



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



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ANNUAL FINANCIAL PLAN FY 2022 - 2027

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INTRODUCTION

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

Chief Executive Officer's Transmittal Letter

October 20, 2021

Board of Directors

Rhode Island Public Transit Authority

Providence, RI 02907

Honorable Members of the Board:

Enclosed is the Rhode Island Public Transit Authority's FY 2022 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, 2021 was 52% lower than pre-pandemic levels resulting in large losses in FY 2020 and 2021. Without a recovery in trip volume, large financial losses will continue, requiring a new stream of revenue to prevent large service cuts.

Despite the revenue losses, the budget is expected to be balanced in FY 2022 and 2023 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. Through FY 2021, the Authority has drawn down \$44.9M of these funds to offset lost revenues and balance the FY 2020 and 2021 budgets.

Despite these challenging times, RIPTA expects to maintain existing service levels in both FY 2022 and 2023 and does not expect a fare increase. With the adoption of the state's first ever transit master plan in December of 2020, we are currently working with state partners to find a new revenue source that not only allows us to maintain existing service once relief funding is exhausted, but allows us to grow service and better meet the mobility needs of communities across the state.

I thank you for your continued support and engagement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Avedisian", with a long horizontal flourish extending to the right.

Scott Avedisian

Chief Executive Officer

Distinguished Budget Presentation Award

RIPTA will be submitting this budget to the Government Finance Officers Association (GFOA) for consideration of the Distinguished Budget Presentation Award. 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>

Mission Statement

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

Vision Statement

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

Strategic Plan

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

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

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

By mid-2021 a draft report was compiled; internal review and revision of proposed Focus Areas, Goals, Objectives, and Tasks continued through the month of September, with feedback and insight provided by RIPTA's Board of Directors as well. The key initiatives incorporated into this Financial Plan reflect the outcome of this effort. In summary, RIPTA's strategic plan incorporates 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: BETTER TRANSIT for a BETTER RHODE ISLAND.

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".

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

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

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

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

Objective 2A: Build a better community footprint

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
2A1-Jump-start Transit Forward RI 2040 service and capital improvements	All TMP priority projects under way	Pursue grants and state funding legislation	BRT/LRT preliminary planning, engineering
2A2-Enhance safety and security at all passenger facilities	Customer safety rating increase of 10%	Facilities improvement plan in place	Public launch of safety/security program
2A3-Develop a state-of-the-art Customer Service Center and passenger relations program	Customer satisfaction rating increase of 10%	Identify CSC site, develop passenger relations	Begin CSC design, launch passenger relations
2A4-Strengthen inclusive community engagement	More diverse voices in public engagement	Develop inclusive community engagement	Launch inclusive community engagement program

Objective 2B: Work toward a sustainable future

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

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

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

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

Tasks:	5 Year Goal:	Year 1 Actions:	Year 2 Actions:
3A1-Provide more job skills and leadership training	Training for every employee	Onboarding/BEB programs	Leadership training program
3A2-Prioritize workplace safety by implementing industry best practices	Full compliance with key measures	Safety vests for all RIPTA staff	Workplace/facilities safety
3A3-Organize periodic employee appreciation events, especially for front-line workers	Appreciation for every employee	Appreciation event for front line staff	Formal appreciation program established

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

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

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

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

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

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

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

Objective 4B: Strengthen risk management protocols

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

Objective 4C: Increase use of performance analytics

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

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

Principal Officials

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

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

The individuals comprising the board of directors and executive management team are listed below.

Board of Directors

Normand Benoit – Chairman

Peter Alviti – Director of the Rhode Island Department of Transportation

Joshua H. Brumberger

Robert Kells

Maureen Martin

Michelle Wilcox

Marcy Reyes

Jose' Rosario

Executive Management

Scott Avedisian – Chief Executive Officer

Christopher Durand – Chief Financial Officer

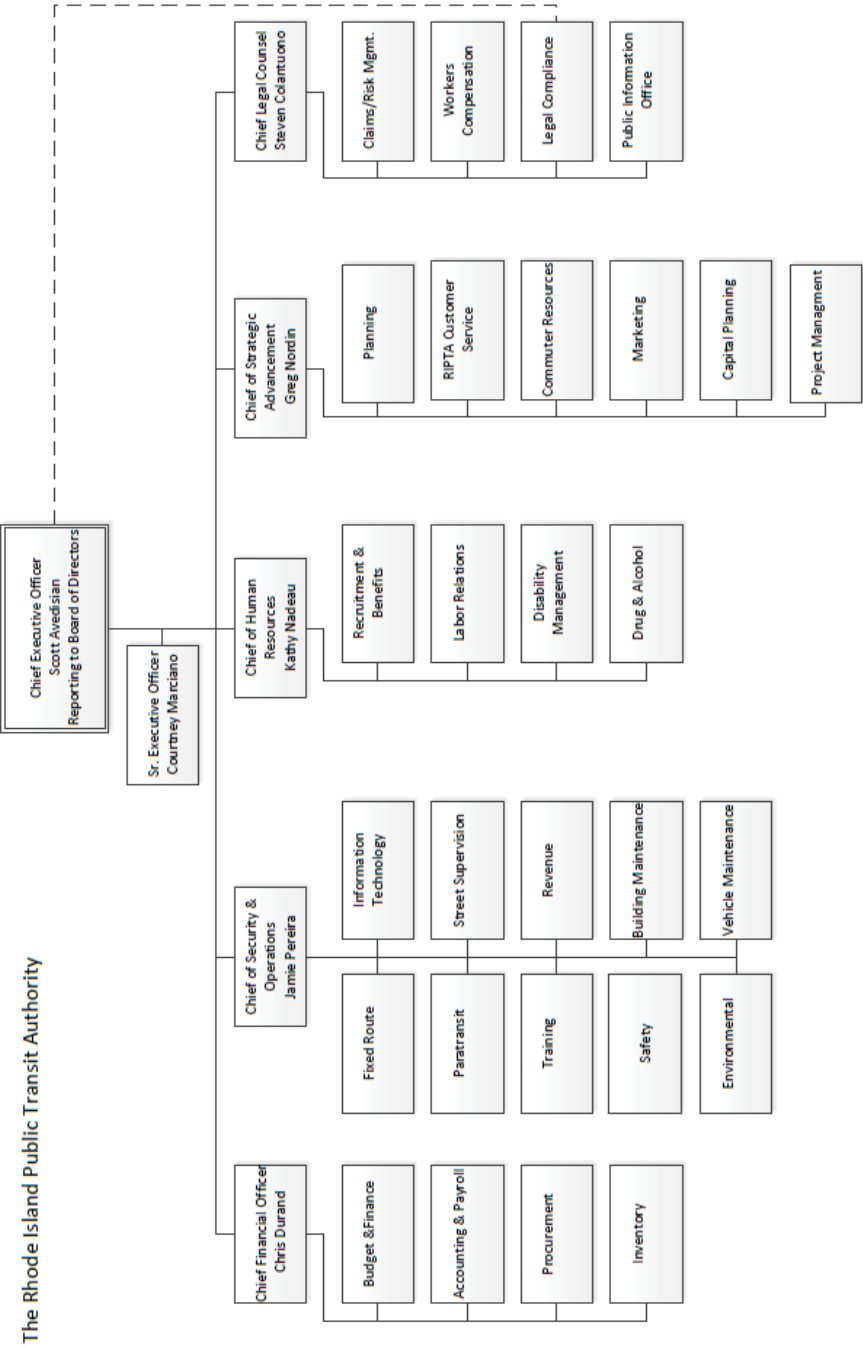
Kathy Nadeau – Chief of Human Resources

Steven Colantuono - Chief Legal Counsel

Jamie Pereira – Chief of Security and Operations

Gregory Nordin – Chief of Strategic Advancement

Organizational Chart





BUDGET DETAIL

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

Budget Overview

The Revised FY 2022 budget and Proposed 2023 budget is projected to be balanced with total revenues equaling total expenses as a result of emergency relief funding offsetting \$19,247,840 in losses in FY 2022 and \$24,890,088 in losses in FY 2023.

Revenues					
Category		FY 2021 Actual	FY 2022 Approved Budget	FY 2022 Revised Budget	FY 2023 Proposed Budget
Federal Subsidies	\$	26,824,887	\$ 33,361,625	\$ 34,761,899	\$ 35,292,441
Federal Subsidies-CARES Act	\$	34,766,587	\$ 10,654,135	\$ 19,247,840	\$ 24,890,088
State Subsidies	\$	46,793,689	\$ 45,571,664	\$ 47,019,864	\$ 48,243,814
Other Revenue	\$	15,550,366	\$ 13,839,283	\$ 4,793,199	\$ 4,391,065
Passenger Fares	\$	5,962,286	\$ 10,736,191	\$ 8,173,433	\$ 8,296,034
Third Party Fares	\$	9,602,747	\$ 12,334,653	\$ 9,973,511	\$ 10,203,346
Special Project Revenue	\$	252,003	\$ -	\$ 2,869,000	\$ -
Contributed Capital	\$	19,919,636	\$ -	\$ -	\$ -
	\$	159,672,201	\$ 126,497,550	\$ 126,838,746	\$ 131,316,789

Expenses					
Category		FY 2021 Actual	Sum of FY 2022 Approved Budget	Sum of FY 2022 Revised Budget	Sum of FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$	93,410,091	\$ 91,800,981	\$ 91,494,230	\$ 95,914,173
Contract Services	\$	10,107,941	\$ 10,476,521	\$ 6,119,723	\$ 7,716,103
Operating Expense	\$	16,897,235	\$ 20,054,268	\$ 22,032,582	\$ 23,487,801
Utilities	\$	1,513,344	\$ 1,436,444	\$ 1,536,045	\$ 1,563,693
Capital Match & Repayment	\$	-	\$ 1,364,462	\$ 1,432,391	\$ 1,452,653
Debt Service	\$	422,791	\$ 1,362,275	\$ 1,354,775	\$ 1,182,364
Special Projects	\$	239,779	\$ -	\$ 2,869,000	\$ -
Depreciation	\$	18,041,998	\$ -	\$ -	\$ -
	\$	140,633,181	\$ 126,494,951	\$ 126,838,746	\$ 131,316,789

Operating Surplus/(Deficit)	\$	19,039,021	\$	2,599	\$	0	\$	0
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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 in order to clearly depict RIPTA's use of CARES Act funding an additional category has temporarily been added called "Federal Subsidies – CARES Act".

Federal Subsidies

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

Federal revenues in the FY 2022 revised budget increased by \$1.5M due to projected increases in ADA service reimbursement as ridership recovers. There is also an increase in funds used to offset service costs.

State Subsidies

Gas Tax Revenue

Semiannually, the Authority receives a per-penny yield from the State of Rhode Island's Office of Revenue Analysis. Yields have fallen substantially as a result of the COVID-19 pandemic. However, the current projection is for revenues to be \$1.5M higher than originally anticipated.

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 to the senior/disabled reduced fare program. Presented is FY 2020 actual gas tax, the state's projection for FY 2021 at the May Revenue Estimating Conference, and the estimate for FY 2022 also from the May conference. The Authority will receive a revised projection for FY 2022 in November.

		FY 2020 Final	FY 2021 (5/21)	FY 2022 (5/21)
Account	Yield	\$4,257,788	\$4,001,709	\$4,269,970
State Gas Tax	9.25 Portion	\$39,384,539	\$37,015,808	\$39,497,223
UST	0.5 Portion	\$2,128,894	\$2,000,855	\$2,134,985
Elderly Affairs	.79 - \$2.5M Piece	\$863,653	\$661,350	\$873,276
Total		\$42,377,086	\$39,678,013	\$42,505,484

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 \$9,673,537 in Highway Maintenance funds in FY 2021.

Other Revenue

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

Passenger Fares

Passenger fares is the revenue earned from paying riders using the mobile app, paper media, or cash. Passenger revenue follows a cyclical pattern with the peak corresponding with the school year. RIPTA uses historical data and seasonality trends to forecast passenger revenue, a process that will be made easier with the new fare collection system.

Passenger revenues continue to be below historical levels due to the ongoing pandemic. Current projections are \$2.6M worse than projected last fall. The Authority continues to monitor ridership trends to determine the potential impact on revenues.

Third Party Fares

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 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 UPass program.

Third Party purchases are also down from last fall's projections by \$2.4M

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 protocol is followed and that the project complies with Federal Transit rules. As the projects do not become RIPTA assets, 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.

Operating Expenses

Overall operating expenses in the FY 2022 Revised Budget are up by \$0.2M from initial estimates last September. Special projects which were expected to be completed in FY 2021 have been delayed, increasing costs in FY 2022. Setting aside special projects, expenditures are down by \$2.6M. This variance is driven primarily by reductions in contract services, offset slightly by increases in operating expenses.

- Salaries and fringe benefits are down by \$0.3 million due to healthcare costs trending lower as well as the expected turnover while RIPTA works to get back to a full complement of drivers.

Labor shortages in the broad economy has impacted RIPTA as well. Efforts are underway to find new ways to attract new employees, including a hiring and retention bonus.

- Contract services are \$4.0M lower than expected due to a reduction in purchased services. Actual expenditures have been below budget, warranting a reduction in overall budget levels. A change in how taxis are tracked also means that this expense has moved from contract services to operating expenses.
- Operating expenses have increased by \$1.6M due to increases in legal/claims expenses and a change in how the taxi expense is tracked. These developments are offset by reductions in costs in other areas.
- RIPTA diesel prices are locked through FY22 and prices for FY23 are under review. Market volatility makes it difficult to project fuel prices in the out years. The Authority is locked at \$1.5961 for FY 2022. Annual usage is approximately 2.3 million gallons of diesel.
- Utilities have increased by \$0.07M. An increase in data connections to vehicles has increased the cost of data plans, considered a utility by the Authority.
- Capital Match and Repayment is slightly higher than original projections.

Emergency Relief Funding

The Authority will use \$19.1M of emergency relief funding in FY 2022 and \$24.8M in FY 2023 to balance the budget. A 5-year operating forecast is included in this document, showing the long-term impact of current trends which result in all federal emergency relief funds being exhausted by FY 2025, at which point a new revenue source or large reductions in expenditures will be needed to continue operations.

Fund Balance Report

The table below adjusts the budget forecast to line up with the actual income statement to estimate a change in fund balance for 6/30/2022. See the section on budget development for variances between budget and accounting methods.

RIPTA Fund Balance Projection For FY 2022

Beginning Fund Balance 7/1/2021	\$2,427,078
Revenues	
Federal Subsidies	\$34,790,648
State Subsidies	\$47,019,864
Other Revenues	\$4,792,768
Passenger Fares	\$8,173,433
Third Party Fares	\$9,973,511
Special Project Revenue	\$2,869,000
Total Available Resources	\$107,619,224
Expenditures	
Salaries & Fringe Benefits	\$91,494,230
Contract Services	\$6,466,419
Operating Expenses	\$21,623,292
Utilities	\$1,506,765
Capital Match and Repayment	\$1,432,391
Debt Service (principal and interest)	\$1,354,775
Special Projects	\$2,869,000
Total Expenditures	\$126,746,872
Contributed Capital	
State Capital Receipts	\$3,907,704
Federal Capital Receipts	\$57,176,688
Total Contributed Capital	\$61,084,392
Budget format to Income Statement Adjustments	
Depreciation (Projected)	-\$18,769,710
Principal Payments (Debt Service)	\$968,000
Principal Payments (Revolving Fund)	\$437,718
Capital Match	\$774,841
Total Adjustments	-\$16,589,151
Ending Fund Balance 6/30/2022 (Projected)	\$27,794,671

Long Range Operating Forecast

In order to guide internal decision making and to better communicate long-term financial needs, the Authority prepares a five-year forecast of expected operating revenues and expenses each year. Key assumptions to the forecast are listed below the table. A schedule of relief funding used to balance the budget each year has also been prepared. Current trends suggest that all relief funding is exhausted in the first quarter of FY 2025, approximately three years from the time of this document being prepared. Note that funds depicted as available from the American Rescue Plan Act (ARPA) is an estimate and is contingent upon an agreement being reached by several transit agencies operating in the region.

Revenues							
Category		FY22 Revised	FY23 Proposed	FY24	FY25	FY26	FY27
Federal Subsidies	\$	34,761,899	\$ 35,292,441	\$ 35,127,954	\$ 35,990,516	\$ 37,031,033	\$ 38,004,911
State Subsidies	\$	47,019,864	\$ 48,243,814	\$ 48,606,378	\$ 48,545,275	\$ 48,808,987	\$ 50,040,403
Other Revenue	\$	4,793,199	\$ 4,391,065	\$ 5,274,252	\$ 5,321,073	\$ 5,392,169	\$ 5,548,479
Passenger Fares	\$	8,173,433	\$ 8,296,034	\$ 8,420,475	\$ 8,546,782	\$ 8,674,984	\$ 8,805,108
Third Party Fares	\$	9,973,511	\$ 10,203,346	\$ 10,321,794	\$ 10,415,287	\$ 10,489,469	\$ 10,481,138
Special Project Revenue	\$	2,869,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$	107,590,906	\$ 106,426,700	\$ 107,750,853	\$ 108,818,933	\$ 110,396,641	\$ 112,880,040

Expenses							
Category		FY22 Revised	FY23 Proposed	FY24	FY25	FY26	FY27
Salaries & Fringe Benefits	\$	91,494,230	\$ 95,914,173	\$ 98,863,400	\$ 101,964,411	\$ 105,154,014	\$ 108,474,136
Contract Services	\$	6,119,723	\$ 7,716,103	\$ 7,400,310	\$ 7,537,564	\$ 7,684,079	\$ 7,834,110
Operating Expense	\$	22,032,582	\$ 23,487,801	\$ 24,097,247	\$ 24,647,800	\$ 25,229,313	\$ 25,828,532
Utilities	\$	1,536,045	\$ 1,563,693	\$ 1,594,930	\$ 1,631,614	\$ 1,670,773	\$ 1,710,871
Capital Match & Repayment	\$	1,432,391	\$ 1,452,653	\$ 1,663,523	\$ 1,404,118	\$ 920,313	\$ 840,412
Debt Service	\$	1,354,775	\$ 1,182,364	\$ 1,220,040	\$ 1,110,070	\$ 1,089,360	\$ 1,074,305
Special Projects	\$	2,869,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$	126,838,746	\$ 131,316,789	\$ 134,839,451	\$ 138,295,577	\$ 141,747,852	\$ 145,762,366

Surplus/(Deficit)	\$	(19,247,840)	\$ (24,890,088)	\$ (27,088,597)	\$ (29,476,644)	\$ (31,351,210)	\$ (32,882,326)
CARES Available (Beginning of year)		\$44,924,793	\$25,676,953	\$786,865	\$0	\$0	\$0
CARES used to balance		\$19,247,840	\$24,890,088	\$786,865	\$0	\$0	\$0
ARPA Available (Beginning of Year)		\$34,462,423	\$34,462,423	\$34,462,423	\$8,160,690	\$0	\$0
ARPA used to balance		\$0	\$0	\$26,301,732	\$8,160,690	\$0	\$0
Year End Shortfall		\$0	\$0	\$0	(\$21,315,954)	(\$31,351,210)	(\$32,882,326)

Budget Forecast Assumptions

- RIPTA will maintain pre-pandemic levels of service and employees (865).
- Salaries and benefits have been projected using a weighted average of 2.5%, consistent with historical trends.
- Benefits increase based upon the State's medical benefits growth rate provided in the State Budget 5-year plan.
- 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.
- RIPTA diesel projections beginning in FY23 are based on an average price of \$2.3672/gallon, increasing by 4% annually.
- Overall costs rise at an average annual rate of 2.73%.
- Federal revenues reflect figures in the State Transportation Improvement Plan (STIP).
- Passenger revenues begin to steadily grow (1.5%) from current levels, based on historical passenger revenue growth.
- Gas tax and Highway Maintenance fund projections are from the May 2021 State of Rhode Island Revenue Estimating Conference.
- The funds available through the American Rescue Plan Act is an estimate, subject to change.
- Emergency relief funding is exhausted by Q1 of FY25.



