



RHODE ISLAND PUBLIC TRANSIT AUTHORITY



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APRIL 2024

MONTHLY FINANCIAL AND OPERATIONAL REPORT
BOARD OF DIRECTORS MEETING

RHODE TO RIPTA



High Capacity Transit Study Presentation

At the North Main Street Task Force meeting on March 20, RIPTA announced the start of a 16-month long analysis to determine the feasibility of high capacity transit routes in Central Falls, Pawtucket, Cranston, Providence, and Warwick. High capacity transit - such as bus rapid transit or light rail - is one of the five key components of the state's Transit Master Plan, a 20 year vision for improving transit in Rhode Island. The goal of this study is to determine the best mode, route, stop locations, and other important aspects of developing this type of transit. Of the two potential transit corridors, one would be from Central Falls/Cumberland to CCRI in Warwick with the other linking downtown Providence to TF Green Airport. More information about the project will be available in the coming weeks.

East Side Tunnel Construction Started March 25, 2024

Due to renovation work on the East Side Tunnel, Routes 1, 32, 33, 34, 40 and 61x will be on detour through mid-September. The East Side Transit Tunnel in Providence was built in 1914 to help former trolley lines reach the top of College Hill as they traveled from downtown Providence to the East Side and beyond. The project will include improving lighting and drainage in the tunnel, replacing the concrete coating inside the tunnel, asphalt repaving, and refurbishing the historic bus shelter at the west end of the tunnel on North Main Street. For a map of temporary bus stop locations and to learn more about the project, visit: [RIPTA.com/tunnel](https://ripta.com/tunnel)

2024 Community Site Visits for Reduced Fare Bus Pass Program for Seniors and People with Disabilities

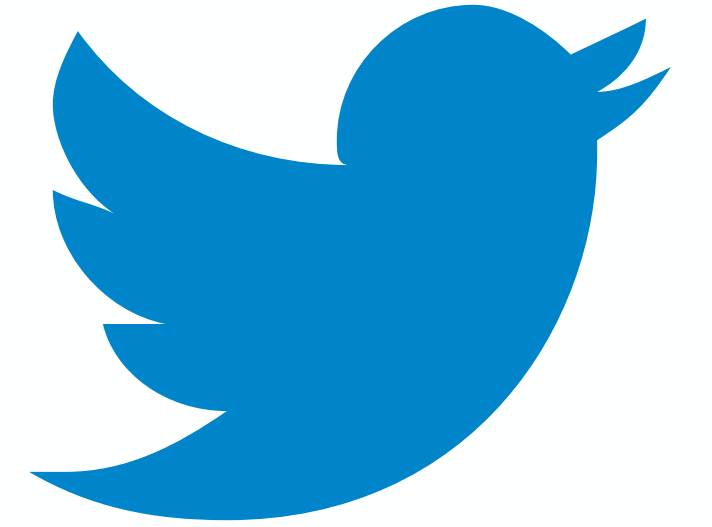
Every month, RIPTA's Customer Service staff will travel to communities throughout the state to process Photo ID bus passes for qualified seniors and individuals with disabilities with valid documentation. These statewide Photo ID Community Site Visits allow residents in both rural and urban areas to access transit information and apply for the Reduced Fare Bus Pass Program without having to travel to RIPTA offices in Providence. Last month, RIPTA staff traveled to the Pawtucket Housing Authority, Pilgrim Senior Center in Warwick, Jamestown Housing Authority and the Fox Point Manor in Providence.

COMMENDATION

"Today around 5:10pm, your driver, Franklin, picked me up at the bus stop on North Main. It was downpouring rain, and when he picked me up, he made sure I was OK. I made short talk but long story short, I've been taking the bus for over a decade. He was one of the nicest drivers I've come across."

- Victor Martelle

TWEET



Jean Ann Guliano

@JeanAnnGuliano

Thank you @egreenwichnews for highlighting this important issue. The proposed #RIPTA cuts would be devastating for seniors, adults w disabilities, students & others. We hope for a viable solution from @RIPTA_RI & additional funding from RI General Assembly

10:48 AM • Mar 7, 2024

Employee *SPOTLIGHT*

Jack Plouffe

Project Manager

There's no typical day at RIPTA for Jack Plouffe, and that's just how he likes it. He's part of a team that manages large-scale initiatives at RIPTA like adding bus lanes and shelters at CCRI in Warwick and repairing the East Side Tunnel in Providence. Jack also works on projects in the RIPTA garage, keeping our mechanics and utility workers safe by installing new grates to allow for better drainage – and less slippage – when buses return from the road covered in snow or rain.

