Third Annual Vermont E&D Summit
Welcome

Charlie Baker, CCRPC  Ross MacDonald, VTrans
Introductions to key VTrans E&D Staff

Ross MacDonald
• Public Transit Manager

Tim Bradshaw
• Public Transit Coordinator

Dan Currier
• Public Transit Coordinator

Stephanie Reilly
• Public Transit Coordinator

Katharine Otto
• Planning Coordinator

Team approach to E&D. We can do better together!
The State of Transit in Vermont: Outlook & Funding

Ross MacDonald
Public Transit Manager
Vermont Agency of Transportation
COVID-19 Operations and Updates

- Transit providers continue to maintain extensive safety protocols including barriers between seated areas and the driver compartments and sanitation of vehicles.

- The Transportation Security Administration (TSA) ended the face mask requirement for individuals across all transportation networks throughout the United States, including airports, onboard commercial aircraft, on over-the-road buses, and on commuter bus and rail systems.

- Ridership is inching back up and stands at 60% of pre-Covid level

- Commuter routes continue to lag the other route categories.
2021 Route Performance Report

In SFY 2021 the average cost for a transit trip in Vermont was $18.81, an increase of 69% from the prior year. While annual ridership dropped 41% because of the pandemic, costs only dropped by 0.5%. Most transit service continued to operate in SFY 2021 at close to normal levels, but with far fewer riders aboard. As ridership slowly recovers, the cost per trip would be expected to drop in SFY 22 and beyond.
Cost per Trip by Service Category
Zero-Emissions Transition Plan
MTI Focus

Support innovative strategies and projects that improve both mobility and access to services for:

- Transit-dependent Vermonters,
- Reduce the use of single occupancy vehicles, and
- Reduce greenhouse gas emissions.
Thank You

Public Transit Program
ross.macdonald@vermont.gov
802-522-7120
Guidance for FY23

Katharine Otto
Planning Coordinator
Vermont Agency of Transportation
Where do I find things?

E&D webpage

• **Full** FY23 Guidance
• E&D Manual (last revised 2020)
• Lots of examples and useful links

Your grant/contract documents (including TPI guidance and the Transit Provider contracts)

• **Abbreviated** version of the FY23 Guidance

TPI Team > E&D Channel (For TPI planners only)

• Example docs which can't be shared online
Making progress and stepping forward

All Committees
• have their own E&D workplans
• are following transparent and inclusive meeting practices
• are meeting at least 4 times a year

Entering a new era with a new name
• Guidance name shift from “E&D” to “Human Service Transportation Coordination”
• Committee name shifts from “E&D Committee” over next few years to “Regional Mobility Committee”
A vision for the future

FY23
- Expand scope of E&D Committees
- Expand tracking of denials and unmet needs
- Create E&D version of Route Performance Report

FY24
- All E&D Committees complete transition to Regional Mobility Committee
- E&D Survey
- Evaluate efficiency and effectiveness of E&D service delivery

FY25
- Follow up from FY24 E&D Survey
- Public Transit Policy Plan and Human Services Transportation Coordination Plan Update
Looking at FY23

**Same**
- Meet at least 4 times a year
- Open Meeting Law
- Track denials and other metrics
- Attend E&D Summit
- Keep annual workplans up-to-date

**Added**
- Expand scope of E&D Committees to include Medicaid, Recovery & Job Access, and other client based transportation services
- Start thinking about evolving into a Regional Mobility Committee concept in FY24
- Follow Central Vermont’s pilot process to become a Regional Mobility Committee
- Expand tracking of denials and unmet needs.
- Move towards creating E&D equivalent of Transit Route Performance Report (including trip costs, purpose, denials, etc)
# Four roles

<table>
<thead>
<tr>
<th>VTrans</th>
<th>RPCs</th>
<th>Public Transit Providers</th>
<th>Others involved in E&amp;D</th>
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</thead>
<tbody>
<tr>
<td>• Provide guidance</td>
<td>• Organize &amp; facilitate E&amp;D meetings</td>
<td>• Provide transportation per 2020 E&amp;D Program Manual</td>
<td>• Follow 2020 E&amp;D Program Manual</td>
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<tr>
<td>• Participate in E&amp;D meetings</td>
<td>• Keep annual workplans up-to-date</td>
<td>• Track and submit program usage</td>
<td>• Participate in E&amp;D meetings</td>
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<tr>
<td>• Share info about pilot Mobility Committee</td>
<td>• Assist with unmet need analysis as needed</td>
<td>• Assist with facilitating E&amp;D meetings</td>
<td>• Represent client perspectives</td>
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<tr>
<td>• Oversee tracking</td>
<td>• Follow Open Meeting Law</td>
<td>• Assist with annual workplan</td>
<td>• Help generate non-federal match</td>
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<tr>
<td>• Oversee creation of new Performance Report</td>
<td></td>
<td></td>
<td>• Help with awareness of related programs</td>
</tr>
</tbody>
</table>

All – Attend E&D Summit, follow pilot Mobility Committee process
Bringing in partners

It’s not just about the money!
Information sharing is just as important!