BUDGET DEVELOPMENT

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

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 expense 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 2022 with the expected change in net position for the year ending June 30, 2022. 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 ensuing 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 ensure 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 ensure 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 2022, the budget development process has or will follow the calendar as outline below:

Action	Date
Initial Solicitation for Capital Projects	1/26/2021
Capital Project submittals due	3/5/2021
Solicitation for Operating Needs	4/15/2021
Initial Budget Draft	9/17/2021
Final Budget Draft for CEO Review	10/1/2021
Finance Committee to review Budget	10/12/2021
Full Board Meeting to approve Budget	10/20/2021
State Submittal Due Date	10/29/2021

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. In the event that 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 in excess of one year.

Deferred Outflows of Resources and Deferred Inflows of Resources

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

Operating Revenues and Expenses

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

Compensated Absences

Vacation benefits are accrued as a liability when earned by employees and reflect the current rate of pay.

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

Income Taxes

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

Net Position

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

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

Self-insurance

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

Cash and Cash Equivalents

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

Estimates

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

Balanced Budget

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



DEPARTMENTAL BUDGETS

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

Office of the Chief Executive Officer

Administration

Overview

The Chief Executive Officer focuses internally on running the day to day organization and externally on building and maintaining community partnerships. The CEO sets the annual strategies, initiatives, and goals for the Authority, and works with each department to fulfill RIPTA's mission.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
ADMINISTRATION				
CHIEF EXECUTIVE OFFICER	1	1	1	1
CHIEF OF OPERATIONS	1	1	0	0
CHIEF OF SECURITY	1	1	0	0
CHIEF OF SECURITY & OPERATIONS	0	0	1	1
CHIEF OF STRATEGIC ADVANCEMENT	1	1	1	1
EXEC ADMINISTRATIVE OFFICER	1	1	0	0
SENIOR EXECUTIVE OFFICER	0	0	1	1
ADMINISTRATION TOTAL	5	5	4	4

Budget

Administration	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,414,152	\$1,408,334	\$1,449,731
Contract Services	\$218,231	\$222,378	\$225,936
Operating Expense	\$7,234	\$7,372	\$7,490
Administration Total	\$1,639,618	\$1,638,084	\$1,683,157

Key Trends

- Vacancies in the Chief of Operations position resulted in costs being lower than expected in FY 2021.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Office of the Chief Financial Officer

Finance

Overview

The Finance department plans, allocates, and manages RIPTA's financial resources, leads financial risk management/mitigation, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
FINANCE				
ACCOUNTING CLERK	1	1	1	1
ACCOUNTING SUPERVISOR	1	1	1	1
DIRECTOR OF ACCOUNTING	1	1	1	1
EXE DIR OF FINANCE & BUDGET	1	1	0	0
FINANCIAL ANALYST	1	1	0	0
GRANTS SPECIALIST	1	1	1	1
JUNIOR ACCOUNTANT	0	0	1	1
PAYROLL CLERK PART-TIME	1	1	1	1
PAYROLL MANAGER	1	1	1	1
SENIOR FINANCIAL ANALYST	1	1	0	0
SR.BUDGET ANALYST	0	0	1	1
CHIEF FINANCIAL OFFICER	0	0	1	1
FINANCE TOTAL	9	9	9	9

Budget

Finance	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$3,177,340	\$4,072,550	\$4,270,803
Contract Services	\$199,646	\$260,041	\$264,401
Operating Expense	\$1,038,287	\$1,042,794	\$364,080
Finance Total	\$4,415,273	\$5,375,384	\$4,899,285

Key Trends

- A vacancy within the department, as well as agency-wide healthcare savings, reduced costs from expectations in FY 2021.
- Electric bus lease payments end in FY 2023, resulting in a reduction in operating expenses.

Key Initiatives

- Advocate for statewide mobility funding initiative, including long-term sustainable funding for RIPTA, TMP implementation, and gas tax.
- Secure quick-start implementation funding to launch near-term Transit Forward RI 2040 priority projects.
- Continue to adopt best practices and professional standards in all departments.
- Increase the number of analysts tracking performance and utilize data for decision-making.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Inventory Control

Overview

The Inventory Control department ensures items are in stock and readily available for maintenance and building and grounds, as well as the tracking of those items as they are signed in and out.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
INVENTORY CONTROL				
LEAD STOCKROOM CLERK	1	1	1	1
STOCK ROOM WORKER/PURCHASING	6	6	6	6
INVENTORY CONTROL TOTAL	7	7	7	7

Budget

Inventory Control	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,176,641	\$876,782	\$904,849
Contract Services	\$1,209	\$1,232	\$1,252
Operating Expense	\$1,260	\$1,284	\$1,305
Inventory Control Total	\$1,179,110	\$879,298	\$907,405

Key Trends

- The position of Director of Inventory Control has been transitioned into the procurement department and will be repurposed to build up procurement capacity. This change was made in 2021.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.

- Continue prioritizing IT systems integration, accessibility, and ease of use.

Procurement

Overview

The Procurement department is responsible for the public bid process, departmental requisitions, purchasing supplies, and generally the receipt of all goods and services.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
PROCUREMENT				
BUYER	1	1	1	1
CONTRACT MANAGER	1	1	1	1
DIR OF PROCUREMENT & INVENTORY	0	0	1	1
DIRECTOR OF INVENTORY CONTROL	1	1	0	0
DIRECTOR OF PROCUREMENT	1	1	1	1
PURCHASING AGENT	1	1	1	1
PURCHASING CLERK	1	1	1	1
PURCHASING INFO/SPECIALIST	1	1	1	1
PROCUREMENT TOTAL	7	7	7	7

Budget

Procurement	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$718,124	\$473,834	\$488,964
Contract Services	\$16,987	\$42,309	\$43,036
Operating Expense	\$11,244	\$11,708	\$11,896
Procurement Total	\$746,355	\$527,852	\$543,896

Key Trends

- A restructure of the department will result in added capacity allowing for a dedicated RFP administrator for capital projects to ensure quality sourcing of goods and services.

Key Initiatives

- Eliminate paper-based systems and streamline/clarify internal procedures.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Human Resources

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.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
HUMAN RESOURCES				
CHIEF OF HUMAN RESOURCES	1	1	1	1
EXE DIR OF EMP & LABOR RELATIO	1	1	1	1
HR BENEFITS SPECIALIST	1	1	1	1
HR CHIEF COMPLIANCE OFFICER	1	1	1	1
HR OPERATIONS LIAISON	1	1	0	0
HR RECRUITMENT SPECIALIST	1	1	1	1
HUMAN RESOURCE ASSISTANT	2	2	2	2
LABOR RELATIONS OFFICER	0	0	1	1
HUMAN RESOURCES TOTAL	8	8	8	8

Budget

Human Resources	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$932,778	\$955,867	\$985,758
Contract Services	\$246,511	\$251,195	\$255,214
Operating Expense	\$102,369	\$104,314	\$105,983
Human Resources Total	\$1,281,658	\$1,311,375	\$1,346,954

Key Trends

- Vacancies and lower than expected benefit costs resulted in FY 2021 being much lower than expectations. No major changes are planned for the department in FY 2022.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Organize periodic employee appreciation events, especially for front-line workers.
- Prepare for workforce expansion and increased specialization as Transit Master Plan recommendations are implemented over time.

- Continue prioritizing IT systems integration, accessibility, and ease of use.

Office of the Chief Legal Counsel

Legal and Risk Management

Overview

The Legal and Risk Management department is responsible for managing risk and exposure for the Authority 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.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
LEGAL & RISK MANAGEMENT				
ADMIN CLAIMS SUPP SPECIALIST	1	1	1	1
CHIEF LEGAL COUNSEL	1	1	1	1
CLAIMS DIRECTOR	1	1	1	1
COMMUNITY OUTREACH OFFICER	1	1	1	1
LEGAL COMPLIANCE COUNSEL	1	1	1	1
PARALEGAL AIDE	1	1	1	1
PUBLIC INFORMATION OFFICER	0	0	1	1
LEGAL & RISK MANAGEMENT TOTAL	6	6	7	7

Budget

Legal & Risk Management	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$110,971	\$90,551	\$93,139
Contract Services	(\$6,940)	\$55,500	\$56,499
Operating Expense	\$1,094,493	\$6,502,739	\$6,546,471
Legal & Risk Management Total	\$1,198,524	\$6,648,790	\$6,696,110

Key Trends

- The legal budget for FY 2022 is largely consistent with recent trends.
- FY 2021 saw a reduction to expected legal liability requiring a reduction to legal operating expenses, hence the low expense number in 2021. \$6.5M is the recent and projected expense.

Key Initiatives

- Implement risk management approach across all functional areas.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use

Office of the Chief of Security and Operations

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.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
INFORMATION TECHNOLOGY				
APPLICATION DEVELOPER	1	1	1	1
APPLICATION DEVELOPER II	0	0	1	1
BUSINESS INFORMATION ANALYST	1	1	0	0
CHIEF TECHNOLOGY OFFICER	1	1	1	1
EXE DIR OF INFO TECH & NETWORK	1	1	1	1
IS PROJECT ADMINISTRATOR	1	1	1	1
JUNIOR NETWORK ADMINISTRATOR	1	1	1	1
OPER. TECHNOLOGY SPECIALIST	1	1	1	1
PROGRAMMER/ANALYST	1	1	0	0
SENIOR PROGRAMMER/ANALYST	1	1	2	2
TECHNICAL SUPPORT SPECIALIST	1	1	1	1
NETWORK SECURITY SPECIALIST	0	0	1	1
INFORMATION TECHNOLOGY TOTAL	10	10	11	11

Budget

Information Technology	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,245,407	\$1,215,529	\$1,253,594
Contract Services	\$1,207,158	\$1,230,094	\$1,249,775
Operating Expense	\$122,557	\$125,135	\$127,138
Information Technology Total	\$2,575,121	\$2,570,758	\$2,630,507

Key Trends

- The IT department is growing in order to keep up with current technologies.

Key Initiatives

- Deploy info monitors throughout RIPTA campus; develop and share relevant content.

- Implement news updates at driver tap-in kiosks.
- Continue prioritizing IT systems integration, accessibility, and ease of use.
- Invest in IT and transit infrastructure resilience and disaster preparedness.
- Reinforce diversity awareness in hiring in all areas.

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.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
MAINTENANCE				
BODY SHOP WORKER/FIRST CLASS	10	10	10	10
BUILDING & GROUND-ELECTRICIAN	2	2	2	2
BUILDING & GROUND-PLUMBER	1	1	1	1
BUILDING & GROUNDS FOREMAN	1	1	1	1
BUILDING AND GROUNDS WORKER	7	7	7	7
DIRECTOR OF BUILDINGS MAINT	1	1	1	1
EXEC DIR OF FACILITIES & MAINT	1	1	1	1
LEAD MECHANICAL FOREMAN	0	0	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	34	34	34	34
MECHANIC/NEWPORT FIRST CLASS	7	7	7	7
MECHANICAL FOREMAN/ELMWOOD	8	8	8	8
MECHANICAL FOREMAN/NEWPORT	3	3	2	2
TECH SUPPORT OFFICER/TRAINING	2	2	2	2
UTILITY FOREMAN	3	3	3	3
UTILITY WORKER/ELMWOOD	46	46	46	46
UTILITY WORKER/NEWPORT	4	4	4	4
DIRECTOR OF TRANSIT ASSET MANAGEMENT	0	0	0	0
HVAC SPECIALIST	1	1	1	1
MAINTENANCE TOTAL	143	143	143	143

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
MAINTENANCE – CENTRALIZED				
CENTRALIZED MTCE/ BODY SHOP	2	2	2	2
CENTRALIZED MTCE/ FOREMEN	2	2	2	2
CENTRALIZED MTCE/ MECHANICAL	10	10	10	10
CENTRALIZED MTCE/UTILITY	1	1	1	1
MAINTENANCE – CENTRALIZED TOTAL	15	15	15	15

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
MAINTENANCE – STATE				
STATE OF RI / FOREMEN	1	1	1	1
STATE OF RI / MECHANICS	2	2	2	2
MAINTENANCE – STATE TOTAL	3	3	3	3

Budget

Maintenance	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$14,344,431	\$14,154,178	\$14,699,532
Contract Services	\$272,733	\$277,915	\$282,361
Operating Expense	\$12,028,732	\$11,815,707	\$13,660,481
Maintenance Total	\$26,645,895	\$26,247,799	\$28,642,375

Maintenance-Centralized	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,416,903	\$1,593,393	\$1,644,556
Contract Services	\$18,055	\$18,398	\$18,692
Operating Expense	\$437,027	\$437,516	\$444,516
Maintenance-Centralized Total	\$1,871,984	\$2,049,306	\$2,107,764

Maintenance-State	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$331,124	\$327,843	\$338,134
Operating Expense	\$111,591	\$113,712	\$115,531
Maintenance-State Total	\$442,715	\$441,554	\$453,665

Key Trends

- Consistent with nationwide labor shortages, RIPTA is struggling to recruit for maintenance positions. Vacancies accounted for costs being lower than expected in FY 2021. The Authority is working with local trade schools to develop recruitment programs.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Paratransit

Overview

The Paratransit department provides transportation for people with disabilities who are unable to use the regular, fixed-route transit service.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
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	123	123	123	123
PARA-TRANSIT OPER.COORDINATOR	4	4	4	4
PARA-TRANSIT UTILITY	4	4	4	4
PARATRANSIT TOTAL	133.5	133.5	133.5	133.5

Budget

Paratransit	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$8,029,271	\$7,526,441	\$8,783,135
Contract Services	\$60,989	\$1,062,148	\$1,928,754
Operating Expense	\$695,876	\$799,691	\$1,015,169
Paratransit Total	\$8,786,136	\$9,388,280	\$11,727,057

Key Trends

- No major changes are planned for the paratransit department at this time.

- Fluctuations in benefits from 2021 to 2022 resulted in the decrease from 2021 to 2022. Driver recruitment continues to be an issue for the department, but we are expecting to be at the full roster of drivers by FY 2023.
- Contract services budget numbers include the addition of taxi services, previously included in Ride Administration.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Revenue Collection

Overview

The Revenue Collection department is responsible for all cash room activities.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
REVENUE COLLECTION				
REVENUE AGENT	2	2	2	2
REVENUE COLLECTION TOTAL	2	2	2	2

Budget

Revenue Collection	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$241,301	\$229,834	\$236,793
Contract Services	\$11,463	\$11,681	\$11,868
Operating Expense	\$30,894	\$31,481	\$31,985
Revenue Collection Total	\$283,658	\$272,996	\$280,645

Key Trends

- There are no major changes planned for the revenue collection department at this time.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Ride Administration

Overview

The Ride Administration department oversees scheduling, dispatch, customer service, and general management of the paratransit operation.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
RIDE ADMINISTRATION				
CUSTOMER SERVICE AGENT	6	6	6	6
CUSTOMER SERVICE SUPERVISOR	1	1	1	1
DIRECTOR OF PARATRANSIT	1	1	1	1
EXE DIR OF PARATRANSIT SERVICE	0.5	0.5	0.5	0.5
FUNCTIONAL ASSESSMENT COORDINATOR	1	1	1	1
QUALITY ASSURANCE MANAGER	1	1	1	1
RIDE ACCOUNTING CLERK	1	1	1	1
RIDE DATA ANALYST	1	1	1	1
RIDE SCHEDULER	2	2	2	2
RIDE SENIOR ACCOUNTING CLERK	1	1	1	1
SENIOR SCHEDULING SPECIALIST	1	1	1	1
RIDE ADMINISTRATION TOTAL	16.5	16.5	16.5	16.5

Budget

Ride Administration	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,365,232	\$1,495,474	\$1,547,374
Contract Services	\$6,922,357	\$0	\$0
Operating Expense	\$52,397	\$53,393	\$54,247
Ride Administration Total	\$8,339,986	\$1,548,866	\$1,601,621

Key Trends

- There are no major changes planned in the Ride Administration department at this time.
- Note that changes have been made in how taxi/purchased services are expense. These costs are now reflected within the Paratransit department instead of Ride Administration.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Safety

Overview

The Safety department is responsible for all aspects of employee and environmental safety.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
SAFETY DEPARTMENT				
ENVIRONMENT AFFAIRS/SAFETY OFF	1	1	1	1
SAFETY DEPARTMENT TOTAL	1	1	1	1

Budget

Safety	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$270,506	\$106,310	\$108,787
Contract Services	\$5,794	\$5,904	\$5,999
Operating Expense	\$3,657	\$3,645	\$3,704
Safety Total	\$279,957	\$115,859	\$118,489

Key Trends

- No major changes are planned for the safety department at this time.
- Note that for much of FY 2021 a project manager was being expensed to the safety department. This has been rectified for FY 2022.

Key Initiatives

- Prioritize workplace safety by implementing industry best practices.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Security

Overview

The Security department is responsible for security issues at all RIPTA facilities, including cameras, card readers, gates, and safety bollards.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
SECURITY				
SAFETY/SECURITY SPECIALIST	1	1	1	1
SECURITY SPECIALIST	1	1	1	1
SECURITY TOTAL	2	2	2	2

Budget

Security	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$113,736	\$118,814	\$122,341
Security Total	\$113,736	\$118,814	\$122,341

Key Trends

- No major changes are planned for the security department in FY 2022.

