

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS

MINUTES OF Monday, June 22, 2015

Board Members Present: Mayor Scott Avedisian; Stephen Durkee; Maureen Martin; Margaret Holland McDuff; Mark Susa; Princess Bomba and Stephanie Preston

Absent: Director Peter Alviti

Also Present: Raymond Studley, CEO; Benjamin Salzillo, In-House Legal; Thomas Carlotto, Outside Counsel; Victoria Catalano, Paralegal; Marie DiToro, Recording Secretary; and other members of RIPTA's staff, and members of the public whose names are on the sign-in sheet.

Agenda Item 1: Board Approval of the May 18, 2015 Board Meeting Minutes

Mayor Avedisian calls the meeting to order. He states that Director Alviti is unable to attend today's meeting and Mr. Susa should be arriving shortly.

Ms. Martin makes a motion to approve the May 18, 2015 meeting minutes as presented. Mr. Durkee seconds the motion and it passes unanimously.

Agenda Item 2: Public Comment

(Board members take public comments under advisement, but do not respond except for clarifications. Members may follow-up on public comments in writing post-meeting as permitted by applicable law.)

Mayor Avedisian welcomes Mr. Cute to speak. Mr. Cute is the President Business Agent for the Amalgamated Union. Mr. Cute states that he would like to commend Mr. Studley and his staff for all their work with the General Assembly. It is very difficult year for RIPTA regarding the budget however, it seems as though RIPTA has weathered another crisis and is working in the right direction.

Mr. Cute states that the Union is working on the bathroom break issue, which is not a reflection of any criticism on the staff at RIPTA; however it is a problem in the transit industry. He is conducting a survey and will share it with RIPTA management. First of all, Mr. Cute would like to clarify that at no time have the bus operators been told that they cannot use the restroom. The problem the operators face is customer relations when they have to pull over in route and get off the bus and end up inconveniencing the riding public. Generally, due to the personal nature the drivers do not want to say where they are going when they have to leave their bus. Part of the issue is the longer routes; 60 Newport, 66 URI and the 14. All these runs are an hour in length or greater. Sometimes when drivers arrive downtown, by the time the passenger's discharge, if the drivers use the facilities they may be running behind schedule. This causes stress on the drivers because the passengers are not happy. The Union is looking to gather the information and see what the degree of severity is on which routes and then sit

down with the planners and schedulers and identify the runs that need adequate bathroom breaks built into the system. Another problem that occurs are the late night runs, where places are closed and the drivers have limited access to public bathrooms.

Mr. Cute wanted to let the Board know about this and make it clear that managers at RIPTA are not telling the drivers that they cannot stop for bathroom breaks, however what the Union is looking to identify are those lines where problems occur and identify adequate places for the drivers to stop. Thank you.

Ms. Martin understands that normally the Board members do not respond to public comment; however she would like to commend Mr. Cute and the Union for taking on this serious issue and she understands that the current administration have been very respectful of what a serious issue this is for workers. She gives kudos to Mr. Cute and the local for taking it seriously and coming in with information and not just reacting to people's complaints.

Mayor Avedisian asks if there is anyone else to speak under public comment.

Mr. Benson states that he is representing the RIPTA Riders Alliance. They would like to comment on the possibility of a fare increase. The legislature is considering a budget that appears to allow a fare increase and the impression is that it may go beyond what was initially presented and do broader base fare increase. RIPTA only gets 20% of its funding from fares and ridership has been rising. They think it is great that RIPTA has this service; however RIPTA Riders Alliance would like to weigh in on the question of a fare increase and hope that RIPTA can find other means for funding. Thank you.

Mayor Avedisian asks if there is anyone else to speak under public comment and Ms. Dotti Farrington is welcomed to speak next. Ms. Farrington states that she arranged to have a bus get her here for 12:30 and that is part of her unhappiness. She brought with her a petition signed by 15 residents of West House in Middletown. Ms. Farrington reads the petition.

