

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS

MINUTES OF Monday, January 25, 2010 MEETING

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

Absent: William Kennedy

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

Agenda Item 1: Approval of the Minutes of December 21, 2009 meeting

Mr. Rupp called the meeting to order at 1:34 and asked if the Board members had an opportunity to review the minutes of the meeting held December 21, 2009. The members indicated that they had and Mr. Rupp made a motion to approve the minutes of the meeting. Mr. Field seconded the motion and the minutes of the December 21, 2009

meeting were unanimously approved as presented.

Agenda Item 2: General Manager's Report

Mr. Moscola reported that all 24 new buses delivered to RIPTA are now in service. He described the preparation required to get the buses into service and said the process proceeded smoothly and quickly.

Mr. Moscola informed the Board that he and Mark Therrien will be attending the APTA Legislative Conference in Washington, DC and this trip will conflict with the March Board meeting scheduled for the 15th. He suggested that another staff member could stand in for him at the March Board meeting, or that the Board could change the date. The members will consider the options and make a decision later.

Next Mr. Moscola said that he, Mike McGrane and Joe Monti will be traveling from February 8 – 12 to the Gillig Bus manufacturing plant in California to review the new bus and trolley order specifications and new trolley design.

Mr. Moscola then introduced Mike McGrane to give a fuel trend analysis. Mr. McGrane said he would briefly discuss RIPTA's fuel usage as outlined in the handout in the Board package.

He said diesel fuel is used in about 96% of our regular buses and in

the Ride and Flex vans, nonrevenue maintenance vehicles and in the five trolleys assigned to Newport.

Mr. McGrane discussed the factors that affect the quantity of diesel consumed such as miles traveled, weather and traffic conditions, age of the vehicle, engine technology and route diversions.

He discussed the slide depicting vehicle miles traveled and said paratransit miles had increased because more service was brought in-house which is less expensive. He explained that the increase in fixed route miles in 2007 and 2008 was due to fuel prices due to customer demand and in 2009 the rise was caused by route diversions due to bridge closings in Cranston.

Next Mr. McGrane briefly discussed fleet fuel efficiency and said newer vehicles are more efficient. Regarding annual fuel consumption he said there was an increase in 2009 due to converting CNG trolleys to diesel, but in 2010 we are within budget so far and if things continue we may come in below budget. He said the main two factors impacting the fuel budget are price of fuel and amount consumed.

Mr. McGrane discussed the factors affecting the price of fuel such as cost and supply of crude oil, tight refining capacity, supply and demand imbalances, seasonal factors, transportation costs and regional operating costs.

Mr. McGrane briefly noted the graph depicting diesel prices paid since July 2006 and then discussed future projections. Next he said hybrid buses will be introduced to the fleet in the fourth quarter of 2010 and they are approximately 20% more fuel efficient which should reduce our fuel usage. He said they have been watching the futures market to determine fuel lock in prices and they do not see fuel prices coming down significantly in the near future. Mr. Moscola interjected that the current lock-in price is \$2.81 and that while fuel has come down in recent weeks this has not been reflected in the manufacturer prices. He said that the budgeted price for 2011 is \$2.60 and the current FY 2010 lock-in price is \$2.36, a good price.

Mr. Moscola then said that the new buses recently put into service are averaging about 5.94 miles per gallon, which is outstanding. He said this is because the new buses are 1,000 pounds lighter than our standard Nova buses due to the new lighter Cummings engine.

Mr. Rupp asked why the fixed route miles went up 750,000 from 2007 to 2009 and Mr. McGrane explained that service was added due to overcrowding. Mr. Rupp asked if service was subsequently scaled down and was told it was. Mr. Moscola explained that the rise in service in 2009 was due to detours in routes and service due to bridge closings which added about 150,000 miles to our normal scheduled miles.

Mr. Williams noted that service was scaled back after the crisis and

asked if there was a way to quantify how many miles that represented. Mr. McGrane responded that the planning department estimated that the service cuts saved approximately 50,000 miles. Mr. Therrien added that in 2007 – 2008 we added ridership to cover the increase in ridership and some additional routes like Westerly and the #54 Woonsocket line were then made permanent. In addition we made several service changes to URI service to Galilee for which we were paid.