Key Initiatives

- Enhance safety and security at all passenger facilities.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Street Supervision

Overview

The Street Supervision department supervises daily transit operations, including employee assistance, customer relations, and general transit safety issues.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
STREET SUPERVISION				
LEAD STREET SUPERVISOR	2	2	2	2
STREET SUPERVISOR/DISPATCHER	24	24	24	24
STREET SUPERVISION TOTAL	26	26	26	26

Budget

Street Supervision	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$3,638,649	\$3,077,401	\$3,172,594
Operating Expense	\$1,234	\$1,258	\$1,278
Street Supervision Total	\$3,639,883	\$3,078,659	\$3,173,872

Key Trends

- No major changes are planned for the Street Supervision Department in FY 2022.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Training

Overview

The Training department is responsible for all employee training, including on-boarding, diversity and sensitivity training, and leadership development.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
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

Budget

Training	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$679,868	\$614,166	\$633,276
Contract Services	\$3,295	\$3,358	\$3,411
Operating Expense	\$304	\$309	\$314
Training Total	\$683,466	\$617,833	\$637,002

Key Trends

- No major changes are planned for the Training Department in FY 2022.

Key Initiatives

- Continue employee diversity and sensitivity training.
- Provide more job skills and leadership training.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Transportation

Overview

The Transportation department schedules, dispatches, and operates all RIPTA fixed-route buses.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
TRANSPORTATION				
ADMINISTRATIVE SECRETARY	1	1	1	1
ASST. SUPERINTENDENT TRANS.	1	1	1	1
EXEC DIR OF TRANSPORTATION	1	1	1	1
FULL TIME BUS OPERATOR/ELMWOOD	355	355	355	355
FULL TIME BUS OPERATOR/NEWPORT	58	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	2	2	2
SUPERINTENDENT-NEWPORT	1	1	1	1
TRANSPORTATION CLERK	11	11	11	11
TRANSPORATION TOTAL	433	433	433	433

Budget

Transportation	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$51,094,758	\$49,474,288	\$51,375,702
Contract Services	\$383	\$390	\$396
Operating Expense	\$6,475	\$6,598	\$6,704
Transportation Total	\$51,101,616	\$49,481,275	\$51,382,802

Key Trends

- No major changes have been made for FY 2022.
- The Authority is reviewing potential service changes which may result in an increase of bus operators and/or overtime. No service changes are currently incorporated in this budget.

Key Initiatives

- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

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.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
CUSTOMER SERVICE				
CUSTOMER SERVICE OPER ADMIN	1	1	1	1
CUSTOMER SERVICE REPRESENTATIV	5	5	5	5
SR. CUST SERVICE SPECIALIST	1	1	1	1
SR. CUSTOMER SERVICE ANALYST	1	1	1	1
TELEPHONE INFORMATION CLERK	3	3	3	3
CUSTOMER SERVICE TOTAL	11	11	11	11

Budget

Customer Service	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$879,286	\$855,486	\$881,628
Contract Services	\$1,020	\$1,039	\$1,056
Operating Expense	\$5,018	\$5,114	\$5,196
Customer Service Total	\$885,324	\$861,639	\$887,879

Key Trends

- No changes are planned for FY 2022.

Key Initiatives

- Create a state-of-the art customer service center.
- Develop passenger relations program.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Planning

Overview

The Planning department is responsible for ensuring that RIPTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
PLANNING				
DATA ANALYST	0	0	1	1
DIR OF SERVICE PLANN & SCHEDU	1	1	1	1
DIRECTOR OF LONG-RANGE PLAN	1	1	1	1
EXECUTIVE ASSISTANT PLANNING	1	1	0	0
EXECUTIVE DIRECTOR OF PLANNING	1	1	1	1
PLANNER 1 - SERVICE	1	1	2	2
PLANNER I	1	1	1	1
PLANNER I-CAPITAL/FLEET PLANNE	1	1	1	1
PLANNING SCHEDULERS	0	0	1	1
PRINCIPAL DATA ANALYST	2	2	1	1
PRINCIPAL PLANNER	1	1	1	1
PRINCIPAL SCHEDULER	2	2	1	1
SCHEDULER II	1	1	1	1
PLANNING TOTAL	13	13	13	13

Budget

Planning	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$1,462,818	\$1,520,708	\$1,571,253
Contract Services	\$608,513	\$2,149,515	\$2,832,398
Operating Expense	\$198,261	\$202,471	\$205,711
Planning Total	\$2,269,592	\$3,872,694	\$4,609,363

Key Trends

- An increase in contract services is planned. This increase includes a federally required rider survey, a federally required update to the coordinated plan (a public document which specifies how federal funds will be used), and other professional services as needed to develop an implementation plan of the Transit Master Plan. Advisory services will also be used to develop a long-term fleet electrification strategy in accordance with expected federal transit policy.

Key Initiatives

- Use more visualization in public engagement efforts.
- Continue to track performance through engagement in peer benchmarking efforts.
- Jump-start Transit Forward RI 2040 service and capital improvements.
- Develop and begin implementing a sustainable fleet and facilities master plan.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Project Management

Overview

The Project Management department is responsible for transitioning projects from the planning/visioning phase to the implementation phase, including project design, design review, and project construction oversight.

Personnel

	FY 2021 Revised FTE	FY 2022 Approved FTE	FY 2022 Revised FTE	FY 2023 Proposed FTE
PROJECT MANAGEMENT				
EXEC. DIRECTOR PROJECT MANAGEM	0	0	1	1
PROJECT MANAGER	1	1	3	3
JUNIOR PROJECT MANAGER	2	2	0	0
SENIOR PROJECT MANAGER	1	1	0	0
PROJECT MANAGEMENT TOTAL	4	4	4	4

Budget

Project Management	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$43,921	\$602,163	\$621,108
Project Management Total	\$43,921	\$602,163	\$621,108

Key Trends

- As of Q1 FY 2022, all Project Management positions are filled. FY 2022 costs are expected to be consistent with the budget.

Key Initiatives

- Continue green fleet transition.
- Continue to pursue renewable energy resources.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.

Public Affairs

Overview

The Public Affairs department coordinates, directs and implements public relations and marketing of our products and services as well as internal communications.

Personnel

	Sum of FY 2021 Revised FTE	Sum of FY 2022 Approved FTE	Sum of FY 2022 Revised FTE	Sum of FY 2023 Proposed FTE
PUBLIC AFFAIRS				
BUSINESS MARKETING SPEC. II	1	1	1	1
MARKETING & OUTREACH MANAGER	1	1	0	0
PRINCIPAL MARKETING SPECIALIST	1	1	3	3
SR. MARKETING COORDINATOR	1	1	0	0
DIRECTOR OF PUBLIC AFFAIRS	1	1	0	0
PUBLIC AFFAIRS TOTAL	5	5	4	4

Budget

Public Affairs	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget
Salaries & Fringe Benefits	\$722,875	\$704,285	\$731,122
Contract Services	\$320,539	\$526,629	\$535,055
Operating Expense	\$948,325	\$766,343	\$778,604
Public Affairs Total	\$1,991,739	\$1,997,257	\$2,044,781

Key Trends

- Additional funds have been budgeted within contract services to assist with advertising efforts. No other changes are planned for the department at this time.

Key Initiatives

- Strengthen inclusive community engagement.
- Support ridership growth through continued travel training and business outreach.
- Reinforce diversity awareness in hiring in all areas.
- Continue prioritizing IT systems integration, accessibility, and ease of use.



CAPITAL BUDGET AND DEBT

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

Capital Budget Overview

The following is RIPTA's FY 2022 Capital Budget and FY 2023 – FY 2027 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.

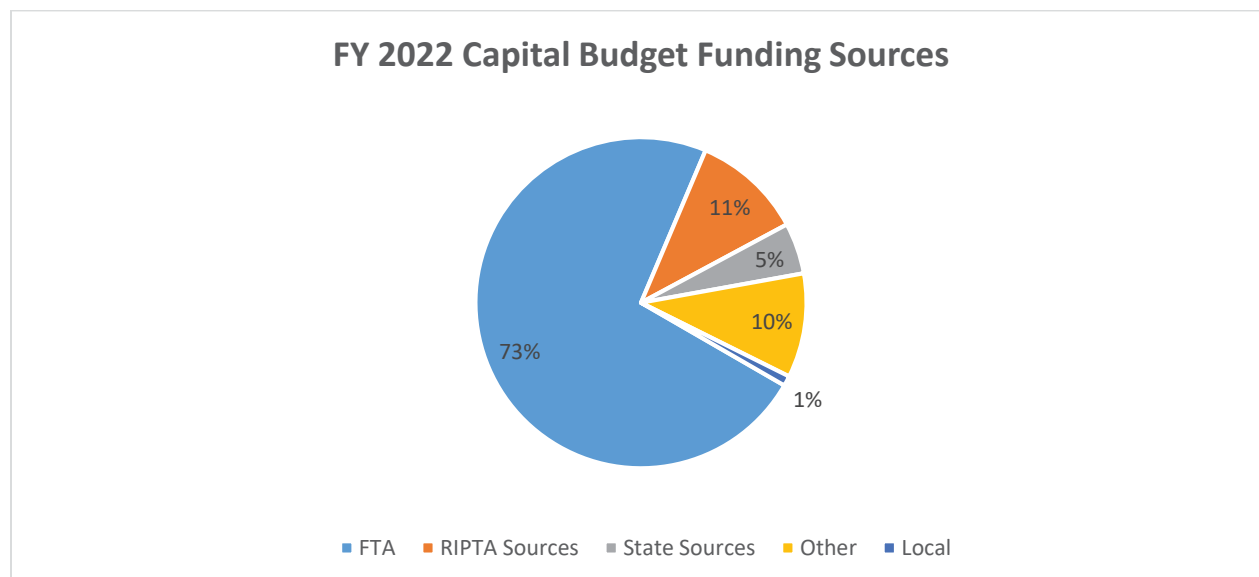
If the General Assembly votes to appropriate funds on a level that differs from what was requested by RIPTA, the CFO modifies each project accordingly in the next year's submission.

RIPTA's FY 2022 Capital Budget includes \$78.3 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 2021 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 2022, RIPTA will replace 26 fixed route buses (12 Diesel, 14 Electric), 10 Flex vehicles, and 25 paratransit vehicles at an estimated cost of \$27.5 million. Furthermore, RIPTA will complete significant improvements to the Chafee Heavy Maintenance facility and the Pawtucket/Central Falls Bus Hub at an FY 2022 cost of \$3.9 million and \$5.4 million, respectively.

Other major initiatives commencing in FY 2022 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.

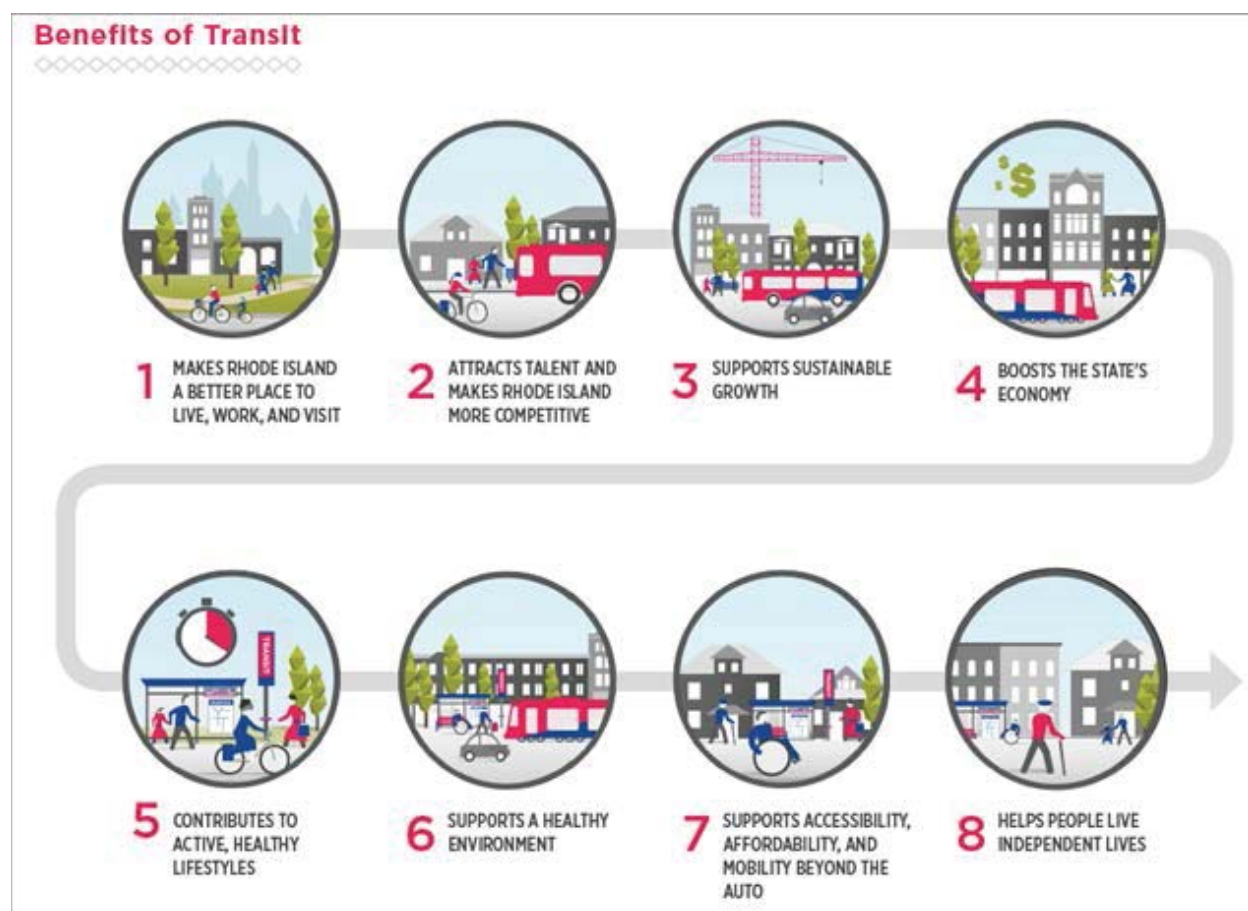
The chart below depicts the various funding sources in the FY 2021 Capital Budget.



All projects listed in the capital budget are contingent upon the availability of both match and federal funds. Approval of the capital budget does not signify approval for project commencement. Given the Authority's limited financial resources, some projects may have to be delayed. As a result, all projects

included in this plan will follow RIPTA's procurement policy, which sets thresholds for CEO and Board approval. This process ensures that proper funding is in place before a project commences, and takes into consideration any changes in funding, including any change in General Assembly appropriations.

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



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

recent bulkhead improvement at the Quonset Ferry and the upcoming terminal rehabilitation at the Quonset Ferry.

Capital Budget Detail

Rolling Stock (Buses/Vehicles)

Rolling Stock Budget						
Project	2022	2023	2024	2025	2026	2027
Fixed Route	\$16,818,900	\$16,108,496	\$16,913,920	\$17,759,616	\$18,647,597	\$19,579,977
Fixed Route-URI		\$2,684,748				
Fixed Route-ZEV Upgrade	\$5,922,001	\$7,706,500	\$6,437,500	\$6,437,500	\$6,437,500	\$6,437,500
Flex Vehicles	\$1,503,420				\$1,827,416	
Non-Revenue Vehicles	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
Paratransit Vehicles	\$3,201,425	\$3,361,496	\$244,132	\$2,863,490	\$3,891,352	\$4,085,920
Grand Total	\$27,665,746	\$30,081,240	\$23,815,552	\$27,280,606	\$31,023,865	\$30,323,397

Fixed-Route

RIPTA's current fixed-route fleet plan is designed to replace 40-foot vehicles once they reach the end of their 12-year or 500,000-mile useful life. Federal funds are set aside each year in the transit portion of the State Transportation Improvement Plan (STIP) to fund the replacement of buses. Match historically has come from the state, formerly through General Obligation bonds and more recently from the State Fleet Replacement Revolving Loan Fund. These sources of funding have expired and a new long-term funding source is required. RIPTA will use gas tax, in the amount of \$2.9 million, to match the upcoming purchase of 26 buses.

The FY 2022 order is for 26 buses (12-Diesel, 14-Electric) with an expected delivery beginning in Q4 of FY 2022. RIPTA will use gas tax, in the amount of \$3.4M to match the base diesel cost of all 26 buses, while Volkswagen Settlement funds will be used as match for the electric upgrade on 14 buses. The next bus purchase will occur in FY 2023, and include 27 buses (24-Diesel, 3-Electric). State match for the base diesel cost, in the form of Highway Maintenance funds, are included in the State's capital budget. Volkswagen Settlement funds will be used as match for the electric upgrade of 3 buses. RIPTA continues to successfully apply for and receive discretionary awards for the Low/No Emissions program. These federal funds total, on average, \$5.2M, requiring a match of \$1.3M, which is included in a request to the state beginning in FY 2023.

Fixed Route – URI

As part of the URI Kingston Transit Hub project, RIPTA will purchase 4 diesel buses with match from Highway Maintenance Funds.

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.

Currently, RIPTA is using part of the Volkswagen settlement money to lease three electric buses as part of a pilot program, which is reflected in the RIPTA Operating Budget. The pilot program will result in the collection and analysis of data that will inform the study mentioned above. In addition, RIPTA plans to purchase 17 electric buses over the course of FY 2022 and FY 2023, using a combination of Volkswagen Settlement funds and No/Low-Emission discretionary grant funds.

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

Flex Vehicles

Flex is a fixed route service that is operated using vehicles similar to the Paratransit vehicle; the differences being Flex vehicles have destination signs and a farebox. The current vehicle and engine configuration has been discontinued due to failure to comply with EPA standards. Due to higher passenger volume than the Paratransit program, a larger vehicle makes more sense and provides more flexibility for fixed route operations. The Authority is looking to procure a larger vehicle built on a heavy-duty chassis, but with a similar body to existing flex vehicles. The price of the vehicle is projected to be about \$150,000 in FY 2022.

The current plan is to procure 10 of these vehicles with an expected delivery in FY 2022. RIPTA will use gas tax receipts for the 20% match, and federal funds are available to cover 80% of the vehicle cost.

Non-Revenue Vehicles

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

Paratransit Vehicles

Similar to Flex vehicles discussed above, the current engine/chassis configuration for these vehicles has been discontinued. The Paratransit fleet size is approximately 100 vehicles. Twenty-five vehicles were purchased in FY 2016, but the remaining 75 are scheduled for replacement.

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

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

Transit Corridors

Transit Corridors Budget			
Project	2022	2023	2024
Downtown Transit Connector	\$1,890,000		
East Side Tunnel	\$4,000,000	\$4,000,000	\$1,500,000
East Side Tunnel Security	\$200,000	\$100,000	\$100,000
Grand Total	\$6,090,000	\$4,100,000	\$1,600,000

Downtown Transit Connector

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

The project represents a major augmentation of bus service in the downtown area, with key destinations getting one-seat transit access to far more destinations. Buses will get transit signal priority and dedicated lanes for much of the project length, and stations will have high-quality amenities.