Since the project management team was created three years ago, this dedicated group has been helping RIPTA by keeping projects on time and on budget. "Jack solves problems before they are even identified," says James Canty, Deputy Chief of Planning & Project Management. Jack is an expert in saving RIPTA money before a project even starts, ensuring that the contractor correctly calculates the cost to complete each step of the project – thus preventing surprise charges down the road known as change orders. In fact, he has a knack for getting change credits, or making the whole project cost less than originally budgeted for, saving RIPTA hundreds of thousands of dollars. "This is my cup of tea," he said, explaining the feeling of ownership that he gets while working on a project. "The challenge of the project and getting the project done. Every one of these projects is mine. It's my baby."

Jack chuckles while looking back on his past experiences. "I got a lot going on. Jack of all trades, right?" He grew up in East Providence - and after a brief stint in Johnson and Wales University's Culinary Arts program - got his first construction job, gaining hands-on experience in different trades. From there, he earned a CDL to drive delivery trucks for Home Depot. In the 1990s, he went to school for an architectural certificate and mechanical engineering degree. One robotics business, lighting company, and sign manufacturer later, he was back to working in construction, this time as a General Manager.

Jack's love of trying new things led him to pursue his real estate license and start a photography business. In fact, if you went to elementary school in Johnston in the 2000s, there's a good chance Jack took the portrait that you sent to your grandparents. It's no wonder then, with his love for the outdoors and a builder mindset, that Jack dreams of putting his skills to the test on the mentally and physically demanding TV show *Survivor*. But until he gets a call back for an audition, we're happy that Jack will continue to put his talents to work for RIPTA.



