



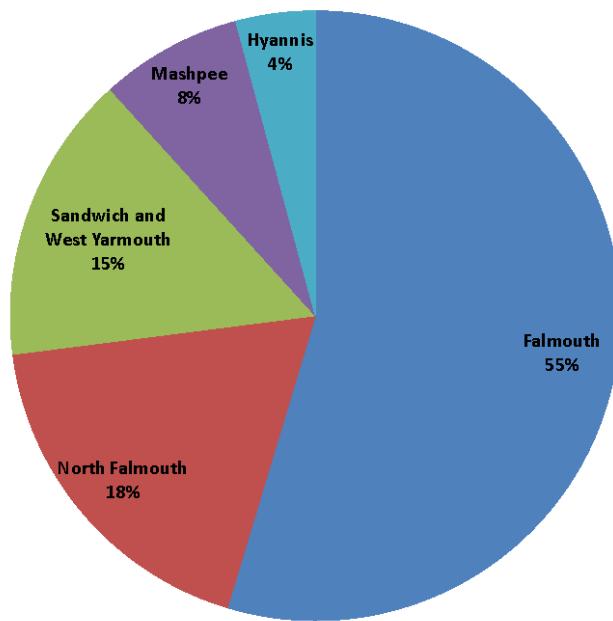
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Martha's Vineyard Transit Authority (VTA) and Martha's Vineyard Commission (MVC)

Martha's Vineyard Coordinated Human Services Transportation Plan

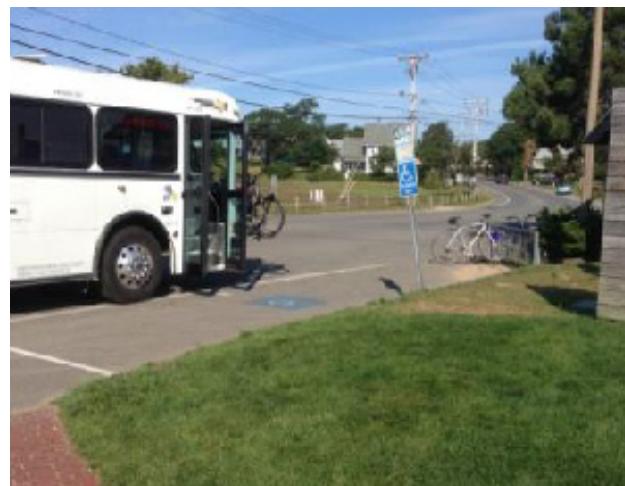
**Medical Taxi Trips by Destination Location
from Martha's Vineyard (FFY2014 data)**



January 2015

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Background

Federal and State Background Information

Federal transportation law, such as the latest legislation: *Moving Ahead for Progress in the 21st Century* (MAP-21), guides transportation policy and investments. MAP-21 continues similar goals and programs as in previous federal legislation; however, a few categories were discontinued or combined into broader funding categories. Transit programs repealed under MAP-21 include the Clean Fuels Grant Program, Job Access and Reverse Commute, New Freedom, Transit in the Parks, Alternatives Analysis, Bus and Bus Facilities, Fixed Guideway Modernization, and Over-the-Road Bus Program. While individual transit program categories may have been repealed in MAP-21, the objective remains to have a multimodal and accessible transportation system, and therefore similar transit projects continue under fewer federal and state funding categories. Federal Transit Administration (FTA) funding categories Section 5310 –Formula grants for the enhanced mobility of seniors and individuals with disabilities—and Section 5311—Formula grants for rural areas—are examples of federal funds that are provided to the Commonwealth of Massachusetts. The state is allowed to solicit applications and grant these funds to sub-recipients including the local transit authority—Martha’s Vineyard Transit Authority (VTA).

Transportation planning requirements are established through the federal legislation for urban areas with populations greater than 50,000 persons called Metropolitan Planning Organizations (MPOs), and in Massachusetts the rural regional areas are considered to be MPOs for transportation planning purposes. One of the tasks in transportation planning in order to access federal and state transit funds is to have a locally developed, Coordinated Human Services Transportation Plan. The specific requirement of the Coordinated Plan was removed in MAP-21, but encouragement for coordination remains. The Commonwealth of Massachusetts Department of Transportation requested updated Coordinated Human Service Transportation Plans from the regional planning areas in order for transit authorities to apply for funding.