The project began in FY 2017 and new service along the corridor commenced in January 2020. Work on the DTC is complete, though the traffic signal and bathroom facility work will be paid in FY 2022.

East Side Tunnel

The East Side Bus Tunnel is in need of passenger amenity improvements, structural repairs, drainage repairs, and safety improvements. A preliminary needs analysis has been completed, and architectural and engineering work is expected to commence in FY 2022.

The project is currently expected to total \$9.5 million. Federal funds will be used for 80% of the project cost, including \$903,470 in federal discretionary funds for design and engineering. The State had set aside \$1.9 million in Rhode Island Capital Plan Funds (RICAP) to complete the project, however, due to COVID-19 RIPTA agreed to use gas tax receipts to match this project.

East Side Tunnel Security

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

Passenger Facilities

Passenger Facilities Budget		
Project	2022	2023
Community Partnership Projects	\$100,000	
Kennedy Plaza Improvement/Upgrade	\$750,000	\$250,000
Transit Hubs: Pawtucket/Central Falls	\$5,373,090	
Transit Hubs: URI Kingston	\$5,000,000	\$1,250,000
Transit Hubs: Warwick/CCRI	\$1,300,000	
Grand Total	\$12,523,090	\$1,500,000

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.

Kennedy Plaza Improvement/Upgrade

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

Early estimates for this project total \$1 million. Federal funds would cover 80% of the project cost, and RICAP funds would be requested from the state to match the project. RIPTA was forced to close Kennedy

Plaza to all customers and employees as a result of COVID-19, though the public restrooms have re-opened.

Transit Hubs: Pawtucket/Central Falls

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

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

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

Preliminary design work for this project commenced in late FY 2017 and construction is expected to be complete by the end of 2022. Though this project has been transferred to RIDOT as part of the overall Pawtucket/Central Falls Train Station project, RIPTA will have technical oversight of the bus hub design and construction through WSP, an engineering professional services firm.

Transit Hubs: URI Kingston

The University of Rhode Island wishes to further strengthen its partnership with RIPTA through the establishment of a transit hub on its campus that would act as a nexus for both current and expanded bus services both between the campus, South County and across Rhode Island. The hub is considered to be 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 2022.

Transit Hubs: CCRI Warwick

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

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

Support Facilities

Support Facilities Budget Project	2022	2023	2024	2025	2026	2027
Asbestos Abatement (265 Melrose)	\$300,000	\$575,000				
Chafee Maintenance Facility Rehab	\$3,850,000					
Elmwood UST Fuel Tank Replacement	\$50,000		\$1,000,000	\$1,200,000		
Fume Detection Systems (350 Coddington)	\$25,000					
Gasoline Fuel Stand	\$360,000					
Gate Install/Upgrade	\$400,000	\$125,000	\$100,000			
Oil Water Separators (All RIPTA Facilities)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Overhead Garage Door Replacement	\$179,433	\$188,405	\$197,825	\$207,716		
Replace Safety Bollards	\$220,000	\$220,000				
Safety Signage (Properties/Facilities)		\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Saw Cutting/Sidewalk Repair (269 Melrose)	\$150,000					
Security Camera System Upgrade	\$300,000	\$300,000				
Security Fencing				\$100,000	\$100,000	\$100,000
Transit Asset Management - Facilities			\$292,175	\$782,284	\$1,090,000	\$2,150,000
Trench Drain Replacement (269 Melrose)			\$250,000			
ZEV Infrastructure	\$6,800,000					
Grand Total	\$12,694,433	\$1,493,405	\$1,925,000	\$2,375,000	\$1,275,000	\$2,335,000

Asbestos Abatement (265 Melrose)

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

Chafee Maintenance Facility Rehab

The current vehicle lifts in the Chafee maintenance facility are aging and require frequent repairs. The post lifts will be replaced with scissor lifts, which use less oil, require less maintenance, and lessen the likelihood of environmental impact. This project will continue efforts to ensure all vehicle lifts are in a state of good repair.

The roof at the Chafee maintenance facility is in need of painting, re-flashing, and in certain areas, replacement. In conjunction with the roof repairs, new make-up air units (MAUs) are required at this facility, similar to the ones installed at the 269 Melrose transportation building and at the Newport facility.

RIPTA was awarded \$3.3 million in FTA discretionary funding which, along with FTA formula funding, will be used for 80% of the project. All aspects of this project are ongoing and expected to be complete by early 2022.

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 2022 with a goal to replace the tanks by FY 2025. At an estimated cost of \$2.2 million, RIPTA would use federal funds and RICAP for the required 20% match.

Fume Detection Systems (350 Coddington)

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

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

Gasoline Fuel Stand

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

Brockton Area Transit (BAT) recently completed a similar diesel to gasoline conversion project on their property, at a cost of \$400,000. RIPTA's project is similar in size and scope with project estimates totaling \$360,000, funded through our federal grant program and the Paratransit Revolving Loan Fund for match.

Gate Install/Upgrade

See Security Enhancements line below.

Oil Water Separators (All RIPTA Facilities)

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

extend the useful life of the system. Other tanks require new filters and components, which are accounted for in the operating budget and preventative maintenance program. The Authority expects to spend \$60,000 annually for capital improvements to the Oil Water Separator system.

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

Overhead Garage Door Replacement

Due to heavy usage, there are a number of overhead garage doors that are scheduled to be replaced over the coming years. The current doors would be replaced with rubber doors, similar to recent installations at the transportation building. These rubber doors require less maintenance and have greater durability than the more traditional metal overhead doors. RIPTA plans to replace four doors per year beginning in FY22. This project is expected to cost approximately \$193,000 per year and will be paid with 80% federal funds and 20% RICAP.

Replace Safety Bollards

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

Safety Signage (Properties/Facilities)

See Security Enhancements line below.

Saw Cutting/Sidewalk Repair (269 Melrose)

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

Security Camera System Upgrade

See Security Enhancements line below.

Security 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. Future gate installations and upgrades are programmed in FY 2021 and FY 2022, while security camera upgrades and 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.

Transit Asset Management - Facilities

Each year the Authority sets aside funds for unexpected upgrades or repairs to facilities or equipment that arise over the course of the year. Federal funds are used to cover 80% of the cost with RICAP used as match. Examples of previous expenditures include the rebalancing of the HVAC system at 705 Elmwood Avenue, repairs to the ramp expansion joint at 705 Elmwood Avenue, and repairs to the oil/water separator system at the Chafee maintenance facility. The Governor's Proposed FY 2021 Capital Budget included \$500,000 per year in RICAP to match these State of Good Repair projects, which would allow RIPTA to plan for more significant facility upgrades/improvements.

Trench Drain Replacement (269 Melrose)

The trench drains in 269 Melrose need replacement. The grates that cover the drains are cracked and broken in places creating trip and fall hazards. The drains themselves are too wide, requiring wider than necessary grates, which buckle under the pressure of buses when parked or driven over them. This project would replace the drains and grates with a more appropriately sized system for the 269 Melrose location. Cost estimates for this project total \$250,000. Federal funds will be used to cover 80% of the cost with RICAP used for the remaining 20%.

ZEV Infrastructure

Infrastructure upgrades will be needed for the 17 electric buses expected to arrive in FY 2022 and FY 2023. Locations at the Elmwood campus and the R-Line turnaround at Broad Street and Montgomery Avenue are being considered for depot charging and in-line charging, respectively. Cost estimates for this project are being developed and will include architectural/engineering services, construction costs, and installation. Volkswagen Settlement funds are available to cover the cost of these upgrades.

Transit Enhancements

Transit Enhancements Budget	
Project	2022
AIM Geofencing	\$35,000
Fare Technology Upgrade	\$313,815
IVR Replacement	\$150,000
One Call-One Click Implementation	\$100,000
Real-Time Scheduling/Mobility on Demand	\$100,000
Transit Signal Prioritization - Implementation	\$1,324,204
Grand Total	\$2,023,019

AIM Geofencing

This project involves the development and deployment of stop-level geofencing technology, enabling riders who board RIPTA buses at these stops to be granted free transit when they tap their WAVE

smartcards. The Authority intends to set up these geofences at every stop within the boundaries of the City of Central Falls for a trial period of one year to evaluate stop utilization, ridership trends, and other service-related data points. RIPTA will work with the City in engaging with a wide spectrum of stakeholders including riders, businesses, local government, and nonprofits over the course of the trial. RIPTA will share its findings on this innovative approach to free transit with FTA as part of the AIM Incubator network and with others as necessary.

Fare Technology Upgrade

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

Init, a supplier of IT solutions for public transport, was awarded a contract in FY18 for \$5.6 million. The upgrade began in February 2019 and completion is expected in FY 2022. Federal funds are available for 80% of the total project cost, and RIPTA's Capital Revolving Loan Fund will be used to finance the remaining 20%.

Interactive Voice Response (IVR) Replacement

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

The replacement is estimated to cost \$700,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

One Call-One Click Implementation

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

The project cost is estimated at \$200,000. Federal funds will be used for 80% of the upgrade cost with RIPTA Capital Match funding the remaining 20%.

Real-Time Scheduling/Mobility on Demand

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

The software is expected to cost \$400,000 with federal funds covering 80% of the project cost and RIPTA Capital Match covering the remaining 20%.

Transit Signal Prioritization – Implementation

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

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

Capital costs are estimated at \$1,324,204. Federal funds are available to cover 80% of the project total with RIPTA Capital Match providing the 20% match. There will also be a \$310,275 ongoing yearly maintenance expense reflected in the RIPTA Operating Budget.

Support Systems

Support Systems Budget						
Project	2022	2023	2024	2025	2026	2027
ATMS Radio Replacement	\$3,000,000	\$2,000,000	\$2,000,000			
ATMS Upgrade Current Systems	\$3,000,000					
Claims Management Software	\$125,000					
Compliance Software	\$40,000					
Eligibility Software Suite		\$250,000				
Enterprise Software/Asset Management	\$2,500,000					
Fuel and Fluid Management System	\$640,573					
Hastus Upgrade and Expansion	\$3,000,000					
Incident/Accident Management Software	\$250,000					
Phone System Replacement/Upgrade	\$100,000					
Redundancy/Disaster Recovery	\$1,000,000	\$1,000,000				
Replacement IT Equipment	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Server Software	\$100,000	\$100,000				
Server/SAN Replacement	\$50,000	\$50,000	\$50,000			
Upgrade Network	\$150,000	\$150,000	\$150,000			
VMWare	\$50,000	\$50,000	\$50,000			
Grand Total	\$14,405,573	\$4,000,000	\$2,650,000	\$400,000	\$400,000	\$400,000

ATMS Radio Replacement

Radios on the fixed route buses enable data communications for the ATMS system. These radios have a limited useful life, which once surpassed will no longer receive support from the manufacturer. Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA's Capital Revolving Loan Fund. The total replacement cost is estimated to be \$7 million.

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

ATMS Upgrade Current Systems

The ATMS servers, network, and the operating systems that they run are aging, which in turn prevents upgrades to the ATMS front-end software that the dispatchers and supervisors use. This project will

facilitate the hardware replacement and software upgrades, as well as the devices used by the supervisors when on the road.

The total replacement cost is estimated to be \$3 million. Federal funds will be used for 80% of the project cost with the remaining 20% coming from RIPTA's Capital Revolving Loan Fund.

Claims Management Software

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

Compliance Software

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

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

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

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

Eligibility Software Suite

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

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

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

Enterprise Software/Asset Management

The Federal Transit Administration 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. To meet the FTA's Asset Management requirements, RIPTA will likely pursue an Asset Management System first. Early budget estimates are that the project will cost \$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%.

Fuel & Fluid Management System

The fuel and fluid management system will replace the current obsolete fuel management systems currently in use with a single system that will provide more automated functionalities. Some of the benefits include minimizing the consumption of costly petroleum based fuels and other fluids; assuring fuel and fluid security and accountability; reducing the cost of fuel used by the fleet and providing safe, convenient fueling access for the fleet and reliable and accurate fleet data information. This system will also provide vehicle health monitoring alerts to maintenance, increasing the effectiveness of the preventative maintenance program. This contract was awarded to CoenCorp in FY 2019 and is scheduled to complete in FY 2022. The project is 80% federally funded and matched using the RIPTA Capital Revolving Loan Fund.

Hastus Upgrade & Expansion

Phase 1 of this project, Hastus Upgrade, was completed in 2018. In addition to the Hastus upgrade, the Authority is also adding additional modules. These new modules would offer increased driver management tools integrated with the scheduling software, including enabling drivers to go through the choose-up options at a computer kiosk instead of the current method of pen and paper. This project is 80% federally funded, with 20% match coming from the RIPTA Capital Revolving Loan Fund. The project is expected to be completed in FY 2022.

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.

Phone System Replacement/Upgrade

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

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

Redundancy / Disaster Recovery

A review of current IT systems and infrastructure has been completed. The resulting report provides recommendations with cost-benefit analyses for improving continuity and recovery of IT systems. IT outages can occur for two reasons: planned maintenance or disaster. During planned maintenance, redundancy or replication of databases can ensure access throughout the process. In case of a major incident, replication can minimize downtime of the IT systems. The Authority needs to improve its disaster recovery and business continuity processes and procedures as well as its infrastructure and systems. This project is expected to cost \$1.86 million. 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. Beginning in FY 2022, RIPTA will increase this annual budget from \$300,000 to \$400,000 to align the budget with actual spending.

Server Software

In FY 2022, 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 2022. The total cost is estimated to be \$150,000. Federal funds are available for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Upgrade Network

In order to keep the Authority's IT systems up to date and operational, regular upgrades and replacements need to be scheduled. The IT department recommends upgrading the network. The total cost over the span of the capital budget is estimated to be \$450,000. Federal funds would be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

VMware

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 VMware. The total cost of the upgrade is estimated to be \$150,000 through FY 2024. Federal funds will be used for 80% of the replacement cost with RIPTA Capital Match providing the remaining 20%.

Federally Funded Pass through Projects

Pass Through Projects Budget	
Project	2022
Quonset Ferry ADA Improvements	\$349,000
Quonset Ferry Terminal Building	\$2,520,000
Grand Total	\$2,869,000

For the following projects, RIPTA successfully collaborated with the Quonset Development Corporation (QDC) to bring discretionary federal dollars for improvements to the Rhode Island Fast Ferry 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 the elderly and disabled.

Quonset Ferry Terminal Building

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

Pending Applications

RIPTA has submitted two Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary applications: the rehabilitation of 265 Melrose Street, and a Metro Providence High-Capacity Transit Corridor Feasibility Study.

In 2021, to help relieve the burden of near-term capital match shortfalls, RIPTA agreed to use gas tax receipts for its FY 2021 and FY 2022 bus orders, as well as match on the College Hill Bus Tunnel project.

Now that American Rescue Plan Act funds are available, RIPTA has submitted two projects for consideration: a statewide bus shelter improvement program and a passenger facility at the Pawtucket/Central Falls train station.

Capital Sources

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

Capital Sources

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
FTA Formula	\$ 32,485,415	\$ 14,861,008	\$ 18,842,442	\$ 18,894,485	\$ 21,009,093	\$ 21,296,718
FTA Discretionary	\$ 24,691,273	\$ 18,078,708	\$ 5,150,000	\$ 5,150,000	\$ 5,150,000	\$ 5,150,000
Total FTA Funding	\$ 57,176,688	\$ 32,939,716	\$ 23,992,442	\$ 24,044,485	\$ 26,159,093	\$ 26,446,718
RIPTA Capital Match	\$ 774,841	\$ 350,000	\$ 130,000	\$ 80,000	\$ 80,000	\$ 80,000
RIPTA Capital Revolving Loan Fund	\$ 2,534,878	\$ 444,000	\$ 444,000	\$ 44,000	\$ 44,000	\$ 44,000
RIPTA Paratransit Revolving Loan Fund	\$ 660,285	\$ 722,299	\$ 48,826	\$ 572,698	\$ 778,270	\$ -
RI Department of Transportation	\$ 378,000	\$ -	\$ -	\$ -	\$ -	\$ -
RIPTA Gas Tax	\$ 4,464,464	\$ 800,000	\$ 300,000	\$ -	\$ -	\$ -
RI Capital Plan Funds	\$ 3,129,704	\$ 618,681	\$ 405,000	\$ 475,000	\$ 255,000	\$ 467,000
State Bus Match	\$ -	\$ 5,046,149	\$ 4,670,284	\$ 4,839,423	\$ 5,382,502	\$ 6,020,679
RI Health and Educational Building Corp.	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 767,601	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 7,984,400	\$ 253,800	\$ -	\$ -	\$ -	\$ -
Total Match Funding	\$ 21,094,173	\$ 8,234,929	\$ 5,998,110	\$ 6,011,121	\$ 6,539,772	\$ 6,611,679

Debt

Borrowing Capacity

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

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

Short-Term Debt

The Authority entered into a \$7,500,000 revolving loan agreement on May 26, 2021 for general operating purposes. The total of all advances shall not exceed the principal amount of \$7,500,000. Each advance shall be due and payable on demand, but if not sooner demanded, on May 26, 2022. The loan shall bear interest at the Taxable Index Floating Rate (1-Month LIBOR + 150 basis points with a floor of 1.00% and an interest rate cap of 10%) for an interest period and is due and payable monthly in arrears. Under the agreement, the Authority may not incur any indebtedness, including capital leases in excess of \$5,000,000. The loan is secured by a pledge of revenues.

Long-Term Debt

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

Below is a schedule of debt service payments as of 6/30/2021.

Period Ending	Principal	Interest	Debt Service	Bond Balance
6/30/2021	-	-	-	\$8,993,036.35
6/30/2022	\$968,000.00	\$386,775.22	\$1,354,775.22	\$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	\$8,993,036.35	\$2,234,349.54	\$11,227,385.89	

Debt Forecast and Impact on Operations

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

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



SUPPLEMENTAL INFORMATION

ANNUAL FINANCIAL PLAN | FY 2022 - 2027

Supplemental Information

Glossary

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

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.

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.

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

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.

Eco-Pass – Eco-Pass is an annual pass (offered by participating employers) that provides employees with unlimited bus, trolley, and flex route transportation service.

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.

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.

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

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.

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. The Authority is currently negotiating its share of the funding with other transit agencies operating in the Providence urbanized area.

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.

Budget by Line Item

The following pages present FY 2021 final budget, FY 2021 actuals, the Revised FY 2022 budget, and the proposed budget for FY 2023 by line item and department.

