

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS

MINUTES OF Monday, October 19, 2009 MEETING

Board Members Present: John Rupp, Chair; Thomas Deller; Edward Field; Rochelle Lee; Jerome Williams; and Stephen Durkee.

Absent: Michael Lewis and William Kennedy

Also Present: Alfred J. Moscola (General Manager); Lori Caron Silveira (Outside General Counsel); Andrew Prescott (Outside Labor Counsel); Henry Kinch; Maureen Neira; Mark Therrien; Ellen Mandly and other members of RIPTA's senior staff and members of the public whose names are listed on the meeting sign-in sheet.

Chairman Rupp convened the meeting at 12:10 p.m. and said the regularly scheduled RIPTA Board meeting scheduled to begin at 12:00 p.m. lacked a quorum therefore he adjourned the meeting and said it would be reconvened at 1:30.

Mr. Rupp reconvened the meeting at 1:30 p.m. and said he intended to revise the order of the agenda items to accommodate some members schedules and that the Executive Session would be held

earlier in the meeting.

Agenda Item 1: Approval of the Minutes of September 28, 2009 meeting

Mr. Rupp began with agenda item # 1 and asked if the Board members had an opportunity to review the minutes of the meeting held September 28, 2009. The members indicated that they had and Ms. Lee made a motion to approve the minutes as presented. Mr. Durkee seconded the motion and the minutes were unanimously approved as presented.

Agenda Item 8: Change in Board Meeting Day/Time

Mr. Rupp moved on to agenda item # 8 a discussion regarding changing the day and time of the regularly scheduled RIPTA Board meetings. He said Ms. Mandly had contacted each of the Board members by phone and he had queried the members recently via email to determine the most convenient time and date. A brief discussion ensued with Ms. Mandly relaying her finds and the Board members weighing in and following this discussion it was determined that Monday remains the best day for the meeting, but a later start time of 1:30 is preferable.

Following the discussion Mr. Deller moved that future RIPTA Board meetings be held on Monday's beginning at 1:30 p.m. Mr. Durkee

seconded the motion and it was unanimously approved to move the start time to 1:30 p.m.

Agenda Item 9: Management Committee/Strategic Planning Committee

Next Mr. Rupp discussed agenda item # 9 regarding populating the Management and Strategic Planning Committees which the Board approved last month. Mr. Rupp announced that he would chair the Management Committee and appointed Rochelle Lee, Jerry Williams and Mike Lewis to serve on the Committee with him.

Mr. Rupp asked Mr. Deller to chair the Strategic Planning Committee and he agreed. Mr. Rupp appointed Steve Durkee, Bill Kennedy and Ed Field to serve on the Committee and said he would ask Steve Devine from RIDOT and Kevin Flynn from Statewide Planning to also serve. Finally he said that there were three remaining spots on the Committee and asked members from the public interested in serving to let the Board know.

Steve Farrell President of the Amalgamated Transit Union interjected from the audience and asked that the union be given a seat on the Committee. Mr. Deller responded that the union was welcome to join leaving two spots to be filled.

Mr. Rupp said persons interested in serving on the Strategic Planning

Committee should contact the Board via Ellen Mandly.

Mr. Farrell interjected again and noted his displeasure that the Joint Pension Board meeting had been canceled without his consent. He said that the JPB is supposed to be a monthly meeting and the union(s) may have something to address therefore regardless of whether there are pensions to be voted on, the meeting should be held, or at a minimum, he should be consulted before future meetings are canceled. Mr. Rupp asked that Mr. Farrell notify Ms. Mandly if he has JPB agenda items for discussion and she will see that a meeting is scheduled regardless of pension issues.

**Agenda Item 17: Executive Session Pursuant to 42-46-5(a)(1)
General Manager**

**Contract/Employee Job Performance Matter and 42-46-5(a)(2) to
Discuss Collective Bargaining**

Mr. Rupp then asked for a motion to convene an executive session as noticed on the agenda under 42-46-5(a)(1) and 42-46-5(a)(2) to discuss the General Manager contract and collective bargaining. Ms. Lee made a motion that the Board convene an executive session and Mr. Deller seconded the motion. A roll call vote was taken on the motion to convene to executive session. All members voted unanimously to convene an executive session.