We, the undersigned are elderly and/or disabled residents of West House in Middletown, and must rely on RIPTA for transportation. We need RIPTA to be aware of the impact of its on-going series of cuts in service to West House residents.

RIPTA eliminated all "regular" buses of 6 trips a day, 6 days a week, in mid-2014. Thirty-six trips a week were too many, but the RIPTA vote was ZERO trips ever, an outrageously devastating decision. Our complaints resulted in ONE trip a week to ONE destination.

Then, some weeks ago, "someone" at RIPTA "suddenly" determined that FLEX service having been provided FOR ABOUT SIX YEARS; was allegedly without authorization and so FLEX service for West House was abruptly stopped for those who are eligible for and needy of such service. We still have RIDE/ADA but rumors are swirling about changes. Furthermore, the length of time that the service has been provided established a precedent about needs that should be honored and service needs to be reinstated.

In recent days, RIPTA suddenly terminated Bus 63 service to Job Lot-a connection that a few residents used to meet or make connections for community access needs. However, the suddenly announced new Bus 63 diversion means a walk too far for even our hardier residents, whose aging already had caused them to have difficulty to connect at Job Lot.

Ms. Farrington states that she has the original petition and will pass it in.

Ms. Farrington is also here on behalf of another resident and will read her statement. The resident's name is Nancy Newbury.

I asked my neighbor, Dot Farrington, to present my concerns regarding RIPTA's Bus 63 route changes as I am unable to attend today's meeting. Thank you for the opportunity to be heard.

I reside at West House, am over seventy years old, and feel I am not being served in RIPTA's public transportation practices or policies. I purchased a bus pass from RIPTA that has become practically worthless for getting to or from West House where I reside in Middletown. FLEX service has been eliminated to West House, except for a two-hour grocery run to the same location once a week, and I am not disabled (as most seniors are not) so I am ineligible for the federally-funded RIDE program for Americans with Disabilities. Taxi fare cannot be purchased under \$20 each way for even a short distance. It is an approximate \$40 fare each way to taxi from West House to Newport where I frequently go to the libraries or historical society, or to volunteer my help to shut-ins. I cannot afford \$40-80 a trip.

Senior citizens do more than grocery shop two hours once a week. They remain involved and active in their communities. Many continue to work in volunteer capacities. As I don't own an automobile, RIPTA's recent route changes, in effect, render me a shut-in.

On Saturday, I waited for Bus 63 at its new DMV stop, after RIPTA discontinued its stop at the Job Lot plaza. I added a further half-mile to my walk. Once leaving East Main Road and turning onto Valley Road where the DMV stop is located, I encountered a dangerous break in the sidewalk from one road to the other, and an extremely narrow sidewalk on Valley Road that veers or inclines towards the street. It is not a level sidewalk. Cars speed past dangerously close as you stand on that sidewalk. On a rainy day, I would be soaked by the passing cars. No bench or cover is provided at the DMV stop. Feeling unsafe standing so close to speeding-by traffic, I elected to sit up on a wall near the stop so as to be able to escape any potential injury by the cars. When Bus 63 rounded the East Main Road corner onto Valley Road, I hopped down from the wall, tripped on the downward incline of the sidewalk, and landed in the street-almost under Bus 63's wheels. The driver was forced to make a quick stop to avoid hitting me.

It is impossible for me to walk back up East Main Road to come home to West House as it presents a continual and steep elevated climb - much like a hospital stress test. That uphill walk, from DMV to West House - even if I could climb hills, is almost a two-mile walk.

The law requires a reasonable accommodation be made in public accommodations such as bus service so that people who use bus transit are not discriminated against because of their age.

There is no logical reason, given compliance with state and federal law, that Bus 63 cannot go the one-block further on East Main Road, after the Shaw's stop, and swing into the Job Lot plaza, which shortens the walk to the West House, provides cover from inclement weather and a place to sit while waiting for the bus, and-most importantly, eliminates the danger of being on a narrow sidewalk with cars and trucks speeding past close enough to hit or endanger you.