LOST TRIPS by DAY

MARCH 2024

Trips Ran and Cancelled/Uncovered by Work Date*

● Trips Ran ● Cancelled or Uncovered **

72,658

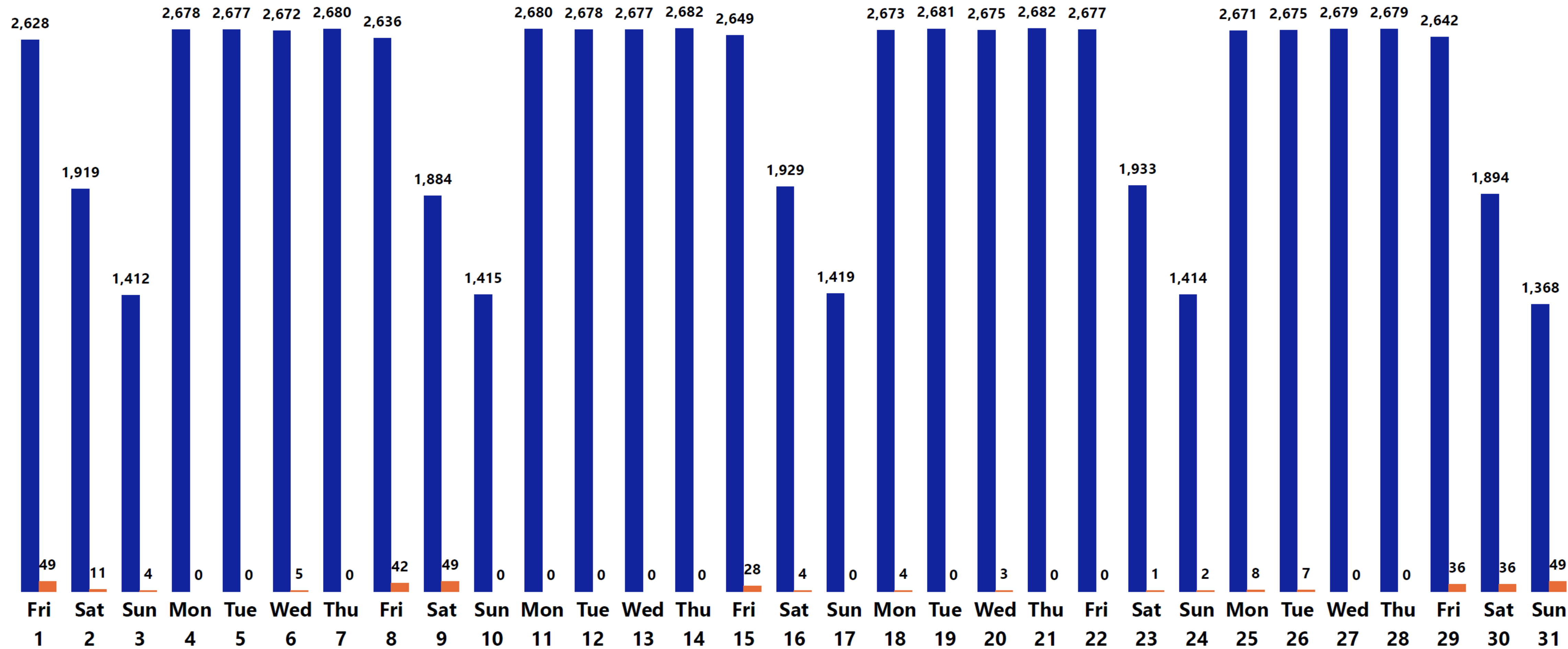
Trips Ran

338

Cancelled/Uncovered

0.47%

Percent Lost



* Counts based on regular trips

** Cancelled does not include Standby or School Cancelled trips

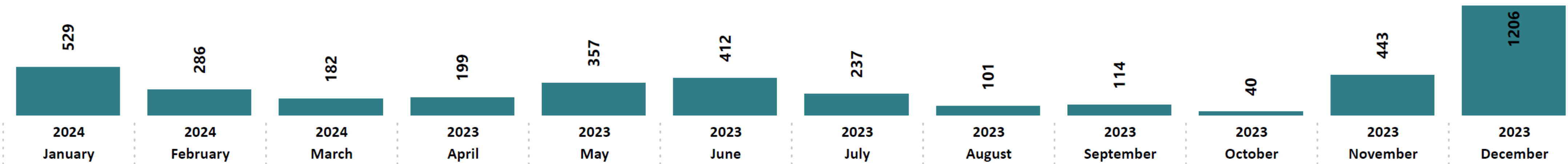
March

Last Update Date/Time

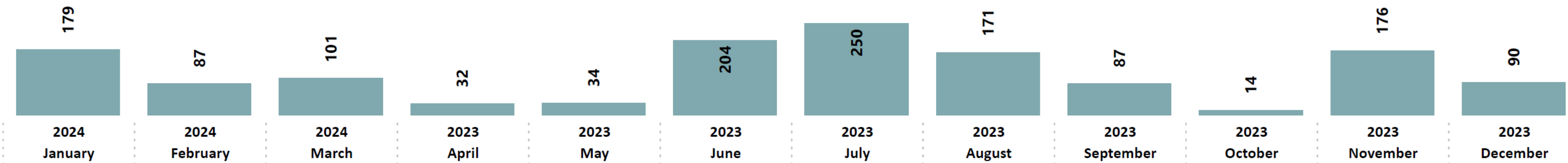
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CANCELLED TRIPS by DAY of SERVICE