Mr. Rupp commented that he is always in favor of more service, but we seem to get better performance from the Flex services so he questioned if there is a way to expand some fixed routes into Flex service. Mr. Therrien said they are constantly looking at this option and highlighted some routes where Flex had been expanded. He added that ridership has gone down slightly nationally due to unemployment and in June they will discuss this issue and possible adjustments. Mr. Moscola added that Flex vehicles carry 16 people as opposed to 40ft coaches that carry 39 and sometimes a Flex vehicle won't have enough capacity to service the route.

Next Mr. Moscola introduced Mike Burke, the Clerk of the Works to give his bi-monthly report. Mr. Burke reported that construction began in August of 2008 and as of the end of November the building is 85.5% complete and the project is still on time and within budget. The project completion number of 85.5% represents a little over 10 % increase since his last report.

He said the roofs are all weather tight; the concrete slab work is complete; the parking ramp concrete is almost complete; all of the masonry except for punch list items are complete; window installation is complete; and electric, gas, heat and light are turned on. Lube equipment and bus wash equipment installation has begun.

The asphalt paving outside is complete and fencing is ongoing. The overhead doors are installed and the air curtains are being installed. He said the finishes in the admin building are about 95% and the elevator installation is complete and awaiting state inspection.

Mr. Burke said the in-ground bus lifts are being delivered this week and installation will begin. He said the building is coming along very well. The building is 85% and approximately 45% of the contingency funds remain at a dollar value of about \$1.2 million dollars. Mr. Burke said the contract for the building was for \$32 million.

Mr. Williams asked if there were any outstanding RFI's or change orders that could be problematic and Mr. Burke said there were some change orders under review but nothing that appears problematic. He cautiously said at 85% job completion, 45% of contingency is spent and he can't imagine spending the remainder with just 15% of the job left. Mr. Moscola added that he reviews all change orders.

Ms. Lee asked about using minority and disadvantaged contractors. Mr. Burke said the goal at the outset was 16% and they are at about 7-8%. The problem in Rhode Island is that those who qualify as a minority business often later run into issues with staying qualified and he explained how this has affected certain subcontractors on this job.

Mr. Williams asked a question regarding payroll in Section D of the General Manager's report. He said payroll is shown as being under budget at \$943,172 and it says it will be offset during the last payroll period in June. He asked if the figure listed could change and Ms. Neira said the number could be slightly different by June. Regarding end of year expenditure projections, he asked if she had taken into consideration what the number could be. Ms. Neira said she had included the figures in her projections on page C2 and the number could go up or down slightly.

Agenda Item 3: Kennedy Plaza – Providence Police

Mr. Rupp recognized Commander Paul Kennedy, Major Hugh Clemmons, Captain William Campbell, Sergeant George Smith and Ranger Dave Schilling of the Providence Police Department who were present at the meeting.

He said that because of a recent ribbon cutting ceremony at Kennedy Plaza his name made the paper and Mr. Rupp then received more

than 20 phone calls from friends and acquaintances who called to remark about RIPTA. These people informed him that they had been using the bus to commute, Christmas shop and generally get around Rhode Island and they found our service to be a very pleasurable experience. The drivers and employees were pleasant but most importantly passing through Kennedy Plaza was a good experience because the Providence Police presence gave them a sense of comfort and security. In addition the officers provided assistance, helping them on and off the bus and around the plaza and also providing them with general information.

Mr. Rupp said the praise was so emphatic he could not let it pass, so he contacted Colonel Esserman and asked him to send department representatives so the RIPTA Board could thank them personally. The Providence Police received an enthusiastic round of applause.

Mr. Deller added that his day job requires that he attend numerous evening neighborhood group meetings throughout the City of Providence and it's good to hear something nice about city employees. He added his personal thanks to the police.

Mr. Durkee asked if the police ever offer their observations and feedback on operations and Mr. Therrien said we do on a regular basis. Mr. Moscola added that in the past he has been invited to attend Colonel Esserman's staff meetings. He added that RIPTA supervisors work closely with Sergeant Smith and others to identify

problems and there is a constant dialog between RIPTA staff and the police. Mr. Moscola described how he worked closely with the police to identify past issues at Kennedy Plaza which lead to the creation of the police substation on the Plaza. He said that we have a tremendous working relationship with the Providence Police for which we are very grateful.

Sergeant Smith thanked RIPTA and said the cooperation goes both ways and RIPTA always responds very quickly to their requests. He noted that voice recordings and new signage were installed immediately upon request and that RIPTA assisted in getting a loitering law passed with the city council.

Agenda Item 4: FY 2010 Budget Update

Ms. Neira addressed the Board to give an FY 2010 budget update and said she had hoped to have more information following the Governor's submission of his FY 2011 budget however that submission has been delayed until February 2nd.

