

Martha's Vineyard Transit Authority (VTA) Annual Report



Fiscal Year 2022
July 1, 2021 - June 30, 2022



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:

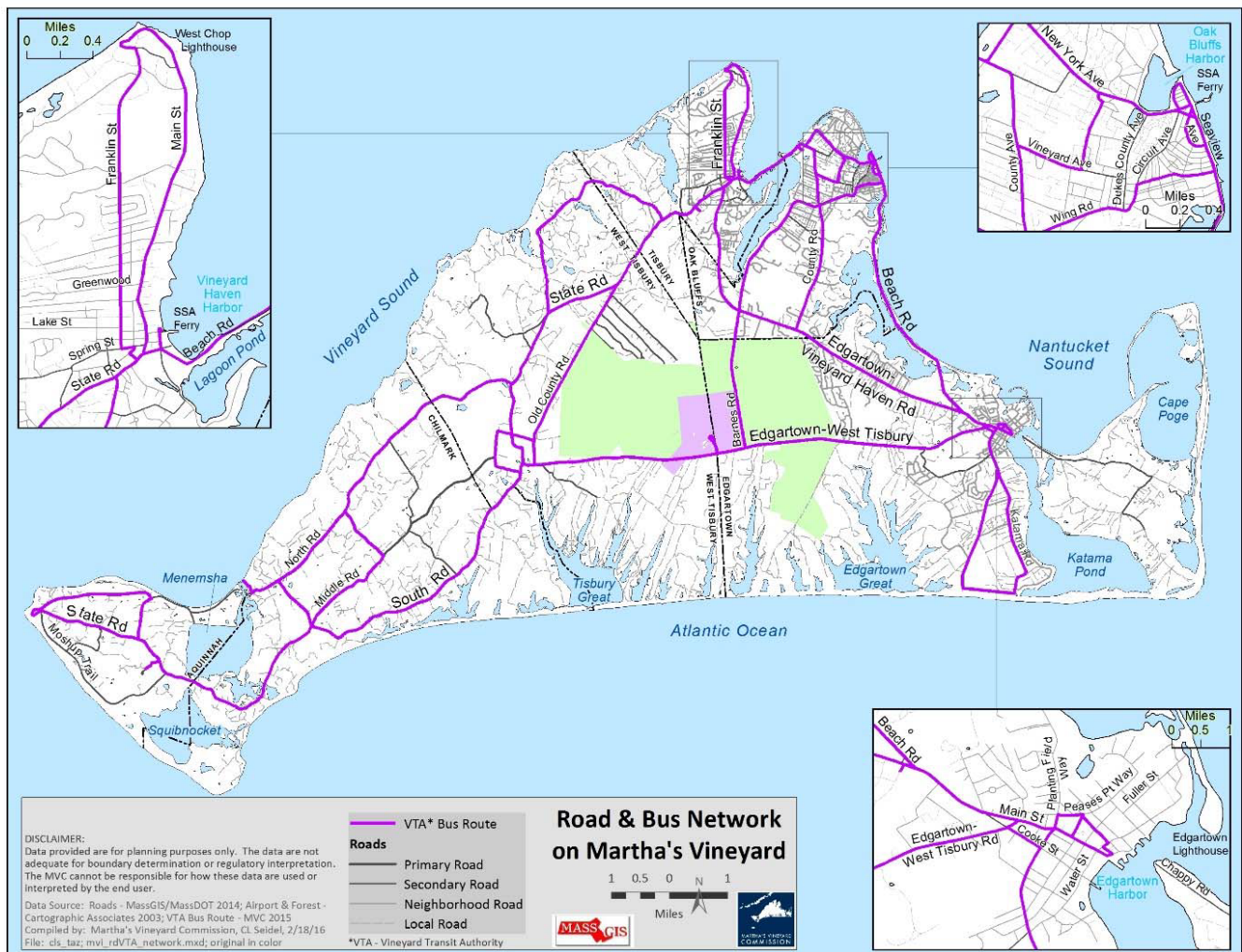
Oak Bluffs	Alice Butler, Chairman
West Tisbury	Robert Wasserman
Aquinnah	Vacant
Tisbury	Elaine Miller
Chilmark	Leonard Jason
Edgartown	Mark Snider
Rider Community Representative	Vacant
Disabled Community Representative	Steve Soraino (Tisbury)
Administrator	Angela E. Gompert

