



Public Transit Policy Plan

May 30, 2019

Study Advisory Committee Meeting #2



Overview

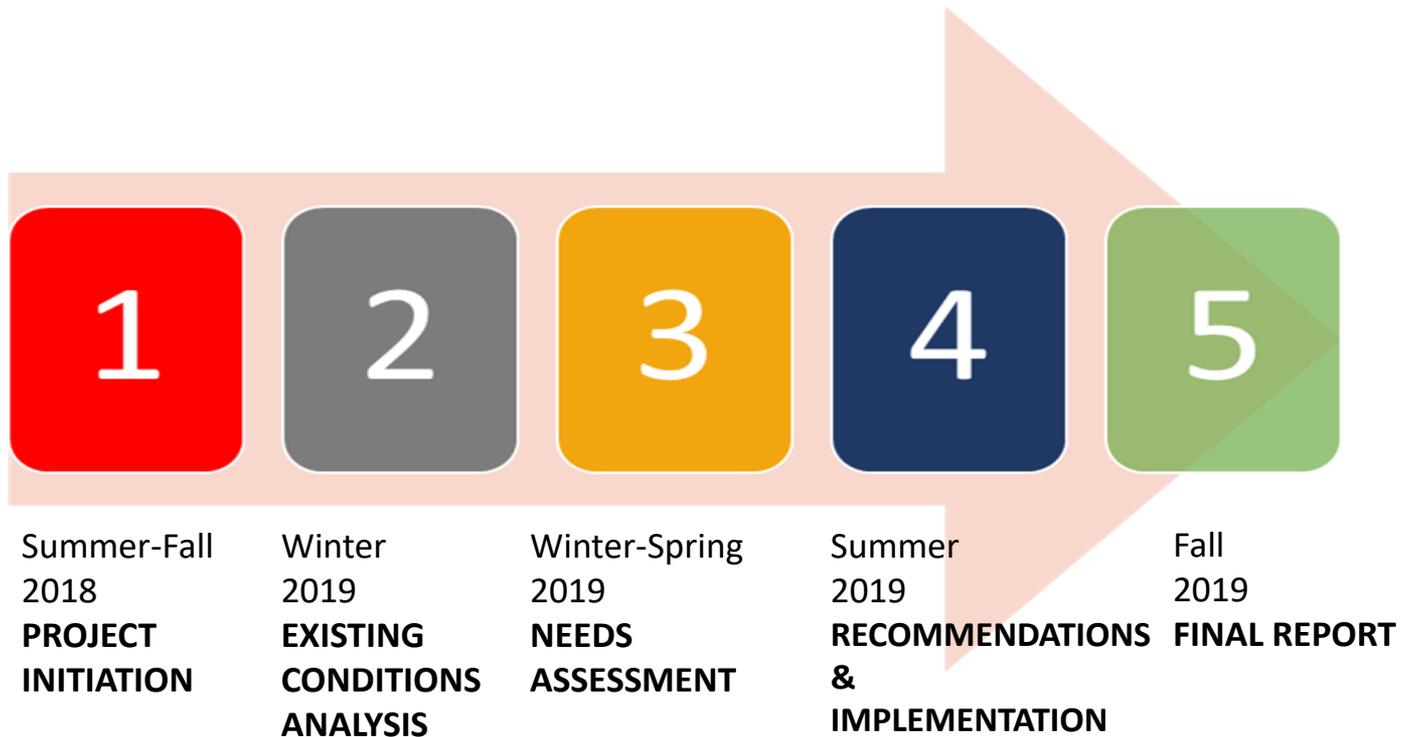
- Goals of the project
- Tasks
- Needs Analysis
- Initial Recommendation Concepts
- Timeline



Goals of the Project

- Develop a 10-year vision for improved transit in Vermont
- Update state policies for public transportation
- Incorporate human service transportation coordination plan into the PTPP
- Engage the public and key stakeholders