Some ideas
• Someone who uses the service
• Local group who works with target population
• Healthcare/ hospitals
• Can assist with match

Come with ideas and questions to the breakout session!
Questions?
Best Practices for Volunteer Driver Recruiting & Marketing

Mary-Claire Crogan
Community Relations Manager, Addison Region
Tri-Valley Transit
Tri-Valley Transit’s Dial-a-Ride Program

• Nearly all demand response services are provided by Volunteer Drivers.

• 120,000 rides/year (FY19)
Pandemic effects on driver capacity

- 2022: 16 recruits in one year! 41
- 2021: 25
- 2020: 3 Limited to volunteers with 3rd row seating
- 2019: 60

Volunteer Drivers
Where did volunteers go?

- Left due to safety → our average volunteer is in the COVID-vulnerable demographic
- Died
- Moved away
- Advanced age → lifestyle change
- New interests
Designated Volunteer Coordinator(s)

- Applications
- Background checks
- Training
- Quality assurance calls
- Reimbursement questions
Use your marketing staff for outreach tools and strategies

• SIMPLE application form
• EASY website access
• Posters
• Pamphlets
• Pitches to share with partners
• Media and social media contacts

More examples at break-out session -->
Design an easy entry program

Shopping Buddies Desperately Needed

You grocery shop for yourself every week, right? Turn this mundane chore into an uplifting experience by bringing along a senior neighbor who can’t drive herself/himself to access food. Please call Amy Buxton at Tri-Valley Transit, 802-388-2287, for more information. You can relieve desperate need just by sharing a ride. TVT will handle all the logistics and even pay for your gas!
Get PERSONAL

• Staff and volunteers are a huge asset
• Find your local champions
  o Board
  o Stakeholder committees
  o United Way
  o RSVP
  o E&D partners
  o Civic orgs
  o Faith groups

Network!
Go PUBLIC

• Front Porch Forum & other social media
• Flyers and posters
• Bus exteriors
• Media exposure

Network!
Show them you CARE!

- Provide good training and support
- Respect their limits
- Provide a welcoming space
- Spoil them a little
  - Gifts
  - Parties
  - Snacks
  - Recognition (newsletters, media features, Annual Report, Volunteer Appreciation Week)
Mary-Claire Crogan
Community Relations Manager, Addison Region
mary@trivalleytransit.org

→1:30pm Today - Volunteer Roundtable Break-Out Session
Break Time
Regional Mobility Committees and Innovative Program Updates

Daniel Currier and Tim Bradshaw
Public Transit Coordinators
Vermont Agency of Transportation
Central Vermont’s Pilot

Moving from Regional Elders and Persons with Disability Advisory Committed (REDPAC) to Regional Mobility Advisory Committed (RMPAC)
Central Vermont’s Pilot – The Idea
Central Vermont’s Pilot – But Why?
Central Vermont’s Pilot - Partners

Existing Partners

- GMT (Green Mountain Transit)
- VCIL (Vermont Center for Independent Living)
- Central Vermont Council on Aging
- CVRPC (Central Vermont Regional Planning Commission)

New Partners

- CAPSTONE Community Action
- HireAbility Vermont
- ?
Central Vermont’s Pilot - Trips

- Trips
  - Non-Medicaid Critical Care
  - Non-Medicaid Medical
  - Meals & Meal Programs
  - Adult Day Services
  - Shopping
  - **Vocational**
  - Social
  - Wellness
  - **Recovery**
Central Vermont’s Pilot - Expansion

Expand Access and Eligibility

• RMPAC services not just for people over 60 or those who have a disability.
  • Vocational*
  • Recovery*
Next Steps

• GMT to coordinate all eligible trips
• RMPAC to work on adding new partners
• Community Rides Vermont pilot launch
• Monitor the demand, utilizations, and denied trips
• New funding for VTrans to cover expanded trip types
New Go!Vermont Travel Options Tool

Trip Assist

Welcome to our new Travel Options Tool! This tool allows customers to enter their origin (or destination) address to see what services and/or partners serve their area, or what travel options might best suit your needs. Whether you are new to Go Vermont or an existing customer looking for more information about relevant services this is an easy way to find out your best options. At Go Vermont, we always strive for mobility independence, so we’ve also included information that will show you how many bus stops are within a ¼ mile walk.