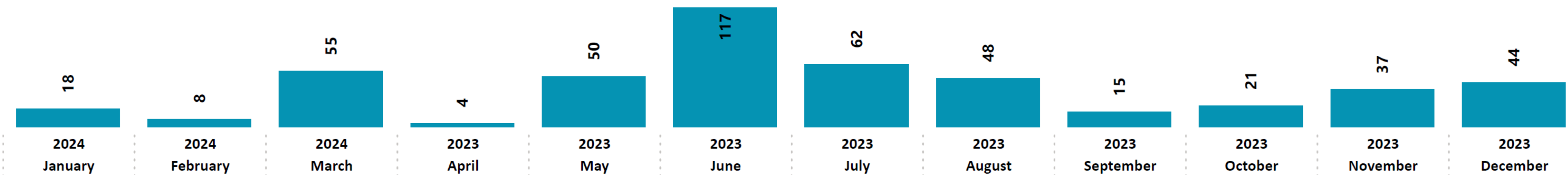
WEEKDAY CANCELLED TRIPS



SATURDAY CANCELLED TRIPS



SUNDAY CANCELLED TRIPS



Budget to Actual - March 2024

Budget-Actual FY 2024	Monthly Current Year			
	Budget	Actual	VAR \$	VAR %
Federal Subsidies	\$2,876,809	\$1,741,421	(\$1,135,388)	-39.5%
Federal Subsidies-CARES Act	\$2,318,020	\$0	(\$2,318,020)	-100.0%
State Subsidies	\$3,579,767	\$3,651,181	\$71,414	2.0%
Other Revenue	\$501,064	\$468,843	(\$32,222)	-6.4%
Passenger Fares	\$1,141,997	\$911,973	(\$230,024)	-20.1%
Third Party Fares	\$1,263,097	\$395,422	(\$867,675)	-68.7%
Special Project Revenue	\$239,083	\$2,818	(\$236,266)	-98.8%
Total Revenue	\$11,919,838	\$7,171,658	(\$4,748,180)	-39.8%
	Budget	Actual	VAR \$	VAR %
Salaries & Fringe Benefits	\$9,894,817	\$9,356,749	\$538,068	5.4%
Contract Services	\$578,769	\$320,423	\$258,345	44.6%
Operating Expense	\$2,212,158	\$1,441,131	\$771,027	34.9%
Utilities	\$399,958	\$223,779	\$176,178	44.0%
Capital Match & Repayment	\$42,833	\$0	\$42,833	100.0%
Debt Service	\$0	\$0	\$0	0.0%
Special Projects	\$239,083	\$0	\$239,083	100.0%
Total Expenses	\$13,367,618	\$11,342,083	\$2,025,535	15.2%
Surplus/(Deficit)	(\$1,447,779)	(\$4,170,425)	(\$2,722,645)	

- Federal ADA reimbursements are behind
- We did not draw on relief funding, though we expect a draw down in April
- Passenger Fares are below expectations
- Salaries & Benefits are lower than expected due to driver shortage
- Operating expenses are lower than expected due to lower diesel prices and fewer engine replacements

