

RHODE ISLAND PUBLIC TRANSIT AUTHORITY

BOARD OF DIRECTORS

MINUTES OF Monday, September 28, 2015

Board Members Present: Mayor Scott Avedisian; Maureen Martin; Director Peter Alviti; Princess Bomba and Mark Susa

Absent: Stephen Durkee; Margaret Holland McDuff and Stephanie Preston

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

Mayor Avedisian calls the meeting to order without a quorum present. He will begin with Agenda Item 2, Public Comment as they wait for another Board Member to arrive.

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. Batting to speak. Mr. Batting states that he is following up from a previous meeting regarding the Trolley in Providence and with all the new Board members is wondering if there is the same consensus that RIPTA does not stand behind the streetcar proposal and does the Mayor of Providence and Governor know where RIPTA stands on this.

Mayor Avedisian responds that there has been no vote by this Board on the streetcar at all nor has an application come to the Board to take a vote on it.

Mr. Batting states that following up on one of the meetings at City Hall where there was a proposal of another set of studies on top of over \$2 million spent by this agency on the same trolley studies. It is a huge waste of money in his opinion.

The second thing he is interested to know is what criteria are used by the Joint Pension Board and the actuary on rates of returns and mortality tables and all related items. He brings this up because, due to his experience sitting on this Board, he was getting bad figures and outdated and obsolete information from the actuary. As the Board has a fiduciary responsibility, he suggests the Board get that checked out.

Mr. Batting states that there has been a lot of press lately on consulting fees with other state organizations and he would like to understand how much money has been spent on consultants over the past 3 to 4 years.

The final item Mr. Batting would like to bring up is that he has been off the Board since 2008 and he still receives letters, notes and calls. He received one recently saying that there was a RIDOT request for \$400 million for Rapid Bus Service on Routes six and ten and is that a correct comment he received and secondly why would RIDOT be taking the lead position on transit versus RIPTA. Thank you.

Mayor Avedisian welcomes Mr. Cute to speak next. Mr. Cute states that the Union has been working with Ms. Pettine and other management to provide service to the Providence Schools. With the additional students added this year he states RIPTA has done a great job to ensure accurate coverage of service for the students and regular service.

Mayor Avedisian welcomes Ms. Waters to speak next. Ms. Waters states that she is from the Rhode Island Organizing Project and has spoken to many senior and disabled people. She cannot impress enough on the Board the damaging effect it would have if people have to pay for the senior/disabled fares. Many of these people are living on incomes less than \$800.00 a month and every penny counts. The things we don't give a second thought about, running to the store, picking up prescriptions will become a major issue to them because of the cost. She understands RIPTA has its budgetary issues however she asks on behalf of the thousands of people who depend on RIPTA as their only means of transportation to reconsider this proposal.

Ms. Reitman is welcomed to speak next. She states that she has been working with seniors and housing through a private managing company and she understands that the senior/disabled who spend \$25.00 on the five year bus pass will have to pay \$1.00 each time they ride the bus. She reiterates what Ms. Waters stated about going to the doctors, pharmacy, grocery shopping will end up costing these people \$360.00 a year and these are people who make under \$800.00 a month. The proposal to increase the fares is literally devastating to the senior/disabled people in this State. She asks that a different solution is looked at.

Mayor Avedisian welcomes Mr. Ethier to speak. He works as a social worker in subsidized housing for the state of Rhode Island. Last week he attended the options meeting RIPTA held and the cheapest option presented would cost senior/disabled people \$30.00 a month. To many of the people in the room it may not seem like a lot of money, however bring in under \$800.00 a month this is a lot of money and he hopes RIPTA could get creative and find a different way to fund RIPTA instead of on the backs of the low income people. He has a letter with signatures that he handed in.

Reverend Foster is welcomed to speak next. Reverend Foster states that she represents Providence Presbyterian Church and several members depend on this service and not only the cost is an issue but the isolation they would face if they cannot afford to get out. She would hope RIPTA would reconsider the Bus Pass issue for senior/disabled.

