



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

AUGUST 2023

MONTHLY FINANCIAL AND OPERATIONAL REPORT
BOARD OF DIRECTORS MEETING



RHODE TO RIPTA

Senior Fellows Program

Ride Free Central Falls

Governor's Bay Day

Job Fair

H6084B Bill Signing

Providence Transition Academy

Photo ID Road Trips



FISCAL CLIFF

Provide information on multiple scenarios to fund the Fiscal Cliff, including work product findings on the various scenarios.



PRE-PANDEMIC RIDERSHIP

Provide trend analysis to determine when pre-pandemic levels of ridership would be achieved in the future.



DORRANCE ST. FUNDING SCENARIOS

Contrast these needs against RIPTA's other priorities.



LOW-INCOME PILOT PASSES

Number of additional requests received for pilot passes.



HIGH-CAPACITY TRANSIT RFP

Provide Scoring Analysis, additional details on the differential in bid pricing and original scoring committee. High-Capacity Transit Corridor Feasibility Study, including a written analysis, review team, RFP and project scope.



FLEET ELECTRIFICATION

Provide funding scenarios that would cover the cost of fleet electric vehicles and reaching zero emissions within a 10-year period.



TRANSIT MASTER PLAN

Provide information on implementation.



ZERO EMISSIONS BY 2035

How does RIPTA plan on obtaining this goal? Is it feasible under various funding scenarios?



WAIVER PROVISIONS

Provide analysis on legal, political, and governmental kinds of constraints in place that RIPTA needs to address to be able to increase the federal share of funding to us from 80% to 100% to make up the 20% that it is responsible for.



INFRASTRUCTURE INVESTMENT AND JOBS ACT

Provide detailed sources and uses for IIJA over the past 2.5 years.



BUS STOP ANALYSIS: KENNEDY PLAZA

Provide data as part of the Low-Income Bus Stop Analysis.



PAWTUCKET-CENTRAL FALLS TRANSIT CENTER

Provide stop ranking in overall ridership.



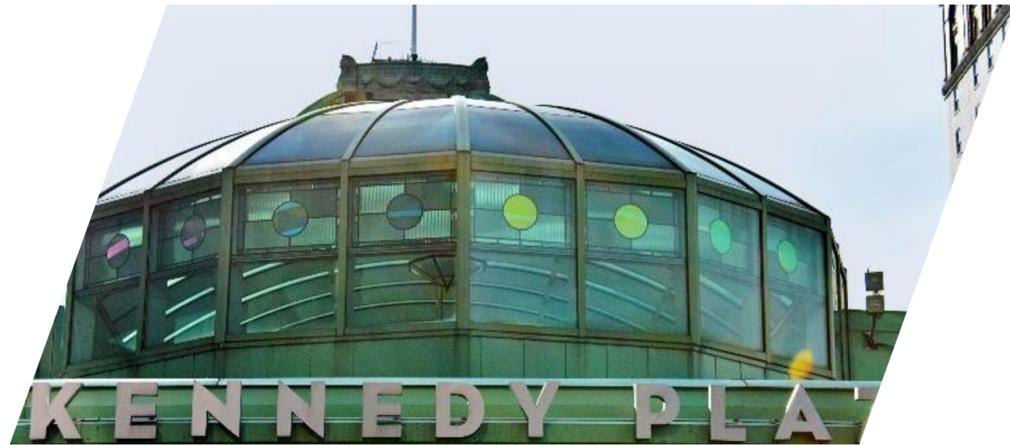
HEAT MAP ANALYSIS

Why do non-transit riders not use the system? Why do users use the system? Provide Tabular Data.



CHARITABLE CONTRIBUTIONS & SPONSORSHIPS

Quantify how the balance of the recent GrowSmartRI sponsorship. Provide the last 4 years of charitable contributions, including dollar amount, in-kind sponsorships, subsidies, etc.



RIPTA RECAP: PUBLIC COMMENT



POLICE PRESENCE IN KENNEDY PLAZA

RIPTA meets weekly with the Providence Police Department to discuss security in Kennedy Plaza. The concern that police presence should be increased will continue to be addressed.



CLIMATE CHANGE / EARTH DAY

RIPTA will brainstorm climate change can be used as a marketing tool. Due to financial constraints, RIPTA cannot offer free rides for an entire month. If RIPTA were to offer free rides during the month of April, the Agency would lose approx. \$1,663,719 in fare revenue.



CCRI BUS SHELTER

RIPTA is unable to provide a temporary shelter, which would require a building permit considering wind loads, strength of the structure, mounting and installation to assure it would not be impacted by severe weather event. When sidewalk construction is complete in August, the bus stops will move back to their original location near the 2 large green CCRI shelters.



PCF REAL-TIME DIGITAL SCREENS

These new screens procured for the passenger building are reliable, secure, and in addition to the one-year warranty, RIPTA has established a yearly service contract that includes licensing and repair.



TRANSIT MASTER PLAN

RIPTA regularly discusses the TMP on social media. TMP goals are highlighted on corresponding schedule covers as they are implemented. RIPTA will compile key talking points and continue to promote the goals of the TMP.



WAKEFIELD MALL BUS SHELTER

RIPTA has reviewed all possible alternative locations for this bus stop. It has been determined, based on restrictions for a turn-around location, that the current location is best for ridership. We will continue to investigate and explore all opportunities that might work in the future.



ADVERTISING PHOTO ID ROAD TRIPS

RIPTA staff posted a bilingual sign on the Photo ID Office door and have asked local organizations to post them in their common areas.



IN THE NEWS

\$25M Federal Grant for Reconstruction of Rte. 37 Corridor

Rte. 37 changes will accommodate a planned RIPTA transit line, as envisioned in the Transit Master Plan, and a new bike route.

Providence Journal, Warwick Beacon and Transportation Today News

R-Line Free Fare Pilot

Year-long free fare pilot program along the R-Line slated to end on August 31.

GoLocal Prov.

RIDOT Director Peter Alviti Steps Into New Role as Chairman of RIPTA Board of Directors

WJAR, ecoRI News, and Boston Globe.

Governor's Bay Day

RIPTA waives round-trip fares on the South County Express Beach Bus.

ABC 6, Jamestown Press, and I Heart Radio.

Ride Free Central Falls

RIPTA extends pilot program through December because it has not yet exhausted the original pilot program funding.

ABC 6, Valley Breeze, Rhode Island Current, Mass Transit, and Intelligent Transport.

Governor McKee Signs Package of Housing Legislation Aimed at Spurring Development Statewide

Transit-oriented development pilot program to encourage growth centers along transit corridors identified by state transit plans.

ABC 6, Providence Business News, What's up Newp, Rhode Island Current, Warwick Beacon and The Center Square.

