

Martha's Vineyard Transit Authority (VTA)

Annual Report



Fiscal Year 2019
July 1, 2018 - June 30, 2019

Agency Overview

The Martha's Vineyard Transit Authority (VTA) provides fixed-route bus and ADA demand-responsive van service to the six towns on the Island of Martha's Vineyard. The VTA was created by the Massachusetts General Laws, Chapter 161B and is funded through local, state, and federal sources.

Leadership

Per MGL Chapter 161B, the VTA is managed by an Administrator, who is appointed by an Advisory Board. The Advisory Board is composed of one representative from each member community, one Rider Community Representative and one Disabled Community Representative:

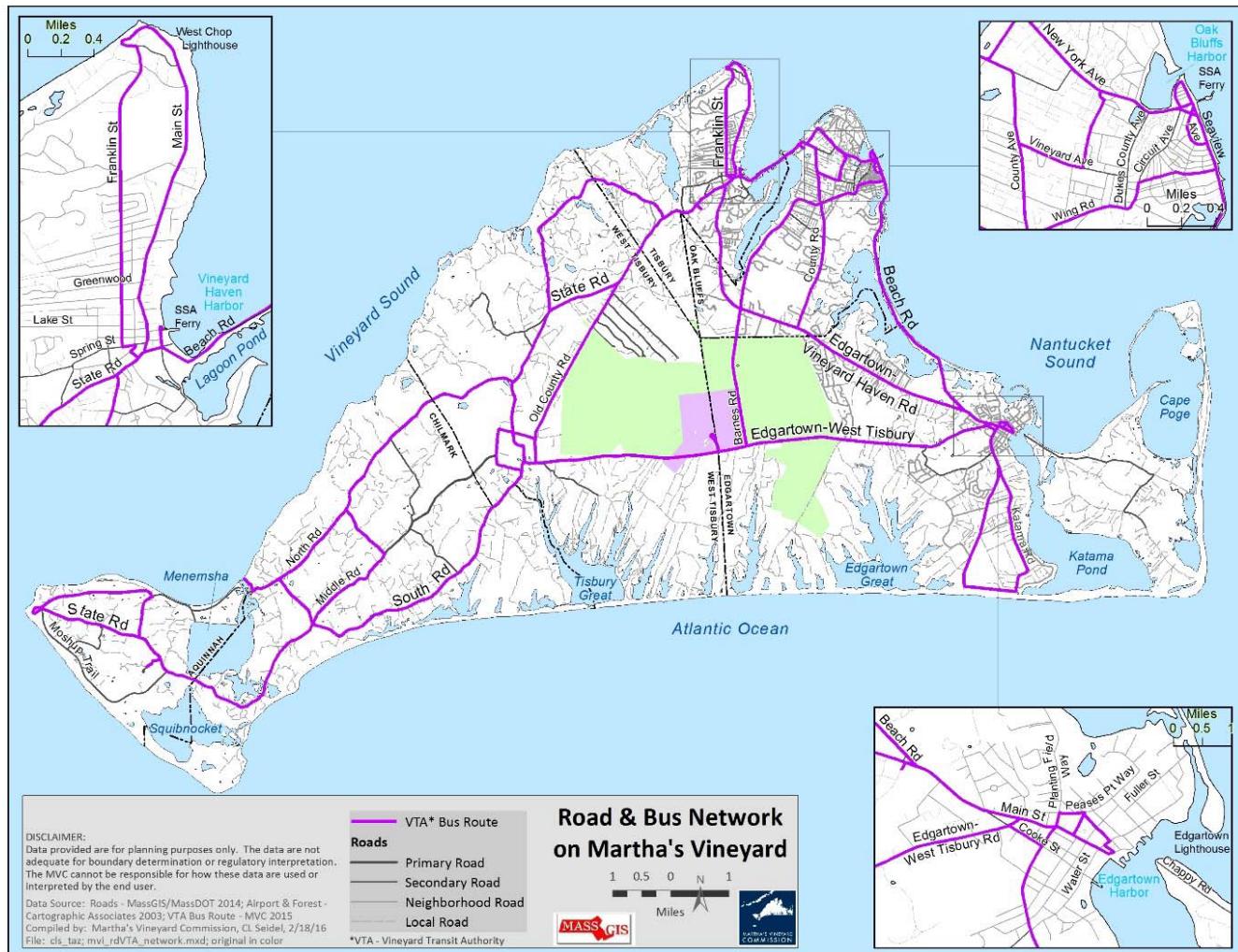
Oak Bluffs	Alice Butler, Chairman
West Tisbury	John Alley
Aquinnah	June Manning
Tisbury	Elaine Miller
Chilmark	Leonard Jason
Edgartown	Louis Paciello
Rider Community Representative	Vacant
Disabled Community Representative	Vacant
Administrator	Angela E. Grant