Ms. Felaco is welcomed to speak next. She states that she has been before the Board many times on this issue and so she would like to hear what others have to say. She states that they are all in this together and thanks everyone for coming.

Ms. Bentsein is welcomed to speak next. Ms. Bentsein states that she has been a RIPTA rider for many years and she sees RIPTA getting worse and worse and worse especially for those under the crunch of low income. She pays 92% of her income to room and board and only has \$100.00 to spend on anything else. She would like to make a comment on the proposed increase of a dollar to each person who has a pass. Ms. Bentsein reads: *If RIPTA stops giving free bus passes to those who need them the most, the poor, the elderly, the fragile, the physically and mentally disabled, the homeless, the blind, and people on welfare, SSI or SSDI, it will have severely negative impact on their lives.*

It will become nearly impossible for them to travel to and from work, doctors' appointments, physical therapy, grocery shopping for themselves and their families, day care centers and

schools for their children, and mental health clinics. Their social encounters with other people would become severely limited as well. They would be forced to give up any and all activities for which they have depended on reliable bus transportation. And they would become socially isolated from many people in Rhode Island.

They have literally no money to spare, thanks to the generosity of Uncle Sam. Therefore they will not be able to spend one extra penny on bus fare; since they have no extra money in their pockets.

People who have bus passes should not be required to pay more-since they have already paid for their passes.

It's immoral that a company, such as RIPTA, would attempt to carry its financial woes on the backs of the poor, who have nothing extra to pay anyway.

The best solution I can think of is that the State of Rhode Island should provide sufficient funding from the State revenues to completely cover the costs of running a bus transportation system for which we can be proud. Other states have done it. So, Rhode Island should be able to do it, too.

If Rhode Island fails to revamp its bus transportation system, there will be an increase of physical and mental afflictions as well as an increase of visits to the emergency room. And because the poor and afflicted would no longer be able to take the bus, they would not be able to keep important medical appointments.

So one can readily see what will happen in the entire State of Rhode Island if RIPTA goes ahead with its plans to charge more bus fare to the poor and afflicted the mentally ill and the physically disabled.

Tell me now; what members of the Rhode Island Legislature consider themselves to be of the people, by the people and for the people?

We, the people, need to be respected and have our dignity restored. We need to be taken seriously.

Will RIPTA rise to the challenge of providing reasonable and free bus transportation to those who need it most?

Or would RIPTA rather heave its financial woes on the shoulders of the most unfortunate members of the State of Rhode Island, who will surely pay the price?

Mayor Avedisian welcomes Ms. Santiago to speak next. Ms. Santiago states that she sits on the Board of the Mental Health Recovery Coalition of Rhode Island and other agencies as well. She is a certified peer specialist. The members have told them that even with a \$1.00 fee that they would not be able to go shopping, doctor appointments, mental health recovery centers or to any social events which are all necessary for them to maintain and to advance their recovery from mental illness. Mental illness tends to lead people to isolate. If they isolate themselves they will not take care of themselves. They will end up in emergency rooms costing the state more money. She really would like RIPTA to reconsider this.

Mayor Avedisian welcomes Ms. Ricci to speak next. Ms. Ricci states that if this proposal goes through she would not be able to afford it and as a result would not be able to go to Rhode Island College.

Mr. Blackadar is welcomed to speak next. He too is a member of the Rhode Island Organizing Project. He urges RIPTA to listen to everyone today. This is not just a financial issue however a moral issue. This past week there have been a lot of talk from someone he respects, the

Pope. The small things that are done are important and he urges everyone to hear the voices today.

Ms. Rolle is welcomed to speak next. She states that many people don't even make \$800.00 a month. She lives in a high-rise and takes the bus every day. She believes that the 5-year bus pass should stay and it should not go up to the \$1.00. She does not think the pass should become an ID. RIPTA charges people if they lose it already. Add a \$1.00 to the 5-year bus pass that is fine with her. To take a \$1.00 every time someone gets on the bus is not fair. There are a lot of homeless people in Kennedy Plaza already and are not allowed on the bus. She states that there should be seat belts on the bus. She thinks the money used to paint the buses and to put in security cameras should be enough money to use for this. She would like everything to stay the way it is. She states that most people in this room do not have to take the bus but she does. She has feelings for a lot of people and hopes that it does not raise a \$1.00. She wishes everyone well but does not think this is right.