Following the Board's return to open session Mr. Deller made a

motion to seal the minutes of the Executive Session, and Ms. Lee seconded the motion, which passed unanimously.

Mr. Rupp then stated that a discussion was held in executive session regarding Mr. Moscola's contract and ongoing operations and he said those conversations will continue with Mr. Moscola and the Board hopes to make a public announcement at the November meeting. They also discussed the status of negotiations and the Board asked the negotiating team to ask the union to begin to expedite negotiations by having more frequent meetings possibly every other day. Finally he said the employee job performance matter had been tabled

At this point Tom Deller left the meeting.

Agenda Item 2: Review of House Oversight Committee Hearing

Agenda Item 3: Tort Settlement Document

Agenda Item 4: House Oversight Committee re: Binding Arbitration for Union negotiations

Maureen Neira reported that RIPTA staff and members of the Board testified before the House Oversight Committee on October 8th and answered questions regarding ridership, flex service, employee fringe benefits, health insurance, medical incentive, pension, use of stimulus funds, zoned fares, advertising revenue, status of labor negotiations, paratransit support center construction costs, hybrid

bus maintenance costs, metro transit study, fuel price lock-in and the recovery audit. She said RIPTA responded to most of the questions but a handful required a follow-up response letter.

She said the House Oversight Committee requested several things of the RIPTA Board: 1) that the Board send a letter requesting that binding arbitration be removed from RIPTA's enabling act; 2) that the Board discuss different sources of funding aside from the gas tax; 3) they offered to assist RIPTA with legislative initiatives and staff suggested that tort settlements be capped at \$100,000 and that legislation be enacted to charge senior and disabled riders who currently ride free half-fare; and 4) they asked that RIPTA step up its efforts to coordinate with other State agencies such as RIDOT, Rail, Bridge and Airport.

Mr. Durkee asked if the Committee seemed supportive and Ms. Neira responded that they asked many questions regarding RIPTA's actions in certain areas, but generally they seemed supportive and interested in assisting with legislation. Mr. Rupp characterized this meeting as the most amicable thus far and said the Committee seems to now have a better understanding about transit and while they did ask many questions it appeared they were trying to achieve a greater understanding and develop future initiatives.

Mr. Rupp said the Committee did inquire about the tort settlement cap, how it might benefit RIPTA and how it could impact our ability to

get insurance and a document detailing this issue was made a part of the Board package. Mr. Rupp then briefly discussed prejudgment interest and said the Board needs to manage this issue better.

Mr. Rupp asked Andrew Prescott to explain the binding arbitration for union negotiations. Mr. Prescott said the House inquired about RIPTA's arbitration statute in an effort to better understand the parameters. During this discussion the House Committee suggested that the Board take up the matter of the binding arbitration clause in RIPTA's enabling act and communicate back to the House if the Board believed that it would be appropriate to have legislative initiative to remove that provision from the act.

Mr. Rupp continued saying the House Committee asked the RIPTA Board to consider writing a letter to the House Separation of Powers and Oversight Committee Chairman requesting that they consider removing binding arbitration as an element of our enabling act. Mr. Rupp was unsure of the benefit of such an action and said this issue warrants further consideration from the Board.

Mr. Durkee asked how RIPTA would benefit if binding arbitration were to be removed and Mr. Rupp replied that the Committee believes that with binding arbitration mandated, neither side has an incentive to move forward and if the binding arbitration mandate were removed negotiations would proceed at a faster pace. Mr. Prescott added that binding arbitration ultimately gives power over the agency's contract

to a third party.

Mr. Field suggested that this topic should be vetted further by the RIPTA Management Committee. Mr. Prescott noted for the record that the statute in question is under Rhode Island General Laws 39-18-17. The members held a brief discussion on the merits of drafting a letter and Ms. Lee asked if she could make a motion and Mr. Rupp asked for public comment on the issue first and recognized Steve Farrell, President of the Amalgamated Transit Union.

First to give a historical perspective Mr. Farrell noted that binding arbitration dates back to 1964 and in the intervening years the Authority and the Union have only entered into interest arbitration on four occasions once in the early 1960's, and once in '69, '86 and '04 to resolve contract issues. He threatened that if binding arbitration is taken out of the RIPTA enabling legislation ATU will strike. He added that he will fight this initiative tooth and nail and added that the House Committee is simply seeking to posture and garner headlines.