Project Tasks



PUBLIC/STAKEHOLDER OUTREACH



Progress Since Last Meeting

- Interim Report Development
- Stakeholder Interviews (9)
- E&D Committee Assessments (9)
- Needs Analysis (wrapping up)

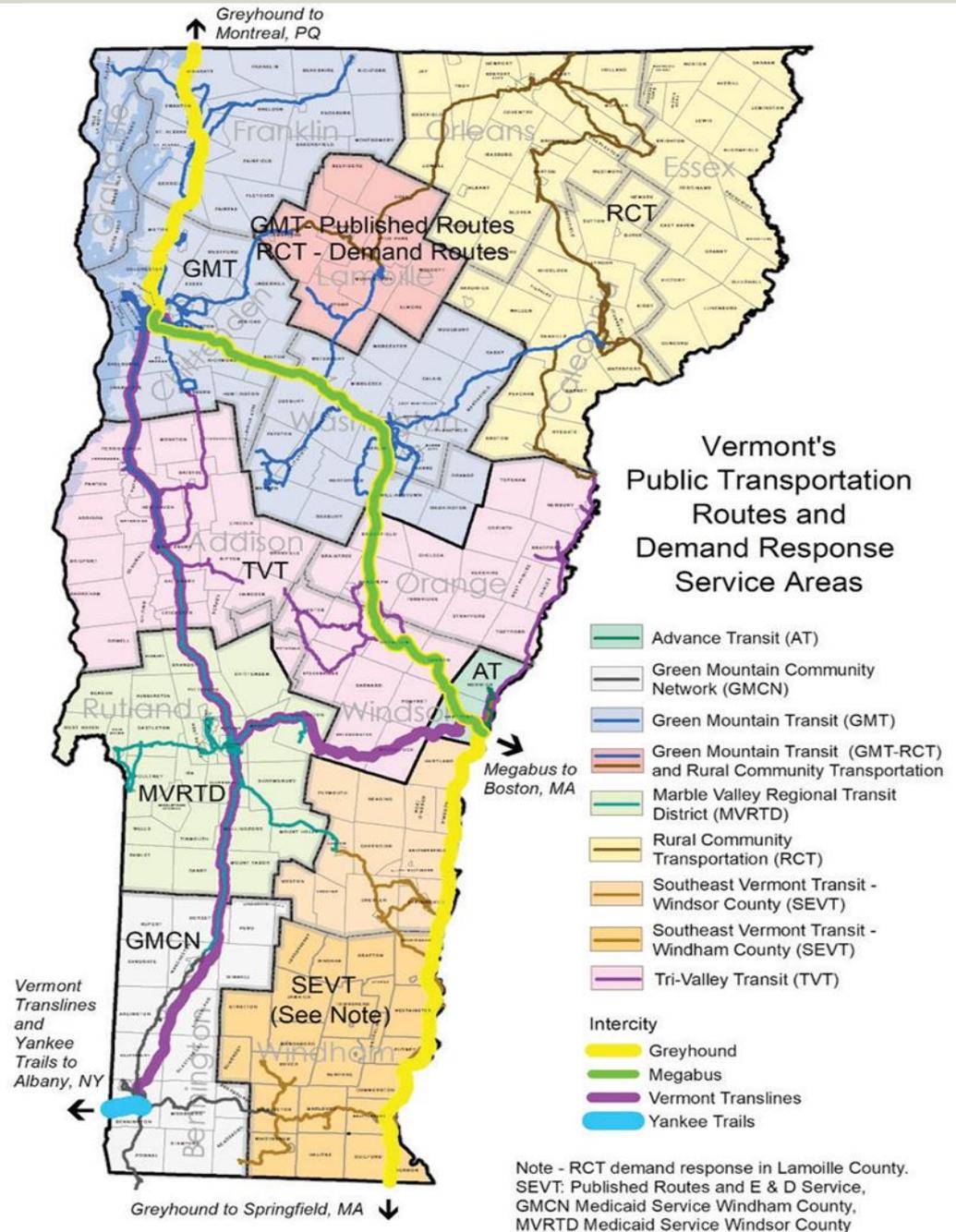
Transit Snapshot

- 625 public transit employees
- \$19,000,000 in transit payroll
- Approximately 420 buses
- 255 municipalities served
- 7 providers
- 16,100 riders/day