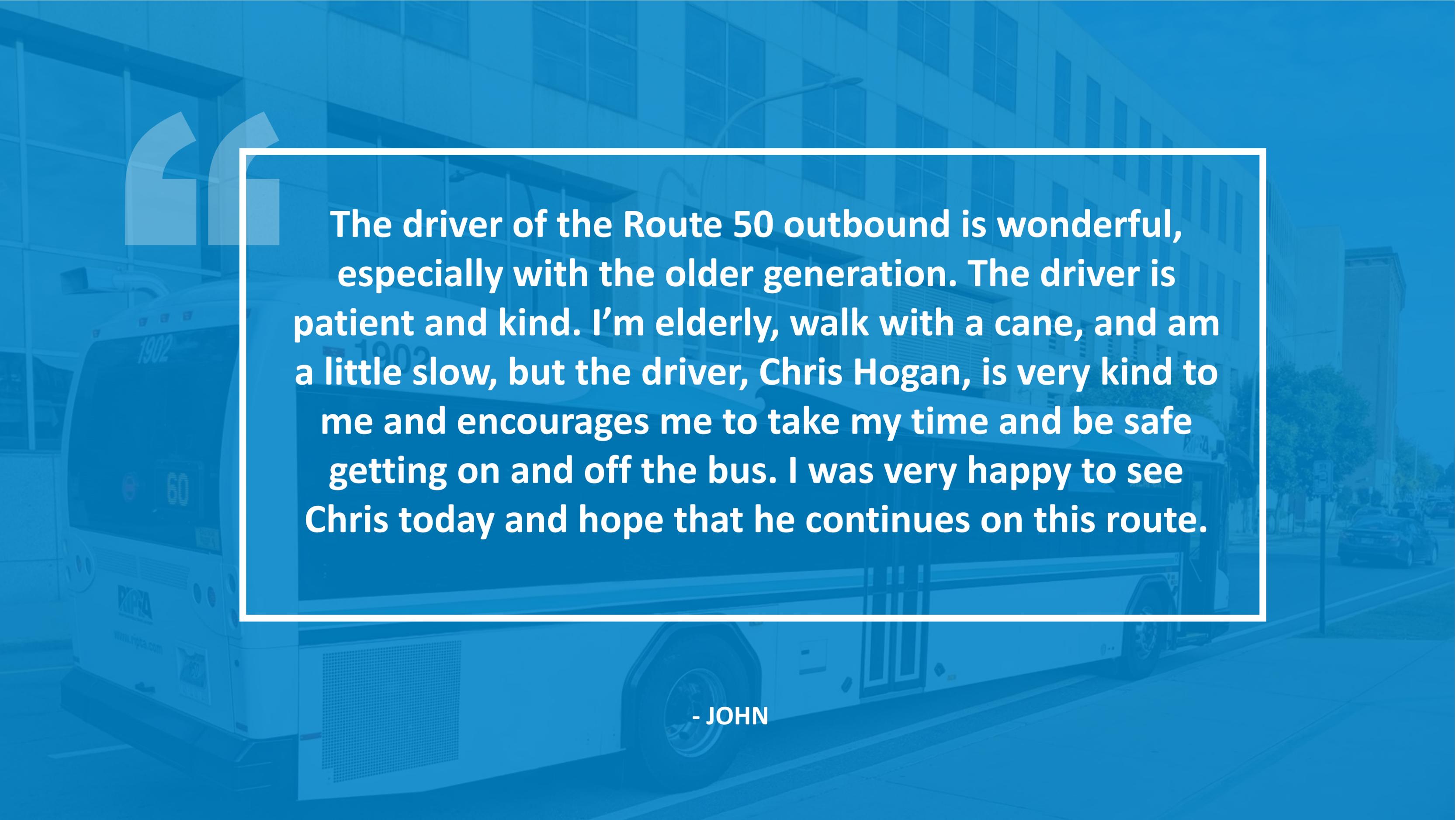


Owen Crain

@owenscrain

If we want to truly fight climate change, need to spend money on fast, frequent, reliable, and safe all-day transit that utilizes the NEC and RIPTA's already strong network. Rhode Islanders deserve an alternative to 95.

10:38 PM • July 16, 2023



The driver of the Route 50 outbound is wonderful, especially with the older generation. The driver is patient and kind. I'm elderly, walk with a cane, and am a little slow, but the driver, Chris Hogan, is very kind to me and encourages me to take my time and be safe getting on and off the bus. I was very happy to see Chris today and hope that he continues on this route.

- JOHN

Employee SPOTLIGHT

Stephen Miele

Lead Stockroom Clerk

It doesn't matter if a bus needs a brake caliber, windshield wiper, blinker bulb, oil filter or a new transmission – Steve Miele knows where to find it and how to get it in the hands of our mechanics. He has been at RIPTA since 1974, and as the Lead Stockroom Clerk, presides over a dizzying array of parts and pieces that keep our buses running.

“There are thousands of parts in here,” Miele says, gesturing to the shelves and pallets stacked floor to ceiling in the stockroom inside the Chafee Maintenance Facility. “We get truckloads of deliveries.”

Steve started at RIPTA shortly after graduating from Cranston High School East, taking the advice of his dad who worked in the Authority's Buildings and Grounds Division. He's held several positions, including being a utility worker, before finding his home in the cavernous stockroom.

Every part that comes in must be labeled and put in its proper place so it can be found quickly, and Miele says he doesn't mind the constant organizing, unloading and reloading. “We have to be ready for whatever our mechanics are working on.” And it's not just a matter of keeping parts for 200-plus buses, it's also keeping track of the fact that RIPTA has buses manufactured in different years, so it is a mechanically diverse fleet. The addition of electric buses to RIPTA's fleet means new and different parts that Miele and his colleagues need to keep track of, but they are not daunted.

“Steve is a walking encyclopedia of RIPTA's inventory. He has a deep understanding of every single part in the stock room, including its function and location. This gives me great peace of mind,” said John Chadwick, Executive Director of Procurement.

“There are days when we get very big orders and things can get a bit hectic,” Miele says. “But it's our job to know where everything is. If we don't have a part in stock, our mechanics can't do their job to keep the fleet rolling.”



Budget to Actual - June 2023 (Preliminary Year-end)

Budget-Actual FY 2023	Monthly Current Year			
	Budget	Actual	VAR \$	VAR %
Federal Subsidies	\$2,856,032	\$4,493,212	\$1,637,180	57.3%
Federal Subsidies-CARES Act	\$2,520,103	\$0	(\$2,520,103)	-100.0%
State Subsidies	\$4,655,338	\$3,790,536	(\$864,802)	-18.6%
Other Revenue	\$597,380	\$528,090	(\$69,290)	-11.6%
Volkswagen Revenue	\$0	\$0	\$0	N/A
Passenger Fares	\$992,578	\$743,693	(\$248,885)	-25.1%
Third Party Fares	\$655,921	\$1,036,150	\$380,229	58.0%
Special Project Revenue	\$121,782	\$93,216	(\$28,566)	-23.5%
Total Revenue	\$12,399,134	\$10,684,897	(\$1,714,237)	-13.8%
	Budget	Actual	VAR \$	VAR %
Salaries & Fringe Benefits	\$9,711,540	\$9,045,704	\$665,836	6.9%
Contract Services	\$927,437	\$500,814	\$426,623	46.0%
Operating Expense	\$3,585,474	\$3,059,066	\$526,408	14.7%
Utilities	\$131,554	\$87,062	\$44,492	33.8%
Capital Match & Repayment	\$637,361	\$1,245,075	(\$607,714)	-95.3%
Debt Service	\$1,182,364	\$98,530	\$1,083,834	91.7%
Special Projects	\$41,667	\$0	\$41,667	100.0%
Total Expenses	\$16,217,397	\$14,036,251	\$2,181,146	13.4%
Surplus/(Deficit)	(\$3,818,263)	(\$3,351,354)	\$466,909	