Row Labels	Revenue				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
MISCELLANEOUS	\$ 2,014,763	\$ 6,818,876	\$ 1,411,322	\$	1,156,460
OTHER	\$ 3,255,079	\$ 2,558,502	\$ 3,314,452	\$	3,465,858
VAN POOL	\$ -	\$ -	\$ -	\$	-
Goodwill	\$ -	\$ (11,535)	\$ -	\$	-
FAREBOX REVENUE	\$ 5,292,094	\$ 3,974,972	\$ 5,496,968	\$	5,579,422
PASSES	\$ 4,416,918	\$ 2,825,406	\$ 3,735,642	\$	3,791,677
2 HOUR PASS	\$ 246,832	\$ 189,766	\$ 43,423	\$	44,074
DAY PASS	\$ 391,859	\$ 294,764	\$ 265,570	\$	269,554
15 RIDE PASS	\$ -	\$ 2,576	\$ -	\$	-
7 DAY PASS	\$ 112,187	\$ 55,569	\$ 11,220	\$	11,389
ECO-PASS	\$ 114,739	\$ 24,471	\$ 23,442	\$	23,794
10 RIDE PASSES	\$ 662,988	\$ 354,099	\$ 375,396	\$	381,027
ELDRLY/DSBLD \$5 CHG CARD	\$ -	\$ -	\$ -	\$	-
UNIVERSITY PASS	\$ 1,355,891	\$ 185,400	\$ 285,115	\$	289,392
RIPTIKS	\$ (1,584)	\$ (64)	\$ 1,884	\$	1,912
PASS REVENUE	\$ 2,639,450	\$ 1,895,158	\$ 1,905,785	\$	1,934,372
FARES - TVM	\$ 111,173	\$ 40,754	\$ -	\$	-
ADVERTISING	\$ 525,000	\$ 788,172	\$ 550,000	\$	550,000
ID SALES	\$ 126,470	\$ 44,330	\$ 44,330	\$	44,330
RENT - BUILDING	\$ 48,416	\$ 48,416	\$ 48,416	\$	48,416
UTILITIES	\$ 4,584	\$ 4,584	\$ 4,584	\$	4,584
TOWER	\$ 58,747	\$ 59,611	\$ 59,611	\$	59,611
TOKEN	\$ -	\$ -			
ACC. & CAS. RESERVE	\$ 2,039	\$ 609	\$ 609	\$	609
INTEREST INCOME	\$ 30,000	\$ 880	\$ 1,000	\$	1,000
REVOLVING LOAN	\$ 107,000	\$ (3,701)	\$ -	\$	-
PARATRANSIT	\$ 47,000	\$ 1,073	\$ 1,150	\$	1,150
LOSS/GAIN ON PROP.RETIRED	\$ (100,000)	\$ (1)	\$ -	\$	-
RENT-ADVERTISING	\$ 2,250	\$ 2,250	\$ 2,250	\$	2,250
LEASED PARATRANSIT REV	\$ 1,500,000	\$ -	\$ -	\$	-
DEBT FORGIVENESS	\$ -	\$ -	\$ -		
LOADABLE CARD PURCHASE	\$ -	\$ 757	\$ 5,000	\$	5,000
RI DOT VEHICLE REPAIRS	\$ 506,384	\$ 379,186	\$ 441,554	\$	453,665
FEDERAL	\$ 1,089,628	\$ 112,325	\$ 580,000	\$	670,000
STATE GASOLINE TAX	\$ 36,767,714	\$ 37,741,163	\$ 39,497,223	\$	40,531,299
ELDERLY AFFAIRS	\$ 2,500,000	\$ 2,409,957	\$ 2,500,000	\$	2,500,000
PARATRANSIT CARRIER REV	\$ 4,000,000	\$ 3,946,579	\$ -	\$	-
ELDERLY AFFAIRS PARATRANS	\$ 640,162	\$ 813,663	\$ 873,276	\$	961,592
STATE UST GASOLINE FEE	\$ 1,987,444	\$ 1,939,913	\$ 2,134,985	\$	2,190,881
HIGHWAY MAINTENANCE FUND	\$ 4,673,537	\$ 6,298,951	\$ 4,514,380	\$	4,560,042
OPERATING/BHDDH	\$ 800,000	\$ 244,008	\$ 622,237	\$	631,571
PASSENGER REV - HWY MAINT	\$ 3,475,245	\$ 3,475,241	\$ 3,645,225	\$	3,817,636
HWY Maint-Debt Service	\$ 1,524,755	\$ -	\$ 1,354,775	\$	1,182,364

Row Labels	Revenue			
	FY 2021		FY 2022	
	Revised Budget	FY 2021 Actual	Revised Budget	FY 2023 Proposed Budget
STATE / RICAP	\$ -	\$ -		
RTAP	\$ 73,597	\$ 31,350	\$ 220,000	\$ 80,000
PREVENTATIVE MTCE REIMB	\$ 15,104,378	\$ 17,052,199	\$ 17,356,848	\$ 17,897,066
CARES ACT (STIMULUS)	\$ 18,357,194	\$ 34,766,587	\$ 19,247,840	\$ 24,890,088
LOCAL PROJECT REVENUE	\$ 3,564,920	\$ 252,003	\$ 2,869,000	\$ -
RIDE PASS	\$ 108,000	\$ 112,098	\$ 103,634	\$ 105,188
CMAQ - FEDERAL TRANSIT	\$ 1,770,000	\$ 3,513,202	\$ 2,300,000	\$ 2,300,000
WELFARE TO WORK	\$ 2,424,775	\$ -	\$ 3,200,000	\$ 3,000,000
COMMUTER RESOURCES REIMB	\$ 600,000	\$ 317,228	\$ 324,498	\$ 334,201
ADA REIMBURSEMENT	\$ 2,500,000	\$ 1,197,492	\$ 5,000,000	\$ 5,000,000
MOBILITY MGT REIMBURSEMENT	\$ 1,062,846	\$ 987,665	\$ 1,192,379	\$ 1,229,900
PLANNING	\$ 1,087,914	\$ 1,054,924	\$ 1,273,723	\$ 1,315,416
RICAP-Non Capital	\$ -	\$ 8,868	\$ -	\$ -
CONTRIBUTED CAPITAL	\$ -	\$ 18,705,421	\$ -	\$ -
CONTRIBUTED CAPITAL STATE	\$ -	\$ 1,214,215	\$ -	\$ -
CONTRIBUTED CAPITAL LOCAL	\$ -	\$ -	\$ -	\$ -
RIDE AGENCY- CARRIER BID	\$ -	\$ 2,942,270	\$ -	\$ -
Grand Total	\$ 127,582,388	\$ 159,672,201	\$ 126,838,746	\$ 131,316,789

		Expense			
		FY 2021		FY 2022	FY 2023
Row Labels		Revised Budget	FY 2021 Actual	Revised Budget	Proposed Budget
Administration					
ACTIVE EMPLOYEE HEALTH	\$	71,206	\$ 225,648	\$ 127,694	\$ 135,356
ARBITRATION	\$	48,082	\$ -	\$ -	\$ -
COVID19 EMERGENCY SICK	\$	-	\$ 3,785	\$ -	\$ -
DEFERRED COMP EMPLOYER PD	\$	-	\$ 11,180	\$ -	\$ -
DENTAL	\$	3,429	\$ 1,903	\$ 6,950	\$ 7,244
DUES/SUBSCRIPTIONS/PUBLIC	\$	5,762	\$ 11,802	\$ 12,026	\$ 12,219
FICA	\$	77,390	\$ 62,155	\$ 77,464	\$ 79,401
HOLIDAY USED	\$	-	\$ 30,802	\$ -	\$ -
HOURLY PENSION	\$	172,196	\$ 247,549	\$ 183,624	\$ 189,814
LEGAL	\$	59,205	\$ 76,947	\$ 78,409	\$ 79,664
LIFE	\$	-	\$ 10	\$ -	\$ -
MAINTENANCE AGREEMENTS	\$	43,805	\$ 43,200	\$ 44,021	\$ 44,725
OFFICE FURNISHINGS EXP	\$	1,537	\$ 2,643	\$ 2,693	\$ 2,736
OFFICE SUPPLIES - DISPOSE	\$	6,488	\$ 4,591	\$ 4,679	\$ 4,754
OTHER	\$	515	\$ 1,560	\$ 47	\$ 48
PERSONAL TIME	\$	-	\$ 20,689	\$ -	\$ -
POSTAGE	\$	-	\$ -	\$ -	\$ -
PROFESSIONAL SERVICES	\$	136,988	\$ 85,861	\$ 87,492	\$ 88,892
SICK TIME USED	\$	-	\$ 15,567	\$ -	\$ -
STRAIGHT TIME	\$	1,011,635	\$ 687,835	\$ 1,012,602	\$ 1,037,917
TRAINING	\$	-	\$ -	\$ -	\$ -
TRAINING/SEMINARS	\$	2,416	\$ 375	\$ 382	\$ 388
TRAVEL - IN STATE	\$	-	\$ -	\$ -	\$ -
TRAVEL - OUT OF STATE	\$	3,148	\$ -	\$ -	\$ -
VACATION ACCRUED			\$ 29,214	\$ -	\$ -
VACATION USED	\$	-	\$ 75,332	\$ -	\$ -
VISION CARE	\$	-	\$ 970	\$ -	\$ -
Administration Total	\$	1,643,802	\$ 1,639,618	\$ 1,638,084	\$ 1,683,157
Customer Service					
50% SICK CAP PAYOUT	\$	-	\$ 1,177	\$ -	\$ -
ACTIVE EMPLOYEE HEALTH	\$	162,981	\$ 181,884	\$ 124,647	\$ 131,698
ARMORED CAR/MONEY TRANSP	\$	23,748	\$ 1,020	\$ 1,039	\$ 1,056
COVID19 EMERGENCY SICK	\$	-	\$ 2,420	\$ -	\$ -
DENTAL	\$	7,853	\$ 5,437	\$ 8,193	\$ 8,324
DOUBLE TIME	\$	-	\$ -	\$ -	\$ -
FICA	\$	41,512	\$ 37,526	\$ 43,956	\$ 45,054
HEALTH CARE INCENTIVE	\$	-	\$ -	\$ -	\$ -
HOLIDAY USED	\$	-	\$ 19,398	\$ -	\$ -
HOURLY PENSION	\$	92,349	\$ 132,510	\$ 104,104	\$ 107,613
LAUNDRY	\$	-	\$ -	\$ -	\$ -
LIFE	\$	-	\$ 12	\$ -	\$ -
MAINTENANCE AGREEMENTS	\$	-	\$ -	\$ -	\$ -

Row Labels	Expense			FY 2023	
	FY 2021 Revised Budget	FY 2021 Actual	FY 2022 Revised Budget	Proposed Budget	
MONTHLY BANK CHARGES	\$ -	\$ -	\$ -	\$ -	
OFFICE FURNISHINGS EXP	\$ 1,437	\$ 653	\$ 665	\$ 676	
OFFICE SUPPLIES - DISPOSE	\$ 5,104	\$ 4,365	\$ 4,448	\$ 4,520	
OTHER	\$ -	\$ 279	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 7,666	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 15,228	\$ -	\$ -	
STRAIGHT TIME	\$ 542,543	\$ 428,970	\$ 574,086	\$ 588,438	
TIME & ONE HALF	\$ -	\$ 2,405	\$ -	\$ -	
TRAINING	\$ 102	\$ -	\$ 500	\$ 500	
UNIFORM	\$ -	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ (868)	\$ -	\$ -	
VACATION USED	\$ -	\$ 43,784	\$ -	\$ -	
VISION CARE	\$ -	\$ 1,456	\$ -	\$ -	
Customer Service Total	\$ 877,630	\$ 885,324	\$ 861,639	\$ 887,879	
Finance					
ACTIVE EMPLOYEE HEALTH	\$ 167,374	\$ (332,599)	\$ 577,296	\$ 607,594	
ACTUARIAL VALUATIONS	\$ 41,764	\$ 12,500	\$ 12,738	\$ 12,941	
AUDITING	\$ 61,225	\$ 73,861	\$ 75,264	\$ 76,468	
BUILDINGS	\$ 17,000	\$ 3,398,778	\$ -	\$ -	
BUS - DIESEL		\$ 9,546,593	\$ -	\$ -	
BUS - TROLLEY		\$ 577,650	\$ -	\$ -	
CELLULAR PHONE SERVICE	\$ 14,750	\$ 19,200	\$ 19,488	\$ 19,839	
COMMUNICATIONS SYSTEM	\$ -	\$ 45,398	\$ -	\$ -	
COMPUTER SUPPLIES	\$ -	\$ 6,674	\$ 6,801	\$ 6,910	
DEBT SERVICE	\$ 1,524,755	\$ -	\$ 1,354,775	\$ 1,182,364	
DENTAL	\$ 7,158	\$ 4,898	\$ 10,886	\$ 11,539	
DUES/SUBSCRIPTIONS/PUBLIC	\$ 20	\$ 10	\$ 10	\$ 10	
ELECTRICITY	\$ 529,281	\$ 560,552	\$ 568,960	\$ 579,201	
FICA	\$ 58,206	\$ 48,172	\$ 52,424	\$ 54,582	
GAS/NATURAL	\$ 630,145	\$ 526,305	\$ 534,199	\$ 543,815	
HOLIDAY USED	\$ -	\$ 25,559	\$ -	\$ -	
HOURLY PENSION	\$ 112,488	\$ 207,384	\$ 122,727	\$ 128,471	
I/C PROJECTS	\$ -	\$ -			
INIT DATA	\$ 136,927	\$ 145,394	\$ 147,575	\$ 150,231	
INTEREST ON BONDS		\$ 422,791	\$ -	\$ -	
INVENT. ADJUST/OFFICE SUP	\$ -	\$ -	\$ -	\$ -	
JURY DUTY	\$ -	\$ -	\$ -	\$ -	
LEASED PARATRANSIT VANS	\$ -	\$ 725,038	\$ -	\$ -	
LIFE	\$ -	\$ 9	\$ -	\$ -	
LOC FEES	\$ -	\$ 103,806	\$ 105,778	\$ 107,471	
MAINTENANCE AGREEMENTS	\$ 16,215	\$ 13,199	\$ 13,449	\$ 13,665	
MIS EQUIPMENT	\$ -	\$ 2,809,644	\$ 774,841	\$ 350,000	
MISCELLANEOUS	\$ -	\$ -			

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
OFFICE FURNISHINGS EXP	\$ (363)	\$ 446	\$ 863	\$	878
OFFICE FURNITURE & EQUIP.	\$ 619,841	\$ 19,771	\$ -	\$	-
OFFICE SUPPLIES - DISPOSE	\$ 3,460	\$ 5,231	\$ 5,257	\$	5,341
OTHER	\$ 966,343	\$ 1,472,206	\$ 910,171	\$	231,698
PERSONAL TIME	\$ -	\$ 16,424	\$ -	\$	-
PEST CONTROL	\$ 21,240	\$ 9,339	\$ 9,479	\$	9,650
POSTAGE	\$ 13,171	\$ 22,006	\$ 22,424	\$	22,782
PRINTING & REPRODUCTION	\$ 7,136	\$ 4,524	\$ 4,610	\$	4,683
PROFESSIONAL FEE FLEX PLN	\$ 9,612	\$ 13,261	\$ 13,513	\$	13,730
PROFESSIONAL SERVICES	\$ 16,592	\$ 68,374	\$ 126,275	\$	128,495
RETIREE HEALTH	\$ 2,036,788	\$ 2,497,229	\$ 2,623,933	\$	2,755,129
REVENUE EQUIP. - DIESEL	\$ -	\$ -			
REVOLVING LOAN FUND	\$ 602,258	\$ -	\$ 657,550	\$	1,102,653
SALARIED PENSION	\$ -	\$ -	\$ -	\$	-
SANITATION PICK-UP	\$ 32,963	\$ 38,213	\$ 38,786	\$	39,484
SECURITY EQUIPMENT	\$ -	\$ -			
SELF INSURANCE RESERVE	\$ -	\$ -	\$ -	\$	-
SERVICE VEHICLES	\$ -	\$ 108,860	\$ -	\$	-
SEWER	\$ 75,563	\$ 65,906	\$ 66,895	\$	68,099
SHOP & GARAGE EQUIP.	\$ -	\$ -			
SHOP EQUIPMENT		\$ 238,180	\$ -	\$	-
SICK TIME USED	\$ -	\$ 24,990	\$ -	\$	-
SPECIAL PROJECTS - FEDER	\$ 3,564,920	\$ 239,779	\$ 2,869,000	\$	-
STRAIGHT TIME	\$ 660,857	\$ 546,679	\$ 676,784	\$	702,488
TELEPHONE LOCAL	\$ 96,372	\$ 87,970	\$ 89,290	\$	90,897
TIME & ONE HALF	\$ -	\$ 609	\$ -	\$	-
TRAINING/SEMINARS	\$ 228	\$ 375	\$ 382	\$	388
TRAVEL - IN STATE	\$ 3,650	\$ 13,542	\$ 13,800	\$	14,020
TRAVEL - OUT OF STATE	\$ 479	\$ -	\$ -	\$	-
TUNNEL		\$ 1,329	\$ -	\$	-
UNEMPLOYMENT	\$ -	\$ 78,500	\$ -	\$	-
VACATION ACCRUED		\$ 8,716	\$ -	\$	-
VACATION USED	\$ -	\$ 49,467	\$ -	\$	-
VISION CARE	\$ -	\$ (19)	\$ -	\$	-
WATER	\$ 61,571	\$ 48,896	\$ 49,629	\$	50,523
Finance Total	\$ 12,109,987	\$ 24,621,616	\$ 12,555,850	\$	9,086,040
Human Resources					
ACTIVE EMPLOYEE HEALTH	\$ 115,067	\$ 170,426	\$ 135,127	\$	143,235
COVID19 EMERGENCY SICK	\$ -	\$ 3,377	\$ -	\$	-
DENTAL	\$ 7,133	\$ 3,139	\$ 8,500	\$	9,010
DRUG TESTING	\$ 18,069	\$ 18,403	\$ 18,752	\$	19,053
DUES/SUBSCRIPTIONS/PUBLIC	\$ 81	\$ -	\$ -	\$	-
EMPLOYEE ACTIVITIES	\$ 107,535	\$ 100,775	\$ 102,690	\$	104,333