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

During Fiscal Year 2022, the VTA operated ten year-round routes, plus four 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 FY22 was \$6.627 million, plus \$2.51 million in capital funds. VTA ridership continued to feel the effects from the COVID-19 pandemic, carrying 772,214 riders over 981,295 revenue miles of service.



Funding Updates

CARES Act Funding

In response to the COVID-19 pandemic, the VTA was awarded \$2,924,620 in the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding. During FY22, the VTA expended the remaining \$1,178,312 of the CARES funding to supplement lost fares due to decreased ridership.

For FY23, the VTA has been awarded \$3,998,487 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

Service Modifications

Fiscal Year 2022 started with a concerted effort by the VTA to return to normal In-Season transit service as the COVID pandemic continued but with fewer restrictions. VTA passengers were still required to wear face masks while aboard the buses, and social distancing continued to be recommended as much as possible. While much service that traditionally operates was restored, late night service was only partially restored.

Another challenging trend to delivering transit service to the region emerged in Fiscal Year 2022. Labor shortages of CDL licensed bus operators, always a concern for transit planning, intensified as the pandemic lingered in 2021. Service modifications were driven more by the constraints of the labor shortage than the pandemic-related reduced travel demand as Fiscal Year 2022 went on. By the end of the Fiscal Year, the VTA's ridership recovery was around 70%, as compared to pre-pandemic ridership levels.

Changes to Off-Season 2021 - 2022 as compared to Off-Season 2020 - 2021

The Off-Season service remained similar to the previous year on most routes, with some other routes being restored to more normal operation. Routes 7 and 9, after an off-season experiment being served by microtransit service, returned to more conventional fixed route service sharing one bus alternating the two routes during the service day. Route 13 returned to half hour service during the daytime daily, an increase from hourly Sunday through Thursday and every thirty minutes only on Fridays and Saturdays. Evening service remained every thirty minutes on Fridays and Saturdays only.

Changes to In-Season 2022 as compared to In-Season 2021 (mid to late June)

The full brunt of the labor shortage impacted VTA service in 2022 when it was time to ramp up service to In-Season levels. The In-Season itself was delayed several weeks from mid-May to June 10, 2022. In anticipation of this challenge that would only intensify as the season went on, the VTA reduced evening service on up-Island routes, with last trips operating in the six and seven o'clock hours instead of eight and nine pm. Route 8 service was reduced to every 30 minutes daily, being served by one bus instead of two during the last week of June. Route 10A temporarily ceased service altogether, with the bus that normally interlines Routes 2 and 10A being reassigned to Routes 2 and 4. This reduced the service on Route 4 to every two hours, a reduction from hourly.

Overall, the shortage of qualified vehicle operators significantly reduced the amount of transit service the VTA could offer to levels below desirable levels. With ridership recovery as compared to pre-pandemic levels ranging monthly from 65 to 80 percent, an organizational priority became addressing the labor shortage with more determined employee recruitment and securing employee housing.

Electronic Ticketing

In December 2021, the VTA launched an electronic ticketing platform, allowing passengers to have a safe, fast and contactless experience while boarding the bus. Passengers could purchase multi-day digital travel passes online and download to their Apple Wallet or Google Pay App. Physical travel passes remained available for purchase as well. With the transition to digital ticketing, annual passes which were historically based on a calendar year became valid for 365 days from the first day of use, allowing passengers more flexibility and value with their annual pass purchase. Additionally, the VTA introduced a digital 100 day pass, which was marketed towards seasonal workers and visitors.

