

Martha's Vineyard Transit Authority (VTA)

Annual Report



Fiscal Year 2018

July 1, 2017 - June 30, 2018

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:

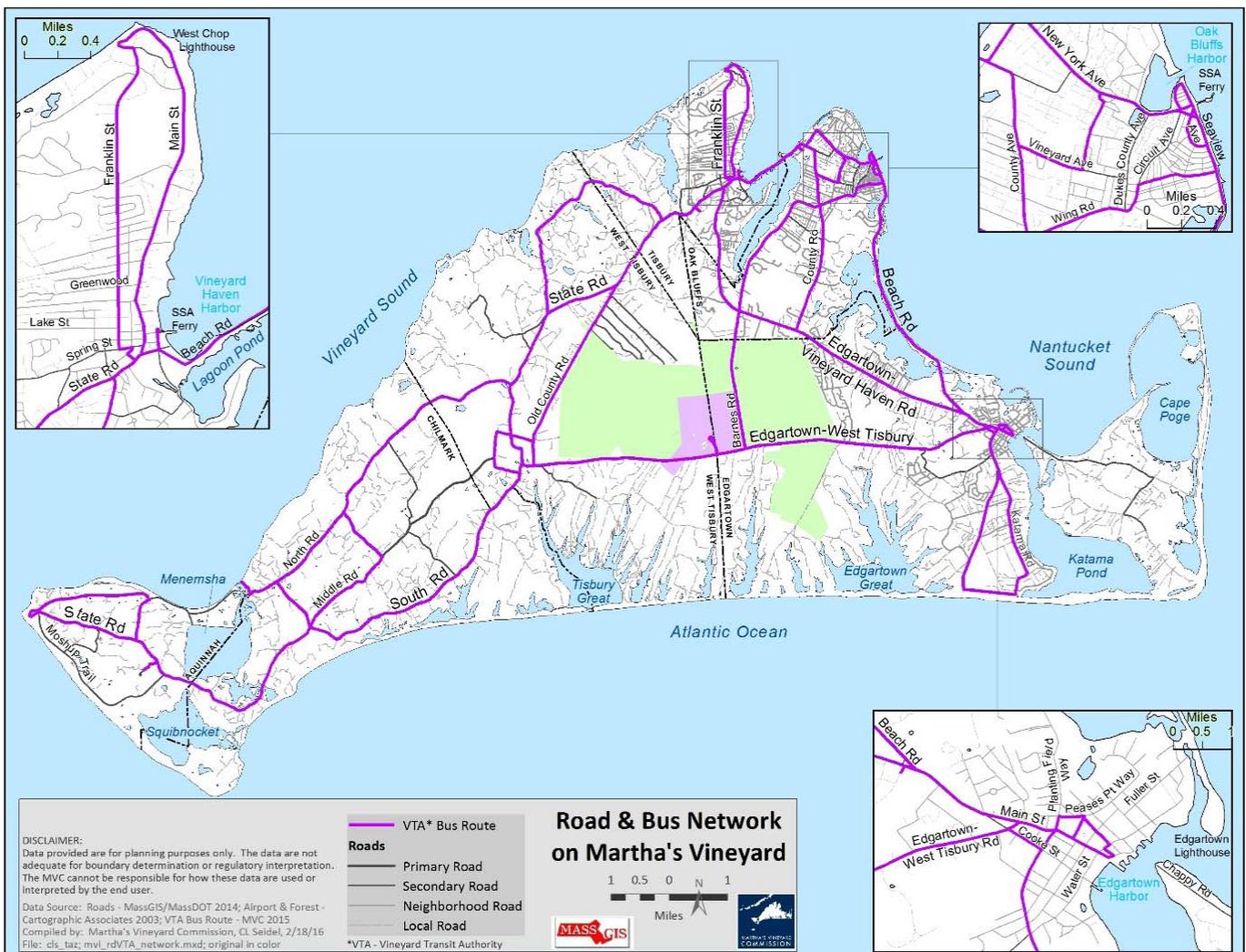
Oak Bluffs	Alice Butler, Chairman
West Tisbury	John Alley
Aquinnah	June Manning
Tisbury	Elaine Miller
Chilmark	Leonard Jason
Edgartown	Louis Paciello
Rider Community Representative	Vacant
Disabled Community Representative	Vacant
Administrator	Angela E. Grant

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 is \$5.77 million, plus \$3.0 million in capital. This investment supports 1.35 million riders and 1.2 million miles of service.