Thank you for hearing my concerns. –Nancy Newbury

Ms. Farrington had an unfortunate experience on a Flex Bus a month or go and it was unfortunate that she was told that driver was not going to be on that route any longer. She scheduled an appointment and found out in advance that the same driver would be on that route. She instead scheduled an ADA Ride which cost \$4.00 each way for a 1.3 mile trip. She thinks that is not accommodating her as a low income-disabled person. West House is for low-income elderly or disabled people. For having to use ADA or Ride represents an \$8.00 fee back and forth. Today, she states she got her monies' worth from Middletown to Providence that was a good deal, however ordinarily she needs to get around just the Middletown/Newport area. She has up to 8 appointments a month and this becomes costly. Ms. Farrington states if RIPTA can give back the Flex bus and charge a dollar a ride that is fair and does not want to be a free loader, but needs reasonable accommodations. She thanks everyone for listening today and will leave the originals of everything with Mr. Studley. She would also like to say a couple of weeks ago she was not very nice to Mr. Therrien and she owes him an apology for the way she spoke to him. Thank you.

Ms. Farrington asks Virginia, who came with her, if she had something to say. The woman states that she does not have much to say but knows what it is like to have to wait for buses and cross highways. (Virginia Campos)

Mr. John Flaherty is welcomed to speak next. Mr. Flaherty thanks Mayor Avedisian and the Board for their volunteer service to the State of RI and RIPTA. He states he is from Grow Smart RI and testified on June 4 in favor of Bill H6108 which would allow RIPTA the opportunity to have flexibility on the fare they charge to recoup some additional revenues. He would note that at that hearing an alternate proposal was introduced and what was ultimately included as part of Article 22 gives the RIPTA Board much more flexibility than what was noted in Bill H6108. So Grow Smart supports the concept of altering fares to charge seniors and disabled up to half fare during peak travel and they caution the board on going beyond that. He knows the Board is in a difficult position to balance the budget and does not envy the decision they will have to make. He thanks the Board for their time.

Ms. Ele Felaco is welcomed to speak next. Ms. Felaco will read a prepared statement.

My name is Ele Felaco and I am one of the 28 percent who will be seriously harmed if I am no longer able to ride the bus without paying a fare. While I understand RIPTA's need to address its deficit my problem is the proposed solution is to impose a fare on the segment of the population most in need of public transit and least able to afford it. Ever since I was issued a senior no fare pass in 2005 I have been riding RIPTA wherever it takes me and mostly not going when and where RIPTA doesn't go. I pay attention to other passengers and to when and whether RIPTA meets our needs or lets us down. I pay attention when RIPTA makes the news and follow Rhode Island Public Transportation on facebook. When RIPTA posts required public hearings before imposing fare increases or service cuts I ride the bus to get to the hearing most accessible to me and sign in to speak. RIPTA has been holding these hearing for as long as I have been riding the bus. And fares have been increased while service has been cut over and over again. When the Downtown Providence Parks Conservatory rolled out its grandiose plan to transform Kennedy Plaza and RIPTA rolled out its grandiose plan to transform the way RIPTA is suppose to serve the public, I began to attend the RIPTA Board of Directors meetings and speaking out against the negative impacts of these transformations. I became what I now

see as a champion of lost causes. The first lost cause was being able to ride the bus all the way to CCRI without having to get off at Warwick Mall and wait for another bus. At first that was not as bad as it is now because the 21 ran every 20 minutes. I wasn't one of the less fortunate riders that now have to pay for a transfer as well. But then RIPTA in its continuing project of eliminating routes and services that don't serve enough paying customers cut service on the 21 without holding public hearings. Instead of running every 20 minutes, it runs every 30 minutes until 6pm weekdays and every 40 minutes after 6pm. Appealing to the planning department got me nowhere and I was told that I am not the only passenger complaining about these service cuts.