Budget to Actual through March 31, 2024

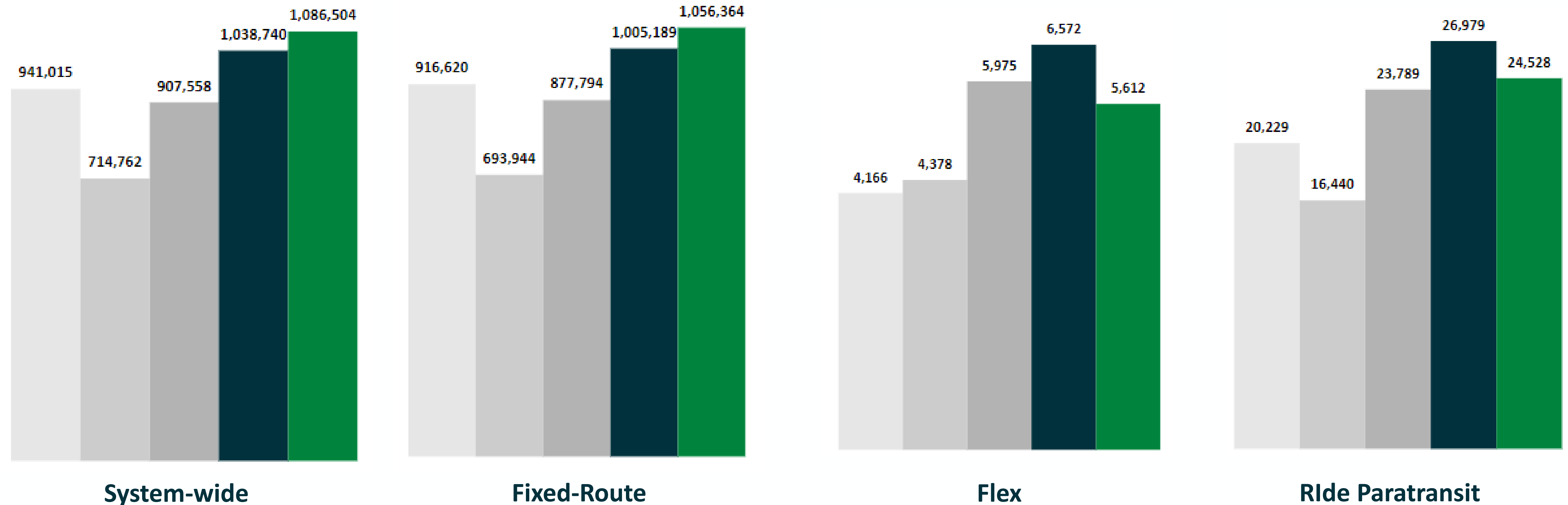
Budget-Actual FY 2024	Year To Date Current Year			
	Budget	Actual	VAR \$	VAR %
Federal Subsidies	\$25,891,278	\$20,382,544	(\$5,508,734)	-21.3%
Federal Subsidies-CARES Act	\$20,862,182	\$16,087,367	(\$4,774,815)	-22.9%
State Subsidies	\$35,563,629	\$31,248,392	(\$4,315,237)	-12.1%
Other Revenue	\$4,542,990	\$6,054,971	\$1,511,982	33.3%
Passenger Fares	\$9,919,264	\$8,047,560	(\$1,871,704)	-18.9%
Third Party Fares	\$8,794,718	\$7,168,356	(\$1,626,363)	-18.5%
Special Project Revenue	\$2,151,750	\$385,262	(\$1,766,488)	-82.1%
Total Revenue	\$107,725,811	\$89,374,452	(\$18,351,358)	-17.0%
	Budget	Actual	VAR \$	VAR %
Salaries & Fringe Benefits	\$77,188,570	\$75,592,029	\$1,596,541	2.1%
Contract Services	\$5,208,178	\$5,085,274	\$122,904	2.4%
Operating Expense	\$20,942,039	\$14,263,186	\$6,678,852	31.9%
Utilities	\$1,678,894	\$1,378,725	\$300,169	17.9%
Capital Match & Repayment	\$385,500	\$0	\$385,500	100.0%
Debt Service	\$0	\$0	\$0	0.0%
Special Projects	\$2,151,750	\$100	\$2,151,650	100.0%
Total Expenses	\$107,554,931	\$96,319,315	\$11,235,616	10.4%
Surplus/(Deficit)	\$170,880	(\$6,944,862)	(\$7,115,742)	

- Federal ADA reimbursements have yet to be drawn down this year
- We are planning a relief funding draw down in April
- Passenger revenues are lower than expected
- Salaries and Benefits are under budget year to date
- Operating expenses are under budget due to fuel prices, equipment repair and engine replacements being less than expected

MONTHLY RIDERSHIP

March 2024 System-wide Ridership:

Year ● 2020 ● 2021 ● 2022 ● 2023 ● 2024



RIDERSHIP INCREASED 4.5% IN MARCH 2024 FROM MARCH 2023

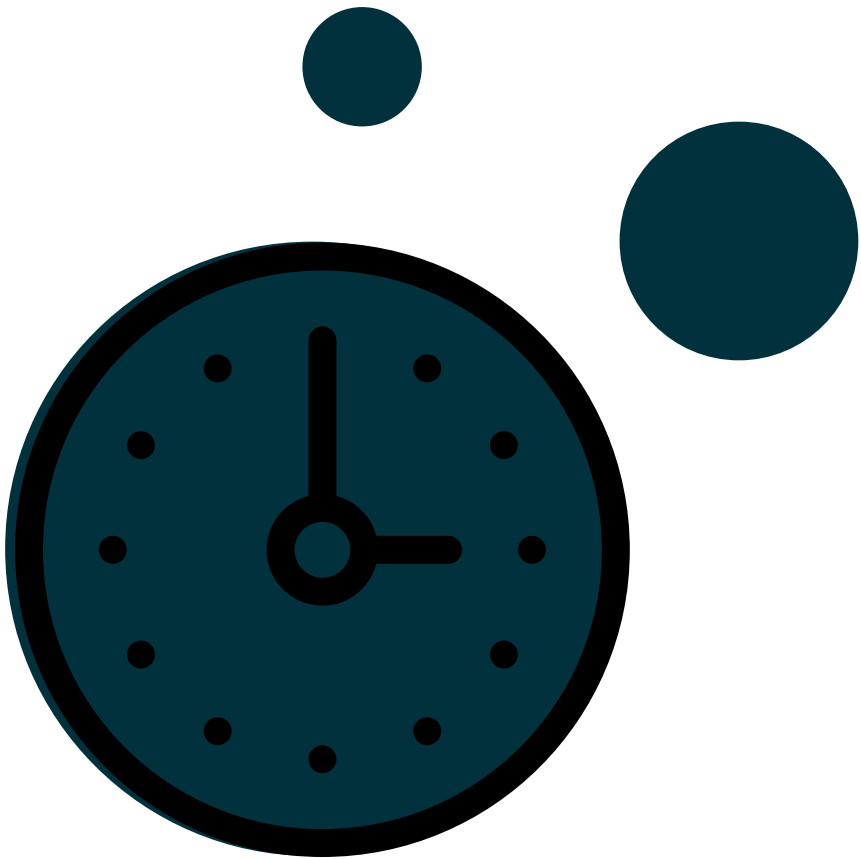
Fixed-Route ridership counts come from the Automatic Passenger Counts (APCs) from UTA.