Mr. Flynn is welcomed to speak next. Mr. Flynn states that he is the Executive Director of the Senior Agenda Coalition of Rhode Island. Their mission is to promote and build a better system in Rhode Island for seniors to create independence and be connected in the community. The greatest single factor to shorter lives is isolation. Transportation is a vital part of that. On July 14 he attended a community meeting at the Providence Public Library. There were a lot of people in the room because there was a news article talking about the free bus pass being in jeopardy. RIPTA staff and the consultants were very clear from the get go that the Free Bus Pass was not part of the study and they wanted to talk about other things. There will be another time to discuss the free bus passes. That other meeting has never come. The meeting last Thursday with all the Options, of which none of the options shows keeping the free bus pass. There have been a lot of stories from people and a good sample today. He heard it best from a lady in a recovery center that attending the meetings are her medicine. These trips are not covered by Medicaid. For some people this service is their medicine. He urges RIPTA to have real public meetings in accessible places. He has data and disputes that Rhode Island is the outlier, dispute the implications that a lot of things will be covered by Medicaid. Please listen to the voices, look at the data and no one knows how many people will not be able to afford this increase. RIPTA owes this to the community and to these folks and many, many more. The hearings that will be held are a technical process and the decision has already been made, he would like to see community meetings. Thank you

Mayor Avedisian welcomes Ms. Greene to speak next. She is a Providence resident and grew up riding RIPTA. She is now a parent in South Providence and thanks RIPTA's staff for the quick response to the community concern regarding the inappropriate violent ad posted on bus shelters around the city. In Providence alone over 3000 students ride the bus and many pass it on the way to school or work every day. The community expressed its concern and RIPTA responded and had them taken down in under 18 hours. She is concerned that there is no policy regarding violence and advertising. She would like a review of the policy of what is decided what advertising goes out there and a review around violent imagery in general. She does commend RIPTA's response to acknowledging the important role it plays in the community. She would really like a further review of Lamar and the policy around violent advertising. Thank you

Mr. Legare from Northwest Transportation is welcomed to speak next. He states that Northwest Transportation was founded in 1983 and has been part of the RIde Program prior to its

conception. Non emergency medical transportation was being handled by ambulance 3-4 years ago. He contacted State Legislation and the state went out to bid for a broker to handle all non-emergency transportation throughout the state. The Broker was brought in. The last year and a half this company has been delegating all non-emergency medical transportation. It has destroyed my taxi cab business. The Broker owes him a lot of money. The RIde Program is no longer going out to bid because of the way everything is being restructured and as a result the contract between RIde and Northwest will be ending. Mr. Legare's understanding is that this is against all FTA Regulations, since the conception of Map 21. All of these changes are destroying the business he has had in place for 25 years now.

Mayor Avedisian welcomes Mr. Bidwell who states that we all are responsible for all and to all. This is a basic framework or belief of all major religions. Today they ask the board to hold public meetings on whether to keep the no fare bus rides for the low income/elderly and disabled. Public meetings so that the people who are affected have a chance to speak up and be heard. Some will be heard today, however there are many more that are anxious to speak up and be heard. They will be the ones who suffer the most. Listen to them. Hear what they have to say. Please hold public meetings as soon as possible due to the threat of loss hanging over their head. In the 1970's he watched the Grey Panthers lead a successful campaign for no fare rides for elderly and the disabled. In the 1990's he participated in a 3 year campaign of the Grey Panthers and the disabled community to eliminate the restriction that prevented those eligible to use the no fare pass during the rush hours. These two campaigns ended the exclusion of the tens of thousands of elderly and disabled in Rhode Island. He is hopeful that RIPTA will support the no fare program for the senior/disabled. The creator wants us all to act responsibly to and for all.