Why a Coordinated Plan?

The main goal of having a coordinated plan is to share information on services and needs among representatives of public, private and non-profit transportation, human services providers, along with participation by the public to maximize service coverage and minimize duplication of services.

Martha’s Vineyard Background Information

Martha’s Vineyard is an island located several miles off the coast of Massachusetts, with the primary year-round ferry port connection between Vineyard Haven in Tisbury and Woods Hole in Falmouth. The island is mostly rural and has six towns. Martha’s Vineyard has a year-round population of 16,535 people, based on the 2010 United States Census of Population, a growth of

Martha's Vineyard Background Information (continued)

more than 10% from 2000. This does not include the summer population which is estimated at about 75,000 during the summer through the addition of both seasonal residents and visitors. In the United States Census Bureau State and County Quick Facts for Dukes County, the population is estimated at 17,256 for 2013, with 18.8% at age 65 and over.

This number of people at 65 and over—at nearly one-fifth of the island wide population—is increasingly in need of more frequent medical trips with the majority of those trips requiring off-island connections to Falmouth, Hyannis, Plymouth, and/or Boston. Many vital services, including cancer treatments, visits to medical specialists, involve travel off the island, which may be both costly and time-consuming for individual trips. This financial and physical burden of travel is what the community of coordinators strives to alleviate through improved human services transportation in this plan.

Existing Transportation Options

The main transportation options, aside from the private automobile, that are available on the island of Martha's Vineyard, along with those connecting between Martha's Vineyard and off-island locations are briefly described in the following sections.

Transportation on the Island

Public Transportation Services – Martha's Vineyard Transit Authority (VTA)

The VTA has a fleet of 40 fully accessible vehicles, with seating capacities ranging from 10 to 40 passengers for many of the following service operations; some of the human service programs use taxis or personal vehicles.

a. Fixed Route Bus Services

The Martha's Vineyard Transit Authority (VTA) operates fourteen fixed route services carrying over a million person trips per year. The 14 fixed routes all run from early May through mid-October, and 12 routes continue year-round services, frequency varies with the season and/or route from 15 minutes to 180 minutes.

The routes cover all major roads and towns and two park-and-ride lots. The fixed route service had a record ridership in August 2014 of 323,949 passenger trips in that month, and the Fiscal Year 2014 passenger trips totaled 1,224,587.

b. Comparable Paratransit Service under the Americans with Disabilities Act (ADA Service)

The VTA operates curb to curb service with smaller buses or vans for individuals with disabilities eligible under ADA that are unable to use the fixed route services. ADA-level rides for these individuals are provided to and from destinations within $\frac{3}{4}$ or a mile of the VTA fixed routes. Passengers must apply and be recognized as eligible prior to taking ADA service trips.

c. Medivan

The Medivan rides are provided on Tuesdays only between Martha's Vineyard and the Boston area for medical appointments for registered riders that are either seniors, age 65 and over, and/or individuals with a disability, with funding availability. The service may not be available if there is not available funding.

Private Services

a. Human Service Programs -

Accessible service to various destinations that is funded by human service programs and availability is limited to eligible persons. The Martha's Vineyard Center for Living offers rides for those age 55+ to medical appointment services on Cape Cod.

b. Taxi or livery service

Several taxi companies operate on the island, and are currently licensed in each town by five of the six individual towns. None of the currently operated taxi vehicles are accessible.

Transportation between the Island and Mainland

Ferry Service

Most people travel between the mainland and Martha's Vineyard using one of several ferry services. The dominant carrier of passengers, vehicles and freight is the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (SSA), which furnishes year-round service and carried over 2 million passengers in 2013. The SSA primary route is between the main ports in Vineyard Haven, Tisbury, and Woods Hole, Falmouth. In the summer, the SSA also operates services between Oak Bluffs and Woods Hole, weather permitting. The Oak Bluffs SSA pier is more openly exposed and high winds and waves make it difficult to dock at times, thereby diverting the trips planned for Oak Bluffs back to Vineyard Haven. The Island is also served by several passenger-only ferry services as well as tugs and barges for freight. The SSA is the only ferry service that carries automobiles and trucks in addition to passengers. The SSA trip takes about 45 minutes from dock to dock, and if you are driving on the ferry it is expected that you arrive one-half hour prior to departure to get in the vehicular lines for boarding.