She said she could report that the supplemental budget that was submitted showed a \$1,573 decrease in the RIPTA's debt service. At the December meeting she reported that the revenue estimating

conference was no longer going to estimate the gas tax yield because the gas tax is no longer considered to be “general revenue”. She said that State law says any revenue estimated by the revenue estimating conference has to be general revenue therefore gas tax was not considered and it did not go through the process. The State did request that the Department of Revenue review the gas yield which had been set at \$4.4 million per penny at the May 2009 Revenue Estimating Conference.

Recently Paul Dion from the Dept of Revenue looked at the information and revised the yield to \$4,008,500 per penny which translates into a loss of about \$3 million for FY 2010. After notifying the Board of this at the December meeting the Board suggested that RIPTA staff meet with Paul Dion, RIDOT and State Budget. She said it took a number of weeks to confirm the meeting, but they finally met last Friday with Bob Shawver from RIDOT, Paul Dion from Dept of Revenue, Karen DiLaura the State Budget analyst for RIPTA and RIDOT, John Paul Verducci from the House Fiscal staff as an observer and she and Mr. Moscola.

Ms. Neira said that Mr. Dion explained his methodology for creating his revised estimate and illustrated the year to year change of the gas tax since 2002 on a spreadsheet. He compared his spreadsheet to US gas consumption with figures he obtained from a website called economy.com. Ms. Neira has not been able to access this website without paying. This website estimates that for 2010 there will be a

5.6% decline in gas consumption. Mr. Dion based his estimate for the State on the website's estimate, but the actual calculation reflects an almost 7% decline for the first 5 months of 2010.

They also discussed the impacts of refunds due to RI gas dealers who receive their gas distribution in RI but sometimes also distribute in Massachusetts where they are refunded the approximately 11 cent difference in gas tax price between RI and MA. Mr. Dion also said refunds were high in 2009 and he did not expect as many in 2010 and that some non-licensed dealers were eliminated. Mr. Dion said the yield is what it is and has been given to the State Budget Office and then reflected in the supplemental budget and there will be no modification.

Ms. Neira said this means RIPTA will lose about \$3 million for 2010 but she does not see the decline being that dramatic. She said December gas receipts came in late Friday and she sees a 2.3% decrease in the set yield which translates to about a \$4.3m yield versus a \$4.4m originally stated. Ms. Neira said in the second six months of the year there is usually a larger decrease in the yield due to refunds and dealers distributing the product as home heating oil which is not taxed.

She reported that today she received an email from the State Budget analyst stating that Mr. Dion had reviewed his numbers over the weekend and had revised his yield up to \$4.185 for 2010. She said

this represents a \$2 million rather than \$3 million loss. Both House Finance and State Budget will present RIPTA's budget based on the revised yield which right now is \$4.185. She said RIPTA must abide by the State's yield estimate regardless of what we actually collect and the budget must reflect this.

Mr. Williams asked how far behind budget we are tracking for the first six months and Ms. Neira said 2.3% which equates to about \$450,000 for half the year and close to \$1 million for the year. He asked if the difference had been stable during the six months and she said it drops in the second half of the year and last year it did so substantially.

Ms. Neira continued saying with 5 months left in the fiscal year we don't have a lot of time to do anything like service modifications or fare increases that will result in large savings and other options such as legislative changes require time and we can't wait. Ms. Neira reminded the Board that the FY 2011 budget has \$3 million in ARRA funds and she suggested advancing the funds needed to balance the FY 2010 budget. She said she will only use what she actually needs. She briefly outlined the steps that need to be taken quickly to make this happen. She noted that advancing these funds will later cause a problem for FY 2011 and noted that for FY 2011 Mr. Dion has estimated another gas tax shortfall totaling \$1.9.

Mr. Moscola said that if the Board approves using the ARRA money in

FY 2010 it will give staff time to address and work on the short fall next year. Ms. Neira described the short time frame involved in instituting a service modification this year and said even if they were successful; it could not be instituted until end of June.

Mr. Field said the Board heard the Governor would deduct any ARRA funds we used dollar for dollar and Ms. Neira said that was a Budget Office proposal and she is not sure if that is still their plan or if they intend to set up the GASB trust fund. Mr. Field asked Ms. Neira to try and ascertain their position.