Mayor Avedisian welcomes Ms. Fundalowski to speak next. She reads a letter she wrote and handed over for the Board. *We, the disabled of the State of RI are finding it hard to compromise with the available four options given to us by RIPTA authority. We believe there should be a fifth option available that is less taxing on us consumers. Our incomes for the month just cannot harbor such a hike financially, especially the options harboring a standard fee. Each time we take the bus we have to take several buses on a day to day basis to attend day programs that greatly improve the quality of our illnesses or disabilities, school, volunteer jobs that maintain our stability and at the same time, help others in the community, or other various entities that help establish our ability to stay stable and be well maintained. Without attendance to these venues, they would close and hospitals would be overpopulated with unnecessary admissions which would cost the state even more money than this plan RIPTA has.*

Please be cautious, open and sincere with your decision. Please think carefully and be thoughtful upon considering the impact you will have on our community. Note that we wish to work with you, not against you in our endeavors to improve the quality of RIPTA. We have actually thought of one option that may work. If RIPTA raises the cost of the disability bus pass and /or shortens the length of time it is valid, that may fray the onset cost and deliver what RIPTA needs financially.

Please be open to other suggestions other consumers may have as we strive to meet the needs of consumers, disabled, and elderly of the state and of course, RIPTA.

Ms. Price is welcomed to speak next. Ms. Price states that she is the Director of St. Martin de Parres senior center, located at 160 Cranston St which happens to be on the west end of Providence which is one of the poorest areas. In her last 20 years she has seen seniors of low income come to her because they have no food, no money, because they are in the dark

because they cannot pay for their electric, gas or oil bill. Many of them do not have clothes to wear. Many of them go there with the free bus pass to the meal site and that is the only meal that they eat that day. Her center will send them home with leftover food in case of a pending storm and they cannot get back to the meal site the following day. Often times she has seen the poor, disabled, elderly make a decision to purchase their medicine or buy a bus pass for a dollar. If seniors cannot get there, they will not be able to get a decent meal. She assumes that there are other areas where money can be found. Imagine if this was your parents and had to rely on the bus and didn't have enough money to take the bus to get to a meal site, or to meet with a case manager or to be clothed. Imagine yourself in this situation. No one knows what will happen tomorrow. Seniors who are unable to take a bus is the same thing as if your car was in the shop. Please consider a no fare hike. Thank you

Ms. Henry is welcomed to speak next. She would like to offer a suggestion. She knows RIPTA works with the Office of Rehabilitation Services and they do offer federal grants and this could be a good lead to help with bus passes. She thinks there is way to get more financial assistance and should not be put on people who are disabled.

Mr. Stewart is welcomed to speak next. Mr. Stewart states that one of the elements of the so called Renaissance in Warwick is this transportation hub that includes a new bus terminal, whether this can be called renaissance true based on low income jobs is one thing whether the pollution caused by airport DEM cited the city multiple times does speak to the character of the decision making going on. That was the logic that expanded the airport. He had the opportunity to go to Portland, Oregon and it is very much like Rhode Island area. They have a transit system second to none. In the center of Portland there is a section that is free fare. Imagine that kind of thinking for RIPTA. Portland does this successfully. RIPTA is moving in the right direction in some regards. Getting trolley out of Providence is one. Getting the buses on natural gas was a good step in the right direction. This sort of thinking would be problematic to balance the budget on the poor, sick and low income just because it would be easier. Things can be done easily and continue with policies to hurt people or alternatively build the middle class by expanding RIPTA, create good jobs and pay people the wages they need to live a decent life. He would be minimally impacted by losing the free pass; however it would be awful to do this to others that have no network of people to help them.

Mr. Richards asks to speak under public comment. He would like to make a few comments. Having the seniors pay \$1.00 will damage RIPTA's social responsibility which will damage their reputation. The economy is so bad the senior/disabled cannot afford the \$1.00, businesses will slow down and this all adds up to deficits. The rest is self explanatory with the others comments here today so he does not need to expand on that.