The second lost cause is Kennedy Plaza but not completely because the relocated stops of Routes 21 and 30 aren't on Exchange Terrace as originally proposed. I stopped making the long painful walk from bus stop to the conference room in October when I suffered a compression fracture trying to open my garage door. The walk from Exchange Terrace to Kennedy Plaza would have been too painful for me and is too much of a hardship for passengers with mobility problems. Instead of attending RIPTA board meetings in person I have been requesting the recordings of the meetings and accompanying online packets and sharing them with RIPTA Riders by email and or facebook. I listened to the fare study update from the last meeting and encouraged RIPTA riders to do the same but I decided that speaking out today was a must when I learned that the general assembly has given RIPTA the green light to charge low income seniors and persons with disabilities as much as ½ fare all day and times of day. This is not RIPTA's first move to put the squeeze on disabled and low income riders. The cost of the 5-year pass has increased. Ride users now have to pay twice as much as riders able to walk to bus stops. Will these costs of riding increases never end? I have had a look at the results of the customer survey and noted that more than 85% are in favor of reduced rates for seniors, persons with disabilities and students, but whether low income senior and persons with disabilities should have to pay one half fare was not addressed in the survey. Nor was any of the 28% currently riding for free asked how we would be able to get out to access the internet, do shopping and get to medical appointments when we don't have the cash to put in the farebox. Which in my case would amount to \$2.50 per day. I'm here today to plead with the Board to show mercy and compassion on those who need it the most. I can promise you when you stop seeing and hearing from me it will not mean that silence means consent rather it will mean you succeeded in silencing me by sentencing me to confinement in my home. Because getting out will be a luxury that I and others in these unfortunate circumstances can no longer afford.

Ms. Felaco thanks the Board for listening to her carefully prepared remarks.

Mayor Avedisian asks multiple times if there is anyone else to speak under public comment. With no responses, Mayor Avedisian decides to move to agenda item 5, Half Fare Legislation.

Agenda Item 5: Half Fare Legislation

Mr. Salzillo states that the House of Representatives has passed an article to the budget which allows RIPTA to charge up to one half fare of its regular fixed route fare of \$2.00, this would allow RIPTA to charge \$1.00 for senior and disabled individuals that meet the income means test established by the Department of Elderly Affairs. That means test is 200% of the poverty level. Previously, all those individuals rode free of charge, and this legislation, which he anticipates will be signed into law, allows RIPTA to charge a \$1.00 fare. Under federal law transit agencies cannot charge more than half fare during off peak hours to seniors or disabled

individuals. Rhode Island has far exceeded that standard by providing free fare all throughout the day. This would bring RIPTA more in line with the federal standard.

Mr. Studley states that there are two other states that offer free fare for certain individuals, however, their state budgets reimburse them for that. The income level of 200% is also much higher than the other states and is set by Department of Elderly Affairs. RIPTA is asked to provide the administrative costs to oversee all of this.

Mayor Avedisian asks how often eligibility is determined and Mr. Studley responds every five years. RIPTA does have the ability to change that to every two years.

Mayor Avedisian asks what percentage of ridership qualifies for the free bus pass. Mr. Studley states that last year RIPTA provided 5.58 million trips and 37,000 of those trips were half fare trips. So, over 99%, 5.6 million, trips were provided for free, clearly not meeting the federal threshold. He will let Mr. Salzillo go through the administrative process.

Mr. Salzillo states that this would be an approximately 120 day process depending on a number of variables. In anticipation of this becoming law effective July 1, 2015, staff will come back at the July meeting with a proposal and timeline.

Mayor Avedisian states that at the July meeting there will be a timeline and process of what needs to take place. There will be public hearings and then it will be back before the Board for adoption, and then to the State for final review. There will be more than enough opportunity for people to voice their opinions as RIPTA moves forward. Mr. Salzillo states that is all correct.