Mr. Farrell said if binding arbitration is removed local 618 may simply follow the lead of other ATU locals and simply send a letter 30-60 days prior to the expiration of the labor agreement saying if the contract is not resolved by a certain date it will result in a strike.

Mr. Rupp asked Mr. Farrell to send him a letter briefly outlining the four arbitrations he noted. Mr. Farrell said he would be happy to compose that document. Mr. Rupp thanked him and moved onto the

next agenda item.

Agenda Item 5: Use of Solar Panels at RIPTA Facilities

Mr. Moscola reported that he and Ed Field had met with Omay Elphick of Alteris Renewables to discuss solar panels to discuss what types of solar technology products are available and suitable for RIPTA's facilities. During the discussions Mr. Elphick suggested that the large, flat roof over the maintenance facility would be most suited to solar panels. Mr. Moscola said he is sending Mr. Elphick a copy of the blueprint of the maintenance facility so he can create a design illustrating the type of solar panel installation he would recommend.

Mr. Moscola described the Alteris Company and some of the solar installations they have worked on and the kilowatt savings that were achieved. Mr. Elphick is aware that any purchase RIPTA makes would be done through the state procurement process, but he is happy to supply general information on products and cost savings prior to that formal process. Mr. Moscola noted that replacement roofs are being considered under the ARRA funds projects and Mr. Elphick advised that roof replacements should be done prior to solar panel installation.

Mr. Field added that the solar panel systems come with a 25-year warranty and might outlast the roofs they are installed on. He said

that there are tax credits available which might entice third parties to bear the cost of the installation of solar panels. This would allow RIPTA to receive a fixed price for our energy costs for the next 25 years installation, while the third party takes advantage of the tax credits. Mr. Field said this option could be considered in the event that RIPTA cannot afford to finance a solar panel installation project. Steve Durkee said he is familiar with the Alteris Company and two solar projects that have been financed via the third party method.

Jerry Williams asked Mr. Moscola how he intended to finance a solar project, or if he is just gathering information at this point. Mr. Moscola replied that he is gathering general information and Mark Therrien is working with the EDC to determine if they have funds available or if other federal energy grants are available. Mr. Williams noted that the Department of Administration is submitting RFP proposals on energy related projects by November and Mark Therrien said we have time to get in line with our solar project.

Messrs Moscola and Field answered a few other questions from the Board regarding solar installation, Alteris and financing and that completed the report.

Agenda Item 6: General Manager's Report

Mr. Moscola reported that he and Maureen Neira have been working with Ed Field to condense and revise the format of the monthly

General Manager report to make it more reader friendly.

Ms. Neira discussed the specific changes to the July General Manager report saying general comments on page A1 have been expanded to include key monthly items. She said section B remains the same and Mr. Williams asked about the gasoline tax revenues and how they drive the budget. Ms. Neira said the information she receives from the state is on a cash basis and she sets the budget based on the yield on a cash basis for the entire year on that line item only. Mr. Williams asked further questions regarding gasoline tax revenue budgeting process and timing of same which Ms. Neira answered.

She continued saying section C Revenue and Ridership, section D Human Resources and section E Fuel Consumption will now only appear quarterly. In lieu of those sections a new Operational section will be added which will discuss items of interest and updates on existing projects. This section which will be sort of an executive overview will likely become the new section A and the other sections will be bumped back. She said it will be slightly outdated because the General Manager reports run one month behind. To account for this Mr. Field suggested renaming the report Current Month General Manager Report/[month] Financials.

Mr. Williams asked why in October they only had the July report and Ms. Neira responded that it was due to the recent audit and she would

be caught up, meaning just one month behind, shortly. Mr. Williams said it would be helpful to see the overtime reported monthly so the Board can track the trends.

Agenda Item 7: ARRA Program Update/Certification of Phase II Projects

Mark Therrien and Lilly Picchione addressed the Board to give the ARRA Program update and discuss the certification of Phase II projects. Ms. Picchione reported one change: adding \$850,000 from non urbanized funds. She reminded the Board there are two types of funds for capital assistance that provides urbanized area funds of \$37.1 million that we split with the State of Massachusetts and a smaller section of nonrevenue funds totaling \$864,000. She said that when the TIP was developed last spring, non urbanized funds were assigned the purchase of one bus and the balance went to preventive maintenance. The list now includes the bus and assigns the preventive maintenance funds to the Elmwood projects.