Are you an older adult or have a disability? ☑

☐ Yes  ☐ No

Enter your specific starting location (25 Ridgewood Rd, Springfield)

GET PROGRAMS

Call to get started 800-685-RIDE (7433)
DEM O

• **Trip Assist - Go! Vermont**
  
  • 100 Bank Street, Burlington, VT, USA
  • Bennington, VT, USA
  • 29 Main St Montpelier, VT

• **Vermont Trip Planner - Go! Vermont (connectingcommuters.org)**
  
  • St Albans City to Highgate
Welcome to our new Travel Options Tool! This tool allows customers to enter their origin (or destination) address to see what services and/or partners serve their area, or what travel options might best suit your needs. Whether you are new to Go Vermont or an existing customer looking for more information about relevant services this is an easy way to find out your best options. At Go Vermont, we always strive for mobility independence, so we’ve also included information that will show you how many bus stops are within a ¼ mile walk.

Are you an older adult or have a disability? ☑️
- Yes  ☐ No

100 Bank Street, Burlington, VT, USA

There are eligible programs in your area:

Green Mountain Transit provides ADA paratransit services for persons...
There are eligible programs in your area:

**GREEN MOUNTAIN TRANSIT ADA PARATRANSIT**  
802-540-0874  
Green Mountain Transit provides ADA paratransit services for persons unable to use the fixed route bus system because of a disability. To request a ride, call (802) 540-0874 at least 24 hours before your trip. Riders must apply for eligibility in advance.

**SPECIAL SERVICES TRANSPORTATION AGENCY DIAL-A-RIDE (CHITTENDEN COUNTY)**  
002-878-1527  
Special Services Transportation Agency Dial-A-Ride provides on-demand transportation throughout Chittenden County. The service prioritizes seniors and persons with disabilities but the general public is allowed. To request a ride, call (802) 878-1527 at least 48 hours before your trip.

**GREEN MOUNTAIN TRANSIT BUS BUDDY PROGRAM**  
802-540-0874  
Green Mountain Transit facilitates a Bus Buddy Program to help riders build confidence and bus riding skills. Bus buddy volunteers accompany riders and help them explore GMT’s transit system together. If you are interested in volunteering as a bus buddy or working with a bus buddy, call (802) 540 0874.
Other transportation options
The following transportation programs can help you get around.

ELDERS AND PERSONS WITH DISABILITIES (E&D) TRANSPORTATION PROGRAM

Vermont’s Elders and Persons with Disabilities (E&D) Transportation Program play an important role filling gaps in existing transportation services for older adults age 60 and above as well as individuals with disabilities. Vermont’s public transit providers serve as regional transportation brokers and work with human service agency partners to coordinate E&D trips. Click on the link to learn more.

RIDES TO WELLNESS PILOT PROJECT

Vermont’s Rides to Wellness program seeks to lower transportation barriers and make sure that, in the future, lack of transportation will no longer be a reason that people fail to get health care when they need it. Click the link to learn more.

RECOVERY AND JOB ACCESS RIDES

Vermont’s Recovery and Job Access Program aims to provide transportation services for those struggling with substance use disorders. Trips to essential services such as support group meetings and therapy sessions, Recovery Centers, drug testing sites, and job training and interviews, are not covered by current transit services and are the focus of this program. Click on the link to learn more.
Recovery and Job Access

- 160k Federal, 160k State, 320K total program funds to cover costs for recovery and job access.
- Memorandum of Understanding between AHS and Vtrans to split the 50% State match.
- Service began in September 2019 in partnership with Rural Community Transportation (RCT) and recovery centers in Newport, St. Johnsbury and Morrisville.
Recovery and Job Access Expansion

- Second pilot started January 2020 in partnership with Marble Valley Regional Transit District and the Rutland recovery center.

- Pilot has now been expanded to all rural locations on a statewide level. Not eligible in Chittenden County.
Recovery and Job Access

About the program

• Program intended to cover trips not eligible under Medicaid or Elders and Persons with Disabilities (E&D) demand response (dial-a-ride) programs.

