Overview

- Goals of the project
- Tasks
- Results to date
- 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
Tasks

- Existing Conditions Assessment
- Needs Assessment
- Recommendations and Implementation
- Final Report
- Meetings and Outreach
Progress Thus Far

- Initial documentation
  - Best practices among other states
  - Summaries of prior studies and background documents
- Overview of transit program
  - Interviews with VTrans staff
- Analysis of other issues (in progress)
  - Graying of Vermont
  - Loss of economic opportunity in small towns and cities
  - Advance of technology
  - Housing location and impact on mobility
Outreach Efforts Thus Far

- Regular attendance at PTAC
- Briefings to partner organizations (DAIL, VPTA, TPI)
- Regional forums
  - Eleven across Vermont
  - Conducted October through December
- MetroQuest survey
  - 5-minute online survey
  - Get policy input and information about travel patterns, purposes and desired improvements
- Stakeholder interviews
  - Up to ten individual interviews
Future Outreach Efforts

- Presentations at RPC Transportation Advisory Committee meetings
- Attending E&D Committee meetings statewide
- Second round of MetroQuest survey to obtain feedback about potential solutions
Regional Forums – Existing Conditions

- Current transit services (local, regional, intercity)
- Land use patterns – challenge for transit in rural areas
- Important trip generators
  - Employment and retail
  - Medical, educational and human services
- Demographic analysis of region
  - Population density
  - Employment
  - Transit propensity (composite index)
  - Characteristics (age, disability, auto ownership, income)
  - Commuting to key job centers
Regional Forums – Needs Analysis

- Current services – strengths and weaknesses
- Geographic service gaps
- Temporal service gaps
- Trip type gaps
- Accessibility needs
- Technology challenges
- Information gaps
- Affordability gaps
Regional Forums – Potential Solutions

- Information
  - One-call/One-click system including planning and reservations

- Service Enhancements
  - Expanded service areas and hours

- Complement Existing Network
  - Volunteer driver program enhancements

- Accessibility Improvements
  - More sidewalks or curb cuts

- Technology
  - Mobile information
High Priority Solutions

- Enhancements to volunteer driver programs
- Expanded service areas
- Extended service hours
- One-call/one-click system
- Better mobile information (highest priority in Chittenden)
MetroQuest Survey

- Widely used online engagement tool
  - Complements regional meetings and interviews
  - Spread word through website, social media, emails

- Sought 500 responses, but over 1,200 responses obtained

- Not a statistically valid sample
  - Likely reflects people with an interest in public transit
  - Not weighted to reflect Vermont demography

- Comparisons to 2016 LRTP Survey
  - 2,496 responses, weighted by demographics
  - Based on random sample of addresses
Who participated in MetroQuest?

- 44% of surveys came from Chittenden County (26% of the population)
- 136 Vermont municipalities represented in the sample overall
- 80% of respondents were “working age” 25 to 64
- 59% of respondents had incomes between $50K and $150K
- 47% of respondents were in households with two cars; 15% live in households with more than two cars
Age Profile of Respondents
Overall, 64% reported using a mode other than private auto in the last month. These are considered “transit users.” Thus 36% are “auto only.” In LRTP, 80% reported driving as “primary mode.”
Reasons for Mode Choice

- Fastest way to make my trip: 65%
- Most reliable way to make my trip: 51%
- Only transportation option available to me: 47%
- Cheapest way to make my trip: 31%
- Door to door service: 24%
- Cheaper and easier than finding parking: 17%
- Safest way to make my trip: 15%
- Wanted to see how it worked: 2%
Reasons: Transit vs. Auto
Purposes of Transit Trips

- Work: 38%
- Social Activities or Recreation: 31%
- Shopping or Errands: 22%
- All Trips by Private Auto: 19%
- Medical Appointments: 14%
- Connections to Trains or Airports: 11%
- Other: 7%
- Meals: 7%
- School or College: 4%
- Government or Social Service Agencies: 2%
- Addiction Recovery Support or Services: 1%
- Adult Day Programs: 1%
Purposes: Chittenden vs. Rest

- Work: 50% Chittenden, 28% Rest
- Recreation: 42% Chittenden, 23% Rest
- Social Activities: 28% Chittenden, 28% Rest
- Medical Appointments: 10% Chittenden, 18% Rest
- Connections to Trains or Airports: 14% Chittenden, 14% Rest
- Other: 8% Chittenden, 8% Rest
- Meals: 6% Chittenden, 5% Rest
- School or College: 7% Chittenden, 3% Rest
- Government or Social Service Agencies: 3% Chittenden, 2% Rest
- Addiction Recovery Support or Services: 3% Chittenden, 0% Rest
- Adult Day Programs: 1% Chittenden, 0% Rest

Chittenden County vs. Rest of State
What would encourage you to use transit more often?