Mr. Studley would like to add that the Department of Elderly Affairs and OHHS define their senior disabled transportation program as a senior disabled fixed route bus pass program, ADA, Paratransit services as well as the state mobility manager all of which they have outsourced to Logisticare. Mr. Studley would like the new Board Members to know that in December RIPTA lost \$7.8 million due to a policy change in OHHS. Those are the three programs that combine the Senior/Disabled program and that program costs RIPTA \$37 million that is information from the National Transit Database (NTD). The average fare in RIPTA system is actually \$1.50 because of pre paid purchases and monthly passes. That alone is where RIPTA gets fare box recovery and the industry standard is 26-30% and RIPTA is currently at 19%. The only income RIPTA receives to offset those costs was established in the early 90's and that is the seventy-nine one hundredths of a penny in Gas Tax, which amounts to \$3.3 million; and all three of these programs cost \$37 million. One-third of RIPTA's budget is applied to this program, as it should be, but the difference is RIPTA does not get compensated or reimbursed for it.

It is not just about revenues and fares, but about balancing 33% of the rides during off peak which are free fares that has forced RIPTA to put more service on during off peak hours. The COA helped identify that. The COA is a cost neutral study and allowed RIPTA to re-allocate services where the needs are.

Mayor Avedisian reconfirms that at the July Board meeting RIPTA will provide a more detailed plan to the public and Mr. Salzillo responds yes that is correct.

Ms. Preston asks for a brief executive summary of the history so she can get grounded on how this came about and Mr. Studley responds that he will provide that information to the new members.

With no further comments, Mayor Avedisian moves to agenda item 3, CEO Report.

Agenda Item 3: CEO Report

Mr. Studley states that the House did add \$2 million into the budget for RIPTA. Which RIPTA is very grateful for and it will be helpful for FY16.

Last fall, when Mayor Taveras was in office he reduced the Providence school bus radius from 3.0 to 2.5 miles. Just over the past couple of weeks, Mayor Elorza has reduced it again from 2.5 to 2.0. This has a serious impact on service especially during peak hours in the morning. This would potentially be 1500 more students. Ms. Pettine and the planning department have been working diligently on working the details out. Mr. Studley and other senior staff have met with Providence school multiple times and think it is at a point where RIPTA can commit to do this for them. RIPTA would have to look at leasing a few more buses. Mr. Durkee asks how many more buses would be needed and Mr. Studley responds eight (8) and just in the morning.

Mayor Avedisian states that RIPTA is costing this out so that regular ridership is not subsidizing the additional cost solely for the students.

Ms. Martin comments that the afternoon does not carry the same number of students as in the morning and Mr. Studley responds that due to after school activities it has less of an impact. The logistics will be figured out prior to the next choose up at the end of July.

ATMS is moving along well. They are still waiting for the descope of the buses, and was hoping for final acceptance in July but it looks like September, but that is far better than it has been in the past.

Mr. Durkee does not want to sound like a broken record, but would like to see the overtime decrease. He understands that it is very difficult; however he feels strongly that this needs to be tackled. Mr. Studley responds that analysis has been done for the recent choose up regarding the number of open runs that would create over time so that is getting close. Also, today, there were five bus operators who retired and that causes a back log for training which results in four to six weeks of over time. They are working on decreasing that back log time.

Mayor Avedisian states that he would like to officially welcome both Ms. Stephanie Preston and Ms. Princess Bomba to the Board of Directors who have both recently been confirmed by the Senate.

This brings up the next item of business, which is with the departure of Director Lewis and Mr. Williams causing vacancies in the officers of the Board and on the Committees.

Ms. Martin states that at this time she makes a motion to elect Mr. Stephen Durkee as the Vice Chairman, herself, Ms. Martin as Secretary and Ms. Margaret Holland McDuff as Treasurer of

the RIPTA Board of Directors. Additionally, Ms. Martin states that Ms. Preston and Ms. Bomba will join Ms. Holland McDuff as members of the Finance Committee. Ms. Martin will serve as a member of the Joint Pension Board with existing member, Mr. Durkee.