Next she discussed Phase II certification saying the Governor of each state is asked to certify that their ARRA projects are an appropriate use of transit capital assistance and every other program is an appropriate use of ARRA funds. Therefore Governor Carcieri has asked for a meeting with Mr. Moscola, Mr. Therrien and Chairman Rupp to review RIPTA's projects.

Ms. Picchione moved on to Phase III and operating assistance saying that when the TIP was compiled in February, operating assistance was not an allowable use of fund but they now are and we currently have ARRA funds in our FY 2011 budget. She said the groundwork needs to be laid so these funds can be put into a grant by December 30th. The TIP involves public participation and information so for advertising purposes this process must be begun now. RIPTA can pull 10% of the \$37.1 million for operating assistance. She said there is still a possibility of using unneeded Wickford Junction Station RIDOT funds, but at this time RIDOT is not ready to commit to releasing them. She said this issue was discussed with RIDOT staff and they believe the way to proceed is with a two option TIP, one showing funds coming from RIDOT's Rail project and an alternative with funds coming from RIPTA projects.

Mr. Williams asked that Ms. Picchione forward to the Board more details on project items 3, 5 and 8 from the ARRA project list included in the Board package. Mr. Moscola said he will supply the Board with a detailed list of what we are purchasing with the ARRA money and why.

Mr. Durkee asked about the timing of the bus rapid transit project and Mr. Therrien said that in the next few months they will put out a bid for an engineer to assist with the design of the traffic signals so by next summer some of the work will begin. They will also be working with the community on bus shelter design and have already met with

Representative Almeida who will be assisting us with coordinating community support on the south side.

Mr. Rupp asked staff to elaborate on the status of using of ARRA funds as operating funds which concerns him. Mr. Moscola responded that \$3 million in ARRA funds had been added to the FY 2011 budget and Ms. Picchione added that the TIP amendment relative to the conversion of operating funds has not been signed by the Governor. She said that the Governor would need to sign the TIP amendment, allowing the funds to be put into grants by December 30th, which is the cut-off date to avoid any loss of funds.

Mr. Field commented that the end result is we do not know if our FY 2011 budget as submitted is balanced or not. Ms. Picchione agreed with this assessment and discussed the TIP process further. Mr. Therrien commented that the Governor must certify that he approves the TIP projects. Chairman Rupp asked that staff provide the Board with an outline of the TIP process.

Agenda Item 10: Finance Committee Report

Mr. Rupp reported that Director Williams has joined the Finance Committee and he thanked him for agreeing to serve.

Mr. Field reported that the Finance Committee met with members of the staff on Friday, October 16th and essentially 100% of the

discussion was about the Ride RFP which is on today's agenda as item #15. He suggested deferring the Finance Committee report on this topic to the discussion of agenda item 15. Mr. Rupp agreed with this suggestion and deferred the discussion to later in meeting.

Agenda Item 11: Ridership Methodology Presentation for 2009

Mr. Therrien began by introducing Sheryl Cripps and Kevin Perry two members of the planning staff who work on ridership and briefly summarized their job duties. Mr. Therrien began by discussing the PowerPoint presentation included in the Board package on RIPTA Ridership Methodology.

He said he'd discuss current and past ridership methodology because the new farebox system installed in July 2007 changed how we count ridership due to the smartcards which give us the numbers versus mathematical equations to forecast. Following that he will discuss declining ridership and finally through routing.

Mr. Therrien said the June 2009 ridership showed a drop of 26.4% but the actual cause was over counting in FY 2008 which was adjusted when the new farebox results came in. He feels the actual drop closer to 10.3%.

Mr. Therrien said that prior to the new farebox installation monthly Ritecare pass ridership was estimated using survey data from the late

1990's and UPass ridership was estimated by student surveys. These two areas account for the most inaccuracy. He then elaborated on page 4 which described how the inaccuracy was discovered and corrected.