Service Modifications

Historically, the VTA has operated two major time periods for schedules (In-Season and Off-Season). The split between In-Season and Off-Season was equal, six months for each with multiple service variations built in for the transitional “shoulder” seasons. With a fairly large disparity between In-Season and Off-Season trips, the greatest opportunity for savings was to shift the season dates. In reaction to evolving trends in Island activity and travel delays due to increasing congestion during the shoulder seasons, the VTA has divided the Off-Season into three periods.

The VTA has fully implemented a performance-based analysis for its entire fixed route service offering. Using performance-based metrics, the VTA has identified areas in its service offering that could use more investment and other areas that were underperforming. While underperforming trips were swiftly eliminated, budget cuts required service to be cut even in areas that needed more service. After careful review of the ridership data, the VTA trimmed three weeks from the beginning and two weeks from the end of the In-Season, reducing service by an average of 97 hours per day during the 29 day period.

Pilot Programs

The VTA secured funding to pilot a one-year Cape Medical Van to provide weekly trips from Martha’s Vineyard to Cape Cod Area medical facilities. The service is set to begin in October 2018 and will run in addition to the Boston Medivan. Priority is for seniors and people with disabilities; others will be accommodated as space permits. The cost of the service will be \$10.00 one way per person, which includes the cost of the ferry ticket.

Efficiencies

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 received six all electric battery buses in June 2018 with six more are slated to arrive in summer 2019. The VTA has also upgraded its operations and maintenance facility to support the electric buses. Work on these upgrades has commenced and when completed, the VTA’s facility will have collectors. Designs also include a central control system that will manage vehicle charging, reduce peak demand by ESS discharge, and supply emergency power through a micro-grid.

The VTA has secured funding to install high capacity in-route inductive chargers at two locations, one in Edgartown and the other in West Tisbury, as the buses don’t have enough range to make it through the transit day. Due to the historic nature and narrow roads of Edgartown and West Tisbury, over-head conductive in-route chargers cannot be installed. By the end of fiscal year 2020 the VTA expects to have half of the fleet converted to electric buses and half of the inductive charging sites constructed and in use.

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 13 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:

	FY 18	FY 17
Annual Ridership	1,347,337	1,358,867
Annual Farebox & Other Revenue	1,683,544	\$1,718,372
Annual Cost of Operations	4,425,849	\$4,311,729
% of Fare Box Recovery of Operating Costs	38.04%	39.85%
Fleet Size	33	32

Fixed Route:

Number of Fixed Routes	14	14
Annual Passenger Trips	1,347,337	1,358,867
Annual Revenue Hours	68,528	65,847
Annual Revenue Miles	1,087,337	1,150,493
Annual Vehicle Hours	72,905	68,597
Annual Vehicle Miles	1,156,742	1,211,045

Performance Measures:

Operating Expense Per Passenger Trip	\$3.28	\$3.17
Operating Expense Per Revenue Hour	\$64.58	\$65.48
Operating Expense Per Revenue Mile	\$4.07	\$3.75
Passenger Trips Per Revenue Hour	19.66	20.64
Passenger Trips Per Revenue Mile	1.24	1.18
Required Subsidy Per Passenger Trip	\$2.04	\$1.91

Fare Information:

Fixed Routes Fares:

Adult Base Fare	\$1.25/zone	\$1.25/zone
Elderly Fare	\$0.75/zone	\$0.75
Disabled Fare	\$0.75/zone	\$0.75
Under 12	\$1.25/zone	\$1.25/zone
Under 6	Free	free
Student Pass	Reduced Fare	1/2 adult base pass
Incremental Zone Fare	\$1.25/zone	\$1.25/zone
Free Fare - describe	6 and under	6 and under

ADA - Demand Response

Facts:

	FY 18	FY 17
Annual Ridership	13,160	14,404
Annual Farebox & Other Revenue	\$30,787	\$33,503
Annual Cost of Operations	\$584,893	\$588,836
% of Fare Box Recovery of Operating Costs	5.26%	5.69%
Fleet Size	6	6

Demand Response Statistics:

Annual Passenger Trips	13,160	14,404
Annual Revenue Hours	6,776	6,975
Annual Revenue Miles	85,966	102,101
Annual Vehicle Hours	7,209	7,592
Annual Vehicle Miles	91,451	108,060

Performance measures:

Operating Expense Per Passenger Trip	\$44.44	\$40.88
Operating Expense Per Revenue Hour	\$86.32	\$84.42
Operating Expense Per Revenue Mile	\$6.80	\$5.77
Passenger Trips Per Revenue Hour	1.94	2.07
Passenger Trips Per Revenue Mile	0.15	0.14
Required Subsidy Per Passenger Trip	\$42.11	\$38.55

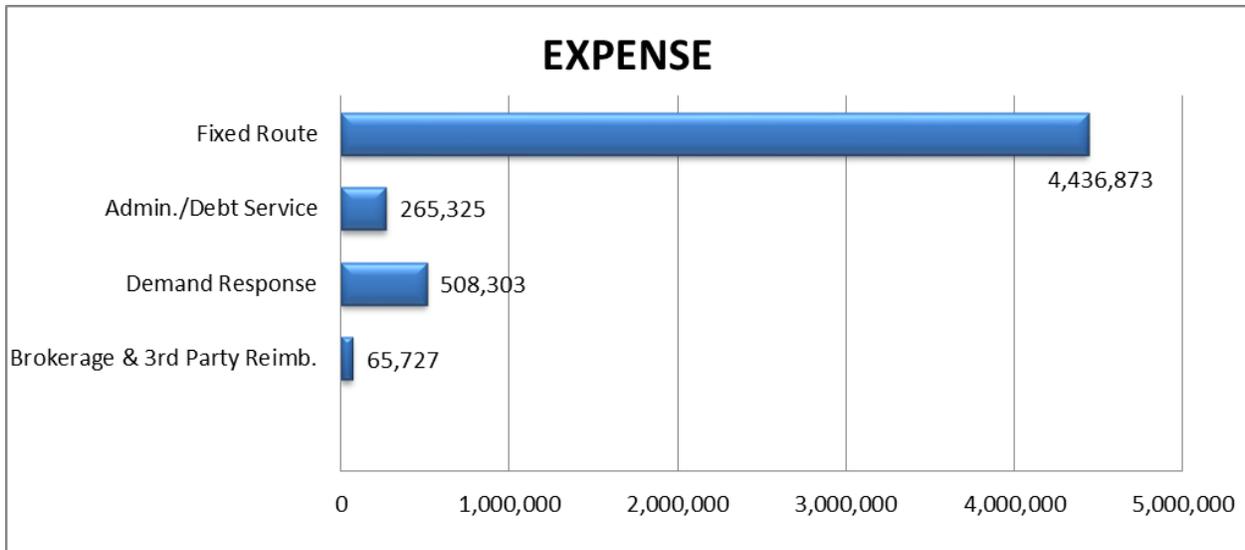
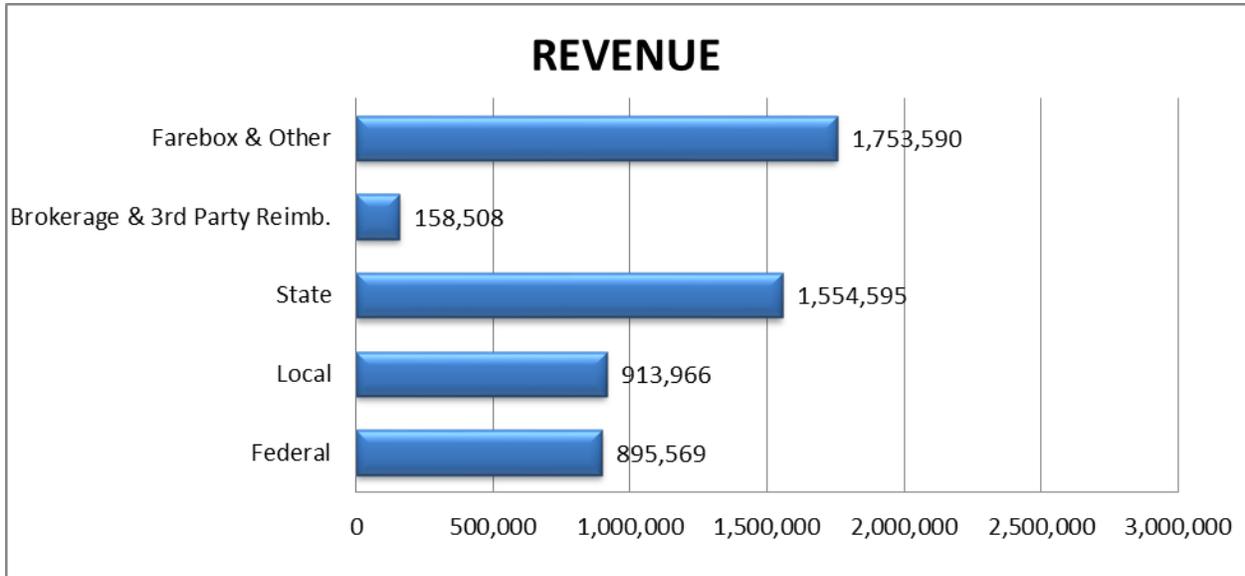
Fare Information:

Paratransit:

Elderly	\$2.00/town	\$2.00/town
Disabled	\$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	2018	2017
Current Assets		
Cash and cash equivalents	\$ 645,431	\$ 899,588
Receivable for operating assistance	\$ 1,869,833	\$ 1,903,787
Other current assets	\$ 534,830	\$ 568,263
Prepaid fuel hedge	\$ -	\$ -
Total current assets	\$ 3,050,094	\$ 3,371,638
Restricted & Noncurrent Assets		
Restricted assets		
Cash and cash equivalents	\$ 221,136	\$ 194,386
Receivable for capital assistance	\$ 4,361,861	\$ 2,224,684
Total restricted assets	\$ 4,582,997	\$ 2,419,070
Receivable for operating assistance	\$ 438,784	\$ 333,117
Capital assets, net	\$ 14,696,379	\$ 12,118,141
Net OPEB asset	\$ 348,950	\$ -
Total restricted assets & noncurrent assets	\$ 20,067,110	\$ 14,870,328
Total assets	\$ 23,117,204	\$ 18,241,966
Deferred Outflows of Resources		
Deferred outflows of resources related to pension	\$ 53,888	\$ 87,849
Deferred outflows of resources related to OPEB	\$ 39,104	
Total assets & deferred outflows of resources	\$ 23,210,196	\$ 18,329,815
LIABILITIES		
Current liabilities		
Accounts payable and accrued expense	\$ 231,670	\$ 308,983
Total current liabilities	\$ 231,670	\$ 308,983
Restricted and noncurrent liabilities		
Liabilities payable from restricted assets		
Accounts payable and accrued expense	\$ 4,036,516	\$ 1,979,117
Total liabilities payable from restricted assets	\$ 4,036,516	\$ 1,979,117
Other post-employment benefits	\$ -	\$ 39,104
Net pension liability	\$ 226,827	\$ 314,025
Revenue Anticipation Notes	\$ 1,500,284	\$ 1,504,027
Total restricted and noncurrent liabilities	\$ 5,763,627	\$ 3,836,273
Total liabilities	\$ 5,995,297	\$ 4,145,256
Deferred Inflows of Resources		
Deferred inflows of resources related to pension	\$ 58,003	\$ -
Total liabilities & deferred inflows of resources	\$ 6,053,300	\$ 4,145,256
NET POSITION		
Invested in capital assets	\$ 14,696,379	\$ 12,118,141
Restricted	\$ 546,481	\$ 439,953
Other current assets	\$ 1,914,036	\$ 1,626,465
Total net position	\$ 17,156,896	\$ 14,184,559