Mission

We believe that public transportation is essential to the economic vitality, environmental stability and quality of life on the Island of Martha's Vineyard. We provide safe and secure environment for our customers, community and employees through consistent training, enforcement and allocation of resources. We continuously strive to improve the cost efficiency of our services and approach our financial relationships with integrity and transparency.

Description of Services

The VTA operates twelve year-round routes, plus two additional summer peak season routes and paratransit service in accordance with Americans with Disability Act (ADA). The fixed routes are organized into a hub and spoke system around four hubs, which are located in the Vineyard's largest communities (Vineyard Haven, Oak Bluffs, Edgartown and West Tisbury). With one exception, all VTA routes serve at least one hub. Connecting to and between hubs allows passengers to transfer between routes and increases accessibility to the Island's major services and destinations. The VTA also interlines buses to offer one-seat rides between key destinations. The VTA's annual operating budget for FY19 was \$5.99 million, plus \$1.967 million in capital funds. This investment supports 1.30 million riders and 1.28 million miles of service.



Funding Updates

MassDOT Discretionary Funding Program

Section 74 of the Fiscal Year 2019 Massachusetts Budget created an additional \$4 million of funding for Regional Transit Authorities that (1) provide best practice services and/or (2) seek to initiate, maintain or expand service to a priority population. The VTA applied for this competitive grant and was awarded \$83,500 to restore fixed route service on Routes 1 and 13 during the in-season, which often exceed capacity during peak periods. Service along these two routes will be restored to 15-20 minute headway during peak season. The receipt of the additional funds is contingent on meeting the performance criteria as set forth in the Memorandum of Understanding. The first round of performance evaluations will take place in October 2019.

Advancing Commonwealth Energy Storage (ACES)

In August 2018 the VTA was awarded an ACES grant from the Massachusetts Clean Energy Technology Center (MassCEC) to fund a lithium ion energy storage project. The lithium ion battery storage units will be located at the VTA Operations and Maintenance Facility and will be paired with solar PV to enable the electrified transit fleet to charge in accordance with the fleet's schedule and minimize or eliminate demand charges incurred from charging buses during peak hours.

Service Modifications

The VTA made numerous modifications to the service offering throughout FY 2019, as compared to the previous year. Nearly all of the modifications were reductions of service. These changes were either the elimination of trips or a shortening of the periods during which they run. The reasons were a combination of budget constraints and the results of ridership analysis - complying with MassDOT's directive to eliminate any underperforming service that cannot be reasonably expected to improve to meet performance standards.