Row Labels	Expense				FY 2023	
	FY 2021		FY 2022		Proposed	
	Revised Budget	FY 2021 Actual	Revised Budget		Budget	
EMPLOYEE APPREC/AWARDS	\$ -	\$ -	\$ -	\$ -	\$ -	
EMPLOYEES ASSIST. PROGRAM	\$ -	\$ 16,466	\$ -	\$ -	\$ -	
FICA	\$ 48,144	\$ 38,389	\$ 49,278	\$ 50,510	\$ 50,510	
HEALTH CARE INCENTIVE	\$ -	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	
HOLIDAY USED	\$ -	\$ 19,646	\$ -	\$ -	\$ -	
HOURLY PENSION	\$ 102,660	\$ 167,514	\$ 116,810	\$ 120,747	\$ 120,747	
LIFE	\$ -	\$ 18	\$ -	\$ -	\$ -	
MAINTENANCE AGREEMENTS	\$ 1,318	\$ 10,495	\$ 10,694	\$ 10,866	\$ 10,866	
NEWSPAPER/OTHER ADVERTISG	\$ -	\$ -	\$ -	\$ -	\$ -	
OFFICE FURNISHINGS EXP	\$ 1,502	\$ -	\$ -	\$ -	\$ -	
OFFICE SUPPLIES - DISPOSE	\$ 2,587	\$ 1,594	\$ 1,624	\$ 1,650	\$ 1,650	
OTHER	\$ -	\$ 1,507	\$ -	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 13,491	\$ -	\$ -	\$ -	
PRE-EMPLOYMENT EXPENSES	\$ 17,155	\$ 14,110	\$ 14,378	\$ 14,608	\$ 14,608	
PROFESSIONAL SERVICES	\$ -	\$ 180,688	\$ 184,122	\$ 187,068	\$ 187,068	
SICK TIME USED	\$ -	\$ 12,341	\$ -	\$ -	\$ -	
STRAIGHT TIME	\$ 629,339	\$ 438,154	\$ 644,152	\$ 660,255	\$ 660,255	
TRAINING	\$ -	\$ -	\$ -	\$ -	\$ -	
TRAINING/SEMINARS	\$ 16,433	\$ 22,815	\$ 23,249	\$ 23,620	\$ 23,620	
TRAVEL - OUT OF STATE	\$ 446	\$ -	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ 722	\$ -	\$ -	\$ -	
VACATION USED	\$ -	\$ 44,293	\$ -	\$ -	\$ -	
VISION CARE	\$ -	\$ 1,296	\$ -	\$ -	\$ -	
Human Resources Total	\$ 1,067,470	\$ 1,281,658	\$ 1,311,375	\$ 1,346,954	\$ 1,346,954	
Information Technology						
ACTIVE EMPLOYEE HEALTH	\$ 175,947	\$ 248,838	\$ 189,111	\$ 199,905	\$ 199,905	
COMPUTER SUPPLIES	\$ 24,385	\$ 121,043	\$ 123,342	\$ 125,316	\$ 125,316	
CONTRACTED SERVICES	\$ 4,371	\$ 1,158	\$ 1,180	\$ 1,199	\$ 1,199	
COVID19 EMERGENCY SICK	\$ -	\$ 2,825	\$ -	\$ -	\$ -	
DENTAL	\$ 7,505	\$ 3,323	\$ 9,544	\$ 10,116	\$ 10,116	
DUES/SUBSCRIPTIONS/PUBLIC	\$ 101	\$ -	\$ -	\$ -	\$ -	
EDUCATION	\$ 2,282	\$ 10,000	\$ 10,190	\$ 10,353	\$ 10,353	
FICA	\$ 64,409	\$ 51,691	\$ 61,845	\$ 63,391	\$ 63,391	
HOLIDAY USED	\$ -	\$ 27,176	\$ -	\$ -	\$ -	
HOURLY PENSION	\$ 143,312	\$ 227,225	\$ 146,600	\$ 151,542	\$ 151,542	
LIFE	\$ -	\$ 32	\$ -	\$ -	\$ -	
MAINTENANCE AGREEMENTS	\$ 1,750,236	\$ 1,111,400	\$ 1,132,517	\$ 1,150,637	\$ 1,150,637	
MIS EQUIPMENT	\$ -	\$ -				
OFFICE FURNISHINGS EXP	\$ 766	\$ -	\$ 250	\$ 255	\$ 255	
OFFICE SUPPLIES - DISPOSE	\$ 2,058	\$ 714	\$ 728	\$ 740	\$ 740	
OTHER	\$ 16,277	\$ 3,024	\$ 815	\$ 828	\$ 828	
PERSONAL TIME	\$ -	\$ 17,011	\$ -	\$ -	\$ -	
POSTAGE	\$ -	\$ -	\$ -	\$ -	\$ -	

Row Labels	Expense				FY 2023	
	FY 2021		FY 2022		Proposed	
	Revised Budget	FY 2021 Actual	Revised Budget		Budget	
PRINTING & REPRODUCTION	\$ -	\$ -	\$ -	\$ -	\$ -	
PROFESSIONAL SERVICES	\$ 22,600	\$ 77,458	\$ 78,930	\$ 80,193	\$ 80,193	
REPAIR TO OFFICE EQUIP	\$ -	\$ 100	\$ 102	\$ 104	\$ 104	
SICK TIME USED	\$ -	\$ 10,878	\$ -	\$ -	\$ -	
STRAIGHT TIME	\$ 841,946	\$ 600,472	\$ 808,430	\$ 828,641	\$ 828,641	
TIME & ONE HALF	\$ -	\$ -	\$ -	\$ -	\$ -	
TRAINING	\$ -	\$ 2,970	\$ 3,026	\$ 3,075	\$ 3,075	
TRAINING/SEMINARS	\$ -	\$ 3,995	\$ 4,071	\$ 4,136	\$ 4,136	
TRAVEL - IN STATE	\$ -	\$ 76	\$ 77	\$ 79	\$ 79	
TRAVEL - OUT OF STATE	\$ 958	\$ -	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ (4,266)	\$ -	\$ -	\$ -	
VACATION USED	\$ -	\$ 56,537	\$ -	\$ -	\$ -	
VISION CARE	\$ -	\$ 1,441	\$ -	\$ -	\$ -	
Information Technology Total	\$ 3,057,153	\$ 2,575,121	\$ 2,570,758	\$ 2,630,507	\$ 2,630,507	
Inventory Control						
50% SICK CAP PAYOUT	\$ -	\$ 1,613	\$ -	\$ -	\$ -	
ACCIDENT TIME	\$ -	\$ -	\$ -	\$ -	\$ -	
ACTIVE EMPLOYEE HEALTH	\$ 130,000	\$ 106,751	\$ 142,812	\$ 151,380	\$ 151,380	
COVID19 EBMERGENCY SICK	\$ -	\$ 3,013	\$ -	\$ -	\$ -	
DENTAL	\$ 5,467	\$ 3,598	\$ 7,158	\$ 7,587	\$ 7,587	
DOUBLE TIME	\$ -	\$ 16,651	\$ -	\$ -	\$ -	
FICA	\$ 42,249	\$ 58,291	\$ 44,209	\$ 45,314	\$ 45,314	
HOLIDAY USED	\$ -	\$ 20,399	\$ -	\$ -	\$ -	
HOURLY PENSION	\$ 93,919	\$ 164,545	\$ 104,705	\$ 108,234	\$ 108,234	
JURY DUTY	\$ -	\$ -	\$ -	\$ -	\$ -	
LAUNDRY	\$ 1,052	\$ 1,209	\$ 1,232	\$ 1,252	\$ 1,252	
LIFE	\$ -	\$ 23	\$ -	\$ -	\$ -	
OFFICE SUPPLIES - DISPOSE	\$ 1,482	\$ 1,260	\$ 1,284	\$ 1,305	\$ 1,305	
OTHER	\$ -	\$ 6,253	\$ -	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 5,966	\$ -	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 100,315	\$ -	\$ -	\$ -	
SPREAD TIME (HALF TIME)	\$ -	\$ -	\$ -	\$ -	\$ -	
STRAIGHT TIME	\$ 551,766	\$ 433,355	\$ 577,398	\$ 591,833	\$ 591,833	
TIME & ONE HALF	\$ -	\$ 199,986	\$ -	\$ -	\$ -	
TRAINING	\$ 510	\$ -	\$ 500	\$ 500	\$ 500	
TRAINING/SEMINARS	\$ 114	\$ -	\$ -	\$ -	\$ -	
TRAVEL - OUT OF STATE	\$ -	\$ -	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ (3,611)	\$ -	\$ -	\$ -	
VACATION USED	\$ -	\$ 58,239	\$ -	\$ -	\$ -	
VISION CARE	\$ -	\$ 1,254	\$ -	\$ -	\$ -	
Inventory Control Total	\$ 826,561	\$ 1,179,110	\$ 879,298	\$ 907,405	\$ 907,405	
Legal & Risk Management						
ACTIVE EMPLOYEE HEALTH	\$ -	\$ -	\$ -	\$ -	\$ -	

		Expense			
		FY 2021		FY 2022	FY 2023
Row Labels	Revised Budget	FY 2021 Actual	Revised Budget	Budget	
ACTIVE EMPLOYEES HEALTH	\$ 8,577	\$ 19,203	\$ 7,222	\$ 7,611	
ACTUARIAL VALUATIONS	\$ -	\$ -	\$ -	\$ -	
APPRAISAL	\$ 6,047	\$ 6,210	\$ 6,328	\$ 6,429	
DENTAL	\$ 348	\$ 163	\$ 348	\$ 369	
DUES/SUBSCRIPTIONS/PUBLIC	\$ 259	\$ -	\$ 2,000	\$ 2,036	
FICA	\$ 4,900	\$ 5,884	\$ 5,047	\$ 5,173	
FIRE INSURANCE	\$ 5,827	\$ -	\$ -	\$ -	
HOLIDAY USED	\$ -	\$ 2,436	\$ -	\$ -	
HOURLY PENSION	\$ 10,902	\$ 19,157	\$ 11,963	\$ 12,366	
INVESTIGATIONS	\$ 11,078	\$ 3,061	\$ 3,119	\$ 3,169	
JUDGMENTS	\$ 21,873	\$ -	\$ -	\$ -	
LEGAL - PUBLIC LIABILITY	\$ 337,039	\$ 305,272	\$ 311,072	\$ 316,049	
LEGAL - WORKERS COMP	\$ 65,612	\$ 39,538	\$ 40,289	\$ 40,934	
OFFICE SUPPLIES - DISPOSE	\$ 1,868	\$ 1,935	\$ 1,972	\$ 2,003	
OTHER	\$ -	\$ -	\$ -	\$ -	
OTHER INSURANCE COVERAGE	\$ 792,753	\$ 870,291	\$ 886,827	\$ 901,016	
PERSONAL TIME	\$ -	\$ 1,109	\$ -	\$ -	
POSTAGE	\$ 6	\$ -	\$ -	\$ -	
PROFESSIONAL SERVICES	\$ 31,182	\$ (6,940)	\$ 50,000	\$ 50,900	
SETTLEMENTS	\$ 3,525,000	\$ (1,933,257)	\$ 3,900,000	\$ 3,900,000	
SICK TIME USED	\$ -	\$ 2,864	\$ -	\$ -	
STRAIGHT TIME	\$ 64,049	\$ 52,073	\$ 65,971	\$ 67,620	
TRAINING	\$ -	\$ -	\$ -	\$ -	
TRAINING/SEMINARS	\$ 127	\$ -	\$ 3,000	\$ 3,054	
TRAVEL - IN STATE	\$ -	\$ -	\$ 500	\$ 509	
VACATION ACCRUED		\$ (1,139)	\$ -	\$ -	
VACATION USED	\$ -	\$ 9,116	\$ -	\$ -	
VISION CARE	\$ -	\$ 105	\$ -	\$ -	
W/C MEDICAL	\$ 38,188	\$ 594,119	\$ 300,000	\$ 305,400	
W/C WEEKLY COMP	\$ 23,044	\$ 274,260	\$ 279,471	\$ 283,942	
W/C WEEKLY INDEMNITY	\$ 674,335	\$ 903,956	\$ 744,000	\$ 757,392	
WORKERS COMP MISC	\$ 11,092	\$ 29,108	\$ 29,661	\$ 30,135	
Legal & Risk Management Total	\$ 5,634,105	\$ 1,198,524	\$ 6,648,790	\$ 6,696,110	
Maintenance					
50% SICK CAP PAYOUT	\$ -	\$ 6,898	\$ -	\$ -	
ACCIDENT	\$ -	\$ -	\$ -	\$ -	
ACCIDENT REPORTS	\$ -	\$ -	\$ -	\$ -	
ACCIDENT TIME	\$ -	\$ 41	\$ -	\$ -	
ACTIVE EMPLOYEE HEALTH	\$ 1,470,848	\$ 1,071,524	\$ 1,402,849	\$ 1,486,771	
ACTIVE EMPLOYEES HEALTH	\$ 767,707	\$ 605,000	\$ 701,002	\$ 743,062	
ANTIFREEZE/WINDSHIELD FL	\$ 60,221	\$ 34,483	\$ 35,138	\$ 35,700	
BLDG/GEN SHOP MTCE SUPPLY	\$ 300,824	\$ 317,121	\$ 323,147	\$ 328,317	
BUS SHELTER/BUS STOP MTCE	\$ 34,480	\$ 152,842	\$ 155,746	\$ 158,238	

		Expense			FY 2023
		FY 2021		FY 2022	Proposed
Row Labels		Revised Budget	FY 2021 Actual	Revised Budget	Budget
BUS TOWING	\$	42,256	\$ 52,886	\$ 53,891	\$ 54,753
CLEANING SUPPLIES	\$	222,394	\$ 243,222	\$ 247,843	\$ 251,809
COMPUTER SUPPLIES	\$	1,636	\$ -	\$ -	\$ -
COVID19 EMERGENCY SICK	\$	-	\$ 102,766	\$ -	\$ -
DEFERRED COMP/HARTFORD	\$	-	\$ -	\$ -	\$ -
DENTAL	\$	100,507	\$ 81,276	\$ 112,916	\$ 118,128
DIESEL	\$	3,919,957	\$ 4,005,462	\$ 3,356,442	\$ 4,964,924
DOUBLE TIME	\$	-	\$ 3,166	\$ -	\$ -
DOUBLE TIME & ONE HALF	\$	-	\$ -	\$ -	\$ -
EQUIPMENT REPAIR	\$	761	\$ 257	\$ 262	\$ 266
EXHAUST FLUID	\$	56,877	\$ 55,619	\$ 56,676	\$ 57,583
EXHAUST FLUIDS	\$	6,223	\$ 172	\$ 175	\$ 178
FICA	\$	724,398	\$ 689,137	\$ 725,858	\$ 750,151
FM - ACTUAL COSTS	\$	-	\$ 0	\$ 0	\$ 0
FREON	\$	8,156	\$ 7,973	\$ 8,124	\$ 8,254
GASOLINE	\$	46,779	\$ 42,896	\$ 47,610	\$ 139,216
HAZARDOUS WASTE DISPOSAL	\$	66,582	\$ 49,321	\$ 50,258	\$ 51,062
HEALTH CARE INCENTIVE	\$	-	\$ 4,167	\$ 4,167	\$ 4,167
HEALTH INCENTIVE	\$	-	\$ 250	\$ 250	\$ 250
HOLIDAY USED	\$	-	\$ 306,497	\$ -	\$ -
HOURLY PENSION	\$	632,201	\$ 956,523	\$ 685,130	\$ 708,225
INVENT ADJ/OBSOLETE PARTS	\$	21,467	\$ 30,433	\$ -	\$ -
INVENTORY ADJUST/ELMWOOD	\$	(5,305)	\$ (377,442)	\$ -	\$ -
INVENTORY ADJUST/NEWPORT	\$	(149)	\$ 2,336	\$ -	\$ -
JURY DUTY	\$	-	\$ -	\$ -	\$ -
KENNEDY PLAZA REPAIRS/CLN	\$	-	\$ 5,546	\$ 5,652	\$ 5,742
LAUNDRY	\$	35,443	\$ 40,028	\$ 40,789	\$ 41,441
LIFE	\$	-	\$ 8	\$ -	\$ -
MAINTENANCE AGREEMENTS	\$	167,923	\$ 94,457	\$ 96,252	\$ 97,792
MAJ COMPONENT	\$	-	\$ -	\$ -	\$ -
MAJOR COMPONENT	\$	758,244	\$ 1,546,833	\$ 2,100,000	\$ 2,137,800
MATERIALS & SUPPLIES	\$	2,812	\$ 3,463	\$ 3,529	\$ 3,585
MATERIALS/SUPPLIES	\$	650	\$ 225	\$ 230	\$ 233
MILITARY SERVICE	\$	-	\$ -	\$ -	\$ -
MULTI-VISCOS. OIL	\$	102,078	\$ 87,065	\$ 88,720	\$ 90,139
OFFICE FURNISHINGS EXP	\$	3,019	\$ 1,171	\$ 1,193	\$ 1,212
OFFICE SUPPLIES - DISPOSE	\$	6,016	\$ 7,585	\$ 7,729	\$ 7,852
OTHER	\$	88	\$ 38,156	\$ 688	\$ 699
PAINT	\$	-	\$ -	\$ -	\$ -
PAVING AND SNOW REMOVAL	\$	10,463	\$ 18,885	\$ 19,244	\$ 19,551
PENSION	\$	935,611	\$ 1,402,137	\$ 1,033,662	\$ 1,082,879
PERSONAL TIME	\$	-	\$ 72,434	\$ -	\$ -
PREVENTIVE MT SMALL PARTS	\$	629,980	\$ 458,568	\$ 467,280	\$ 474,757