- Federal subsidies in June exceeded projections, but brought this category closer to YTD projections
- Through preliminary year-end no CARES funding was drawn, but funds will be used to balance as year-end processing occurs.
- State and passenger revenues were all behind in June following the trend this fiscal year.
- Salaries and benefits, contract services and operating expenses all continued to be under budget and is explained in more detail in the YTD slide.

Budget to Actual through June 30, 2023 (Preliminary year-end)

Budget-Actual FY 2023	Year To Date Current Year			
	Budget	Actual	VAR \$	VAR %
Federal Subsidies	\$34,272,382	\$34,311,286	\$38,904	0.1%
Federal Subsidies-CARES Act	\$30,241,240	\$20,912,702	(\$9,328,538)	-30.8%
State Subsidies	\$50,788,231	\$48,382,540	(\$2,405,691)	-4.7%
Other Revenue	\$7,173,128	\$7,647,980	\$474,853	6.6%
Volkswagen Revenue	\$0	\$6,192,920	\$6,192,920	N/A
Passenger Fares	\$11,317,885	\$9,315,191	(\$2,002,694)	-17.7%
Third Party Fares	\$11,644,152	\$11,110,035	(\$534,117)	-4.6%
Special Project Revenue	\$1,461,385	\$1,144,032	(\$317,353)	-21.7%
Total Revenue	\$146,898,402	\$139,016,686	(\$7,881,717)	-5.4%
	Budget	Actual	VAR \$	VAR %
Salaries & Fringe Benefits	\$102,941,017	\$98,106,583	\$4,834,434	4.7%
Contract Services	\$11,129,259	\$6,530,458	\$4,598,801	41.3%
Operating Expense	\$28,187,679	\$23,238,023	\$4,949,656	17.6%
Utilities	\$1,742,793	\$1,956,512	(\$213,720)	-12.3%
Capital Match & Repayment	\$1,215,291	\$6,655,982	(\$5,440,691)	-447.7%
Debt Service	\$1,182,364	\$1,182,364	\$0	0.0%
Special Projects	\$500,000	\$8,962	\$491,038	98.2%
Total Expenses	\$146,898,403	\$137,678,885	\$9,219,518	6.3%
Surplus/(Deficit)	(\$0)	\$1,337,801	\$1,337,801	

- With expenses running under budget less CARES revenue was required to balance the budget
- State subsidies continue to be under budget for the year and are projecting to continue a downward projection
- Passenger revenues and third-party fares continue to be behind projections due to various free fare pilots.
- Salaries and benefits are behind budget due to vacancies
- Contract services were less than expected due to transit center expenses being less than expected
- Operating expenses are below projections due to a lag in engine replacements and better than expected fuel prices.
- Capital match and repayment is over budget due to the accounting treatment of several capital projects

CUMULATIVE PERFORMANCE DETAIL

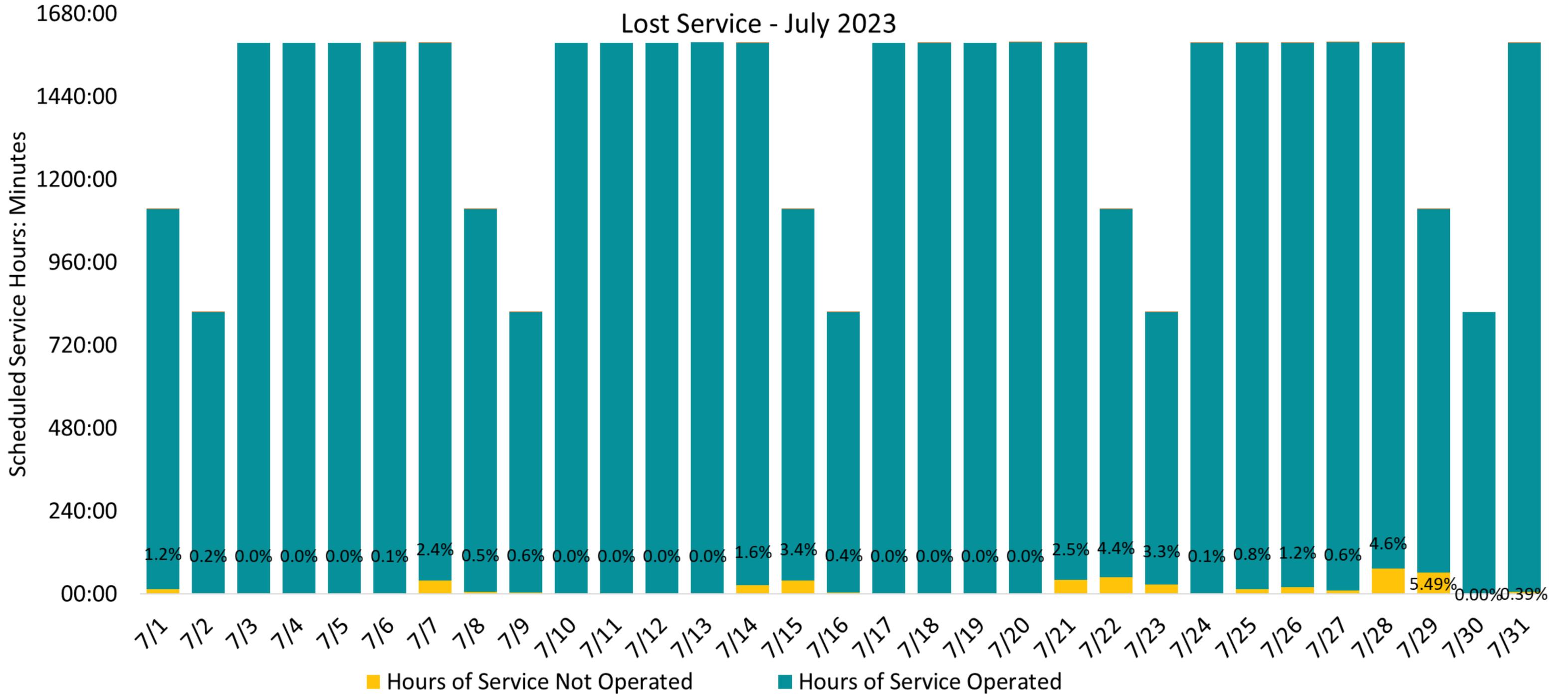
Preliminary Year-end Balance \$1,337,801