Mr. Moreli is welcomed to speak next. He is a member of the RIPTA Riders Alliance. The average discretionary money for the disabled is around \$40.00. He attended the meeting at the public library and a RIPTA staff member stated that Rhode Island is the only state that gives free passes, however Philadelphia does as well. Thank you

Ms. Santiago is welcomed to speak again. Ms. Santiago states that she would like to add that the citizens of Rhode Island refuse to pay for others golf memberships or cars so please reconsider this important decision.

Ms. Martin, a RIPTA Board of Directors member, would like to thank everyone for bringing this information to the attention of the Board. She thinks it is important for everyone to hear the human side of this. She hopes that a few of the public that spoke today would show up at the State House to testify in front of the legislature when RIPTA is there looking for money, to support RIPTA and Rhode Island Transit, especially Ingrid Bentsein. Ms. Martin states that the Legislature is back in session in January and there is a website to track the hearings and bills and there is nothing to prevent anyone here from lobbying their own legislator for this issue to get RIPTA more money. The money needs to come from somewhere and encourage everyone to bring their stories to their Senators and Representatives.

Ms. Felaco thanks Ms. Martin for urging people to come and see Legislators. She has contacted her Representative already. Anyone who has not yet called, please call. Thank you.

Ms. Bentsein states that she has had experience going before the Assembly and it is important to know the Do's and Don'ts of lobbying. There should be a group that meets and gets together and unify with one issue and be organized prior to going to the State House.

Ms. Price thanked the Board for listening to everyone today. She would like to say that the Board should stay true to RIPTA's Mission Statement which is *To provide safe, reliable and cost effective transit service with a skilled team of professionals responsive to our customers, the environment, and committed to transit excellence.* Thank you.

Mr. Susa a member of the RIPTA Board of Directors apologizes for being late to the meeting. He states that this is a very important subject and it is nice to see a full house. Mr. Susa mentioned that the Newport Gateway was damaged during Hurricane Sandy which is scheduled to be fixed.

Agenda Item 1: Board Approval of the August 17, 2015 Board Meeting Minutes

Director Alviti makes a motion to approve the August 17, 2015 meeting minutes as presented. Ms. Martin seconds the motion and it passes unanimously.

Agenda Item 3: CEO Update

Mr. Studley states that he urges everyone in the room that spoke today to go to Logisticareri.com website regarding non emergency medical trips for the fixed route service. The website has an itemized list of what trips are covered by Medicaid.

The FMO report went very well. There are a couple of minor things that RIPTA will need to respond to by January 1, 2016

Mr. Studley mentions that there is a Job Fair at New England Tech on October 15, 2015 that RIPTA will be present at.

There will be a Train the Trainer Diversity Seminar at the end of October for RIPTA staff.

The Board Orientation for the new Board members is coming up on October 28, 2015.

There is an Ethics Seminar for RIPTA staff scheduled for November 6, 2015.

Mayor Avedisian welcomes Ms. LeClerc to speak regarding the ATMS.

Ms. LeClerc states that she is happy to report that they are nearing the end of the project. Everything is installed except Newport because of the reconstruction scheduled. A maintenance plan is being established to provide professional services to ensure that the XEROX products are serviced in accordance with the manufacturer specifications and ensuring full coverage for components under warranty.

Mayor Avedisian confirms that due to Newport taking longer, XEROX understands this and it falls under the scope of work. Ms. LeClerc responds yes XEROX understands this.

Agenda Item 4: Bacon & Co. FY 15 Financial Audit

Ms. DiLauro states that there is as qualified opinion on one note regarding GASB 68 and an employee contribution pension plan which is a defined benefit plan of which no RIPTA funds are added to it however it is a grey area under GASB 68 and cannot establish a liability right now it is a qualified opinion. RIPTA is working with the Controller's office and the Auditor General for the state of Rhode Island and they have the same issue and are trying to work with GASB. This is a worst case scenario and they are hoping that eventually this qualified opinion will be removed. She is asking for approval as it stands today.

Mayor Avedisian welcomes Ms. Langevin to speak. Ms. Langevin begins with pages 8-10 which explains the Qualified Opinion as already discussed. Pages 17-18 of the report is the statement of Net Position of which the Total net position is \$39,041,325 and of that amount \$132,625,475 is the net investment in capital assets resulting in the unrestricted deficit of \$93,584,150.