In LRTP survey, 30% said nothing would make them drive less.
Improvements: Chitt. vs. Rest

- More Frequent Service: Chittenden County 56%, Rest of State 45%
- More Service Near My Home: Chittenden County 55%, Rest of State 42%
- Evening and/or Weekend Service: Chittenden County 48%, Rest of State 42%
- More Reliable Service: Chittenden County 44%, Rest of State 39%
- Faster Service: Chittenden County 15%, Rest of State 8%
- Other: Chittenden County 13%, Rest of State 7%
- If I Understood How It Works: Chittenden County 9%, Rest of State 5%
- Nothing, I Prefer Driving: Chittenden County 11%, Rest of State 6%
- Cheaper Service: Chittenden County 5% (2), Rest of State 4%
- If I Felt Safer Riding: Chittenden County 5% (2), Rest of State 3% (2)
Transit Policy Goals for Vermont

- What should be the policy priorities for public transit in Vermont?
  - Mobility for non-drivers
  - Improved air quality/reduced energy use
  - Increased transit access in rural areas
  - Support for economic development
  - Choices for commuters
  - Access to tourist areas
  - Less dependence on automobiles

- In LRTP survey, public transit ranked 10th (of 12) in importance, with only 50% rating it very/extremely important, though “protect the environment” and “support Vermont’s downtowns and village centers” ranked 4th and 6th overall
Existing Goals: 24 V.S.A. §5083

- (1) Provision for basic mobility for transit-dependent persons, as defined in the public transit policy plan of January 15, 2000, including meeting the performance standards for urban, suburban, and rural areas. The density of a service area's population is an important factor in determining whether the service offered is fixed route, demand-response, or volunteer drivers.

- (2) Access to employment, including creation of demand-response service.

- (3) Congestion mitigation to preserve air quality and the sustainability of the highway network.

- (4) Advancement of economic development objectives, including services for workers and visitors that support the travel and tourism industry. Applicants for "new starts" in this service sector shall demonstrate a high level of locally derived income for operating costs from fare-box recovery, contract income, or other income.
MetroQuest Results on Policy

![Graph showing MetroQuest Results on Policy](image-url)
Chittenden Cty. vs. Rest of State
Policy Discussion

- Is it time to revise the statutory policy?
  - Incorporate new policy goals
  - “Clean up” older language

- Do MetroQuest results seem reasonable?
  - Balance between urban and rural concerns
  - Do they address the coming challenges adequately?
    - Aging population
    - Technology impacts
Needs Analysis Method

1. Define target markets for future transit investments
2. Make policy decisions on what level of service state can support for each target market
3. Estimate resulting transit investment needed to meet that level of service
4. Test sensitivity of various scenarios on investment need / VTrans goals
# Target Markets

<table>
<thead>
<tr>
<th>Market Segment</th>
<th>Likely low-auto</th>
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<tbody>
<tr>
<td>Youth (under 18)</td>
<td>X</td>
</tr>
<tr>
<td>Young adult (18-24) employed/student</td>
<td>(X) desired</td>
</tr>
<tr>
<td>Adults (25-64) not low income</td>
<td></td>
</tr>
<tr>
<td>Adults (25-64) low-income</td>
<td>X</td>
</tr>
<tr>
<td>People with disabilities</td>
<td>X</td>
</tr>
<tr>
<td>Younger seniors (65-79)</td>
<td></td>
</tr>
<tr>
<td>Older seniors (80 plus)</td>
<td>X</td>
</tr>
</tbody>
</table>
Needs Assessment

- Market Analysis
  - How do the various types of gaps affect the market segments?
  - How do the market segments relate to the policy goals?

- Resource Analysis
  - Estimate resources to meet needs of each market segment
    - Define level of service goals (# annual trips)
    - Multiply by population in each segment and then average trip cost
  - Consider fully meeting needs vs. meeting lifeline needs
Scenario Exercise

- Increased fuel prices
- Low fuel prices
- Changed transportation landscape due to technology
  - Autonomous vehicles
  - Software to aggregate trips more efficiently
  - Better information available to everyone
Other Opportunities

- Volunteer driver expansion
  - Methods to significantly expand the pool of drivers

- Rides to Wellness
  - Sustainable funding from the health sector to overcome transportation barriers to health care

- Cooperation with surrounding states (NH, NY, MA)
  - Cross-border collaboration and integration of service

- Strengthening ties to the community
  - Enhancing community “ownership” of local transit services
Recommendations & Implementation

- Revise policies, goals, objectives and actions
- Enhance/update performance measurement system
- Implementation plan
  - Statewide initiatives
    - E.g. Rides to Wellness, Mobility on Demand
  - Technology applications
  - Strategies for human service transportation
- Monitoring plan
- Final report
Timeline

- Needs assessment – Winter/Spring 2019
- Recommendations – Spring/Summer 2019
- Final report – September 2019
- Meetings and public outreach – throughout project

Keep track of progress at vtrans.vermont.gov/planning/PTPP