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. The VTA has updated its operations and maintenance facility and now has an electrical distribution system capable of supplying electricity for charging stations for 40 buses, 7 vans and 6 cars. The installation of Energy Storage Systems (ESS), solar canopies and inductive charging included a central control system manages vehicle charging, reduces peak demand by ESS discharge, and supplies emergency power through an island-able micro grid.

The VTA currently has 16 electric buses in service, which accounts for 50% of the total bus fleet. Additionally, the VTA expects to purchase nine more electric buses over the next three years. The electric buses have been well received by the community and the VTA is pleased with how well this new technology is working.

In January 2022, construction commenced for the installation of in-ground inductive chargers on Church Street, Edgartown (full project scope available at www.vineyardtransit.com). During this project, the Edgartown Visitors Center facade and landscape were renovated, making a more comfortable and aesthetically pleasing bus hub for our riders, community and visitors.

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 19 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.

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:

	FY 22	FY 21
Annual Ridership	772,214	547,696
Annual Farebox & Other Revenue	\$1,598,570	\$1,166,347
Annual Cost of Operations	\$5,381,257	\$4,535,035
% of Fare Box Recovery of Operating Costs	27.1%	24.77%
Fleet Size	34	34

Fixed Route:

Number of Fixed Routes	14	14
Annual Passenger Trips	772,214	547,696
Annual Revenue Hours	61,168	49,880
Annual Revenue Miles	981,295	792,458
Annual Vehicle Hours	64,797	52,839
Annual Vehicle Miles	1,039,507	839,468

Performance Measures:

Operating Expense Per Passenger Trip	\$10.78	\$11.59
Operating Expense Per Revenue Hour	\$96.76	\$96.47
Operating Expense Per Revenue Mile	\$5.90	\$6.02
Passenger Trips Per Revenue Hour	11.23	9.71
Passenger Trips Per Revenue Mile	0.70	0.61
Required Subsidy Per Passenger Trip	\$8.68	\$9.37

Fare Information:

Fixed Routes Fares:

Adult Base	\$2 / \$1.25 zone	\$2 / \$1.25 zone
Elderly Fare	\$1 / \$0.75 zone	\$1 / \$0.75 zone
Disabled & Veteran Fare	\$1 / \$0.75 zone	\$1 / \$0.75 zone
Under 12	\$2 / \$1.25 zone	\$2 / \$1.25 zone
Under 6	Free	Free
Student Pass	Reduced Fare	Reduced Fare

Operational Facts and Figures

ADA - Demand Response

Facts:

	FY 22	FY 21
Annual Ridership	7,976	4,406
Annual Farebox & Other Revenue	\$120,669	\$32,384
Annual Cost of Operations	\$576,205	\$549,408
% of Fare Box Recovery of Operating Costs	21.09%	5.89%
Fleet Size	8	6

Demand Response Statistics:

Annual Passenger Trips	7,976	4,406
Annual Revenue Hours	4,802	3,413
Annual Revenue Miles	68,800	46,911
Annual Vehicle Hours	5,336	3,792
Annual Vehicle Miles	76,444	51,505

Performance measures:

Operating Expense Per Passenger Trip	\$74.49	\$120.49
Operating Expense Per Revenue Hour	\$120.99	\$148.22
Operating Expense Per Revenue Mile	\$8.56	\$10.85
Passenger Trips Per Revenue Hour	1.67	1.27
Passenger Trips Per Revenue Mile	0.12	0.08
Required Subsidy Per Passenger Trip	\$59.15	\$98.22