Transit Service

- ❑ Local circulators and shuttles, commuter routes, seasonal fixed routes
- ❑ Go Vermont, vanpools, carpools, and travel information
- ❑ ADA complementary paratransit services in urbanized areas, deviated fixed route services elsewhere
- ❑ Elders & Persons with Disabilities transportation program
- ❑ Ticket to Ride
- ❑ Services provided to clients of human service agencies
- ❑ Intercity and intercity feeder service



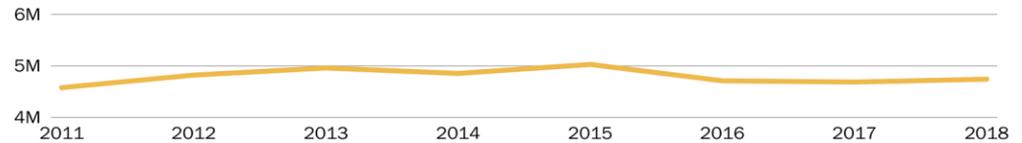
Ridership Trends

- Ridership is up 1% from FY17, while costs per trip have increased by 6.3% a trip.
- 24% of statewide transit funding comes from local sources.
- \$2.8 million total fare revenue (SFY18)- majority in Chittenden County
- Fare recovery ratios range from 1% to 55%

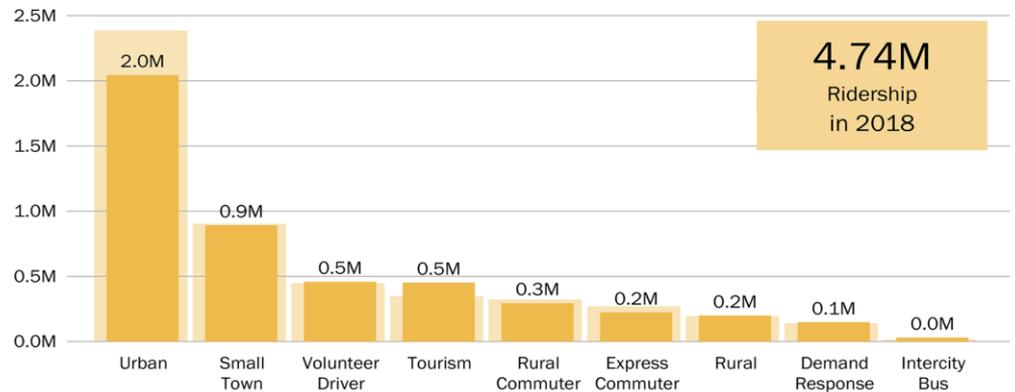
Ridership Trends

In SFY18, Vermont's public transit systems provided over 4.7 million trips. A little under half of those rides are provided in the Chittenden County region, and the remainder is spread throughout the rest of the State. Over the past year, small town, tourism, volunteer driver, rural and rural commuter bus services saw ridership growth, with rural routes growing by 10%, volunteer driver trips by 8%, intercity by 6%, and the others seeing small gains of 2% or less. Over the same time frame, urban, express commuter, and demand response services experienced moderate decreases in ridership.