Mayor Avedisian states that this will bring the Board up-to-date with all appointments needed for the RIPTA Board of Directors.

Ms. Holland McDuff seconds the motion and it passes unanimously.

Mayor Avedisian states that there used to be an Executive Committee; however approximately two years ago they felt that it served RIPTA better to bring all matters before the entire Board of Directors and it is still their intention not to fill the executive committee at this time.

Agenda Item 4: Comprehensive General Liability policy

Mr. Salzillo states that he is seeking Board approval for the Authority to enter into a contract for General Liability insurance. This insures RIPTA for accidents and other claims that arise out of negligent acts at any of RIPTA's premise locations and properties. The cost has gone up as there have been a number of significant claims over the past three years.

Ms. Martin makes a motion to approve the contract as presented. Ms. Holland McDuff seconds the motion and it passes unanimously.

Agenda Item 6: Pension Plan Amendments

Mr. Salzillo states that he has brought this before the Joint Pension Board earlier that day. The Pension Plan covers all the employees and was last looked at in 2002. RIPTA obtained outside council through the Pension Fund to look at the Plan and bring it into compliance. They have written a memo which states that there are five changes that must be made which are required by law. Mr. Salzillo will instruct outside council to go forward with those amendments. The Plan states that RIPTA can make changes that are required by law so there should be no conflict with the union contracts. Any recommendations not required by law would be subject to collective bargaining.

Agenda Item 7: Easement at 26 Ship Street, Providence

Mayor Avedisian states that about a year and half ago they began looking at all property RIPTA has interest in to assess them and realized that over the years easements and agreements were made that are no longer pertinent to RIPTA. Mayor Avedisian states that there is an easement on Ship Street going back to 1910 and Brown University would like to buy this land, however, there is an easement on it and Mayor Avedisian does not believe RIPTA has ever used it nor would use it.

Mr. Durkee asks if there is a building on it and Mr. Salzillo responds yes and RIPTA has the right to connect electrical to it and believes this goes back to the Trolley days.

Mr. Durkee makes a motion to approve terminating the easement on Ship Street. Ms. Bomba seconds the motion and it passes unanimously.

Agenda Item 8: IFB 15-16 Supervisor's Vehicles

Mr. McGrane states that the RIPTA Board is requested to award a contract to Flood Ford of East Greenwich, RI to supply and deliver four-wheel drive supervisor's vehicles and diagnostic tools to the Authority at a cost of \$139,792.00. Also included in this contract is an option of up to four vehicles per year for the next four years contingent upon availability of funding and continued compliance with Federal Transit Administration Buy America regulations.

The bid was issued on April 15, 2015. It was publically advertised. A pre-bid meeting was held on May 8, 2015. Bids were received on June 5, 2015. Three companies submitted bid proposals: Colonial Ford of Plymouth, MA; Flood Ford of East Greenwich, RI and Paul Bailey Ford of Narragansett, RI. Flood Ford submitted the lowest responsive and responsible bid.

These vehicles will replace the 2001 Ford Explorers, which are past the end of their useful life. This is part of the Authority's non-revenue vehicle replacement plan. Four wheel drive vehicles are needed to insure safe reliable operation during inclement road conditions. These vehicles will replace some of the 2001 Explorers as well as supplement the Fleet.

Funding is eighty percent from Grant RI 90X063, and twenty percent from Capital Match account. Funding for outgoing years is from pending FTA grants.

The alternative is to not award the contract and attempt to keep the 14 year old Explorers operating, which is not cost effective.

Ms. Holland McDuff asks if the price remains the same for the next four option years. Mr. McGrane responds that the bid is written that RIPTA would follow the Consumer Price Index.

Mr. Durkee asks how many miles end up on these vehicles and Mr. McGrane responds that he has seen some in excess of 200,000.

