



Green Mountain Transit Strategic Planning

TEUC

July 26, 2022

Agenda

1. Existing Conditions
2. FY24 Budget Considerations
3. Policy Development
4. Service Planning Goals
5. Short Term Service Considerations
6. Transit Strategic Plan Update

FY22 Urban Ridership Summary

- 1.78M Boardings
 - 77% of pre-pandemic ridership (FY19)
 - Local routes 82% of pre-pandemic ridership
 - Commuter routes 35% of pre-pandemic ridership
 - Telework impacts
 - Service reductions
 - Neighborhood Trippers 24% of pre-pandemic ridership
 - North Avenue service integrated into fixed route schedule – New BHS location
 - COVID-19 impacts

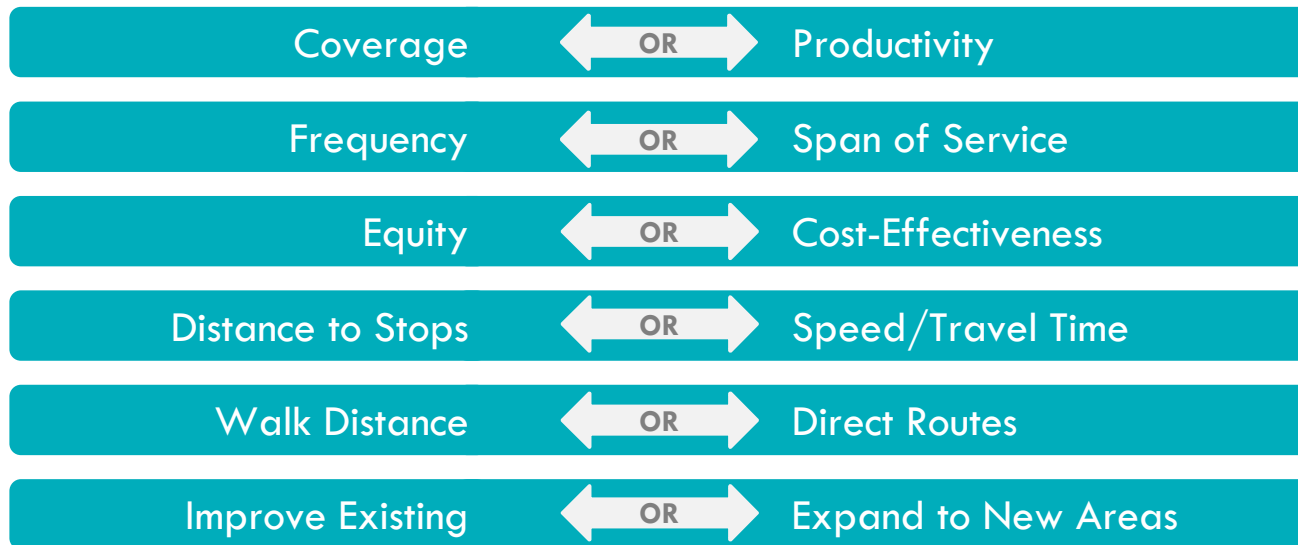
FY23 Budget Pressures

- ADA Program
- Fuel budgeted at \$2.75/gal, average price of \$4.77/gal in Q4
 - 330K annual gallons
- Wages/benefits
- Fare revenue
 - \$1.4M in T-bill
 - \$1.6M originally budgeted in FY23 (based on ridership projections)
 - \$2.3M collected pre-pandemic

FY24 Budget Considerations

- GMT will begin FY24 budgeting in coming months:
 - Expect same budget pressures as FY23
 - Exploring ways to reduce volatility of ADA assessments
 - Shift to origin and destination model to reflect regional program
 - Analyzing fixed-route assessment adjustments based on service changes (before and during COVID-19)
 - Burlington projected at 4-6% increase for current service levels and 12-14% increase for full-service restoration (Airport route and increased PM service)
- Combined **projected** assessment for Burlington:
 - 7-9% (99K-124K) for current service levels
 - 14-16% (\$200K-223K) for service restoration
- \$750K anticipated non-federal match deficit in FY24
 - Additional non-federal funding will be needed to maintain service levels
 - **Highlights the needs identified in the CCRPC Transit Financing Study!**