• Pilot not designed to shift costs from Medicaid and E&D eligible trips.

• Intent of pilot is to reduce barriers to transportation for those suffering from substance use or on the fence about entering a recovery program.

• Written standard operating procedures developed for each region including billing/reporting requirements and trip eligibility determinations.

• Standard eligibility decision tree (Roadmap) developed specific to each region.
Recovery and Job Access Roadmap
Bennington County

Same Day Appointment Transportation Options:

- **Special Circumstances:** People having special circumstances may qualify for certain transportation services:
  - **Visual Impairment:** The Vermont Association for the Blind and Visually Impaired may be able to provide transportation for medical appointments, social services, and shopping. Call them at 802-775-6452.
  - **Over 60 years of age or disabled:** Call Green Mountain Express at 802-447-0477.
  - **Reach Up recipients:** Call 1-800-479-6151.
  - **Churches:** Some area churches will help members with transportation needs.
  - **Vermont 2-1-1:** Dial 2-1-1 for help with transportation for destinations outside our area.

- **Ride Allotment:** Rides for Treatment and Recovery should be capped to three days while Medicaid and other programs are evaluated for rider eligibility. Rides for Job Access should be capped to five weeks (30 days). Additional days can be provided on a case-by-case basis.

- **Medicaid Special Circumstances:**
  - People may be eligible for transportation under Medicaid if they have a vehicle, but it is not in working condition. They may need to get a letter from a licensed auto mechanic stating what is wrong with their vehicle and send the letter to Medicaid. If approved, GMX may be able to provide transportation.
  - People may also be eligible for mileage reimbursement if they cannot afford gas. There are requirements and restrictions that apply.

- **Other Resources:**
  - **Good News Garage** has a limited number of vehicles for sale at low cost. They also provide low cost repair service for working adults. Restrictions apply. Visit goodnewsgarage.org or call 802-864-3667 for more information.
Recovery and Job Access
More details

• Program not as stringent as Medicaid NEMT guidelines. No paperwork required from client. Recovery centers work directly with transit providers in determining client eligibility.

• Recovery center personal choice drivers allowed for situations when a client needs a ride on short notice. Recovery centers work directly with the transit providers to complete the necessary requirements.

• Gas cards are an eligible expense, but they must be purely gas cards to avoid misuse. Cards can be purchased by either the transit provider or the recovery centers.

• Client surveys underway in addition to the trip detail reports as this is a research grant and the Federal Transit Administration is collecting data.
Recovery and Job Access – Questions?

More information available at: https://vtrans.vermont.gov/public-transit/recovery-job-access

Questions?
• In September 2016 VTrans was awarded $170,000 Federal to develop a program to train staff at Community Health Services to act as mobility managers. The scope of the application and award was specific to two pilot projects in the Mt. Ascutney and St. Johnsbury regions of Vermont.
Rides to Wellness (R2W) Program
Goals and Measures

The ultimate goals of the program are the following:
A. To improve health outcomes for the vulnerable populations that use community health centers
B. To reduce the use of emergency services, thereby saving additional resources.
C. To improve financial performance for health centers, hospitals and funding programs (such as Medicaid) by reducing missed appointments
An unmet transportation need
A real life example

- An elderly patient with a chronic health condition called stating his condition had worsened. The health provider offered several appointments for same day or next-day service. The patient did not feel well enough to drive his car or to navigate his way to an appointment. He was unable to use dial-a-ride transportation service because it required 2-day advance scheduling.

- With no other options, the patient was delayed in seeing his doctor for required antibiotics, which was discovered after he called an ambulance the following weekend to be taken to the Emergency Department (ED), which then had to arrange for his transportation home. The cost of the ambulance transport and ED visit exceeded $1,500. A taxi ride, office visit, antibiotics and follow-up phone call by his primary care office 2 days before would have cost less than $300.
The Rides to Wellness pilot project has now been implemented in partnership with Northeast Kingdom Human Services, Lamoille Health Care Partners, Gifford Health Care, Porter Medical Center and the most active and successful pilot with Mt. Ascutney Hospital and Health Center in Windsor Vermont.

While Rides to Wellness pilot is winding down, VTrans has committed additional conventional funding to the Mt. Ascutney pilot for SFY23
Rides to Wellness (R2W) Program
More info and questions?