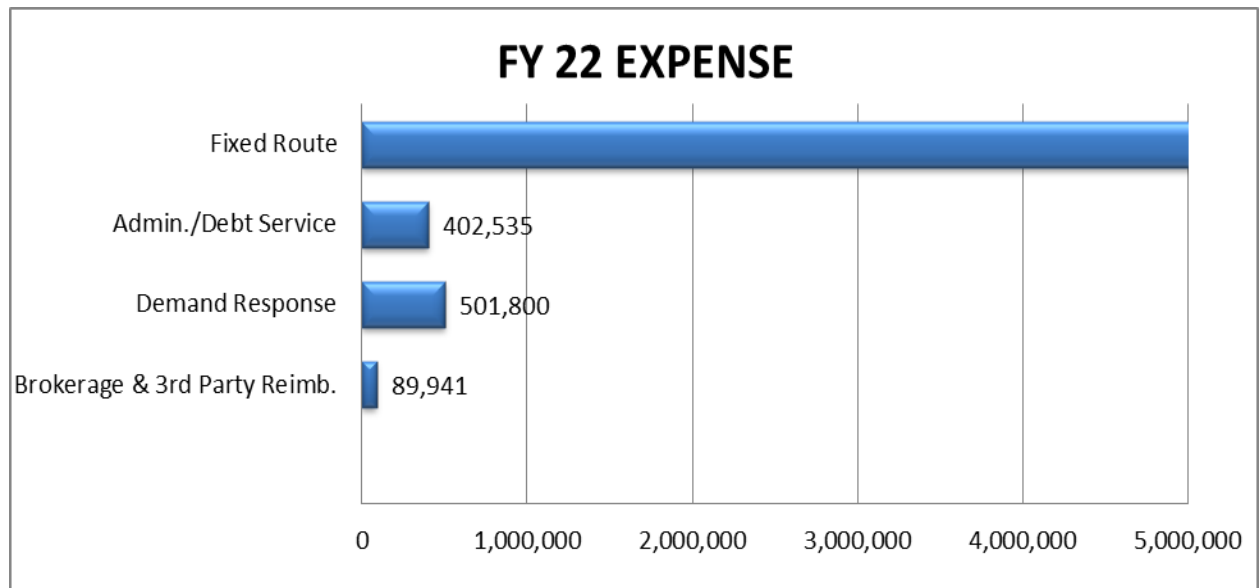
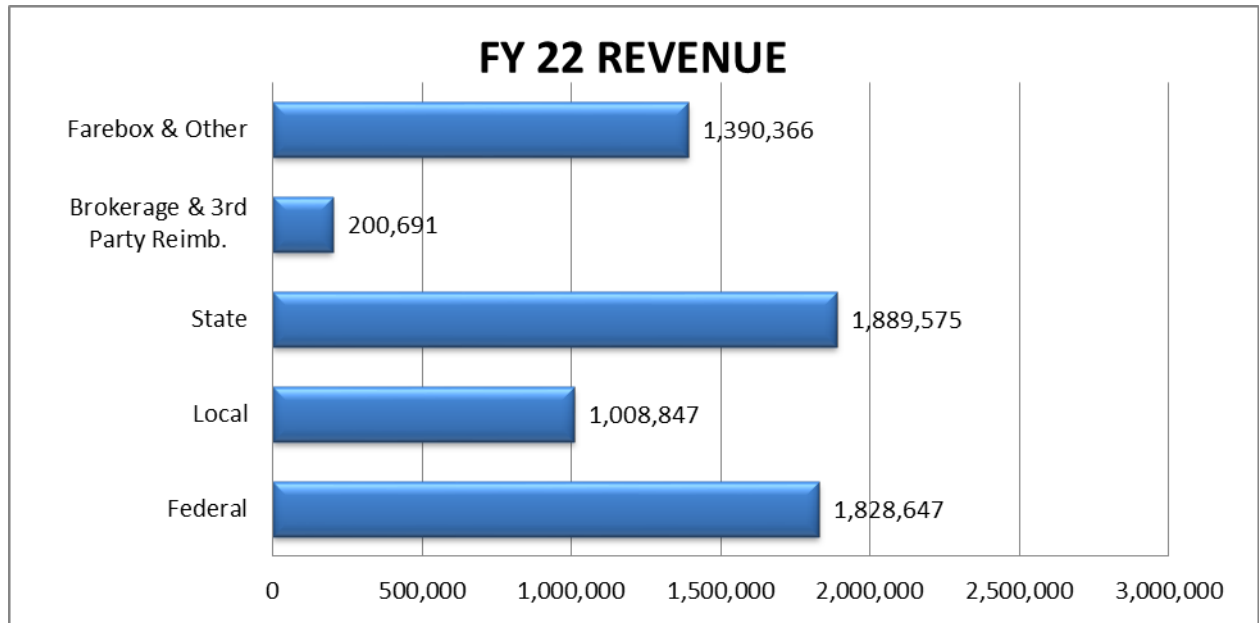
Fare Information:

Paratransit:

Elderly	\$2.00/town	\$2.00/town
Disabled & Veteran	\$2.00/town	\$2.00/town
Pass Program	N/A	N/A
Ticket Program	N/A	N/A

Finance

Revenue and Expenses



Statement of Net Position

ASSETS		2022	2021
Current Assets			
	Cash and cash equivalents	\$ 669,125	\$ 898,995
	Receivable for operating assistance	\$ 1,941,289	\$ 1,297,241
	Inventory	\$ 402,568	\$ 394,739
	Prepaid expense	\$ 171,985	\$ 442,802
	Prepaid fuel hedge	\$ 27,521	\$ 238,825
	Lease receivable	\$ 31,085	\$ -
	Total current assets	\$ 3,243,573	\$ 3,272,602
Restricted & Noncurrent Assets			
Restricted assets			
	Cash and cash equivalents	\$ 307,574	\$ 278,047
	Receivable for capital assistance	\$ 1,655,590	\$ 4,902,808
	Total restricted assets	\$ 1,963,164	\$ 5,180,855
	Receivable for operating assistance	\$ 544,915	\$ 667,716
	Capital assets, net	\$ 23,151,269	\$ 22,732,933
	Net OPEB asset	\$ 453,474	\$ 256,824
	Lease receivable, less current portion	\$ 94,015	\$ -
	Right to use asset	\$ 243,991	\$ -
	Total restricted assets & noncurrent assets	\$ 26,450,828	\$ 28,838,328
	Total assets	\$ 29,694,401	\$ 32,110,930
Deferred Outflows of Resources			
	Deferred outflows of resources related to pension	\$ 146,940	\$ 110,194
	Deferred outflows of resources related to OPEB	\$ 130,239	\$ 113,256
	Total assets & deferred outflows of resources	\$ 29,971,580	\$ 32,334,380
LIABILITIES			
Current liabilities			
	Accounts payable and accrued expense	\$ 305,049	\$ 686,351
	Lease liability	\$ 74,577	\$ -
	Total current liabilities	\$ 379,626	\$ 686,351
Restricted and noncurrent liabilities			
	Liabilities payable from restricted assets		
	Accounts payable and accrued expense	\$ 1,176,343	\$ 4,272,369
	Total liabilities payable from restricted assets	\$ 1,176,343	\$ 4,272,369
	Lease liability, less current portion	\$ 157,584	\$ -
	Net pension liability	\$ 77,080	\$ 199,587
	Revenue Anticipation Notes	\$ 2,000,000	\$ 2,013,247
	Total restricted and noncurrent liabilities	\$ 3,411,007	\$ 6,485,203
	Total liabilities	\$ 3,790,633	\$ 7,171,554
Deferred Inflows of Resources			
	Deferred inflows of resources related to pension	\$ 273,503	\$ 154,742
	Deferred inflows of resources related to OPEB	\$ 192,605	\$ 50,186
	Deferred inflows of resources related to leases	\$ 122,009	\$ -
		\$ 588,117	\$ 204,928
	Total liabilities & deferred inflows of resources	\$ 4,378,750	\$ 7,376,482
NET POSITION			
	Invested in capital assets	\$ 23,151,269	\$ 22,732,933
	Restricted	\$ 786,821	\$ 908,486
	Other current assets	\$ 1,654,740	\$ 1,316,479
	Total net position	\$ 25,592,830	\$ 24,957,898