Policy Trade-offs



Goals and Objectives

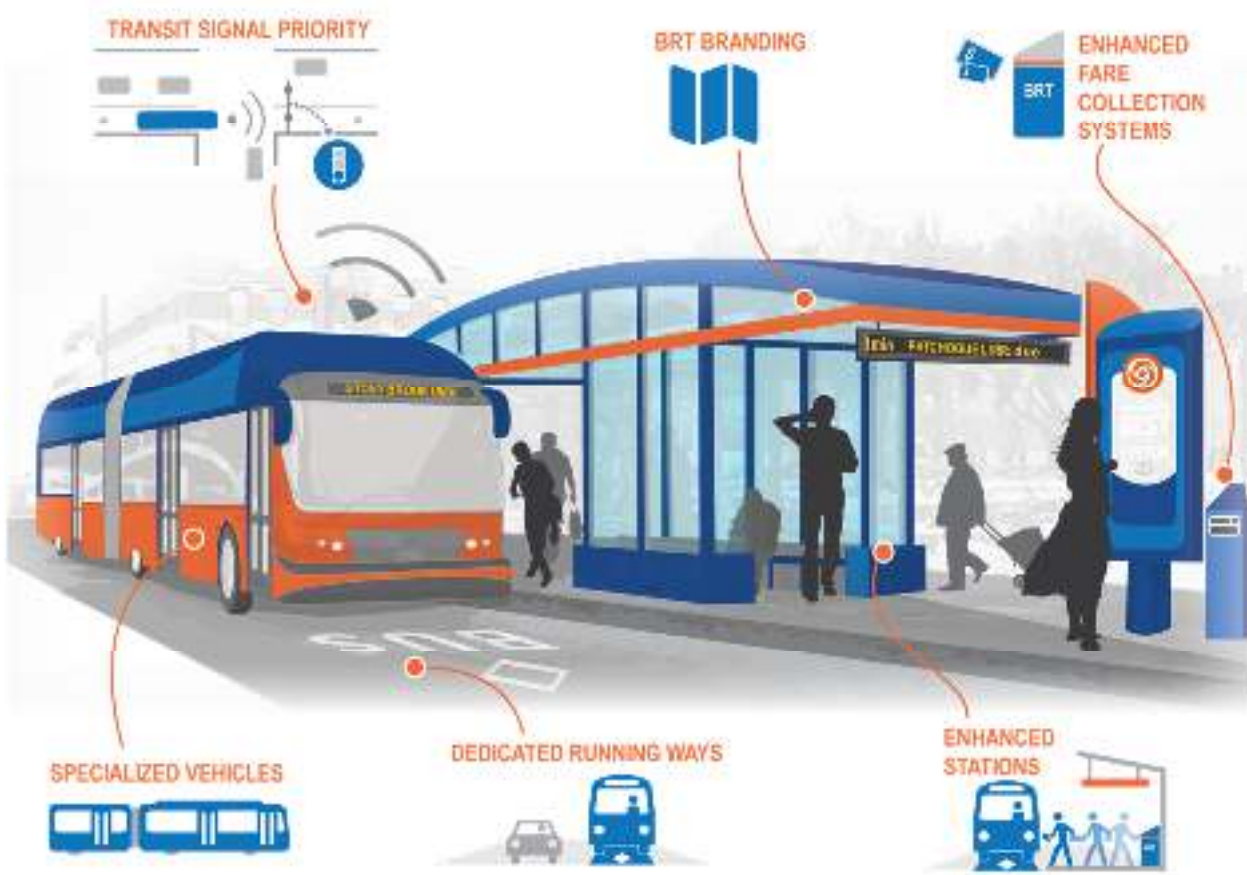
GOAL 1	ENHANCE → Make service more convenient Objectives: <ul style="list-style-type: none">• Provide convenient alternatives to travel by personal automobiles• Simplify service to make it easier to understand• Adjust route alignments and schedules to provide faster and more direct service• Provide more frequent service throughout the day and on weekends on high ridership routes• Expand service to new areas with transit-supportive origins/destinations• Improve passenger comfort at stops and on-board vehicles
GOAL 2	CONNECT → Connect people to life's activities Objectives: <ul style="list-style-type: none">• Connect people with jobs and services that are part of daily life• Connect people with medical facilities and social services• Provide service that helps people live independently• Emphasize services that will benefit the largest numbers of people• Coordinate with other transportation providers and transportation-related organizations to develop comprehensive transportation strategies
GOAL 3	THRIVE → Improve the region's quality of life Objectives: <ul style="list-style-type: none">• Improve economic opportunities for disadvantaged residents• Provide services that will help the GMT service area retain and attract younger residents• Provide services that help people age in place• Provide services that help new residents adapt to life in Vermont
GOAL 4	SUSTAIN → Provide financially and environmentally sustainable service Objectives: <ul style="list-style-type: none">• Effectively match services with demand• Provide services that meet GMT's service guidelines• Provide services that meet VTrans' productivity and cost-effectiveness guidelines• Develop partnership and prioritize services where private and public partners provide funding and/or other transit-related assistance• Provide services that will reduce single occupancy vehicle miles travelled

Short Term Service Considerations

- Minimize FY24 service reductions
 - Ridership Demand
 - Fare collection impacts
 - Vehicle ownership costs (fuel, parking, etc.)
 - Land-use planning a development (i.e., CityPlace)
 - Environmental benefits
 - Service policies
 - Funding
- Restore remaining COVID-19 reductions
 - 30-minute headways on the Airport (#11) route
 - Increase PM service
- 20-minute base frequencies on North Avenue & Shelburne routes
- Bus Rapid Transit

Bus Rapid Transit (BRT)

- Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services.
 - Dedicated lanes
 - Improved passenger amenities
 - Off-board fare collection
 - Fast and frequent operations.
- **Weekday Service Example:**
 - Service from 5a – midnight (2a on Friday & Saturday)
 - 10-minute peak hour service
 - 15-minute midday service
 - 30-minute evening service



Transit Strategic Plan (TSP)

- In early stages of drafting a TSP planning for the next 10 years
 - Coordinating with CCRPC
 - Existing Services Analysis
 - Identify strengths and weaknesses
 - Identify improvements
 - Market Analysis
 - Determine underlying demand for transit
 - Population and employment density
 - Socio-economic factors
 - Travel patterns
 - Location of major activity centers
 - Needs Analysis/Proposed Investments