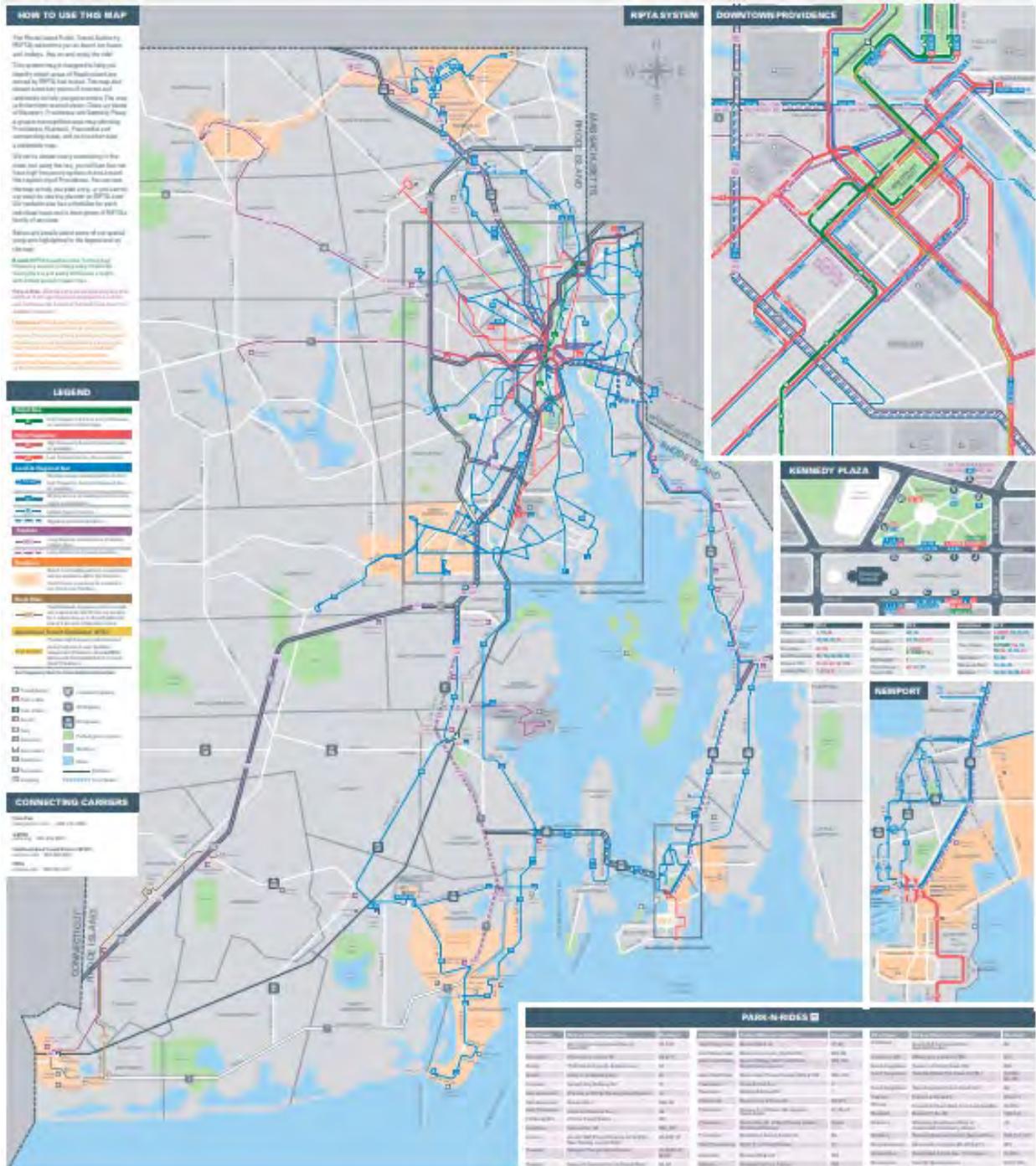
RIPTA operates a fixed-route fleet of two-hundred forty (240) buses and trolleys. The Authority's main facility is in the City of Providence with a satellite operation on Aquidneck Island. The state's paratransit fleet currently includes 89 vans. In FY 2019, 16.4 million passengers were carried on RIPTA's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

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



Service Area

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



Demographics and Economics

RHODE ISLAND PUBLIC TRANSIT AUTHORITY
DEMOGRAPHIC AND ECONOMIC INFORMATION – LAST TEN YEARS
(UNAUDITED)

Fiscal Year	Population(1)	Personal Income(4)	Per Capita Income(4)	Labor Force(2)	School Enrollment(3)	Unemployment Rate(2)
2014	1,055,173	51,532	48,838	553,347	141,959	7.65%
2015	1,056,420	52,905	50,080	554,699	142,014	5.95%
2016	1,056,426	54,486	51,576	523,100	142,142	5.50%
2017	1,059,639	54,575	51,503	533,300	142,949	4.20%
2018	1,057,315	57,648	54,523	536,800	143,436	4.30%
2019	1,059,361	59,899	56,542	554,515	143,557	3.60%
2020	1,057,125	64,313	60,837	513,000	139,184	10.90%
2021	1,095,610	67,865	61,942	538,500	138,566	6.20%
2022	1,093,734	74,489	N/A	572,107	137,452	3.20%
2023	N/A	N/A	N/A	570,309	N/A	2.80%

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

Glossary

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

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

Bipartisan Infrastructure Bill – See Infrastructure Investment and Jobs Act.

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

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

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 products for their clients.

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