The only other year round services is the much smaller water taxi boat operated by Patriot Party Boats, Inc., from Falmouth to Oak Bluffs. This boat shuttles commuters and carries freight shipments including the daily newspapers.

Seasonal passenger ferries operate typically from Memorial Day through Columbus Day, and include the:

- HyLine Cruises, between Hyannis and Oak Bluffs –trip times are 95 minutes or high speed at 55 minutes each way
- Island Queen Ferry, between Falmouth and Oak Bluffs –trip time is about 30 minutes each way
- Falmouth Edgartown Ferry Service, between Falmouth and Edgartown
- Seastreak, from New Bedford and New York City to Vineyard Haven and Oak Bluffs—trip times are 60 minutes for New Bedford or 5 hours for New York, each way

And

- Martha's Vineyard Fast Ferry between Quonset Point, Rhode Island, and Oak Bluffs—trip time is approximately 1 hour and 25 minutes each way.

Air Transportation

The other main means of transportation between the Island and the mainland is by airplane. The Martha's Vineyard Airport is an FAA-certified non-hub commercial service airport, which provides general aviation, air carrier, and freight service to the Island. In 2013, 50,957 passengers departed on commercial flights, and the airport had 46,583 operations. There are also private planes that come and go on Martha's Vineyard to the main airport and to the Katama Airpark, a rural grass strip airport. Private operations typically have outnumbered the commercial service operations on the island.

Existing Ridership

VTA ADA Services Ridership

Martha's Vineyard Transit Authority (VTA) PARATRANSIT (ADA) SERVICE RIDERSHIP By Month

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
July	1,487	1,442	1,439	1,454	1,132
August	1,344	1,400	1,298	1,421	1,277
September	1,329	1,378	1,410	1,299	1,141
October	1,345	1,396	1,367	1,408	1,101
November	1,033	1,243	1,152	1,163	1,234
December	1,248	1,170	1,074	1,032	813
January	975	1,140	1,226	1,135	1,122
February	955	1,084	1,199	1,139	978
March	1,208	1,423	1,448	1,280	1,094
April	1,181	1,456	1,259	1,054	1,241
May	1,154	1,423	1,306	1,170	1,109
June	1,334	1,442	1,399	1,126	977
Totals	14,593	15,997	15,577	14,681	13,219

With the accessible VTA fixed route services, a portion of the passengers who are eligible for services as either elders or persons with disabilities, or both, are choosing to ride the regular fixed route VTA services. Therefore, though the numbers riding paratransit services have been fairly level, the VTA fixed route services ridership is up overall 449,083, or 58%, to about 1.2 million passengers in Fiscal Year 2014. It has also been more cost effective per passenger revenue hour to have passengers choose the existing fixed route services, when feasible.

VTA Fixed Route Bus Ridership

Martha's Vineyard Transit Authority Ridership Summary

FIXED ROUTE

BY MONTH

FISCAL YEAR

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	Change over 10 Years	Difference	%
															FY 04-14	Difference	
July	74,760	243,198	227,574	216,983	200,671	210,985	218,789	228,006	261,735	245,214	269,237	290,248	275,455	282,606	65,623	30%	
August	76,748	257,000	246,420	228,092	214,511	235,088	235,105	254,856	286,044	265,384	265,686	268,749	291,568	303,175	75,083	33%	
September	31,680	86,371	79,761	83,448	89,664	103,252	102,510	118,503	110,316	131,257	118,462	133,887	126,859	129,661	46,213	55%	
October	16,313	29,969	32,364	40,334	44,558	39,553	51,790	62,250	69,594	60,675	63,907	67,217	57,637	71,666	31,332	78%	
November	5,562	7,674	6,188	10,659	12,894	14,846	20,081	24,920	29,142	28,092	29,096	29,635	29,986	30,053	19,394	182%	
December	3,194	4,949	6,740	7,221	9,173	11,121	16,424	18,739	23,381	22,859	23,309	23,750	24,661	24,617	17,396	241%	
January	2,714	4,300	4,593	6,114	7,008	9,954	14,605	18,827	20,659	20,364	21,060	22,839	22,162	21,299	15,185	248%	
February	3,129	4,848	3,823	6,694	8,013	9,471	12,987	18,980	20,720	20,040	19,673	22,456	20,106	21,624	14,930	223%	
March	4,082	6,405	6,194	7,898	10,741	12,450	18,050	23,792	25,737	26,987	25,694	28,798	27,036	26,033	18,135	230%	
April	10,867	13,098	12,943	16,943	17,843	21,832	25,265	34,355	38,125	39,630	35,092	42,834	39,240	41,834	24,891	147%	
May	43,484	38,587	39,849	48,520	43,891	53,129	69,461	78,874	84,607	91,324	88,395	90,976	87,167	92,847	44,327	91%	
June	88,062	91,190	95,282	102,598	110,243	99,557	133,831	149,095	136,628	147,514	148,881	161,667	158,389	179,172	76,574	75%	
TOTAL	360,595	787,589	761,731	775,504	769,210	821,238	918,898	1,031,197	1,106,688	1,099,340	1,108,492	1,183,056	1,160,266	1,224,587	449,083	58%	