Next Mr. Therrien discussed the actual 10.3% drop in revenue attributing it to the fare increase in July 2008, some service adjustments and the biggest impact, changes to Ritecare eligibility. He then discussed which routes have declined and said it is mostly on urban routes where Ritecare passes were heavily used. Mr. Rupp expressed shock at the high miscalculation and was disturbed that planning decisions were based on the incorrect figures.

Mr. Therrien explained that there is a difference between the ridership as reported in the General Manager report and that reported to the National Transit Database. The GM report contains total boardings and the NTD report is slightly high to adjust for passengers staying aboard on "through-routes" which is a passenger who rides two or more routes but pays only one fare which accounts for about 12.5% of those who board the bus. He said that passengers are the base for RIPTA's federal funding therefore we need to accurately verify the number of passengers riding and the most accurate way is to use by using an APC – automated passenger counter.

Mr. Therrien discussed possible next steps which include adjusting the GM report to count passengers riding two or more routes on one

fare, talk to our peer agencies to determine how they count ridership on through-route zones or do nothing except recognize that the GM and NTD reports are counting two different things.

Mr. Therrien said he plans to implement a 6 month study and then report back to the Board. Mr. Field remarked that 6 months is too long and Ms. Lee stated her concern that decisions are being made based on unreliable reporting. Mr. Therrien answered a few more questions relative to possible future impacts on ridership then Mr. Rupp asked if he could complete the survey in 2 months and Mr. Therrien said he could and completed his report.

Agenda Item 12: Use of Hybrid Buses on Trolley & Surface Routes

Mark Therrien discussed the use of hybrid busses on trolley and surface routes which Mr. Rupp said was added to today's agenda based on recent comments regarding the value of hybrids.

Mr. Therrien noted that the City of Newport made it very clear that they did not want hybrid trolleys therefore the 10 hybrids on order will all be used on Route 91 (gold line) serving the jewelry district, Rhode Island Hospital, Prairie Avenue and CCRI Providence Campus. It is anticipated that in the future they will also be used to service Roger Williams Park. They will also be used on Route 92 (green line) serving Atwells Avenue, Fox Point, the East Side and Wayland Square. The current CNG trolleys will be disposed of.

Next he discussed hybrid buses saying 63 are being ordered 17 of which will be used on the new rapid Route 99 serving Providence and Pawtucket. He said the Metro Study identified high ridership routes that should use hybrid buses such as Route 31 Cranston Street – Route 56 Chalkstone Avenue a through route currently operating with 6 buses and Route 20 Elmwood Avenue operating with 4 buses.

Mr. Therrien noted some stumbling blocks in the planning such as Title VI of the Civil Rights Act which requires equitable distribution of assets and working with a dedicated fleet. Currently 90% of RIPTA's fleet is randomly dispersed meaning as each bus comes in the farebox is pulled and the bus then receives maintenance or is cleaned, fueled and parked. A dedicated fleet would change this practice and the logistics are still being considered.

Mr. Moscola remarked that we are not locked into purchasing 63 hybrids and he is still working on the fleet plan and which vehicles best suit those needs which is why the staff summary has not yet come before the Board. Mr. Rupp noted for the record that Mr. Moscola excels in this aspect of his job and thanked him. Mr. Moscola said that he is also working on the esthetic aspect of the hybrids and may change their appearance to make them stand out. Mr. Durkee commented that this would be a good way of increasing our public relations.

Mr. Moscola answered questions regarding the hybrid bid process; price and fleet plan then said he will likely come before the Board with a recommendation in December.

Agenda Item 13: RFP 09-24 Human Services Transportation Study

Messrs Therrien and Mencarini addressed the Board to discuss the procurement for a Human Services Transportation. Mr. Mencarini said the study will assist the State of Rhode Island in undertaking an in-depth assessment of its human service transportation programs, including existing and needed financial resources, program requirements, costs, and transportation solutions being used. The goal of the study is to more effectively coordinate Statewide transportation of the senior and disabled population.

Mr. Mencarini said an evaluation committee comprised of RIPTA staff and human services agencies personnel met to review and evaluate the five proposals received. He said evaluation factors included technical approach and methodology, price, demonstrated qualifications and experience and a clear understanding of the project as specified. After consideration the committee recommends the award of a contract to Nelson/Nygaard of Boston to conduct the study at a cost of \$339,813.