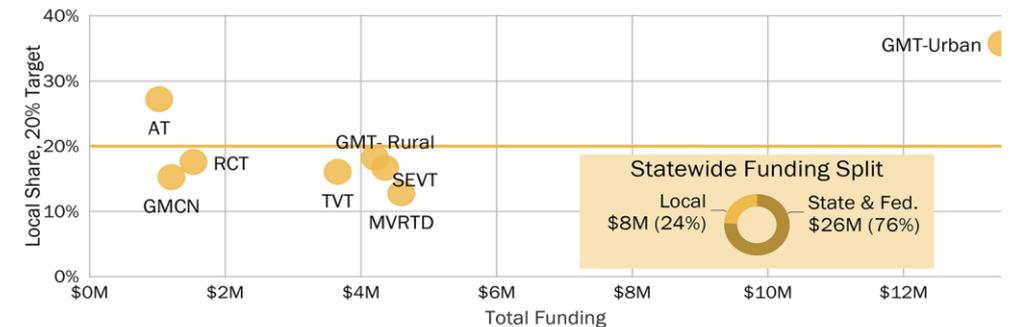
Ridership Trend



Ridership by Service Category vs 5 Year Average



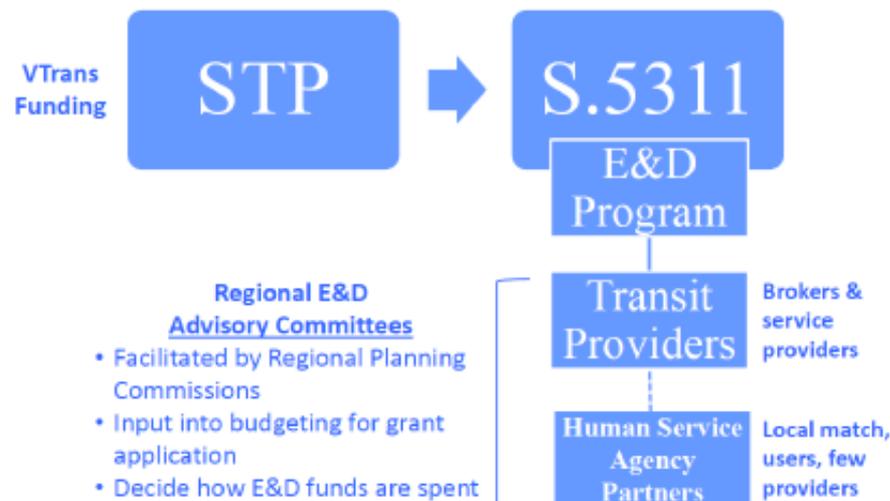
Total Funding and Local Share



E&D Transportation Program

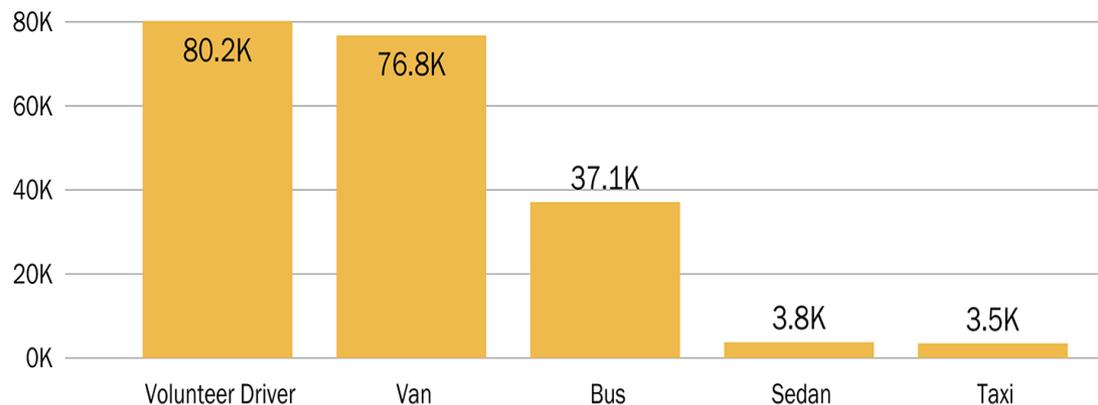
- Designed to fill service gaps (Fixed Route Transit, Non-Emergency Medical Transportation, and ADA transportation).
- Aged 60 or over, and/or has an ADA defined disability.
- Priorities: Critical medical care and adult day health; shopping and congregate meals; and wellness trips
- Key partnerships: agencies tasked with providing services to riders and making the local contribution to funding, and transit providers who maintain and operate the vehicles.

