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

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Goals and Objectives

**GOAL 1: ENHANCE**

Make service more convenient

Objectives:
- 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:
- Connect people with jobs and services that are part of their daily life.
- Connect people with medical facilities and social services.
- Provide service that helps people live independently.
- Maximize services that will benefit the largest number 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:
- 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:
- Effectively match services with demand.
- Provide services that meet GMT’s service guidelines.
- Provide services that meet Vermont’s productivity and cost-effectiveness guidelines.
- Develop partnerships 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