Mr. Rupp said that he is not in favor of using the ARRA funds, and there are still unanswered questions regarding overtime reduction and IT proposals and we need to keep working to bring the budget down. He said he does not want to touch service but a fare increase may be necessary because we must find a way to pare costs. He said ARRA money solves nothing so between now and the February meeting we must find extra money. He told staff to look at fare prices nationwide.

Mr. Williams agreed that using ARRA funds does not result in a structural resolution to our budget issues. He noted that expenses are down through November and asked Ms. Neira to prepare a projection for Finance Committee on where expenditures will be at year end. He also suggested the each department come up with 5% - 10% contingency options.

Mr. Deller noted that our problem is not due to expenses but revenues and if we have done all we can to control expenses the issue comes down to how to fund RIPTA because the gas tax continues to go down. He said his opinion differs with Messrs Rupp and Williams because we may need to use those stimulus dollars to tide us over until a better more sustainable revenue stream is identified. He said it does not make sense to keep cutting a system that is very efficient and we need to think about maintaining status quo while we debate with the legislature and others on how to make revenue a predictable and clear process for an organization that operates efficiently and effectively.

Mr. Rupp said he did not disagree, but he will also continue to ask staff to review making changes because unfortunately the revenue may just not be there. Ms. Lee said she worried that cuts aren't there because you can only squeeze so much. She said if we depend too much on service and expenditure cuts we will never remedy the crux of the problem which is the revenue stream and we are no longer competitive. Mr. Lewis said he sees both sides of the argument.

Ms. Neira answered some questions and finished by saying she must revise her budget to reflect the revised gas yield estimate which will result in a \$2 million dollar shortfall. She answered further questions on the expenditures and shortfall and she and Mr. Moscola commented further on their meeting with Paul Dion and then she

completed her report.

Agenda Item 5: Strategic Planning Committee Report

Mr. Deller reported that the Strategic Planning Committee had met on January 7th and January 22nd and they have scheduled an aggressive agenda of trying to educate the Committee before making further plans. He said staff had done a good job summarizing all the relevant reports and studies. He noted that it is a full Committee with representatives from RIDOT, the Governor's office, Statewide Planning, the RIPTA Board and others and all members are showing up and quite involved.

He said at last week's meeting there was a detailed presentation on where the money for RIPTA comes from and the strings attached to same. He said they are planning to meet about every two weeks until all members are up to speed and they are reaching some good understandings and will work toward a better unified transit system.

As Mr. Deller previously mentioned Mayor Cicilline had visited Washington, DC to discuss Transit 2020 at a mayor's conference. Mr. Deller has since had a chance to speak to the mayor in more detail and he said they will be asking Providence officials and also RIPTA staff to come to Washington to brief the transportation secretary on the pipeline for funding. He said Rhode Island and Providence in

particular were held out as an example of communities working towards innovative transit initiatives that could lead to federal funding.

Agenda Item 6: New Ferry Procurement

Mr. Kinch said that at the request of the Board Chairman staff has gone out to bid once again for ferry service from Providence to Newport. The RFP was issued on January 5th and it is identical to last year's RFP which had two options. Option one is for zero subsidy where the provider designs the ferry service and fare structure which can pay for itself. The second option is for 7 day service, 5 roundtrips per day, as provided in past years. With option two the provider is asked to identify the subsidy they would need to provide the service.

Mr. Kinch said a pre-proposal meeting is scheduled for January 27th and proposals are due back by February 17th. He said the only difference between this year's RFP and last year's is that a \$100,000 performance Bond is now required as the Board suggested.

Mr. Kinch was asked about discretionary funding and he said that this year as in past years RIPTA will receive about \$70,000 in discretionary funding from the federal discretionary ferry boat fund. He added that in past years RIPTA also received an additional

\$100,000 in CMAQ funds which will no longer be provided.

Mr. Kinch was asked about the likelihood of identifying a successful service provider and he said it will be a difficult service to provide with no subsidy. He answered further questions about subsidies, last year's provider, passengers and fuel costs and then completed his report. Mr. Lewis asked that Mr. Kinch give the cost per rider with this next report.

Mr. Durkee noted that the ferry was also discussed at the strategic planning committee and Mr. Kinch said he would like to give the committee a presentation on other possible grants and funding and new ferry designs.

At this point Mr. Williams left the meeting.

Agenda Item 7: Ride Program System Overview

Mr. Scott was asked at the December Board meeting for an update of the Ride program and Mr. Scott worked with Anne LeClerc from the planning department on this presentation which also includes an overview of the program for the newer Board members. Doug Wood manager of the program will do the presentation.