Changes to In-Season 2018 as Compared to In-Season 2017 Starting in July

The last Route 4 evening trip was eliminated. The operating period for the previous trip was noted to run June 30 – August 25, 2018 only, instead of April 29 – October 9, 2018. The last Route 5 trip was changed to operate upon request only. Similarly, the last two Route 6 trips were eliminated. All of these trips were originally offered to provide a way to return to up-Island destinations late in the evening during the summer, but they were under-utilized by mass transit standards and have been discontinued. For Route 8, Friday and Saturday service in September and early October after 7:45 pm was eliminated. These trips previously ran every 30 minutes until 10:15 pm. The period for the remaining evening service was shortened to end the last week of September instead of Columbus Day weekend in mid-October. One round trip on Route 10 Tisbury Park-and-Ride was added. The 5:15 AM trip serves the 5:30 AM ferry trip recently added to the Steamship Authority's schedules. The season for Route 11 service was shortened to the end of September instead of mid-October.

Changes to Off-Season 2018-2019 as Compared to Off-Season 2017-2018

Largely due to the differences in traffic delays between seasons, the VTA operated a completely different set of timetables in the Off-Season Winter than the Off-Season Fall and Spring periods. The Off-Season Winter operated December 31, 2018 – March 29, 2019. This was the first time this was done during the Off-Season. The two sets of timetables were presented on the two sides of the VTA's System Route Map publication.

Changes to the In-Season 2019 as Compared to In-Season 2018 for May and June

The extended trips of Route 4 and 5 were further scaled back, with trips that historically ran Fridays and Saturdays (before becoming daily in the peak season) were eliminated for the In-Season Spring. These trips continued to be offered daily in the peak season starting June 22, 2019. The first and last trips of the Route 10A schedule were trimmed. For Route 11, the start of evening service was delayed one week from the last week of June to the first week of July. Much of the VTA's success over the past two decades was founded on providing service to serve potential latent travel demand on the Vineyard. The eliminated trips represented cases where

VTA services were requested, but not used consistently enough to performance standards to warrant the continuation of those particular trips. The selective scaling back keeps available resources focused on the VTA's productive service. The VTA continues to monitor and accept requests for unmet travel needs in the region, and will seek ways to provide these trips if sufficient demand exists. Further service cuts are anticipated for FY 20 in order to fund a collective bargaining agreement, an increase in insurance premiums and an increase in rent from the MV Airport Commission.

Clean Transportation Initiatives

In 2017, the VTA commenced an ambitious project to electrify its transit fleet and fuel the fleet with renewable solar energy and integrated energy storage. This system of locally generated renewables, storage and vehicle charging will create a first-of-its-kind fully integrated, clean, resilient, and flexible public transportation system.

To date, the VTA has made great strides in its electrification project. The VTA has 10 all electric battery buses two six more are slated to arrive in the spring of 2020. The upgraded operations and maintenance facility to support the electric buses will have solar canopies installed this year. In route inductive charging stations are being designed, and the infrastructure has been ordered.

Partnerships & Community Outreach

The VTA continues to partner with the Island's councils on aging, elderly and disabled housing authorities, and schools to provide reduced fare annual passes for the Island's elderly, disabled and youth. Reduced fare passes are available for purchase through the councils on aging and all Island schools. The VTA also offers a Military reduced fare.

For the past 14 years, the VTA has maintained the Island's school bus fleet, saving the school district money and the complications of getting vehicles to the mainland for repair services, as viable and affordable alternatives do not exist in the private sector on the Island.

The VTA leases office space within their building to the Registry of Motor Vehicles (RMV) to operate a local branch for the Island. Every two years, the VTA hosts a boat and recreational vehicle registration event, a joint event sponsored by the RMV and Mass Energy and Environmental Affairs. This event is designed so members of the community can easily obtain proper registration for recreational boats and vehicles without having to travel to the mainland.

The VTA maintains its own fuel island on the property, with above-ground diesel and unleaded fuel tanks. We are the largest consumer of fuel on the Island. We allow other public agencies to fuel at our facility which, with the pooling of our fuel purchases saves tens of thousands of dollars annually for these public agencies: the Martha's Vineyard School District, the Airport, Dukes County Sheriff's Department, several Towns police, fire and highway departments, Island Elderly Housing, the Land Bank and the County. A computerized fuel authorization system allows access for these agencies to fuel twenty-four hours a day.

