




Service Modifications for June 2022

Jamie Smith
Director of Marketing and Planning

Public Hearings

Permanent Service Changes

- Meeting #1- April 5th at 6:00PM
Robert Miller Community & Recreation Center
- Meeting #2- April 6th at 5:45PM
Green Mountain Transit Administrative Office
- Meeting #3- April 7th from 3:00PM-6:00PM
Montpelier Transit Center









PUBLIC HEARINGS

To discuss permanent service changes to:


- #6 Shelburne Rd
- #7 North Ave
- #86 Montpelier LINK Express


The public is welcome and encouraged to attend any of the following meetings to offer comments. These changes would go into effect in June 2022.


| MEETING #1 | MEETING #2 |
|---|---|
|  Tuesday, April 5 th 6:00-7:00PM |  Wednesday, April 6 th 5:45-6:45PM |
|  Robert Miller Community and Recreation Center 130 Gosse Ct, Burlington, VT |  GMT Administrative Office 101 Queen City Park Rd Burlington, VT |
| |  Join via Zoom Meeting ID: 868 8789 8523 Phone: 193011715-8592 |

 GMT staff will also be at the Montpelier Transit Center on **Thursday, April 7th from 3:00-6:00PM** to discuss changes to the Montpelier LINK Express service

If you are unable to attend these meetings, please offer public comment by contacting Jamie Smith by April 8, 2022.

 jamie@ridegmt.com

 802-540-2468


LEARN MORE

— Timeline to Date

| | |
|---------------|---|
| February 2020 | • GMT Board of Commissioners approves going out to public process service modifications to Routes #1 Williston, #2 Essex Junction, #6 Shelburne Road, and #7 North Avenue remains |
| March 2020 | • COVID Service Suspensions Implemented |
| April 2020 | • GMT Board of Commissioners approve permanent service modifications |
| June 2020 | • Service changes go into effect |
| February 2021 | • 20-minute mid-day service returns on #1 Williston and #2 Essex Junction. • 30-minute mid-day service on #6 Shelburne Road and #7 North Avenue remains. |
| June 2021 | • Remove colors coding of routes |
| August 2021 | • COVID suspended commuter and LINK runs return |
| March 2022 | • COVID related service changes on local and commuter / LINK Express routes • 30-minute peak service on #6 Shelburne and #7 North Avenue |

— Service Modification Goal

- Balance service to meet where the current and future expected demand is and provide a reliable service that meets the current operational and financial constraints of the organization.

The GMT Board of Commissioners approved the FY23 budget assuming the resumption of fares and with a decrease in service hours by 4.6%.

— Organizational Threats

- Budgetary Pressures
 - Fuel (\$4/gal = \$405K)
 - Wages (2.5%=\$175K)
 - Insurance (6%=\$160K)
 - Fares (\$600K less than pre-pandemic)
 - ADA program
- Lack of Non-Federal Match
 - Have ample federal funds – require 50% match
- Workforce Development
 - CDL and skilled mechanic shortage

— Organizational Opportunities

- Fuel Prices
 - Increase transit demand
- Microtransit
 - Expand accessibility
 - First/last mile solution
- State Climate Action Plan
 - Increased awareness of climate impacts – increase transit demand
 - Funding opportunities for transit
- Infrastructure Investment and Jobs Act (IIJA)
 - Increased federal funding
 - Fleet electrification funding (six-fold increase to \$1.1B)
- Public/Private Partnerships
 - Increase non-federal funding

— Routes for Proposed Changes

- #6—Shelburne Road
- #7—North Avenue
- #86—Montpelier LINK Express

— #6 Shelburne | #7 North Avenue

- After an analysis of the peak ridership for the #6 Shelburne Road and #7 North Avenue runs, moving to 30-minute headways during AM and PM peak periods would:
 - increase the number of boardings per run = more efficient service
 - decrease the number of vehicles needed for peak service = reduced pressure on the GMT Maintenance staff and fleet

On average, the #6 Shelburne Road and #7 North Avenue routes serve 30,000 less passengers per month than the #1 Williston and #2 Essex Junction routes.

Load Impacts

#6—Shelburne Road

| | Average Ridership Per Run Current 20 Minute Service | Average Ridership Per Run Proposed 30 Minute Service |
|----------------------------|--|---|
| Morning Peak Inbound | 13 | 19 |
| Morning Peak Outbound | 9 | 13 |
| Afternoon Peak Inbound | 11 | 16 |
| Afternoon Peak Outbound | 14 | 20 |

#7—North Avenue

| | Average Ridership Per Run Current 20 Minute Service | Average Ridership Per Run Proposed 30 Minute Service |
|----------------------------|--|---|
| Morning Peak Inbound | 12 | 18 |
| Morning Peak Outbound | 8 | 12 |
| Afternoon Peak Inbound | 8 | 12 |
| Afternoon Peak Outbound | 19 | 28 |

— #86—Montpelier LINK Express

Since reinstating commuter service in August 2021, GMT has not seen the increase in ridership that we had hoped.

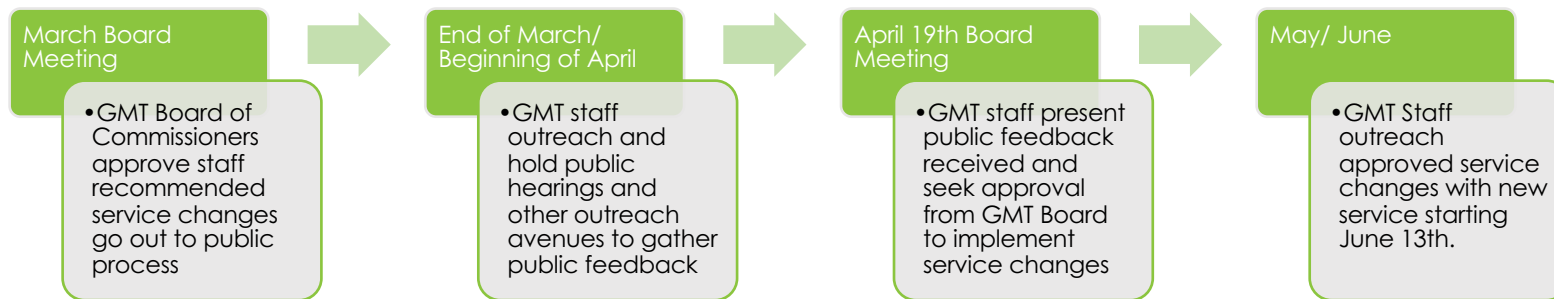
Given the increase in telework and lack of ridership, GMT is proposing to permanently eliminate 4 runs on the Montpelier LINK Express.

- On March 7, 2022, a temporary schedule was implemented.
- The schedule was determined based on ridership by run.

— #86—Montpelier LINK Express

- We have received a lot of public comment on the schedule, and as a result, we have issued a survey to LINK Express passengers.
- To date, 127 passengers have taken the survey.
- Data collected will shape the proposed schedule.

— Public Hearing Timeline



Questions?

Jamie Smith, Director of Planning and Marketing

jamie@ridegmt.com

802-540-1098