More information available at:

https://vtrans.vermont.gov/public-transit/rides-to-wellness

Questions?
Lunch
Microtransit Initiatives & Pilot Projects

Stephen Falbel
Founder and President
Steadman Hill Consulting

Jamie Smith
Director of Marketing and Planning
Green Mountain Transit
Overview

- MyRide by GMT pilot project in Montpelier and Berlin
  - Project launch
  - Performance statistics
  - Results of one-year evaluation
  - Near-term actions
- Feasibility studies and future implementations
- Impacts on the E&D program
MyRide by GMT

• Initiated in January 2021

• Replaced three deviated fixed routes
  • Montpelier Hospital Hill (hourly service Mon-Sat 6A-6P)
  • Montpelier Circulator (hourly service Mon-Fri 7A-6P)
  • Capital Shuttle (20-minute service 7:20A-5:20P when legislature in session)

• Three buses in service from 6A-6P

• Operated with 12-passenger cutaways and GMT drivers

• Out of 11 proposals for the software contract, Via Mobility was the winner
Service Launch

• Significant outreach to existing riders on Hospital Hill and Circulator
  • Passenger survey
  • One-to-one contact with GMT staff and Sustainable Montpelier Coalition
  • Priority was to avoid harm to these passengers

• Treated as a “soft launch”
  • No major outreach to the broader community
  • COVID restrictions with passenger limits were in place

• Bumps along the learning curve
  • Many “trip unavailable” errors
  • Driver breaks were tripping up the system

• Early ridership figures similar to those on prior fixed routes
Statistical Overview

41k+
Rides Completed since the launch of the service

1,309
Active Riders have taken a ride with service since launch

3.0
Average Utilization measured as trips per vehicle per hour

91%
On-time performance with riders being picked up within 5 minutes of the communicated pick up time

97%
Met demand, with most unfulfilled requests occurring at the end of service between 5-6pm
Monthly Completed Rides

- Ongoing period of growth in volume of completed rides

- Peak monthly completed rides in March 2022
Rider Growth

- **Consistent addition** of new riders month over month

- Increasing base of returning riders **indicates growth of regular ridership**
One-Year Evaluation

- Interviews with GMT staff (Planning, Operations, CSRs, Drivers)
- Interviews with external stakeholders
  - Sustainable Montpelier Coalition
  - Vermont Center for Independent Living
  - Washington County Mental Health
  - Via staff
- Operational analysis of travel patterns
- Goals
  - Document lessons learned
  - Identify challenges
  - Recommend improvements
Lessons Learned

• Transition for riders of fixed routes was difficult in spite of outreach
  • Technology a significant barrier for many
  • About half of trips were reserved via call center rather than smartphone app
  • Numerous complaints from residents of Lane Shops (former terminus of MHH)
  • Many riders of prior routes no longer use the system

• New users are very positive about the service
  • Appreciate flexibility of routing and schedule
  • Open to using technology

• Time sensitivity a key factor
  • Service works better for shopping/social trips
  • Commuters and riders making bus connections can be frustrated by time variability
Challenges for MyRide

• Scale
  • Operation with only 3 vehicles (now 4 during peaks) leaves no room for error

• Human element
  • Riders game the system with multiple reservations; no penalty for no-shows or cancellations
  • Drivers don’t always follow the guidance on the tablet
    • May choose a different path
    • May try to change the order of pickups and drop-offs

• Meshing pre-booked with on-demand trips leads to inefficiencies

• School trips
  • Students game the system more than others
  • Congestion at Montpelier High School at 3:00
The Vehicle Dilemma

- GMT did not have time or funds to acquire a specialized fleet
- Cutaways are not appropriate vehicles
  - MyRide never carries more than 4 passengers at a time (usually 1 or 2) because of time constraints built into the algorithm and limited demand density
  - 12-passenger vehicles are mostly empty all the time
  - Vehicles are noisy and uncomfortable on rough roads and get poor mileage
  - They are hard to maneuver and have poor visibility for drivers
- If service becomes permanent, GMT will acquire smaller vehicles (accessible vans)
The Algorithm

• Most of the drivers have little faith in the algorithm
  • Experience what feels like inefficient routing every day
  • Often see two vehicles running together
• Via working with GMT to tweak parameters and improve efficiency
• When drivers “disobey” the tablet, it undermines the algorithm and makes efficiency worse
• Trips that used to be grouped together on hourly fixed-route trips may now cause the bus to make several trips within one hour
  • The benefit and the curse of flexibility
Recommended Improvements