Ms. Martin asks if there are criteria or a list that must be followed to ensure RIPTA is within the Buy America requirements. Mr. McGrane responds that in order to meet Buy America it must meet two tests. The first, 60% of the value of the vehicle must be domestic content and the second is final assembly of the vehicle must be done in the United States. Final Assembly must be significant assembly and RIPTA asks the bidders to produce documentation.

Ms. Holland McDuff asks if the depreciation is already in the budget for next year and Mr. Studley responds yes he believes it is.

Mr. Durkee makes a motion to award the contract as presented. Ms. Martin seconds the motion and it passes unanimously.

Agenda Item 9: Capital Budget FY 2016-2021 Grant Funded Projects

Mayor Avedisian states that this is a great presentation and really shows all the different things that are out there. He states that what they have talked about doing in the next iteration of this would take out all those that are part of the competitive grant process so that if RIPTA knows that there will be federal money coming in for next year then there could be potential awards that RIPTA may get and separate them into two documents for next year so it would be clear of what is in hand and what RIPTA is pursuing.

Ms. DiLauro states that the Capital Plan is a five year plan. RIPTA's Budget Analyst, Chris Durand will present it this afternoon for he has prepared the document.

Ms. DiLauro states that basically group all the major grant funded projects into the Capital Plan and present by types of expenditures. Some of these will be included in the State submission next month for the Capital Budget and will make sure that the Board receives a copy of this submission. The definitive capital plan would only include those that would be depreciated will be sent to the Board next month.

Ms. Preston confirms that this decision to approve the Capital Budget has financial impact on the operating budget and Ms. DiLauro responds yes.

Mr. Durand states that the core of this plan is vehicle replacement. Trying to not let the vehicles get to 14 years old before they get replaced. As well as major improvements in the infrastructure and information technology there are a lot of data being created now by the new systems. These are great tools to gather data and make analysis but require a lot of infrastructure and security to make sure these systems are reliable.

A lot of these projects are limited by the operating match and so they worked toward keeping this budget tight. As things go along may have to tighten up further.

Mayor Avedisian states that they understand that this is a plan that can change month to month and things may get moved around depending on funding and things that become priority.

Ms. DiLauro states that vehicle purchases are running through 2021. The match is State Fleet Replacement Revolving Loan Fund through 2017 when it sunsets and at that time Ms. DiLauro has RICAP in and has spoken to State Budget office on this and have assured her that the bus match would be there.

She states that the match for the vehicles are good for the Fixed Route Side however the biggest challenge is on the Paratransit side with the lower number of rides provided. The amount of money going into the Paratransit Revolving Loan fund is lower than estimated. Hopefully, this will improve over time.

Mr. Durkee asks if RIPTA is still looking at articulated buses and Mr. Studley states that they are looking into it. Maintenance department have legitimate concerns regarding that the vehicles that they are producing now are not diesel which would be additional costs and special lifts would be needed.

Ms. Holland McDuff makes a motion to approve the Capital Budget as presented. Mr. Susa seconds the motion and it passes unanimously.

Prior to adjourning the meeting, Ms. Pettine would like everyone to know that RIPTA is conducting a Fare Study. Ms. Pettine handed out a flyer listing the upcoming community meetings. Monday, July 13, 2015 in Newport and Pawtucket; Tuesday, July 14, 2015 at Providence Public Library, Kennedy Plaza and Warwick City Hall. These dates and times came from surveyed customers who responded to the marketing department on the best dates, times and locations. RIPTA will also staff Kennedy Plaza during office hours with information. All this information will be on the website as well.

Mr. Pereira would like to introduce RIPTA's new Environmental Affairs and Safety Officer, Michael Vendetti.

Agenda Item 10: Adjournment

Ms. Martin makes a motion to adjourn the meeting. Mr. Durkee seconds the motion and it passes unanimously.

Respectfully submitted,

Marie DiToro
Recording Secretary