On page 19 of the report it shows the operating statement. The total revenues \$24,588,208 this year and the operating expenses totaled \$118,451,235 resulting in an operating loss of \$93,863,027 this year. The non-operating revenue expenses of \$67,914,473 resulting in a loss before capital contribution of \$25,948,554. The capital contributions for the year would be \$3,381,020 resulting in a net position of \$22,567,534 in fiscal year 15.

On page 28, Notes to Financial Statement, Capital Assets information can be found.

On page 30, Note 6, has the change in long-term debt. There is now a debt pension liability included and went up \$1.8 million in FY15 for a total of \$48.8 million. The net OPEB plan increased \$6.2 million this year for a total of \$50.3 million. The accrued self-insurance claims increased \$2.6 million for a total liability of \$10.4 million.

Pages 35-46, have the new pension disclosures; it is lengthy and has a lot of information in there. Pages 48-53 have the required supplementary information to go with that. For the 618 Employees pension plan, the net position in relation to the net pension liability is 67.11%. For the other than 618 employees it is 79.24%. The OPEB plan still remains unfunded.

As discussed, the draft has been submitted to the Auditor General and they are still waiting to hear back for their approval. The repost is due September 30, 2015. The management letter will be sent out soon along with the beginning of the Single Audit.

Mayor Avedisian asks Ms. DiLauro to let them know once a decision is made on the qualified opinion.

Ms. Martin makes a motion to accept the Draft Audit as presented today. Director Alвити seconds the motion and it passes unanimously.

Agenda Item 5: Update on Fare Study/Reduced Fare Pass Program

Mayor Avedisian welcomes Ms. Pettine and Mr. Nordin to present on the Fare Study/Reduced Fare Pass program.

Ms. Pettine states that they are here today to provide an update to the Board. Given the level of concern and feedback regarding the reduced fare bus pass program and the senior/disabled no fare they would like to discuss this as it relates to the Fare study and how these pieces are coming together. Ms. Pettine states that the Fare study began last spring with an aggressive timeline of going through the elements and honing in on the evaluations of alternative and looking to provide recommendations to the Board next month on how to proceed.

The Fare study began last spring; however, it has been part of a program of work for the last couple of years. The fare study was driven by the fact that a fare study has not been done in a long time, the fare boxes are coming to the end of their useful life and to take a look at the next investment in technology should be to advance the fare products and to maximize revenue ridership on the system. Meanwhile, during this time there were other changes occurring at RIPTA and the legislature allowed RIPTA to charge a half fare to the senior/disabled bus passes. When the summer Fare Study meeting occurred, RIPTA staff had not yet received direction from the Board on whether RIPTA should pursue this option or not. She understands the timing seems awkward; however, she wants to explain this. Once RIPTA received direction to pursue a potential fare it made sense to have LTK take a look at both. At the last Board meeting, it was decided to bring these two worlds together and that is what happened at last week's meeting.

Mr. Nordin states that since this project has started there has been a lot of outreach both internally and externally. It started with two listening sessions in downtown Providence. Follow that up with a public survey and had over 745 responses to that and followed that up with a driver survey from fixed route and paratransit side. As part of this there were 25 interviews with staff from all departments to see what implications there would be. Since those first two listening sessions, there have been 8 more in two separate rounds. One in July prior to the Board meeting and the other 4 last week. In total there have been over 150 people in attendance. Mr. Nordin states that they have met with the ATAC community as well. Currently they are finishing up the public outreach portion of this. They will allow email comments through October 5, 2015.

Ms. Pettine states that the Options that were presented last week are in the packet the Board has today. The meetings were held as a workshop style session fully staffed and tried to engage people to get as much feedback as possible. As a result from all the outreach done, RIPTA staff learned that the Transfer Policy is confusing, people are interested in smart card technology, avoid wear and tear on the fare box and trying to avoid having people pay cash on board.