Mr. Mencarini said Nelson/Nygaard is a national transportation planning firm specializing in paratransit coordinated services and

multi-modal transportation systems. He called the firm highly qualified and said they will bring an eight member team to RIPTA to work on the study. The final report is due February 2010. He said we will use capital funding and also funding from the revolving fund.

Mr. Therrien added that the study is very intensive with a full time team on site at the various agencies. He said they will determine where the money is spent and identify best practices going forward. We will use the information received to help us adjust the RIPTA Ride system to the changes made at the various agencies.

John Rupp noted that \$340,000 is being spent and asked what the benefit to RIPTA will be. Mr. Therrien said the State of Rhode Island will benefit most from this study. He discussed the use of ambulances statewide and said RIPTA is the mobility manager for the State and as such was asked by Gary Alexander to coordinate this effort and help the other agencies. The study might end up bringing some growth to RIPTA by having us end up contracting with ambulance providers via the Ride program. He said we have to be able to react quicker to changes in DHS services and this study will facilitate that.

Messrs Therrien and Mencarini answered a few more questions with Mr. Therrien saying Anne LeClerc will be the staff member overseeing the project. John Rupp asked that staff come back to the Board with a progress report in March or April. Following this discussion Mr.

Durkee moved to award the contract to Nelson/ Nygaard as recommended by staff and Mr. Williams seconded the motion. The motion to award the contract to Nelson/Nygaard passed unanimously.

Agenda Item 14: G. Primavera/Paratransit Workers Compensation Insurance

Gary Primavera RIPTA's insurance broker from Starkweather & Shepley addressed the Board along with David Cookson and Guy Lanzi from Beacon Mutual Insurance RIPTA's insurance provider.

Mr. Primavera said he and the representatives from Beacon were asked to address the Board to address the renewal on the workers compensation insurance and the increased premium on the policy. Mr. Primavera said he would comment on the summary of statistics he prepared which had been included in the Board package, but basically the reason for the higher premium is RIPTA's insurance losses which he characterized as rampant in recent years.

He discussed the factors that affecting premiums such as job classification, classification rate, experience modification factor and rate deviations or credits. The modification factor is calculated by the NCCI (National Council on Compensation Insurance) and is based on factors such as actual losses, expected losses and the premium size. He said new companies start off at the same rate but every three

years the modification factor is recalculated based on a three-year summary of losses and because of this RIPTA's modification factor is now 1.57 meaning we pay 57% more than for our workers compensation than a new company. The chart in his handout illustrates this.

Mr. Primavera said Beacon Insurance used this information to calculate our loss history and determine the premium. He said Beacon also has the right to surcharge on unprofitable accounts which they did this year and the bottom-line is that RIPTA is paying an additional \$167,000 in premiums. A described some of the impacts and losses and the specific amounts paid for each.

Mr. Primavera noted some good steps RIPTA has taken such as adhering to the Preferred Provider Network to reduce claims and identify fraud and that RIPTA management has worked with Beacon to implement safety training programs for drivers, and other instruction on proper lifting techniques, exposure identification and utilizing safety equipment such as lifting belts.

Next he listed the key areas for improvement: match the physical demands of the job to the proper employee, conduct pre-employment physicals, identify and avoid hazardous conditions at pickup and drop off sites and mandate where repairs are needed, review the right to reinstate policy, and finally insist that drivers wear non slip studded foot coverings.

At this point Mr. Durkee left the meeting.

Guy Lanzi a loss prevention consultant from Beacon Mutual addressed the Board to discuss how he works with the insured to prevent injuries. He said if an injury does occur he will visit the site to do an analysis of how it occurred and how to prevent from happening in the future. Mr. Lanzi then discussed some typical claims and how they were assessed and addressed with specific driving training. He stressed that RIPTA should insist that repairs and maintenance such as shoveling be completed at the drop off and pick up sites and that non slip studded foot covering should be purchased by RIPTA for a trial assessment. Mr. Rupp agreed that service provider sites should be warned to keep their property in good repair.

Mr. Lanzi answered more questions from the Board and discussed prevention, training, notifications, kneeling pads and motor vehicle driver training program via a driver simulator housed at the URI Transportation Center.