• Reinstate the Montpelier Hospital Hill route
  • A linear route that served low-technology population
  • Regroups those trips that result in a lot of “dead” miles for MyRide going up and down the hill
  • Revised alignment to serve trip patterns evident in MyRide data
    • Hilltop Inn to BAART, Walmart and Shaws
    • Avoid many deviations that plagued former MHH route

• Consider a fare for intermunicipal trips, except for ADA passengers

• Avoid MHS at 3:00 p.m. due to congestion

• Seek to incorporate “time sensitivity” parameter into algorithm
Potential Barre MyRide Service

- Feasibility study recommended microtransit for Barre City and portions of Barre Town
- Likely to be funded in FY 2023
- Maintain Barre Hospital Hill service
- Together with reconfigured Montpelier MyRide, could serve as ADA paratransit for City Route corridor, allowing for regular fixed-route operation
Microtransit Expansion in Vermont

- Twelve feasibility studies undertaken in FY 2022 (including Barre)
- Five new pilot projects likely to be funded in FY 2023
  - Barre
  - Windsor
  - Manchester
  - Middlebury
  - Morrisville
- Diverse range of communities intended to test microtransit in a variety of environments
- Further expansion expected in future years
Impacts of Microtransit on E&D

- For MyRide pilot project, E&D program has seen a benefit
  - E&D rides within MyRide zone are handled by MyRide
  - Frees up funding for additional E&D rides outside of zone
- E&D riders have seen additional benefits
  - Most E&D passengers continue to use call center to reserve trips
  - Those open to technology can reap benefit of smartphone app
  - Now possible (by call center or app) to reserve E&D trip on demand
- Any distinction between E&D and other passengers within the microtransit zone is meaningless as long as there is no fare
Considerations for Future Pilot Projects

- Critical to maintain call center capacity and procedure for E&D riders
- Benefit of freeing up E&D funds can happen elsewhere
- Benefit of requesting trips on demand rather than day before accrues to riders within microtransit zones
- Software may face issues in properly attributing rides to various programs (E&D, NEMT, general)
  - Less of an issue in fare-free environment
  - Vendors promise there will be a solution
Breakout Sessions
Transit Finance Briefing

Stephen Falbel
Founder and President
Steadman Hill Consulting
Overview of Study

• Goal
  • Find sustainable source of revenue to maintain current service levels and leverage new federal funds to increase transit access for all Vermonters

• Scope
  • Conduct research on means of funding public transit
  • Consider replacement for, or supplement to existing revenue sources
    • Local funding based on property taxes (already overburdened and constrained)
    • State funding from T-fund
    • Fare revenue (suspended since March 2020)
  • Consider public-private partnerships
  • Statewide reach
Statewide Transit Access

- Currently only a third of Vermont towns are served by a bus route
- All Vermont towns have access to E&D and NEMT, but general public access is limited
- Non-riders already pay for transit service through property taxes and T-fund
- More explicit statewide funding implies an expansion of rural service
  - VTrans developing “Community Rides” concept to cover work trips, as well as other purposes
  - Likely will make extensive use of volunteer drivers, assisted by technology, perhaps with vehicles supplied through a public-private partnership
Potential Funding Replacement

- Total local funding in Vermont (mainly property taxes)
  - About $6 million per year
- Total state funding (from the T-fund)
  - About $7 million per year
- Total fare revenue (based on FY 2019)
  - About $2.7 million per year
    - $2.2 million in Chittenden County
    - $522,000 for the rest of Vermont
- Include an extra $5 million for service expansion in rural areas
- Total target: $21 million annually
Alternatives

- Sales tax – common means of funding transit nationally
- Payroll tax on employers – recognition of transit’s role in job access
- Business revenue assessment – transit supports the economy
- County property tax – spread burden among all landowners, not just those in “served” towns
- Income tax – progressive option, but very challenging politically
- Utility fee – $3 per month average fee on residential users; $14 per month average fee on commercial/industrial users
- Property transfer tax – progressive but spread widely only in the long run
- Mortgage recording tax – used in NY; progressive but may miss very wealthy
## Evaluation of Alternatives

<table>
<thead>
<tr>
<th>Potential Funding Source</th>
<th>Rate/ Rate Increase</th>
<th>Stability of Revenue</th>
<th>Ease of Implementation</th>
<th>Political Feasibility</th>
<th>Equity</th>
<th>Total Score</th>
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Closing Remarks

- Looking for more information? See here for today’s PowerPoint: https://vtrans.vermont.gov/public-transit/E-and-D. A summary of the discussion groups will also be posted within the next 2 weeks.
- Please answer the evaluation survey – either on paper today, or via online next week!