Mr. Wood began with an overview of Ride and read the bullets on the slide describing same and continuing with the slide called origin of

the Ride program and answered a questions regarding qualifying and number of vehicles. Mr. Wood moved on to a history of the Ride program coordination of human services transportation and read the bullets relating same. At this time Mr. Wood described his background and how he came to work at the Authority.

Mr. Wood said it is important to note that RIPTA pays 100% of the administrative costs of the Ride program which is about \$1,000,000 yearly and that unlike other states, RI mandated that for anyone to receive a 5310 vehicle; they had to participate in the Ride program. This was a big factor in getting the agencies involved in using Ride. Mr. Wood then answered a question regarding how some other states operate.

Mr. Wood said that in 1998 a private for profit provider went out of business practically overnight and RIPTA stepped in with less than a week's notice to operate 20 vehicles in the South County area. This was the first time RIPTA entered the system as an operator. In 1999 the State Auditor General recommended that maintenance for all RIDE vehicles be done by RIPTA in reaction to the poor condition of the vehicles in the system. Mr. Moscola said the maintenance has been a big success for RIPTA.

Mr. Wood continued saying in 2000 RIPTA became a service provider and noted another important date in 2008 when RIPTA implemented new software which updated the existing obsolete software. The new

system offered additional functionality for monitoring and delivering service. In 2009 all of the service was moved from under the Department of Elderly affairs to the Department of Human Services. Mr. Wood listed the various types of service trips provided.

He discussed the slide illustrating the RIde structure and the other providers and then RIPTA's role in RIde as the Administrator, vehicle procurer and maintenance provider and RIde's largest carrier making 80% of the runs statewide. He moved on to the slide depicting the organization structure of the RIde program and the schedule and operations including 140 RIde and Flex vehicle operators.

Mr. Wood discussed the programs serviced by RIde and ADA and explained the parameters of ADA service and answered questions on same. He said that in 2009 for the first time DEA began charging a \$2.00 fare for transportation services, except those who are Medicaid eligible. He elaborated more on the destinations of the passengers.

Next Mr. Wood moved on to the new system software and said they were looking for 3 things; automated scheduling, automated dispatching that provided AVL and GPS tools, onboard computer monitors for the drivers and other upgrades and a phone system that could better inform the customers. He described the bid process for the new system and said staff did exhaustive research and ultimately awarded the bid to Routematch.

He described some of the benefits of the new system such as fully integrated technology, improved scheduling, better data quality, AVL tracking, improved driver oversight and customer service and an automated 24/7 phone system with call out notification. Mr. Wood then elaborated on some automated phone system features.

Mr. Wood said one of the benefits of the new system is automated data entry and he explained how this resulted in position eliminations. He discussed an overflow in ADA trips and how this was addressed. Other benefits have been increased on-time performance, better routing and improved monitoring of taxi service. Mr. Wood described the “Rangers” which are the mobile units on the vans which have decreased the need for radio traffic and increases efficiency and response time.

He discussed system on-time performance and said the industry standard is 90% and defined lateness as 15 minutes after scheduled time. He noted on the graph that our time is not as good in the winter months. He described the parameters for no shows and cancellations and the tracking of same. He discussed the tracking of caller wait time and customer complaint response. He said as we became more familiar with the new system complaints went down and elaborated on how complaints are handled.

Mr. Wood discussed the usage of taxis and said they can be an effective partner in the providing some supplemental service. He

talked about average trips per day and elaborated on the graph illustrating same and how DEA instituting fees for transportation services affected trips.

Next Mr. Wood talked about the future of the program saying they now have improved oversight which has allowed them to take additional action to improve service and he described these actions and ongoing meetings aimed at continuous improvements. He said they anticipate a major upgrade to the Routematch software in several months which will cause some significant changes to scheduling and routing and improve dispatching. He said the AVL will receive an upgrade to add Spanish soon and they are working closely to improve guidelines with their partner agencies.

He said in the future he sees the need to reduce the growth in nonemergency transportation which was previously provided by the state via ambulance. We need to meet the needs of the growing senior population. He said in the future they would like to be more flexible with the service, possibly servicing same day trip requests and providing more trips in rural areas.

He finished by saying this program is part of the Human Services Transportation (HST) for the state for seniors and people with disabilities. He asked Anne LeClerc to speak about a study RIPTA is conducting. Ms. LeClerc said new freedoms money was used to study all the federal and state money spent on HST and determine

where it is going and who is providing service. She described a study done with nonprofits in 2001 which provided information from 24 agencies which estimated \$5 million spent annually. This tells us there is a lot of money in this area that is not being coordinated.