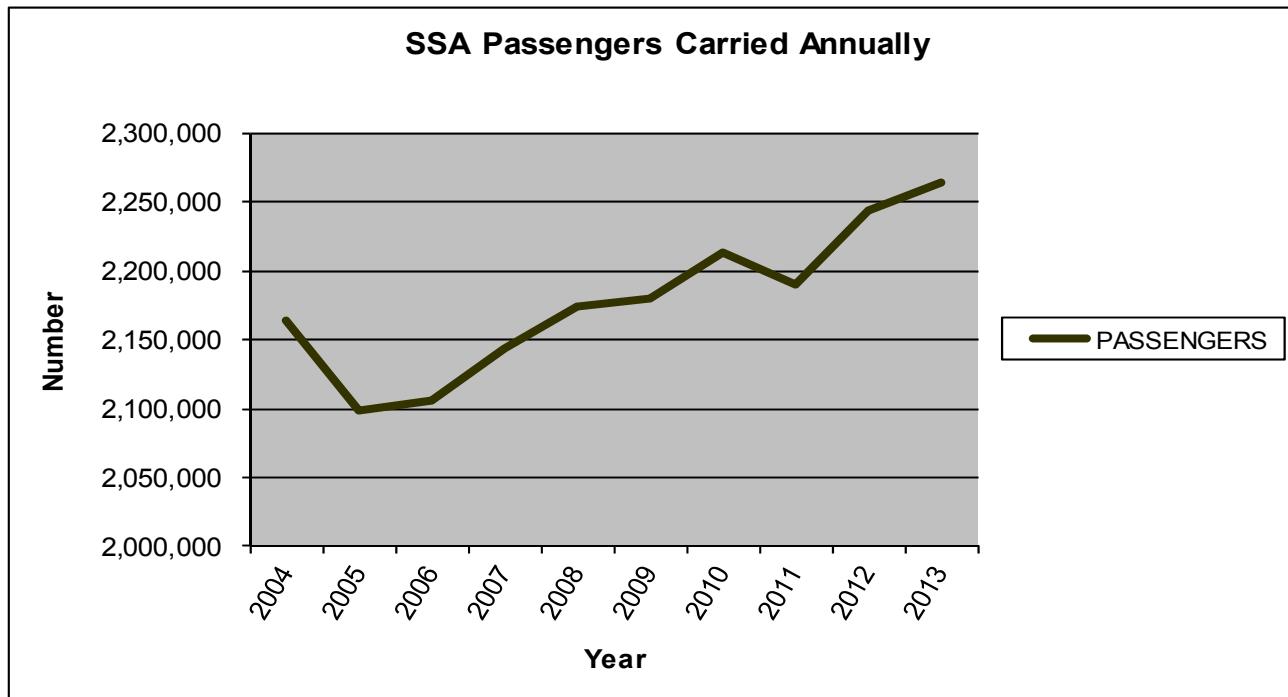
MV Center for Living Medical Taxi Trips FFY 2014

Medical Taxi Trips

Federal Fiscal Year 2014: October 1, 2013 through September 30, 2014
Summary of medical taxi trips from Woods Hole to the Destination Location