The VTA property is host to training exercises for MV Tactical Response Team and fire department drills. The VTA has provided vehicles and drivers, as needed, to the Airport so they can coordinate their MCI Drills, as required by FAA. We are a member of the County and all Island Towns' Emergency Management plans for evacuations, transportation and cooling/warming rehabilitation vehicles in the event of an emergency.

The VTA is home to the only Commercial Driver's License (CDL) course. The VTA allows private, as well as other public agencies, to train on and use the course for licensing.

Operational Facts and Figures

Fixed Route

Facts:

Annual Ridership
 Annual Farebox & Other Revenue
 Annual Cost of Operations
 % of Fare Box Recovery of Operating Costs
 Fleet Size

	FY 19	FY 18
Annual Ridership	1,305,195	1,347,337
Annual Farebox & Other Revenue	1,666,065	\$1,683,544
Annual Cost of Operations	4,695,938	\$4,425,849
% of Fare Box Recovery of Operating Costs	35.48%	38.04%
Fleet Size	32	33

Fixed Route:

Number of Fixed Routes
 Annual Passenger Trips
 Annual Revenue Hours
 Annual Revenue Miles
 Annual Vehicle Hours
 Annual Vehicle Miles

14	14
1,305,195	1,347,337
67,047	68,528
1,097,108	1,087,337
71,025	72,905
1,162,191	1,156,742

Performance Measures:

Operating Expense Per Passenger Trip
 Operating Expense Per Revenue Hour
 Operating Expense Per Revenue Mile
 Passenger Trips Per Revenue Hour
 Passenger Trips Per Revenue Mile
 Required Subsidy Per Passenger Trip

\$3.60	\$3.28
\$70.04	\$64.58
\$4.28	\$4.07
19.47	19.66
1.19	1.24
\$2.32	\$2.04

Fare Information:

Fixed Routes Fares:

Adult
 Base
 Elderly
 Fare
 Disabled Fare
 Under 12
 Under 6
 Student Pass
 Incremental Zone Fare
 Free Fare - describe

\$1.25/zone	\$1.25/zone
\$0.75	\$0.75/zone
\$0.75	\$0.75/zone
\$1.25/zone	\$1.25/zone
free	Free
Reduced Fare	Reduced Fare
\$1.25/zone	\$1.25/zone
6 and under	6 and under

ADA - Demand Response

Facts:

Annual Ridership
 Annual Farebox & Other Revenue
 Annual Cost of Operations
 % of Fare Box Recovery of Operating Costs
 Fleet Size

	FY 19	FY 18
Annual Ridership	12,298	13,160
Annual Farebox & Other Revenue	\$32,384	\$30,787
Annual Cost of Operations	\$549,408	\$584,893
% of Fare Box Recovery of Operating Costs	5.89%	5.26%
Fleet Size	6	6

Demand Response Statistics:

Annual Passenger Trips
 Annual Revenue Hours
 Annual Revenue Miles
 Annual Vehicle Hours
 Annual Vehicle Miles

12,298	13,160
7,321	6,776
106,696	85,966
7,788	7,209
118,551	91,451

Performance measures:

Operating Expense Per Passenger Trip
 Operating Expense Per Revenue Hour
 Operating Expense Per Revenue Mile
 Passenger Trips Per Revenue Hour
 Passenger Trips Per Revenue Mile
 Required Subsidy Per Passenger Trip

\$44.67	\$44.44
\$75.05	\$86.32
\$5.15	\$6.80
1.68	1.94
0.12	0.15
\$42.04	\$42.11

Fare Information:

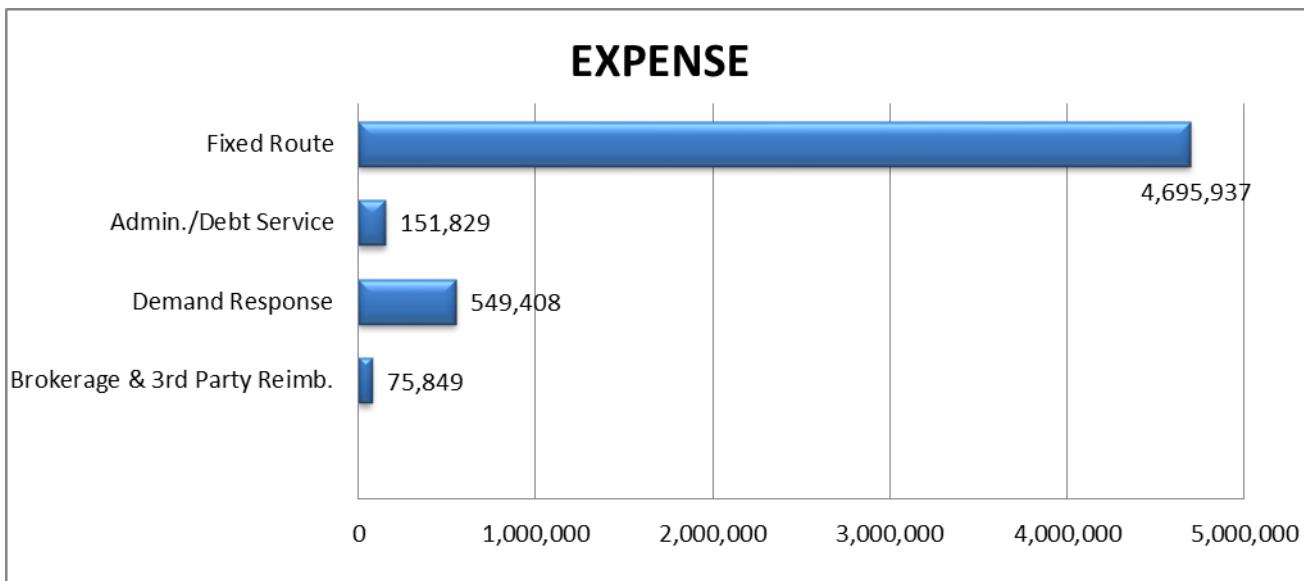
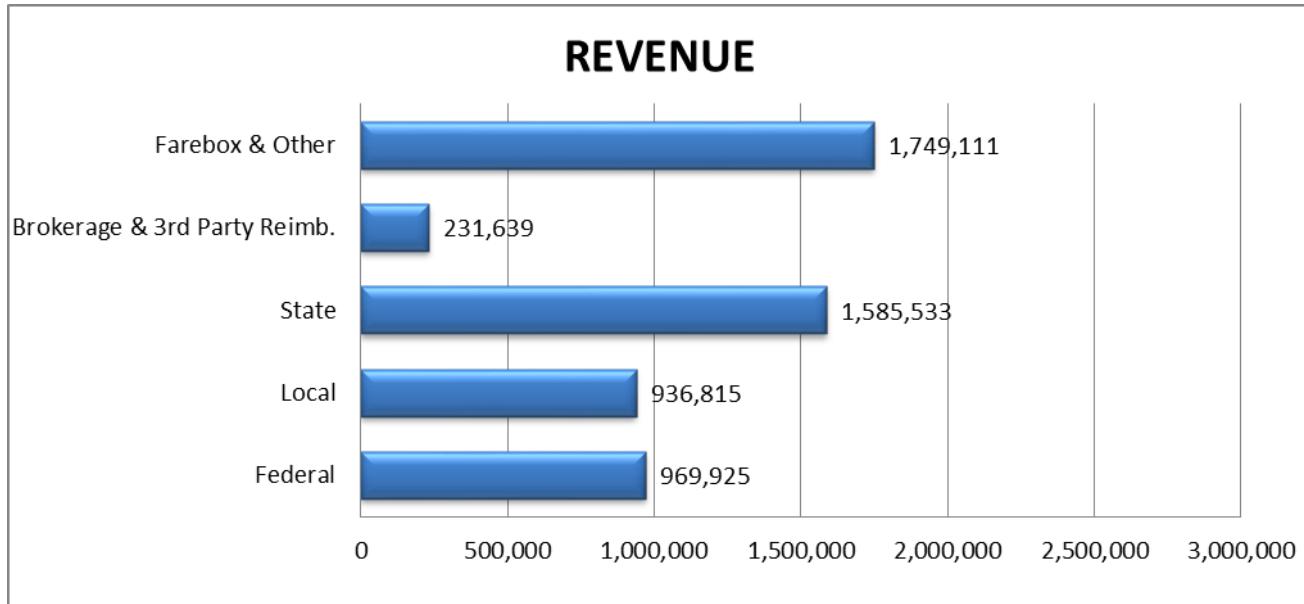
Paratransit:

Elderly
 Disabled
 Pass Program
 Ticket Program

\$2.00/town	\$2.00/town
\$2.00/town	\$2.00/town
N/A	N/A
N/A	N/A

Finance

Revenue and Expenses



Statement of Net Position

ASSETS			2019	2018
Current Assets				
Cash and cash equivalents		\$ 986,967	\$ 645,431	
Receivable for operating assistance		\$ 2,020,467	\$ 1,869,833	
Other current assets		\$ 452,436	\$ 534,830	
Prepaid fuel hedge		\$ -	\$ -	
Total current assets		\$ 3,459,870	\$ 3,050,094	
Restricted & Noncurrent Assets				
Restricted assets				
Cash and cash equivalents		\$ 221,136	\$ 221,136	
Receivable for capital assistance		\$ 1,442,525	\$ 4,361,861	
Total restricted assets		\$ 1,663,661	\$ 4,582,997	
Receivable for operating assistance		\$ 464,195	\$ 438,784	
Capital assets, net		\$ 15,763,867	\$ 14,696,379	
Net OPEB asset		\$ 326,777	\$ 348,950	
Total restricted assets & noncurrent assets		\$ 18,218,500	\$ 20,067,110	
Total assets		\$ 21,678,370	\$ 23,117,204	
Deferred Outflows of Resources				
Deferred outflows of resources related to pension		\$ 174,473	\$ 53,888	
Deferred outflows of resources related to OPEB		\$ 15,562	\$ 39,104	
Total assets & deferred outflows of resources		\$ 21,868,405	\$ 23,210,196	
LIABILITIES				
Current liabilities				
Accounts payable and accrued expense		\$ 279,868	\$ 231,670	
Total current liabilities		\$ 279,868	\$ 231,670	
Restricted and noncurrent liabilities				
Liabilities payable from restricted assets				
Accounts payable and accrued expense		\$ 1,437,623	\$ 4,036,516	
Total liabilities payable from restricted assets		\$ 1,437,623	\$ 4,036,516	
Other post-employment benefits		\$ -	\$ -	
Net pension liability		\$ 421,760	\$ 226,827	
Revenue Anticipation Notes		\$ 1,762,820	\$ 1,500,284	
Total restricted and noncurrent liabilities		\$ 3,622,203	\$ 5,763,627	
Total liabilities		\$ 3,902,071	\$ 5,995,297	
Deferred Inflows of Resources				
Deferred inflows of resources related to pension		\$ 21,132	\$ 58,003	
Total liabilities & deferred inflows of resources		\$ 3,923,203	\$ 6,053,300	
NET POSITION				
Invested in capital assets		\$ 15,763,867	\$ 14,696,379	
Restricted		\$ 226,038	\$ 546,481	
Other current assets		\$ 1,955,297	\$ 1,914,036	
Total net position		\$ 17,945,202	\$ 17,156,896	