Flex and Ride Paratransit ridership counts come from Reveal tablets for Ride, and 3rd party reports for Taxi trips.

ON TIME PERFORMANCE (OTP): FIXED-ROUTE

	2024	2023	2022	2021
MARCH	78.3%	82.4%	82.2%	84.2%
FEBRUARY	78.3%	82.2%	81.3%	84.1%
JANUARY	77.3%	82.4%	82.2%	83.0%
DECEMBER		76.9%	80.2%	80.9%
NOVEMBER		77.9%	79.2%	79.3%
OCTOBER		77.3%	78.3%	78.6%
SEPTEMBER		77.0%	78.1%	79.1%
AUGUST		79.3%	81.3%	81.5%
JULY		79.5%	81.0%	81.8%
JUNE		79.1%	80.2%	80.9%
MAY		78.6%	81.1%	81.6%
APRIL		81.3%	81.7%	83.2%

OTP DECREASED BY -5% IN MARCH 2024 FROM MARCH 2023



On Time Performance

On Time Performance (OTP) is based on Departure Time. On Time is between 1 minute early and 5 minutes late.

ABBG AVERAGE: 79%

APRIL UPDATE: Low-Income Pilot

- 174 clients paired with a partner organization providing case management
- Unpaired clients may regain travel benefits by connecting with a partner organization
- 7 partner organizations participating as case managers/sponsors
- Fare-free pilot ends 4/30/2024. Partner organizations may purchase fare products at a 50% discount through 6/30/2024
- Fundraising on behalf of partner organizations is ongoing, with pending grant requests totaling \$1.3M





Next Wave
Rhode Island Partners

- Internal RIPTA Team Meetings are held weekly to coordinate PTC task activities, review deliverables and confirm next steps.
- Bi-Weekly Project Meetings with NWP managers commenced on April 3, 2024, and will continue through summer/fall 2024.
- Workshop Meetings commenced for the Communications and Site Analysis / Transit Working Groups. Working Group Meetings were held: April 11 and April 12, 2024, and are scheduled to continue weekly.
- Development of public surveys, advertising, flyers, web content and other outreach mechanisms is ongoing.
- Outreach to Stakeholder Organizations is underway, with the RIPTA targeting eighteen individual organizations. An organizational meeting with RIPTA and NWP was held April 1, 2024, and the first Stakeholder meeting was held on April 3, 2024. Meetings are scheduled weekly through April 2024 and are expected to continue into the beginning of May 2024.
- RIPTA reviewed all Draft Task 1 Management Plans (MPs) submitted by NWP on March 15, 2024 . Comments/edits were provided by RIPTA to NWP on twenty-two individual MP documents via upload to the NWP SharePoint site on April 14, 2024.
- Revisions to the Task 1 Management Plans are due back to RIPTA by April 27, 2024. RIPTA will coordinate workshops with NWP as necessary to achieve consensus on final MP format and content. MPs are living documents and will be updated as needed.
- A Design Workshop will be scheduled in late April / early May 2024 to review Technical Requirements for the Project.
- Preliminary Services Agreement (PSA) Task 2 is scheduled to commence on April 28,2024.