Inflows for Capital Projects	
Volkswagen Settlement	\$6,192,920
Office of Energy Resources	\$1,500,000
Inflows for Capital Projects	\$7,692,920
Operating Outflows for Capital Projects	
R-Line Electrification	\$3,950,831
Bus Replacement	(\$879,466)
Paratransit Match	(\$202,411)
Total Outflows	\$2,868,954
Net Transfers to Capital Reserve	\$4,823,966

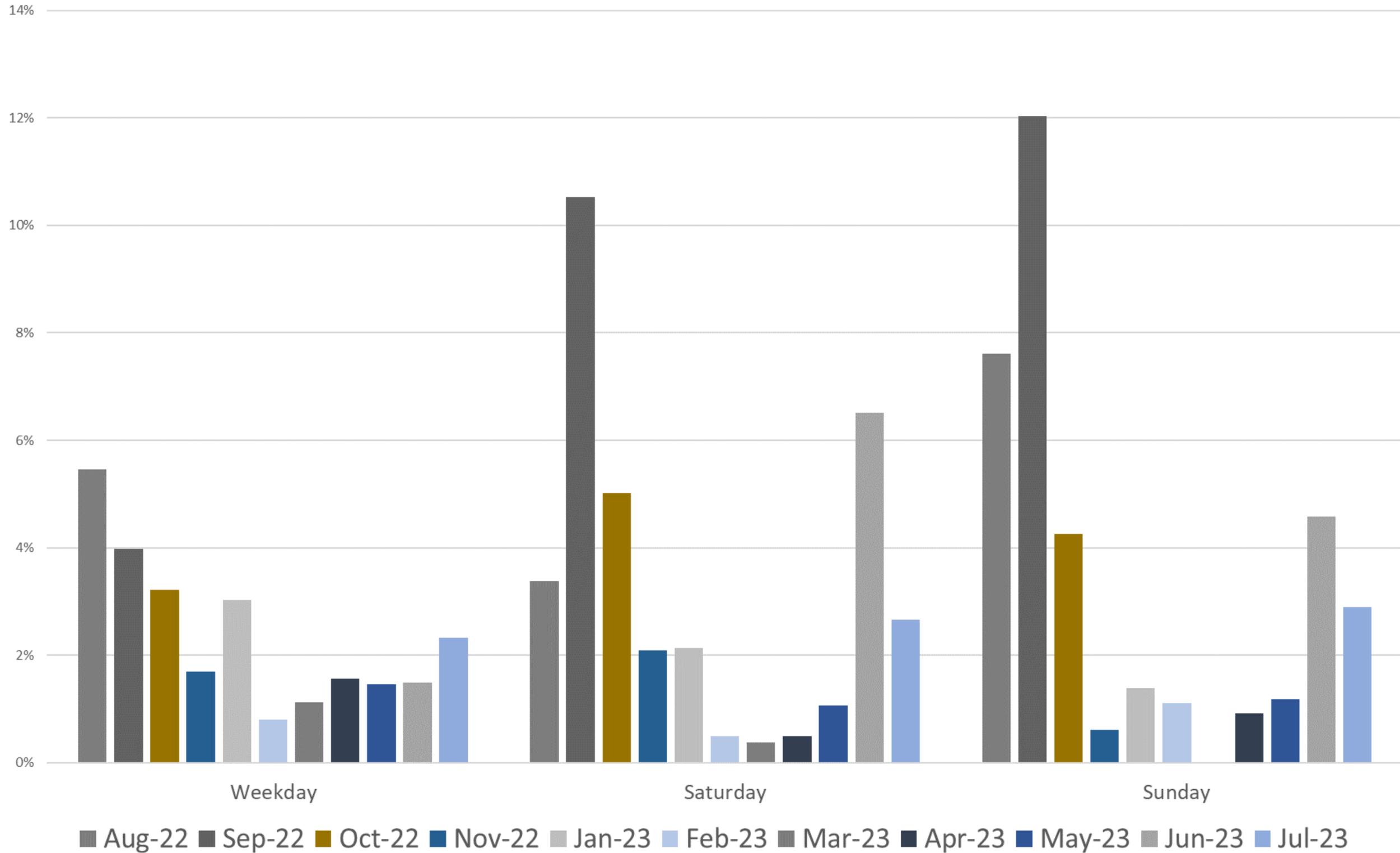
Surplus Available for Operations (\$3,486,165)

- RIPTA receives funding from various sources to support capital projects. These funds appear as revenues to support operations but are actually transferred to reserve accounts to support their respective projects.
 - Volkswagen Settlement funds are the primary source for R-Line electrification.
 - OER funding is to help study how to incorporate clean-energy resiliency into the Aquidneck Island electrification project.
- These funds are distorting the year-to-date operating balance to show a surplus.
- This table attempts to provide clarity on actual budget performance for the fiscal year.
- Relief funds have been drawn to cover this shortfalls and to support cash flow in FY 2024.

LOST SERVICE HOURS



LOST SERVICE HOURS BY DAY



MONTHLY RIDERSHIP

July 2023 System-wide Ridership: 1,048,098

July 2022 System-wide Ridership: 769,184

July 2021 System-wide Ridership: 714,365

July 2020 System-wide Ridership: 680,546

July 2020 System-wide Ridership: 1,312,155



JULY MONTHLY RIDERSHIP	2023	2022	2021	2020	2019
System-wide	1,048,098	769,184	714,365	680,546	1,312,155
Fixed-Route	1,020,078	741,721	691,403	664,777	1,273,988
Flex	4,510	4,611	4,176	3,389	6,201
Ride Paratransit	23,510	22,852	18,786	12,380	31,966

RIDERSHIP INCREASED 36% IN JULY 2023 FROM JULY 2022

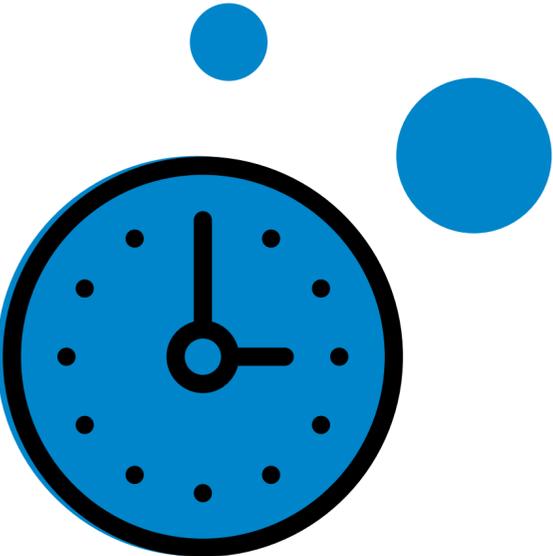
Fixed-Route ridership counts come from the Automatic Passenger Counts (APCs) from UTA.