Funding & Organization



Trip by Mode

Elders & Persons with Disabilities Ride Modes





Needs Assessment Methodology

- Identify service gaps and unmet needs
- Estimate transit market segments by age, disability, income, and likely auto access
- Estimate number of trips to address need, and required resources
- Estimate impacts of possible scenarios



Themes Across Regions

- ❑ Workforce development/access to jobs are transportation priorities
- ❑ Rural areas need options
- ❑ More integrated walk/bike/transit/driving networks would encourage transit use
- ❑ First “mile”/last “mile” needs
- ❑ Existing services and resources may not be well known



Themes from E&D Committees

- Trip limits in some regions
 - Critical medical care and adult day health
 - Shopping and congregate meals
 - Wellness trips
- Financial resources to bring other human service partners into the program are not available
- Volunteer driver programs are crucial and need strengthening



Initial Recommendation Themes

- Expansion of service
- Addressing Aging Vermont
- Outreach and raising awareness
- Longer-term investments



Expansion of Service

- Spur growth of volunteer driver programs
 - Check box on VT vehicle registration form to register
 - Streamline background check process
 - Increase marketing budget
 - Support additional recruitment/retention efforts

- Expand job access options
 - Increase awareness of carpool/vanpool (Go Vermont)
 - Enlist support of employers
 - Consider partnerships with TNCs where available

- Expand funding pool overall – more service needed
 - Geographic coverage
 - Span of service
 - More types (purposes) of trips



Addressing Aging Vermont

- Create working committee with DAIL to address mobility issues for older Vermonters

- Reinvigorate E&D program
 - Set up annual statewide meeting with work plan
 - Broaden Ticket-To-Ride program to allow greater choice and independence
 - Share best practices: coordination, low-cost trips, volunteer management



Outreach and Raising Awareness

- Continue investment in Go Vermont
 - Expand capabilities
 - Increase marketing and awareness

- VTrans-sponsored project to document stories of the value of public transit
 - Video and audio interviews with beneficiaries
 - Could be used at Town Meetings and elsewhere

- Engage in partnerships and activities to raise awareness
 - Partners include AARP, State agencies, elected officials, Community Transportation Association of America (CTAA), Vermont Public Radio/Television



Longer-term Investments

- Maintain and strengthen the vitality of Vermont's villages and downtowns.
 - Support transportation improvements and services assessed as critical to enhancing and connecting downtowns and villages
 - Coordinate planning, project development, and implementation with ACCD in support of State Designated areas

- Make transportation investments that promote active transportation and reduce social isolation.
 - Support downtown and village investments that improve the viability and safety of active transportation
 - Strengthen the coordinated provision of public transit services with Medicaid and other social service program transportation needs
 - Conduct health impact assessments for selected transportation projects, programs, and policies and apply what is learned to future investments



Longer-term Investments

- Plan for next generation in ride scheduling
 - Technology for on-demand ride scheduling is here
 - Still in development
 - Multi-program integration (Medicaid, E&D, client-pay, etc.)
 - Multi-resource integration (vans, taxis, volunteer drivers, bus routes, TNCs)



Analysis in Progress

- Estimation of travel needs by demographic category
- Estimation of resources needed to address travel demand
- Impacts of fuel prices and technology on resources needed
- Revisions to policies to reflect needs and input received from public and stakeholders



Timeline

- ❑ Recommendations – June/July 2019
- ❑ MetroQuest Outreach – June/July 2019
- ❑ RPC Outreach August/September 2019
- ❑ Final SAC meeting September 2019
- ❑ Final report – October 2019
- ❑ Meetings and public outreach – throughout project



Thank you

Relevant reports, this presentation, and more, posted at:

vtrans.vermont.gov/planning/PTPP

Please forward comments and questions to Jackie Cassino at:

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