Expense				
	FY 2021		FY 2022	FY 2023
Row Labels	Revised Budget	FY 2021 Actual	Revised Budget	Proposed Budget
PRINTING & REPRODUCTION	\$ 1,463	\$ -	\$ -	\$ -
PROFESSIONAL SERVICES	\$ 15,453	\$ 15,676	\$ 15,973	\$ 16,229
REGISTRATIONS	\$ 6,009	\$ 8,914	\$ 9,083	\$ 9,229
REPAIR PARTS ELEC BUS	\$ 11,902	\$ 10,141	\$ 10,333	\$ 10,499
REPAIR PARTS NON REV VEH	\$ 87,410	\$ 99,707	\$ 101,602	\$ 103,228
REPAIR PARTS REVENUE VEH	\$ 3,473,511	\$ 3,838,157	\$ 3,265,733	\$ 3,323,585
REPAIR PARTS/FAREBOXES	\$ 232,047	\$ 105,044	\$ 107,040	\$ 108,752
REPAIR SHOP EQUIPMENT	\$ 268	\$ -	\$ -	\$ -
REPAIRS TO BUILDING	\$ 45	\$ -	\$ -	\$ -
REPAIRS TO BUILDINGS	\$ 168,015	\$ 277,794	\$ 283,072	\$ 287,601
REPAIRS TO EQUIPMENT	\$ 159,142	\$ 236,966	\$ 241,468	\$ 245,332
SERVICE VEHICLE TOWING	\$ 540	\$ 625	\$ 637	\$ 647
SHOES	\$ 7,800	\$ 11,918	\$ 12,144	\$ 12,339
SICK TIME USED	\$ -	\$ 357,534	\$ -	\$ -
SMALL TOOL EXPENSE	\$ 1,114	\$ -	\$ -	\$ -
SPREAD TIME (HALF TIME)	\$ -	\$ -	\$ -	\$ -
STRAIGHT TIME	\$ 9,210,733	\$ 6,662,705	\$ 9,478,343	\$ 9,793,898
STRAIGHT WEIGHT OIL	\$ -	\$ -	\$ -	\$ -
TIME & ONE HALF	\$ 250,000	\$ 1,285,972	\$ -	\$ -
TIRES & TUBES	\$ 590,045	\$ 679,306	\$ 692,213	\$ 703,288
TOOLS	\$ 68,682	\$ 98,130	\$ 150,000	\$ 152,700
TORQUE OIL	\$ 29,391	\$ 20,227	\$ 20,612	\$ 20,942
TRAINING	\$ 8,517	\$ 4,706	\$ 10,000	\$ 12,000
TRAINING/SEMINARS	\$ 9,107	\$ 855	\$ 871	\$ 885
TRAVEL - OUT OF STATE	\$ 401	\$ -	\$ -	\$ -
VACATION ACCRUED		\$ 62,282	\$ -	\$ -
VACATION USED	\$ -	\$ 612,717	\$ -	\$ -
VANDALISM	\$ -	\$ -	\$ -	\$ -
VEHICLE FLUIDS	\$ 12,219	\$ 15,921	\$ 16,223	\$ 16,483
VEHICLE INSPECTION	\$ 1,361	\$ -	\$ -	\$ -
VEHICLES FLUIDS	\$ 1,924	\$ -	\$ -	\$ -
VISION CARE	\$ -	\$ 19,210	\$ -	\$ -
Maintenance Total	\$ 25,478,243	\$ 26,645,895	\$ 26,247,799	\$ 28,642,375
Maintenance - Centralized				
50% SICK CAP PAYOUT	\$ -	\$ 1,559	\$ -	\$ -
ACCIDENT TIME	\$ -	\$ -	\$ -	\$ -
ACTIVE EMPLOYEE HEALTH	\$ 234,206	\$ 144,287	\$ 225,451	\$ 238,978
ACTIVE EMPLOYEES HEALTH	\$ 45,720	\$ 36,882	\$ 38,379	\$ 40,681
ANTIFREEZE/WINDSHIELD FL	\$ 8,468	\$ 5,420	\$ 5,523	\$ 5,612
BLDG/GEN SHOP MTCE SUPPLY	\$ 2,082	\$ 3,609	\$ 3,677	\$ 3,736
BUS TOWING	\$ 20,665	\$ 18,055	\$ 18,398	\$ 18,692
CLEANING SUPPLIES	\$ -	\$ 72	\$ 73	\$ 74
COVID19 EMERGENCY SICK	\$ -	\$ 13,747	\$ -	\$ -

		Expense			
		FY 2021		FY 2022	FY 2023
Row Labels		Revised Budget	FY 2021 Actual	Revised Budget	Proposed Budget
DENTAL		\$ 12,601	\$ 8,605	\$ 12,601	\$ 13,357
DIESEL		\$ -	\$ 7,669	\$ -	\$ -
DOUBLE TIME		\$ -	\$ 780	\$ -	\$ -
EXHAUST FLUID		\$ 92	\$ 2,664	\$ 2,715	\$ 2,758
FICA		\$ 81,425	\$ 63,676	\$ 80,096	\$ 82,098
GASOLINE		\$ -	\$ -	\$ -	\$ -
HEALTH CARE INCENTIVE		\$ -	\$ -	\$ -	\$ -
HOLIDAY USED		\$ -	\$ 31,813	\$ -	\$ -
HOSPITAL (HEALTH)		\$ -	\$ -	\$ -	\$ -
HOURLY PENSION		\$ 174,365	\$ 262,389	\$ 189,863	\$ 196,263
LIFE		\$ -	\$ 24	\$ -	\$ -
MAJ COMPONENT TO F ASSETS		\$ 1,901	\$ 400	\$ 408	\$ 414
MULTI-VISCOS. OIL		\$ 14,620	\$ 7,920	\$ 8,070	\$ 8,199
OTHER		\$ -	\$ 3,835	\$ -	\$ -
PERSONAL TIME		\$ -	\$ 7,871	\$ -	\$ -
REGISTRATIONS		\$ 15,520	\$ 20,393	\$ 20,780	\$ 21,113
REPAIR PARTS NON REV VEH		\$ 205	\$ 99	\$ 101	\$ 102
REPAIR PARTS REVENUE VEH		\$ 477,233	\$ 370,680	\$ 377,723	\$ 383,767
SICK TIME USED		\$ -	\$ 40,439	\$ -	\$ -
SPREAD TIME (HALF TIME)		\$ -	\$ -	\$ -	\$ -
STRAIGHT TIME		\$ 1,024,379	\$ 656,275	\$ 1,047,004	\$ 1,073,179
TIME & ONE HALF		\$ 40,000	\$ 64,617	\$ -	\$ -
TIRES & TUBES		\$ 21,360	\$ 14,114	\$ 14,382	\$ 14,613
TORQUE OIL		\$ 1,557	\$ 2,119	\$ 2,160	\$ 2,194
TRAINING		\$ -	\$ 461	\$ -	\$ -
VACATION ACCRUED			\$ (2,462)	\$ -	\$ -
VACATION USED		\$ -	\$ 79,800	\$ -	\$ -
VEHICLE FLUIDS		\$ 806	\$ 1,867	\$ 1,903	\$ 1,933
VISION CARE		\$ -	\$ 2,306	\$ -	\$ -
Maintenance - Centralized Total		\$ 2,177,207	\$ 1,871,984	\$ 2,049,306	\$ 2,107,764
Maintenance - State					
ACTIVE EMPLOYEE HEALTH		\$ 47,867	\$ 23,082	\$ 27,630	\$ 29,288
ACTIVE EMPLOYEES HEALTH		\$ 22,860	\$ 17,640	\$ 19,189	\$ 20,341
COVID19 EMERGENCY SICK		\$ -	\$ 4,151	\$ -	\$ -
DENTAL		\$ 3,057	\$ 2,456	\$ 3,057	\$ 3,241
DOUBLE TIME & ONE HALF		\$ -	\$ -	\$ -	\$ -
FICA		\$ 18,306	\$ 14,944	\$ 16,906	\$ 17,328
HOLIDAY USED		\$ -	\$ 7,732	\$ -	\$ -
HOURLY PENSION		\$ 36,743	\$ 60,993	\$ 40,074	\$ 41,424
LIFE		\$ -	\$ 7	\$ -	\$ -
MULTI-VISCOS. OIL		\$ 534	\$ 364	\$ 370	\$ 376
OTHER		\$ -	\$ -	\$ -	\$ -
OTHER INSURANCE COVERAGE		\$ 36,549	\$ 72,139	\$ 73,509	\$ 74,685

		Expense			
		FY 2021		FY 2022	FY 2023
Row Labels		Revised Budget	FY 2021 Actual	Revised Budget	Proposed Budget
PERSONAL TIME	\$	-	\$ 1,345	\$ -	\$ -
REPAIR PARTS NON REV VEH	\$	100,894	\$ 38,941	\$ 39,681	\$ 40,316
SICK TIME USED	\$	-	\$ 10,017	\$ -	\$ -
STRAIGHT TIME	\$	215,862	\$ 165,568	\$ 220,987	\$ 226,512
TIME & ONE HALF	\$	23,429	\$ -	\$ -	\$ -
TRAINING	\$	-	\$ -	\$ -	\$ -
VACATION ACCRUED			\$ 2,374	\$ -	\$ -
VACATION USED	\$	-	\$ 20,171	\$ -	\$ -
VEHICLE FLUIDS	\$	283	\$ 148	\$ 151	\$ 153
VISION CARE	\$	-	\$ 643	\$ -	\$ -
Maintenance - State Total	\$	506,384	\$ 442,715	\$ 441,554	\$ 453,665
Paratransit					
50% SICK CAP PAYOUT	\$	-	\$ 2,357	\$ -	\$ -
ACCIDENT TIME	\$	-	\$ -	\$ -	\$ -
ACTIVE EMPLOYEE HEALTH	\$	1,646,925	\$ 2,296,632	\$ 1,554,865	\$ 1,648,156
APPRAISAL	\$	1,686	\$ 755	\$ 769	\$ 782
BUILDING MAINTENANCE	\$	1,049	\$ -	\$ -	\$ -
COVID19 EMERGENCY SICK	\$	-	\$ 14,660	\$ -	\$ -
DENTAL	\$	69,061	\$ 115,133	\$ 73,763	\$ 77,705
DIESEL	\$	989,139	\$ 347,684	\$ 399,384	\$ 450,563
DOUBLE TIME & ONE HALF	\$	-	\$ -	\$ -	\$ -
DRUG TESTING	\$	18,069	\$ 18,403	\$ 18,752	\$ 19,053
FICA	\$	328,731	\$ 276,705	\$ 382,361	\$ 429,178
GASOLINE	\$	-	\$ -	\$ 41,369	\$ 203,125
HEALTH CARE INCENTIVE	\$	-	\$ 2,000	\$ 2,000	\$ 2,000
HOLIDAY USED	\$	-	\$ 132,351	\$ -	\$ -
HOURLY PENSION	\$	797,913	\$ 1,444,975	\$ 857,408	\$ 973,685
INVESTIGATIONS	\$	-	\$ -	\$ -	\$ -
JURY DUTY	\$	-	\$ -	\$ -	\$ -
LEGAL - PUBLIC LIABILITY	\$	-	\$ -	\$ -	\$ -
LEGAL - WORKERS COMP.	\$	3,090	\$ 5,675	\$ 5,783	\$ 5,876
LIFE	\$	-	\$ (448)	\$ -	\$ -
OFFICE FURNISHINGS EXP	\$	-	\$ -	\$ -	\$ -
OFFICE SUPPLIES - DISPOSE	\$	8,324	\$ 5,427	\$ 5,530	\$ 5,619
OTHER	\$	1,418	\$ 7,522	\$ 1,650	\$ 1,676
PENSION	\$	39,207	\$ -	\$ 39,891	\$ 42,243
PERSONAL TIME	\$	-	\$ 26,186	\$ -	\$ -
PRE-EMPLOYMENT EXPENSES	\$	8,207	\$ 7,786	\$ 7,934	\$ 8,061
PROFESSIONAL SERVICES	\$	767	\$ (10,625)	\$ (10,827)	\$ (11,001)
SETTLEMENTS	\$	850,000	\$ 192,217	\$ 200,000	\$ 200,000
SICK TIME USED	\$	-	\$ 144,775	\$ -	\$ -
SPREAD TIME (HALF TIME)	\$	-	\$ 3	\$ -	\$ -
STRAIGHT TIME	\$	4,296,631	\$ 2,753,268	\$ 4,566,154	\$ 5,555,168

Row Labels	Expense				FY 2023	
	FY 2021		FY 2022		Proposed	
	Revised Budget	FY 2021 Actual	Revised Budget		Budget	
TAXIS		\$ -	\$ 1,000,000		\$ 1,865,612	
TIME & ONE HALF	\$ -	\$ 571,821	\$ -		\$ -	
TRAINING	\$ 46,000	\$ 8,579	\$ 50,000		\$ 55,000	
TRAINING/SEMINARS	\$ 228	\$ -	\$ -		\$ -	
TRAVEL - IN STATE	\$ 5,578	\$ 45,426	\$ 46,289		\$ 47,029	
TRAVEL - OUT OF STATE	\$ 400	\$ -	\$ -		\$ -	
UNIFORM	\$ -	\$ 28,698	\$ -		\$ -	
VACATION ACCRUED		\$ (47,112)	\$ -		\$ -	
VACATION USED	\$ -	\$ 244,604	\$ -		\$ -	
VISION CARE	\$ -	\$ 8,182	\$ -		\$ -	
W/C - MEDICAL	\$ 48,213	\$ 9,307	\$ 9,484		\$ 9,636	
W/C WEEKLY COMPENSATION	\$ 133,092	\$ 131,606	\$ 134,106		\$ 136,252	
WORKERS COMP MISC	\$ 1,975	\$ 1,586	\$ 1,616		\$ 1,642	
Paratransit Total	\$ 9,295,707	\$ 8,786,136	\$ 9,388,280		\$ 11,727,057	
Planning						
ACTIVE EMPLOYEE HEALTH	\$ 119,632	\$ 119,000	\$ 107,640		\$ 112,451	
ACTIVE EMPLOYEES HEALTH	\$ 80,703	\$ 172,466	\$ 156,182		\$ 158,891	
COMPUTER SUPPLIES	\$ -	\$ -	\$ -		\$ -	
DENTAL	\$ 8,500	\$ 5,873	\$ 13,272		\$ 14,068	
DUES/SUBSCRIPTIONS/PUBLIC	\$ 277	\$ 278	\$ 284		\$ 288	
FICA	\$ 77,354	\$ 62,300	\$ 75,635		\$ 78,108	
HEALTH CARE INCENTIVE	\$ -	\$ -	\$ -		\$ -	
HOLIDAY USED	\$ -	\$ 31,912	\$ -		\$ -	
HOURLY PENSION	\$ 90,558	\$ 78,626	\$ 76,769		\$ 80,129	
LIFE	\$ -	\$ 35	\$ -		\$ -	
MAINTENANCE AGREEMENTS	\$ 13,436	\$ -	\$ -		\$ -	
OFFICE FURNISHINGS EXP	\$ 554	\$ 280	\$ 728		\$ 741	
OFFICE SUPPLIES - DISPOSE	\$ 3,861	\$ 2,571	\$ 2,620		\$ 2,662	
OTHER	\$ 5,141	\$ 9,934	\$ 8,733		\$ 8,873	
PENSION	\$ 81,559	\$ 139,436	\$ 102,519		\$ 106,593	
PERSONAL TIME	\$ -	\$ 17,628	\$ -		\$ -	
PROFESSIONAL SERVICES	\$ 365,000	\$ 534,020	\$ 2,073,606		\$ 2,755,275	
SICK TIME USED	\$ -	\$ 27,068	\$ -		\$ -	
STRAIGHT TIME	\$ 901,586	\$ 729,965	\$ 988,691		\$ 1,021,013	
TIME & ONE HALF	\$ -	\$ 3,070	\$ -		\$ -	
TRAINING	\$ -	\$ -	\$ -		\$ -	
TRAINING/SEMINARS	\$ 1,024	\$ 71,080	\$ 72,431		\$ 73,589	
TRAVEL - IN STATE	\$ 47	\$ 3,135	\$ 3,195		\$ 3,246	
TRAVEL - OUT OF STATE	\$ 3,543	\$ -	\$ -		\$ -	
VACATION ACCRUED		\$ 7,524	\$ -		\$ -	
VACATION USED	\$ -	\$ 64,858	\$ -		\$ -	
VAN POOL	\$ 116,569	\$ 186,840	\$ 190,390		\$ 193,436	
VISION CARE	\$ -	\$ 1,693	\$ -		\$ -	

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
Planning Total	\$ 1,869,345	\$ 2,269,592	\$ 3,872,694	\$	4,609,363
Procurement					
ACTIVE EMPLOYEE HEALTH	\$ 119,013	\$ 166,767	\$ 121,607	\$	127,282
COMPUTER SUPPLIES	\$ 45	\$ -	\$ -	\$	-
COVID19 EMERGENCY SICK	\$ -	\$ 2,167	\$ -	\$	-
DENTAL	\$ 5,095	\$ 4,716	\$ 6,114	\$	6,481
DUES/SUBSCRIPTIONS/PUBLIC	\$ 335	\$ 330	\$ 336	\$	342
FICA	\$ 33,880	\$ 28,403	\$ 21,050	\$	21,576
HOLIDAY USED	\$ -	\$ 17,033	\$ -	\$	-
HOURLY PENSION	\$ 75,385	\$ 103,527	\$ 49,898	\$	51,580
MAINTENANCE AGREEMENTS	\$ 11,111	\$ 14,526	\$ 14,802	\$	15,038
NEWSPAPER/OTHER ADVERTISG	\$ -	\$ -	\$ 20,000	\$	20,360
OFFICE FURNISHINGS EXP	\$ -	\$ -	\$ 250	\$	255
OFFICE SUPPLIES - DISPOSE	\$ 10,442	\$ 11,244	\$ 11,458	\$	11,641
OTHER	\$ -	\$ 378	\$ -	\$	-
PERSONAL TIME	\$ -	\$ 8,849	\$ -	\$	-
PRINTING & REPRODUCTION	\$ 363	\$ 1,600	\$ 1,630	\$	1,656
PROFESSIONAL SERVICES	\$ 4,058	\$ 531	\$ 541	\$	550
REPAIR TO OFFICE EQUIP	\$ -	\$ -	\$ -	\$	-
SICK TIME USED	\$ -	\$ 55,991	\$ -	\$	-
STRAIGHT TIME	\$ 442,878	\$ 286,768	\$ 275,165	\$	282,044
TRAINING/SEMINARS	\$ 228	\$ -	\$ 5,000	\$	5,090
TRAVEL - OUT OF STATE	\$ -	\$ -	\$ -	\$	-
VACATION ACCRUED		\$ (17,767)	\$ -	\$	-
VACATION USED	\$ -	\$ 60,132	\$ -	\$	-
VISION CARE	\$ -	\$ 1,160	\$ -	\$	-
Procurement Total	\$ 702,833	\$ 746,355	\$ 527,852	\$	543,896
Project Management					
ACTIVE EMPLOYEE HEALTH	\$ 16,795	\$ 2,249	\$ 97,123	\$	102,950
DENTAL	\$ 1,367	\$ 367	\$ 6,454	\$	6,481
FICA	\$ 25,081	\$ 2,810	\$ 30,323	\$	31,081
HOLIDAY USED	\$ -	\$ 955	\$ -	\$	-
HOURLY PENSION	\$ 55,807	\$ -	\$ 71,880	\$	74,303
OTHER	\$ -	\$ -	\$ -	\$	-
PERSONAL TIME	\$ -	\$ -	\$ -	\$	-
SICK TIME USED	\$ -	\$ -	\$ -	\$	-
STRAIGHT TIME	\$ 327,861	\$ 31,811	\$ 396,383	\$	406,292
VACATION ACCRUED		\$ 1,614	\$ -	\$	-
VACATION USED	\$ -	\$ 4,043	\$ -	\$	-
VISION CARE	\$ -	\$ 70	\$ -	\$	-
Project Management Total	\$ 426,912	\$ 43,921	\$ 602,163	\$	621,108
Public Affairs					
ACTIVE EMPLOYEE HEALTH	\$ 97,709	\$ 137,875	\$ 156,535	\$	163,344