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

	2023	2022	2021	2020
JULY	79.5%	81.0%	81.8%	80.4%
JUNE	79.1%	80.2%	80.9%	78.4%
MAY	78.6%	81.1%	81.6%	76.5%
APRIL	81.3%	81.7%	83.2%	75.2%
MARCH	82.4%	82.2%	84.2%	78.8%
FEBRUARY	82.2%	81.3%	84.1%	82.4%
JANUARY	82.4%	82.2%	83.0%	82.3%
DECEMBER		80.2%	80.9%	81.1%
NOVEMBER		79.2%	79.3%	81.5%
OCTOBER		78.3%	78.6%	81.4%
SEPTEMBER		78.1%	79.1%	81.2%
AUGUST		81.3%	81.5%	80.5%

OTP DECREASED BY 1.8% IN JULY 2023 FROM JULY 2022



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%

Low Income Pilot Program

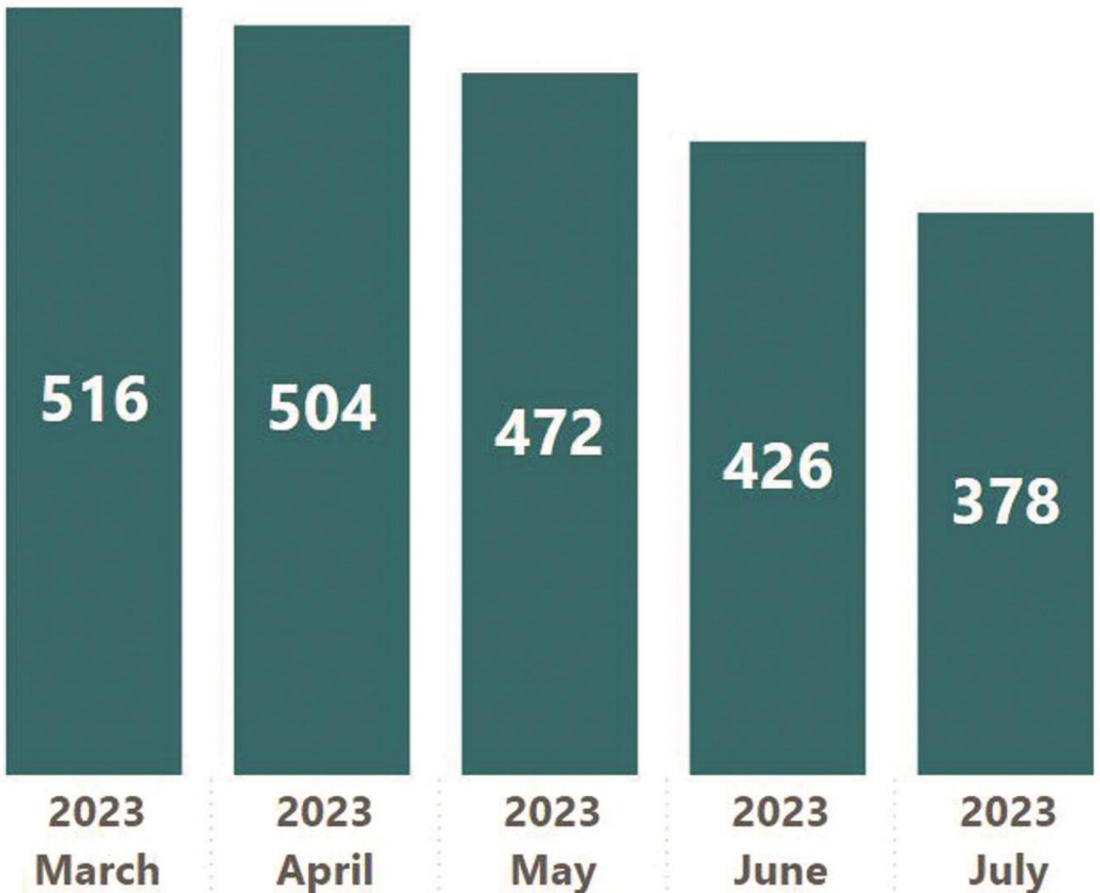
03/12/2023 - 7/31/2023

 **775** CARDS ISSUED

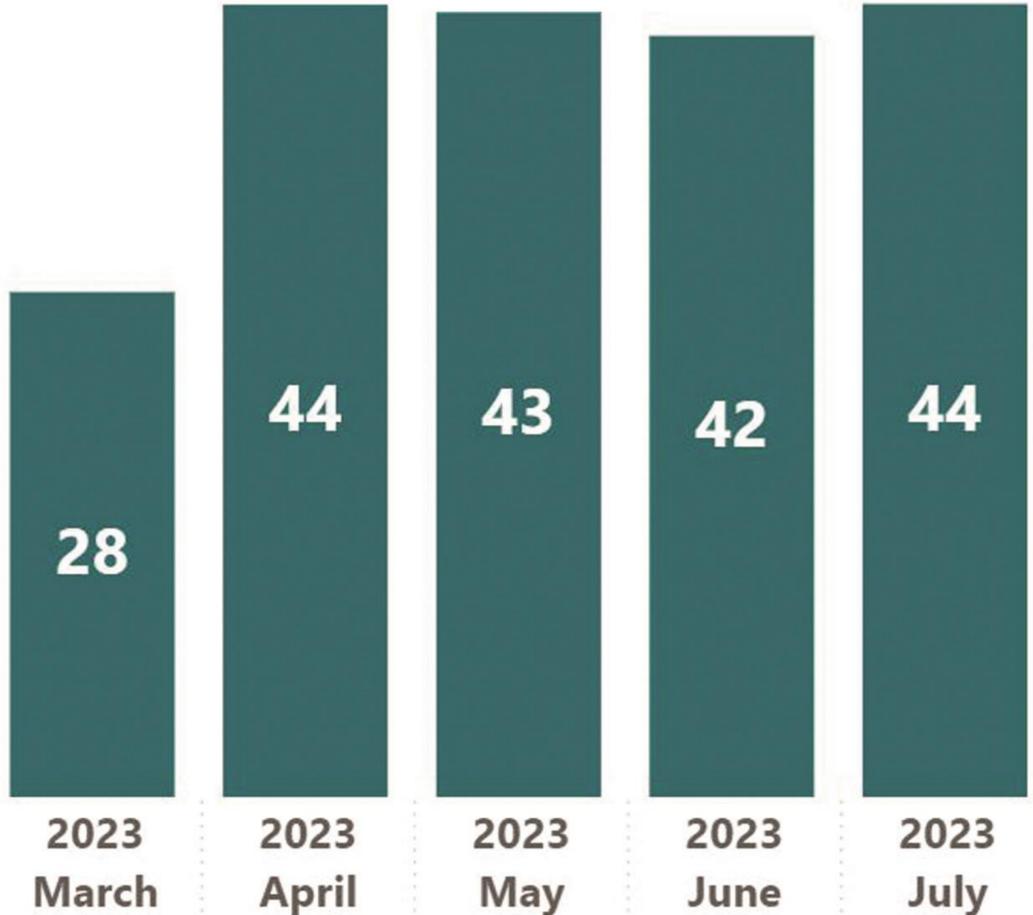