She said the goal is to look at all of the state spending and determine how we can better coordinate all the spending and plan for future services to meet the demands and provide better and more coordinated service.

Mr. Wood finished by saying Ride is a relative small part of RIPTA's total budget but it provides a significant service to the residents of the state. Mr. Moscola commented that Ride is a bus system within a bus system. Mr. Wood then answered questions regarding Flex service and ridership numbers going up and down due to seasonal impacts and weekends. Mr. Moscola said an unusual occurrences log is being developed to track the various spikes in service. Mr. Deller supported this and said that data will help us defend how we operate.

Agenda Item 8: ARRA Program Update

Lilly Picchione addressed the Board to give the ARRA Program update. She said she and the Deputy General Manager attended a house finance committee meeting reviewing ARRA progress. She reported that at the hearing they handed out RIPTA's project list and

were able to report that contracts had been awarded for the initial \$24 million urban grant and \$626,000 non-urban grant. Those obligations will be taking place this month and should be listed in the February reports.

She discussed the balance of the Phase I grants and the TIP amendment and said the grant applications went to the Federal Transit Administration. She said the amendment for the larger grant is in place and is going through the FTA process. FTA requested that RIPTA revise its amendment for the non-urban grant by redirecting \$238,000 from preventive maintenance to the purchase of a hybrid bus.

She said staff recommends going forward with FTA's request, which requires a minor TIP amendment. She said the ARRA project list has been updated to reflect the change and the certification request was sent to the Governor's office. The Board was given copies of the certification request along with the Board package.

Agenda Item 9: Board Member Training on Ethics & Public Records

Mr. Rupp said he would defer agenda item 9 Board Member Training on Ethics & Public records to the next meeting.

Agenda Item 10: Public Comment

Mr. Rupp asked for public comments, and recognized former RIPTA Board member and member of the original Transit 2020 task force Barry Schiller. Mr. Schiller made clear that he was speaking only for himself as a transit user and advocate. He asked that there be a public hearing on the metro area transit study which was recently released. He said there was a big press conference, but there has been no opportunity for the public to comment. He said he would like an opportunity to publicly support the study and briefly highlighted some features such as bus hubs, better shelters with information and enhanced commuter programs. He said transit can be overwhelming and these enhancements will entice more users. He said this must be a priority and increased commuters will increase revenue.

Mr. Schiller suggested researching Washington State which has good transit programs. He noted some issues of concern such as snow plows piling up snow around shelters in North Providence and other cities. He said bus driver input was not included in the study and it would be useful to have. Next he said bus short trips should have a lesser fare to be more competitive. He is concerned about the prospect of dispersing of passengers beyond and around Kennedy Plaza. He said passengers, who use Kennedy Plaza like to be able to use the bathrooms, get coffee or information and appreciate the security and police presence.

He said this is still more opportunity to reduce congestion in Kennedy Plaza by tweaking the traffic signals and enforcing road

signs. He finished by saying the streetcar proposal also needs a public discussion.

Next Mr. Rupp recognized Mary Sheppard another former member of the Transit 2020 committee and a pedestrian activist. Ms. Sheppard suggested that the streetcars would initially be free to encourage usage. She also suggested that the design of new buses and trolleys should be beautiful and appealing to entice people out of their cars. She said less tint on the windows would allow potential passengers to see if the bus is full or not. Ms. Sheppard was emphatic that in her opinion clear windows free of tint are best.

Jim Celenza of the RI Coalition for Transportation Choices said they will be introducing a package of bills for increasing and diversifying funds for public transportation. He said the funds will also be used to improve roads and said RIPTA staff should call him if they have any questions.

Mr. Schiller was recognized again and said he is not in favor of clear glass on the windows and he explained why.

Agenda Item 11: Executive Session Pursuant to 42-46-5(a)(2) to Discuss Collective Bargaining

Next Mr. Rupp asked for a motion to convene an executive session as noticed on the agenda under 42-46-5(a)(2) to discuss Collective

Bargaining and Mr. Deller made that motion. Ms. Lee seconded Mr. Deller's motion and a roll call vote was taken to convene an executive session under 42-46-5(a)(2). 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 Mr. Lewis seconded the motion, which passed unanimously.

Agenda Item 12: Adjournment

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

Respectfully submitted,

Ellen M. Mandly

Recording Secretary