		Expense			FY 2023
		FY 2021		FY 2022	Proposed
Row Labels		Revised Budget	FY 2021 Actual	Revised Budget	Budget
COMPUTER SUPPLIES	\$	2,040	\$ (28,585)	\$ (29,128)	\$ (29,594)
CONTRACTED SERVICES	\$	124,494	\$ -	\$ -	\$ -
DENTAL	\$	4,100	\$ 3,787	\$ 7,829	\$ 8,299
DUES/SUBSCRIPTIONS/PUBLIC	\$	1,058	\$ 1,255	\$ 1,278	\$ 1,299
FICA	\$	38,645	\$ 32,789	\$ 32,837	\$ 34,041
HOLIDAY USED	\$	-	\$ 16,510	\$ -	\$ -
HOURLY PENSION	\$	84,760	\$ 106,272	\$ 77,839	\$ 80,463
INITIATIVE/ADVERTISING	\$	21,091	\$ 18,241	\$ 18,587	\$ 18,885
MAINTENANCE AGREEMENTS	\$	42,949	\$ -	\$ -	\$ -
MONTHLY SERVICE FEE	\$	127,024	\$ 77,205	\$ 78,671	\$ 79,930
OFFICE SUPPLIES - DISPOSE	\$	-	\$ 78	\$ 79	\$ 81
OTHER	\$	43	\$ -	\$ -	\$ 5,000
PERSONAL TIME	\$	-	\$ 8,364	\$ -	\$ -
POSTED INTERMODAL EXPENSE	\$	673,704	\$ 969,957	\$ 788,386	\$ 801,000
PRINTING & REPRODUCTION	\$	-	\$ -	\$ -	\$ -
PROFESSIONAL SERVICES	\$	200,775	\$ 223,725	\$ 427,976	\$ 434,824
RIDE SHARE ADVERTISING	\$	365	\$ (137)	\$ (139)	\$ (142)
SICK TIME USED	\$	-	\$ 8,435	\$ -	\$ -
STRAIGHT TIME	\$	505,157	\$ 367,817	\$ 429,245	\$ 439,976
TIME & ONE HALF	\$	-	\$ 2,576	\$ -	\$ -
TIMETABLES	\$	48,905	\$ 6,875	\$ 7,006	\$ 7,118
TRAINING/SEMINARS	\$	-	\$ 250	\$ 255	\$ 259
TRAVEL - IN STATE	\$	11	\$ -	\$ -	\$ -
TRAVEL - OUT OF STATE	\$	625	\$ -	\$ -	\$ -
VACATION ACCRUED	\$	-	\$ 2,447	\$ -	\$ -
VACATION USED	\$	-	\$ 35,068	\$ -	\$ -
VISION CARE	\$	-	\$ 936	\$ -	\$ -
Public Affairs Total	\$	1,973,456	\$ 1,991,739	\$ 1,997,257	\$ 2,044,781
Revenue Collection					
ACTIVE EMPLOYEE HEALTH	\$	31,015	\$ 22,813	\$ 26,034	\$ 27,596
ARMORED CAR/MONEY TRANSP	\$	9,483	\$ 10,249	\$ 10,444	\$ 10,611
COVID19 EMERGENCY SICK	\$	-	\$ 5,096	\$ -	\$ -
DENTAL	\$	1,367	\$ 1,393	\$ 1,367	\$ 1,449
FICA	\$	11,953	\$ 11,301	\$ 12,312	\$ 12,619
HOLIDAY USED	\$	-	\$ 6,010	\$ -	\$ -
HOURLY PENSION	\$	26,596	\$ 42,624	\$ 29,184	\$ 30,168
MAINTENANCE AGREEMENTS	\$	1,121	\$ 1,214	\$ 1,237	\$ 1,257
OFFICE SUPPLIES - DISPOSE	\$	2,051	\$ 1,045	\$ 1,064	\$ 1,082
OTHER	\$	-	\$ 250	\$ 254	\$ 258
PERSONAL TIME	\$	-	\$ 2,704	\$ -	\$ -
SICK TIME USED	\$	-	\$ 3,305	\$ -	\$ -
STRAIGHT TIME	\$	156,250	\$ 123,179	\$ 160,937	\$ 164,961
TICKETS & PASSES	\$	48,419	\$ 29,600	\$ 30,162	\$ 30,645

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
TIME & ONE HALF	\$ -	\$ 28	\$ -	\$ -	
VACATION USED	\$ -	\$ 22,581	\$ -	\$ -	
VISION	\$ -	\$ 266	\$ -	\$ -	
Revenue Collection Total	\$ 288,255	\$ 283,658	\$ 272,996	\$ 280,645	
Ride Administration					
ACTIVE EMPLOYEE HEALTH	\$ 209,636	\$ 294,722	\$ 257,893	\$ 272,280	
ADA OPERATIONS	\$ 5,798,422	\$ 2,942,270	\$ -	\$ -	
COMPUTER SUPPLIES	\$ -	\$ -	\$ -	\$ -	
COVID19 EMERGENCY SICK	\$ -	\$ -	\$ -	\$ -	
DENTAL	\$ 11,905	\$ 9,061	\$ 16,661	\$ 16,940	
FICA	\$ 67,928	\$ 56,565	\$ 74,165	\$ 76,392	
HEALTH CARE INCENTIVE	\$ -	\$ 2,000	\$ 2,386	\$ 2,386	
HOLIDAY USED	\$ -	\$ 28,721	\$ -	\$ -	
HOURLY PENSION	\$ 151,142	\$ 211,860	\$ 174,896	\$ 180,792	
LIFE	\$ -	\$ 28	\$ -	\$ -	
MAINTENANCE AGREEMENTS	\$ -	\$ -	\$ -	\$ -	
OFFICE EQ/FURNITURE	\$ -	\$ 140	\$ 143	\$ 145	
OFFICE FURNISHINGS EXP	\$ -	\$ -	\$ -	\$ -	
OFFICE SUPPLIES - DISPOSE	\$ -	\$ -	\$ -	\$ -	
OTHER	\$ -	\$ 924	\$ 5,000	\$ 10,000	
PERSONAL TIME	\$ -	\$ 17,083	\$ -	\$ -	
PROFESSIONAL SERVICES	\$ -	\$ -	\$ -	\$ -	
RIDE CARRIERS		\$ 3,946,579	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 27,264	\$ -	\$ -	
SPREAD TIME (HALF TIME)	\$ -	\$ -	\$ -	\$ -	
STRAIGHT TIME	\$ 887,945	\$ 623,254	\$ 964,473	\$ 988,584	
TAXI RIDE PROVIDERS		\$ 33,508	\$ -	\$ -	
TELEPHONE LOCAL	\$ 54,397	\$ 63,828	\$ 64,994	\$ 66,057	
TIME & ONE HALF	\$ -	\$ 22,525	\$ -	\$ -	
TRAINING	\$ -	\$ -	\$ -	\$ -	
TRAINING/SEMINARS	\$ -	\$ -	\$ -	\$ -	
TRAVEL-IN STATE	\$ -	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ 4,114	\$ -	\$ -	
VACATION USED	\$ -	\$ 64,753	\$ -	\$ -	
VISION CARE	\$ -	\$ 2,357	\$ -	\$ -	
Ride Administration Total	\$ 7,181,375	\$ 8,351,557	\$ 1,560,610	\$ 1,613,577	
Safety					
ACTIVE EMPLOYEE HEALTH	\$ 180	\$ 35,975	\$ -	\$ -	
DENTAL	\$ 1,019	\$ 662	\$ 1,359	\$ 1,080	
DUES & SUBSCRIPTIONS	\$ 955	\$ 749	\$ 763	\$ 775	
FICA	\$ 6,258	\$ 12,758	\$ 6,383	\$ 6,543	
HOLIDAY USED	\$ -	\$ 5,655	\$ -	\$ -	
HOURLY PENSION	\$ 13,924	\$ 50,769	\$ 15,130	\$ 15,641	

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
LIFE	\$ -	\$ 10	\$ -	\$ -	
OFFICE EQ/FURNITURE	\$ -	\$ 100	\$ 20	\$ 21	
OFFICE FURNISHINGS EXP	\$ 1,034	\$ -	\$ -	\$ -	
OFFICE SUPPLIES - DISPOSE	\$ 396	\$ 449	\$ 458	\$ 465	
PERSONAL PROTECTIVE EQ	\$ 7,487	\$ 3,108	\$ 3,167	\$ 3,218	
PERSONAL TIME	\$ -	\$ 3,919	\$ -	\$ -	
PROFESSIONAL SERVICES	\$ 4,718	\$ 5,045	\$ 5,141	\$ 5,223	
SICK TIME USED	\$ -	\$ 2,039	\$ -	\$ -	
SMALL PARTS	\$ -	\$ -	\$ -	\$ -	
STRAIGHT TIME	\$ 81,801	\$ 143,757	\$ 83,438	\$ 85,523	
TRAINING/SEMINARS	\$ -	\$ -	\$ -	\$ -	
TRAVEL - OUT OF STATE	\$ -	\$ -	\$ -	\$ -	
TRAVEL-IN STATE	\$ 89	\$ -	\$ -	\$ -	
VACATION ACCRUED		\$ (363)	\$ -	\$ -	
VACATION USED	\$ -	\$ 15,105	\$ -	\$ -	
VISION CARE	\$ -	\$ 221	\$ -	\$ -	
Safety Total	\$ 117,862	\$ 279,957	\$ 115,859	\$ 118,489	
Security					
ACTIVE EMPLOYEE HEALTH	\$ -	\$ 6,328	\$ 20,366	\$ 21,588	
DENTAL	\$ -	\$ 505	\$ 2,378	\$ 2,160	
FICA	\$ 9,003	\$ 7,424	\$ 5,843	\$ 5,989	
HOLIDAY USED	\$ -	\$ 3,631	\$ -	\$ -	
HOURLY PENSION	\$ 20,033	\$ -	\$ 13,850	\$ 14,317	
OTHER	\$ -	\$ -	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 3,842	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 1,675	\$ -	\$ -	
STRAIGHT TIME	\$ 117,689	\$ 86,280	\$ 76,378	\$ 78,287	
VACATION USED	\$ -	\$ 4,020	\$ -	\$ -	
VISION CARE	\$ -	\$ 31	\$ -	\$ -	
Security Total	\$ 146,725	\$ 113,736	\$ 118,814	\$ 122,341	
Street Supervision					
ACCIDENT TIME	\$ -	\$ -	\$ -	\$ -	
ACTIVE EMPLOYEE HEALTH	\$ 421,732	\$ 716,358	\$ 398,820	\$ 422,749	
COVID19 EMERGENCY SICK	\$ -	\$ 14,806	\$ -	\$ -	
DENTAL	\$ 21,425	\$ 16,221	\$ 22,792	\$ 24,159	
DOUBLE TIME & ONE HALF	\$ -	\$ -	\$ -	\$ -	
FICA	\$ 156,700	\$ 155,325	\$ 161,405	\$ 165,457	
HEALTH CARE INCENTIVE	\$ -	\$ 2,500	\$ 2,500	\$ 2,500	
HOLIDAY USED	\$ -	\$ 70,647	\$ -	\$ -	
HOURLY PENSION	\$ 348,143	\$ 571,928	\$ 382,020	\$ 394,898	
JURY DUTY	\$ -	\$ -	\$ -	\$ -	
OFFICE SUPPLIES - DISPOSE	\$ 227	\$ 918	\$ 935	\$ 950	
OTHER	\$ -	\$ 2,103	\$ -	\$ -	

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
PERSONAL PROTECTIVE EQ	\$ 811	\$ -	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 22,617	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 92,515	\$ -	\$ -	
SPREAD TIME (HALF TIME)	\$ -	\$ 22,136	\$ -	\$ -	
STRAIGHT TIME	\$ 2,045,306	\$ 1,599,016	\$ 2,106,665	\$ 2,159,331	
TIME & ONE HALF	\$ -	\$ 119,315	\$ -	\$ -	
TOOLS	\$ -	\$ 316	\$ 322	\$ 327	
TRAINING	\$ 3,060	\$ 8	\$ 3,200	\$ 3,500	
UNIFORM	\$ -	\$ 18,959	\$ -	\$ -	
VACATION USED	\$ -	\$ 209,847	\$ -	\$ -	
VISION CARE	\$ -	\$ 4,346	\$ -	\$ -	
Street Supervision Total	\$ 2,997,404	\$ 3,639,883	\$ 3,078,659	\$ 3,173,872	
Training					
ACTIVE EMPLOYEE HEALTH	\$ 99,913	\$ 132,708	\$ 84,022	\$ 89,063	
COVID19 EMERGENCY SICK	\$ -	\$ 3,005	\$ -	\$ -	
DENTAL	\$ 4,424	\$ 3,040	\$ 4,424	\$ 4,689	
FICA	\$ 31,107	\$ 24,809	\$ 31,974	\$ 32,773	
HOLIDAY USED	\$ -	\$ 12,290	\$ -	\$ -	
HOURLY PENSION	\$ 69,214	\$ 100,707	\$ 75,792	\$ 78,346	
LIFE	\$ -	\$ 17	\$ -	\$ -	
OFFICE FURNISHINGS EXP	\$ -	\$ (271)	\$ (276)	\$ (280)	
OFFICE SUPPLIES - DISPOSE	\$ 13	\$ 574	\$ 585	\$ 594	
OTHER	\$ -	\$ -	\$ -	\$ -	
PERSONAL TIME	\$ -	\$ 2,157	\$ -	\$ -	
PRINTING & REPRODUCTION	\$ -	\$ -	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 69,221	\$ -	\$ -	
STRAIGHT TIME	\$ 406,628	\$ 266,584	\$ 417,956	\$ 428,405	
TIME & ONE HALF	\$ -	\$ 15,907	\$ -	\$ -	
TRAINING	\$ -	\$ 1,352	\$ -	\$ -	
TRAINING/SEMINARS	\$ -	\$ 3,295	\$ 3,358	\$ 3,411	
UNIFORM	\$ -	\$ 2,488	\$ -	\$ -	
VACATION ACCRUED	\$ -	\$ 12,734	\$ -	\$ -	
VACATION USED	\$ -	\$ 32,082	\$ -	\$ -	
VISION CARE	\$ -	\$ 766	\$ -	\$ -	
Training Total	\$ 611,300	\$ 683,466	\$ 617,833	\$ 637,002	
Transportation					
50% SICK CAP PAYOUT	\$ -	\$ 12,877	\$ -	\$ -	
ACCIDENT TIME	\$ -	\$ 5,106	\$ -	\$ -	
ACTIVE EMPLOYEE HEALTH	\$ 7,993,541	\$ 6,019,418	\$ 6,906,271	\$ 7,320,523	
ACTIVE EMPLOYEES HEALTH	\$ 92,919	\$ 222,288	\$ -	\$ -	
BADGE & PUNCH	\$ -	\$ -	\$ -	\$ -	
COMPUTER SUPPLIES	\$ 2,585	\$ 1,740	\$ 1,773	\$ 1,801	
COVID19 EBMERGENCY SICK	\$ -	\$ 9,794	\$ -	\$ -	

Row Labels	Expense				FY 2023
	FY 2021		FY 2022		Proposed
	Revised Budget	FY 2021 Actual	Revised Budget		Budget
COVID19 EMERGENCY SICK	\$ -	\$ 202,100	\$ -	\$ -	
DEATH IN FAMILY	\$ -	\$ 860	\$ -	\$ -	
DENTAL	\$ 345,018	\$ 274,358	\$ 343,109	\$ 362,607	
DOUBLE TIME	\$ -	\$ 739,419	\$ -	\$ -	
DOUBLE TIME & ONE HALF	\$ -	\$ -	\$ -	\$ -	
FICA	\$ 2,524,450	\$ 2,454,176	\$ 2,643,013	\$ 2,731,506	
FRINGES/OTHER	\$ -	\$ 1,102	\$ -	\$ -	
HEALTH CARE INCENTIVE	\$ -	\$ 3,000	\$ 3,000	\$ 3,000	
HOLIDAY USED	\$ -	\$ 972,081	\$ -	\$ -	
HOURLY PENSION	\$ 4,062,306	\$ 6,833,513	\$ 4,444,894	\$ 4,634,529	
JURY DUTY	\$ -	\$ -	\$ -	\$ -	
LIFE	\$ -	\$ 955	\$ -	\$ -	
MAINTENANCE AGREEMENTS	\$ -	\$ -	\$ -	\$ -	
OFFICE FURNISHINGS EXP	\$ 769	\$ 195	\$ 199	\$ 202	
OFFICE SUPPLIES - DISPOSE	\$ 4,806	\$ 4,473	\$ 4,558	\$ 4,630	
OTHER	\$ 27,397	\$ 50,898	\$ 13,333	\$ 13,665	
PENSION	\$ 576,681	\$ 873,164	\$ 584,804	\$ 617,573	
PERSONAL TIME	\$ -	\$ 228,039	\$ -	\$ -	
PRINTING & REPRODUCTION	\$ -	\$ 383	\$ 390	\$ 396	
PROFESSIONAL SERVICES	\$ -	\$ -	\$ -	\$ -	
REPAIR TO OFFICE EQUIP	\$ -	\$ -	\$ -	\$ -	
SICK TIME USED	\$ -	\$ 1,252,245	\$ -	\$ -	
SPREAD TIME (HALF TIME)	\$ 977,926	\$ 730,665	\$ 743,513	\$ 762,101	
STAND BY TIME	\$ -	\$ -	\$ -	\$ -	
STIPENED-TRAVEL TIME	\$ 262,879	\$ 156,687	\$ 159,810	\$ 163,806	
STRAIGHT TIME	\$ 27,020,284	\$ 20,694,527	\$ 27,736,449	\$ 28,718,898	
TIME & ONE HALF	\$ 4,458,081	\$ 6,719,772	\$ 5,656,160	\$ 5,797,564	
TOOLS	\$ 607	\$ -	\$ -	\$ -	
TRAINING	\$ 234,689	\$ 11,038	\$ 240,000	\$ 250,000	
TRAINING/SEMINARS	\$ 342	\$ -	\$ -	\$ -	
TRAVEL - OUT OF STATE	\$ 803	\$ -	\$ -	\$ -	
UNIFORM	\$ -	\$ 152,238	\$ -	\$ -	
VACATION ACCRUED		\$ (12,779)	\$ -	\$ -	
VACATION USED	\$ -	\$ 2,408,745	\$ -	\$ -	
VISION CARE	\$ -	\$ 77,762	\$ -	\$ -	
WITNESS TIME	\$ -	\$ 780	\$ -	\$ -	
Transportation Total	\$ 48,586,084	\$ 51,101,616	\$ 49,481,275	\$ 51,382,802	
Grand Total	\$ 127,575,798	\$ 140,633,181	\$ 126,838,746	\$ 131,316,789	