A new fare for the senior/disabled pass has drawn a lot of attention. Ms. Pettine states that Option A shows \$0.75 a trip with a \$0.50 transfer fee. Option B shows \$1.00 cash, \$0.50 Transfer and a \$30.00 Rolling Monthly pass. Option C and D tries to move away from cash and no fees on Transfers.

Feedback so far, almost everyone would like to have ultimate flexibility on how to use the system and are interested in smart cards. They were in favor of charging a Premium Fare on Express routes, however there is minimum revenue to be gained there. The biggest comments are that passengers do not want any change to the senior/disabled pass, however if there was a change they would like flexibility.

Ms. Pettine states that they were not trying to be disingenuous by not offering an option that included no change to the program because ultimately RIPTA felt they needed to receive

feedback on how to pursue this program. She appreciates the frustration that people really wanted to say no change; however, they really wanted feedback on how staff can make the best recommendation to the Board.

Ms. Martin states that unfortunately it was perceived by some, that because it was such a sensitive subject, that RIPTA was trying to trick them that no matter which they chose would be ok with them.

Ms. Pettine states that there has been a lot of follow up with people regarding their concerns.

Mayor Avedisian asks how much feedback was there on transfers and Mr. Nordin responds that not as much as they thought, but that there is some confusion on when it is a transfer and when it is not. A clearer definition of a transfer is necessary if Transfer remains part of the plan.

Ms. Pettine states that next month they would present an option to the Board and if the Board approves they would move forward with the Public Hearings.

Agenda Item 6: FY 17 Operating Budget

Mr. Durand states that there were not many changes made from the FY 16 Budget to the FY 17 Budget. It is still really early and there could be changes made throughout the year. The deficit of \$2.6 million includes \$1.7 million for Debt Service. The State of Rhode Island has been picking this up and RIPTA would like to ask the State to pick it up for FY17 Budget as well.

Mr. Durand states that there really are not many changes and opens it up for any questions.

Director Alviti makes a motion to approve the FY17 Operating Budget. Ms. Martin seconds the motion and it passes unanimously.

Agenda Item 7: Resolution Regarding State's Assumption of FY 2017 Debt Service

Ms. Martin makes a motion to ask the State to assume the Debt Service in FY 17 Operating Budget. Director Alviti seconds the motion and it passes unanimously. Mayor Avedisian signs the Resolution as the Board Chairman.

Agenda Item 8: IFB 16-01 On Call Glass Replacement RIPTA Bus Shelters

Mr. Mencarini is requesting to award a contract to New England Architectural Glazing of Danielson, CT to provide on-call glass replacement services to RIPTA's various bus shelters located throughout the state of Rhode Island. The estimated annual cost for this contract is up to \$50,000. This is a one year contract with up to four annual renewal options to be exercised at the sole discretion of the Authority.

The contract is funded with eighty percent from FTA Grant RI90x064 and twenty percent Operating Funds.

Director Alviti makes a motion to award the contract as presented today. Ms. Bomba seconds the motion and it passes unanimously.

Agenda Item 9: Newport Gateway Exterior Repairs & Resiliency Improvements

Ms. Picchione states that the last time she was before the Board it was to award a contract for the Architectural and Engineering services for this project and she has received information and wanted to provide the Board an update. This is for the Newport Gateway repairs from Hurricane Sandy. An application was sent in for funds from FTA through their Resiliency Program with a

10% match from the City of Newport. This summer the contractor brought back findings that there were extensive drainage damage. The existing structure is actually still strong and 85% of it can still be used. FTA has asked that the passenger protection be fully replaced. With all this information, it will cost far more than originally thought. Seeing how more funds were needed, the Design Review Committee decided the design should keep in line with the area, it must survive a hurricane and address ADA Issues. Ms. Picchione approached the City of Newport Council regarding additional funds and they support this, however they would like to do reach out to the public. A Public Forum will be held on Thursday, October 15, 2015.

Agenda Item 10: Adjournment

Ms. Martin makes a motion to adjourn the meeting. Director Alviti seconds the motion and it passes unanimously.

Respectfully submitted,

Marie DiToro
Recording Secretary