 **91,012** TOTAL TRIPS THIS PERIOD

 **\$182,024** FOREGONE FARE REVENUE

Individual Card Usage



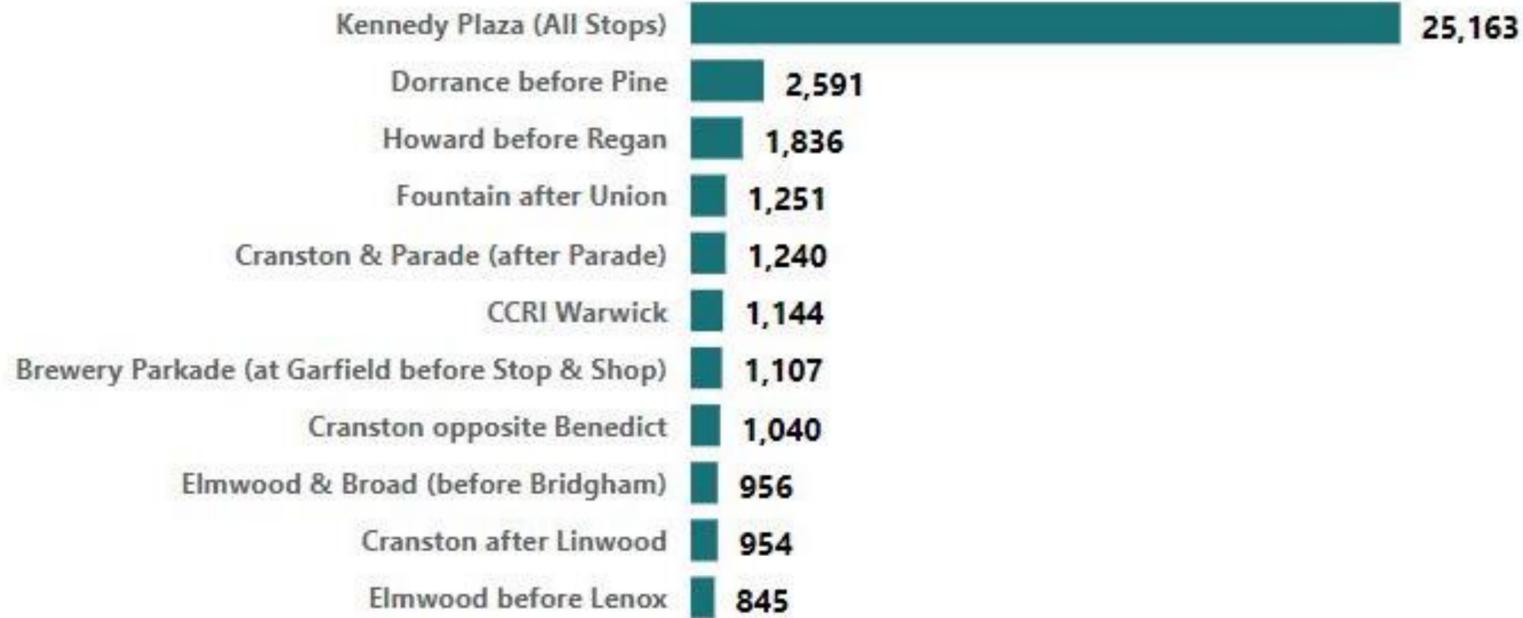
AVG Tap per Card



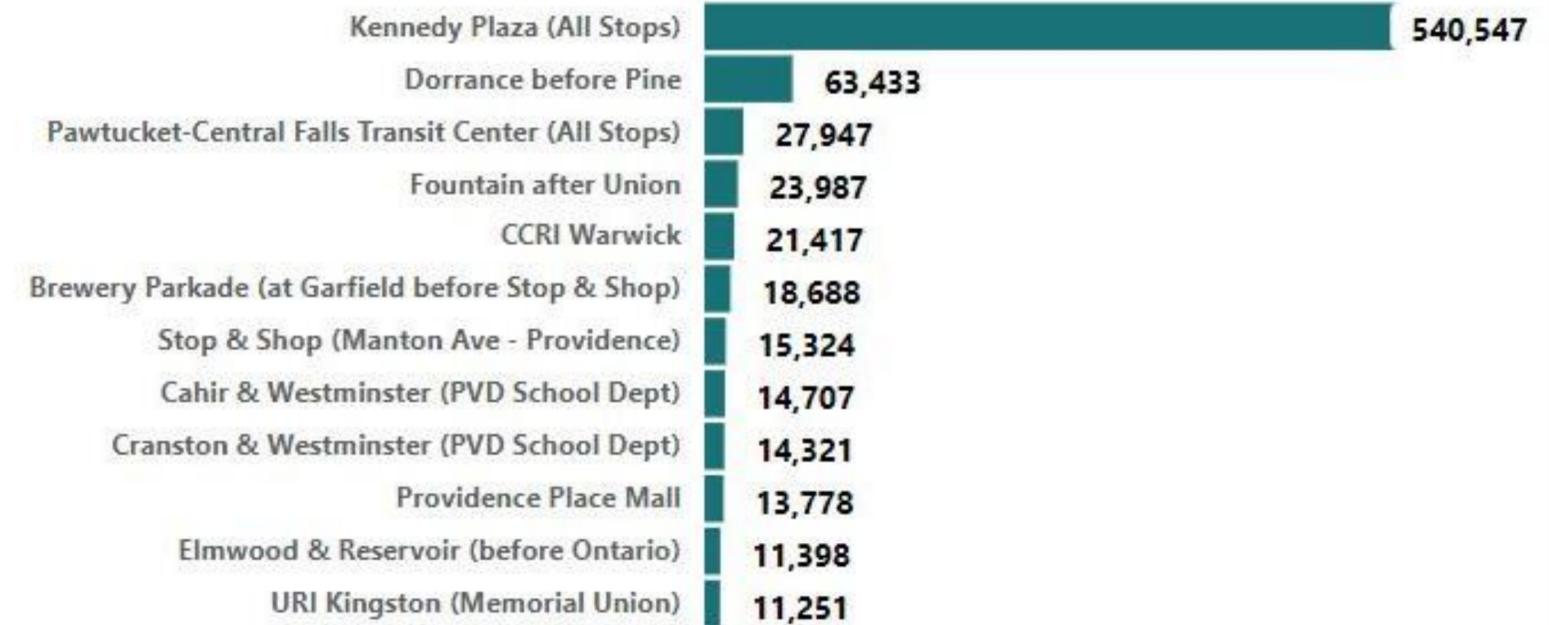
LOW INCOME PILOT PROGRAM

03/13/2023 through 07/31/2023

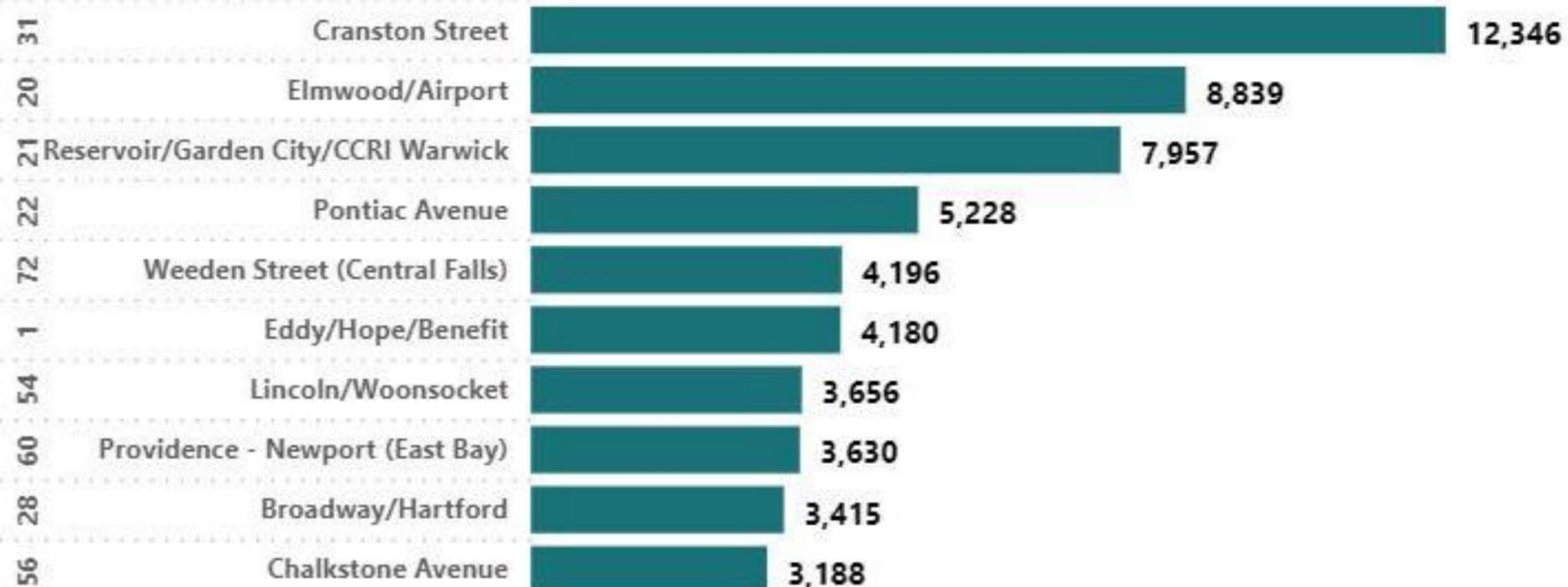
Top 10 Bus Stops - Low Income



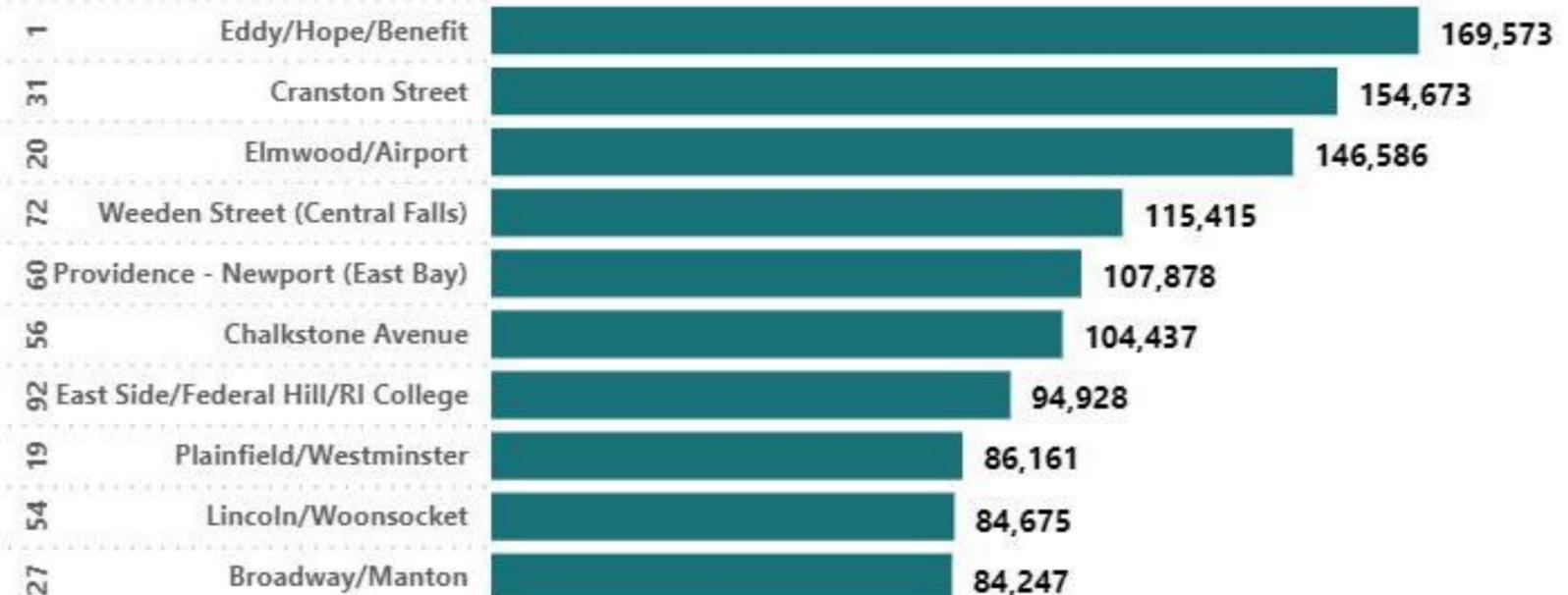
Top 10 Bus Stops - System Wide