Finally Mr. Lanzi discussed the cost of the claims and he agreed that they are expensive but attributed this to the age of the RIde employees. He said when the claimant is above 50 the healing process takes longer which costs more. Mr. Lanzi met with the new head of Human Resources to discuss this issue and suggested

pre-employment physicals including baseline examinations on potential employees. Mr. Lanzi and Mr. Cookson then answered questions regarding causes and prevention of carpel tunnel and other ergonomic injuries.

The Board members asked questions of the guests and staff regarding on the job injuries and pre-employment testing. Mr. Williams suggested that Mr. Moscola and staff work with Mr. Lanzi to develop a specific list of recommendations and a time table for implementation of corrective measures. Mr. Moscola said he and Messrs Santos and Scott would take the lead on this request.

Agenda Item 15: RIdc RFP

The discussion of the RIdc RFP began with Mr. Field giving his Finance Committee report which he deferred earlier in the meeting. Mr. Field reported that RIPTA staff gave a summary of the bids which now corresponds with the clarified staff summary RFP 10-02 Paratransit Service Provider (clarification). Mr. Field said that for close to two hours the Committee reviewed the background of this bid, discussed the costs, the politics, and the “what ifs”. He reminded the Board that there are three RFP areas with three providers, RIPTA and two other providers. Mr. Field summarized that RIPTA is not inclined to cover the two service areas it currently does not service because it would result in a loss in revenue.

Mr. Field noted that all State agencies have been told to cut their budgets and there is no time to wait for the Human Services Study to be completed to give us direction. He said there is some concern that sub agencies such as Trudeau may refuse to comply with a price increase. He asked the question why should RIPTA subsidize other State agencies and he responded that maybe RIPTA can afford a one-year contract to until we get the results of the Human Services Study and have a better idea of what the State's costs really are. Ms. Lee agreed with Mr. Field's summation of the issues.

Mr. Field said that he personally feels that RIPTA cannot ask for more money to provide this service after receiving additional gas tax funds.

He suggested RIPTA find some way to absorb the additional \$800,000 cost.

Mr. Williams asked for a breakdown of who pays for what now and who the providers are and staff filled him in on the parties and the costs involved. Next Mr. Scott outlined the proposed raise in the cost of the service for the two outside providers as outlined in the staff summary and answered further questions from Mr. Williams.

After Mr. Williams was fully briefed on the status of this procurement and the possible impact on demand for service after completion of the Human Services Study he asked if RIPTA staff had approached the Department of Human Services and other effected agencies to determine if they are willing to pay the rate increase if it is enacted.

A lengthy discussion regarding the length of the contract, the Human Services Study, the demand for service and the rate increase ensued with staff and the General Manager answering myriad questions. Following this discussion the Board members directed staff to approach DHS and get their reaction to the proposed rates and report back to the Board.

At this point Mr. Rupp noted that there were four Board members missing and those present had not reached a consensus. Mr. Williams moved that the Ride RFP be tabled. Ms. Lee seconded the motion to table the Ride RFP and it passed unanimously.

Mr. Scott said he would meet with DHS and explain the impacts and get their reaction.

Agenda Item 16: Public Comment

Chairman Rupp requested public comments and recognized Stephen Farrell President of the Amalgamated Transit Union. Mr. Farrell referenced agenda item # 4 regarding binding arbitration and said the October 16th issue of the Providence Journal had a great article on binding arbitration. Regarding agenda item # 9 Mr. Farrell asked to be notified of the dates of the management and strategic planning committee meetings and Mr. Rupp said when they are set he would be notified.

Finally in response to workers compensation expenses discussed earlier in the meeting, Mr. Farrell suggested that the union and RIPTA should meet to establish a wellness program including exercise equipment, cardio and yoga classes which would help with employee mobility and range of motion. Mr. Rupp asked that the union participate in upcoming efforts to revamp employee training in this area and Mr. Farrell agreed.

There being no further comment Mr. Rupp moved onto the next agenda item.

Agenda Item 18: Adjournment

A motion to adjourn was made by Ms. Lee. Mr. Williams seconded the motion and it passed unanimously.

Respectfully submitted,

Ellen M. Mandly

Recording Secretary