Location (origin)	Location (destination)	Number of Trips	Estimated Travel Time - One Way
Martha's Vineyard	Falmouth	182	1.5 hours
Martha's Vineyard	North Falmouth	61	1.5-2 hours
Martha's Vineyard	Sandwich and West Yarmouth	51	1.5-2 hours, and 2.5 hours to W. Yarmouth
Martha's Vineyard	Mashpee	25	1.5 - 2 hours
Martha's Vineyard	Hyannis	14	2 - 2.5 hours

SSA Passengers

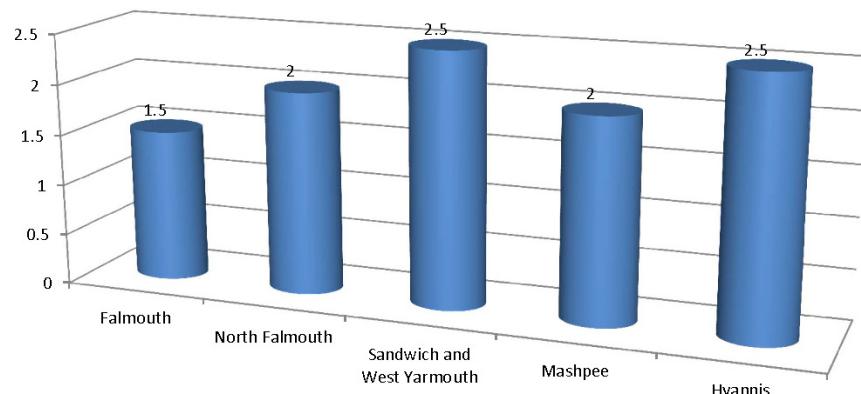


Community Needs

The following are the primary needs of the Martha's Vineyard community with respect to improved public transportation, connections, and human services transportation.

- Funding is always in need to continue to provide public services. As demand and requests for services increases while funding has not, an attempt is being made to consolidate and/or coordinate days and times of client appointments to reduce trip costs. However, more operating funds and more vehicles are needed.
- An accessible vehicle to be parked at the SSA in Woods Hole for ease of transporting passengers to appointments from Martha's Vineyard
- One or more accessible vans that may be provided for operation by a local taxi company on Martha's Vineyard
- Coordination for improved efficiency of options and connections, in particular, off-island connections for medical and Veterans trips. Reaching out to try to connect with the Cape Cod Regional Transit Authority services for Cape Cod medical trip destinations, and to Veterans services on Cape Cod to partner in traveling to Veterans facilities.
- Coordination with HyLine on potential reduced fare and an accessible vehicle connection in Hyannis for ease of transporting passengers to appointments from Martha's Vineyard to Hyannis and nearby locations
- Reduce travel times where feasible, especially for the frail
- Infrastructure improvements for pedestrian access to transit stops
- Infrastructure improvements at certain transit stops

**Estimated One Way Travel Time in Hours
for Medical Taxi Trips from Martha's Vineyard**



Note: One way travel time estimates include a one way 45 minute ferry trip on the Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority (SSA) ferry system.

Criteria

Projects will be chosen based on the following criteria

- A) Established community need.
- B) Number of passengers served.
- C) Service areas that have little or no alternative transportation service.

Priorities

Continue to support VTA applications for funding

Continue existing fixed route and demand transit services.

Maintain and improve the fleet.

Encourage improved coordination of human service transportation needs with the Steamship Authority, other transportation providers, and other regional transit authorities.

Investigate the potential of partnering to provide accessible vehicles to be operated by on-island taxis, to be available at the SSA off-island in Woods Hole, and for seasonal potential with HyLine to Hyannis

Continue to assess existing gaps in services and in connecting to services.

Public Consultation

This document was cooperatively prepared by staff of the Martha's Vineyard Commission and the Martha's Vineyard Transit Authority.

Collaboration and Public comments on this draft were sought in the following ways:

- Local meetings that included VTA and MVC staff with staff from other groups, including MV Center for Living, Veterans Services, County, Town, and the SSA.
- Circulated Draft Document to stakeholders including the VTA, MVC, Steamship Authority, Veterans, Councils on Aging, MV Community Services and reviewed by the Healthy Aging Transportation Workgroup
- Posted draft document on the websites of the VTA and MVC

All comments are welcome and should be submitted to:

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