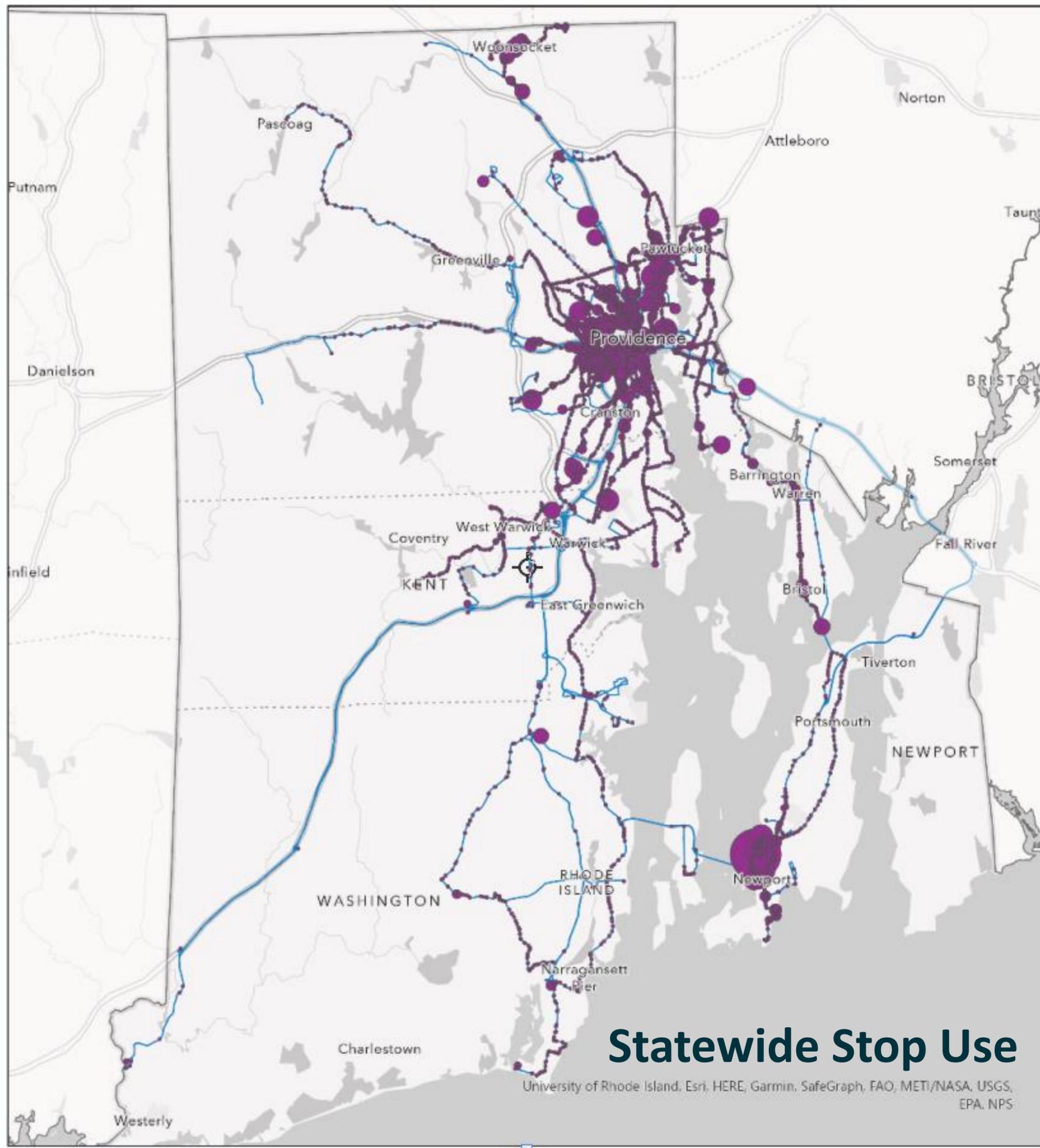


Top 10 Routes - Low Income



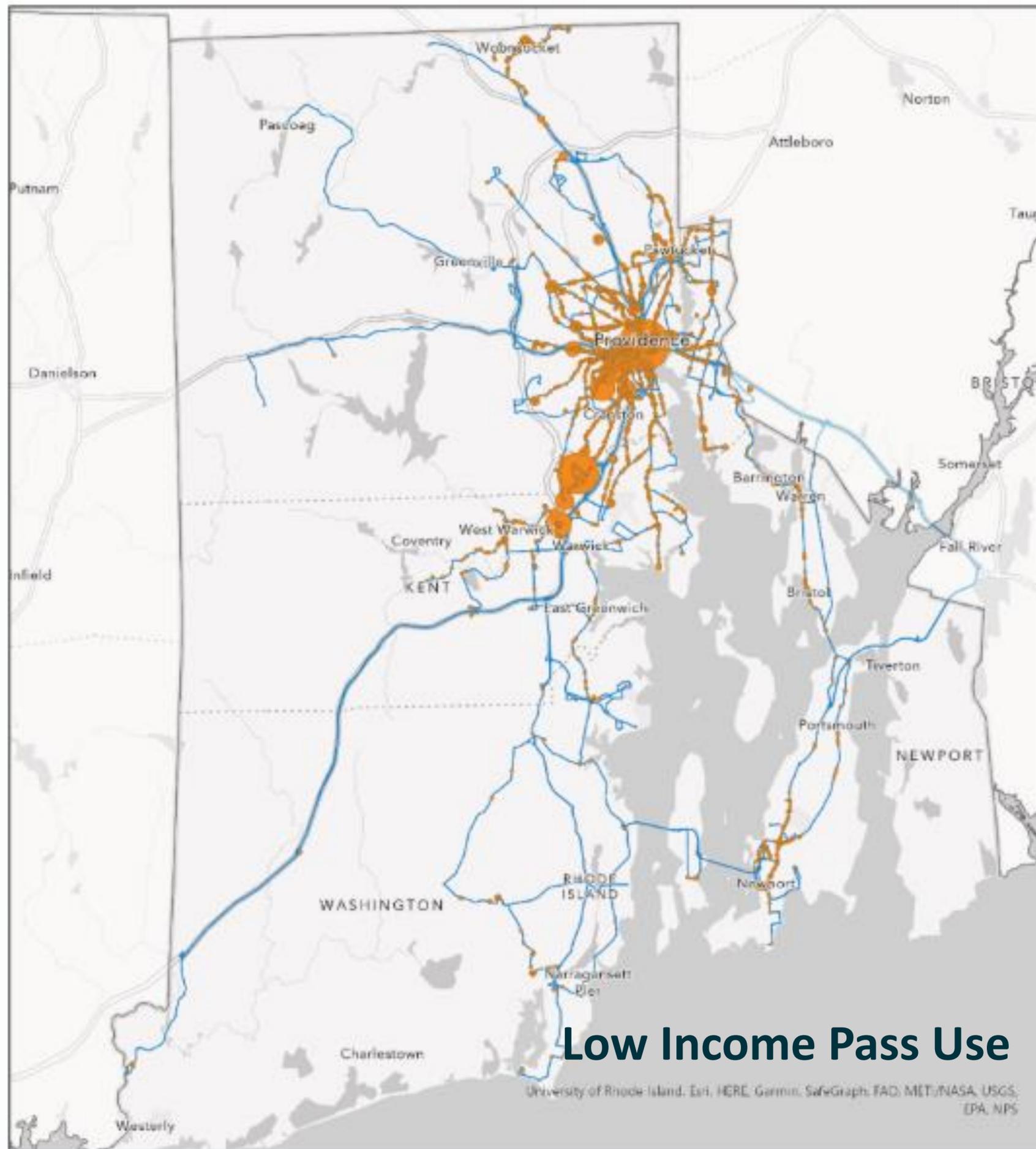
Top 10 Routes - System Wide





Statewide Stop Use

University of Rhode Island, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS



Low Income Pass Use

University of Rhode Island, Esri, HERE, Garmin, SwifGraph, FAD, MET, NASA, USGS, EPA, NPS