

# Who Needs Transportation?

## A Snapshot of Transit Need in New Hampshire



## Current Transit Services in New Hampshire

<i>5 Urban systems</i>	<i>20 communities</i>	<i>3.5M trips/year</i>
<i>5 Rural systems</i>	<i>14 communities</i>	<i>938K trips/year</i>
<i>25 VDPs</i>	<i>197 communities</i>	<i>~65K trips/year</i>

*Over two dozen non-profit human service transportation providers*

# Who Needs to Travel?

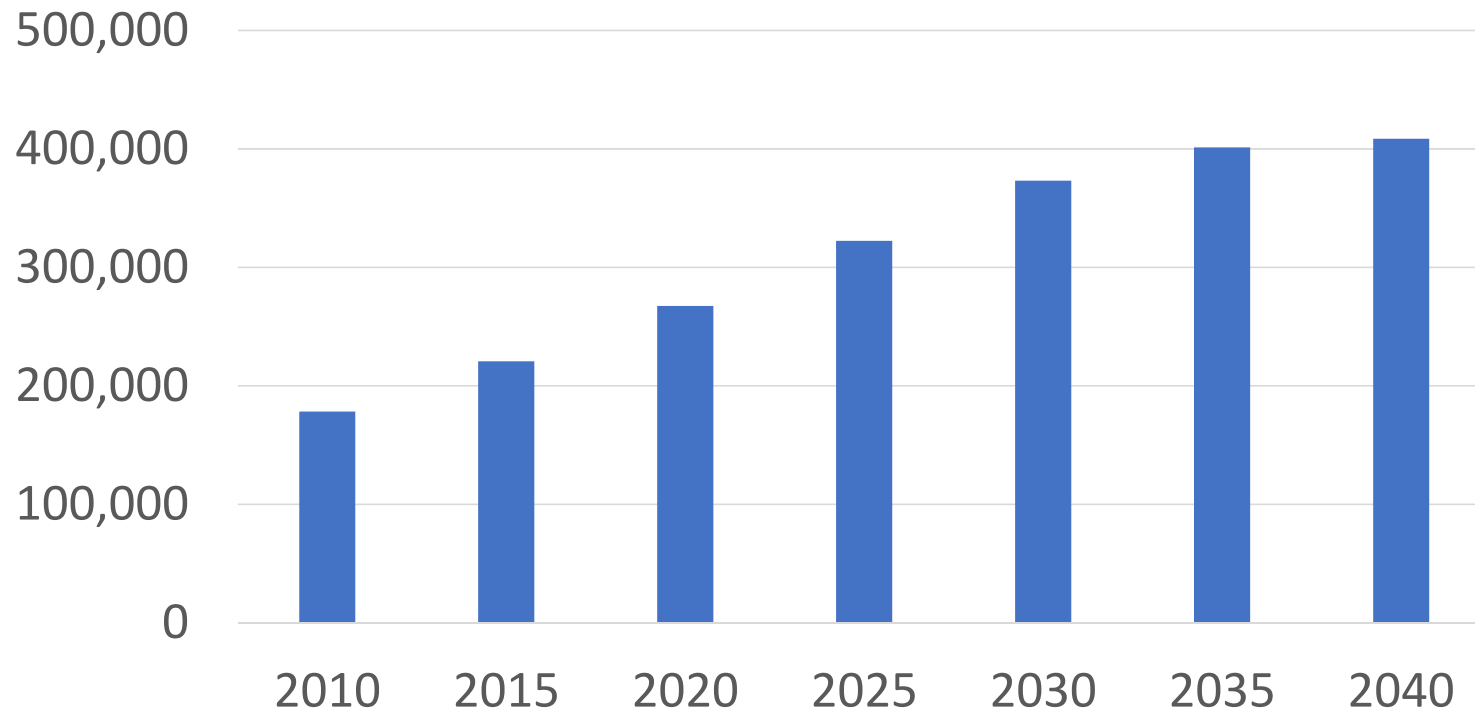




# Who Needs to Travel?



## Population Age 65+ 2010-2040



***220,672 in 2015***



***408,522 in 2040***

***One in Five Americans Age 65+ Doesn't Drive  
-AARP***



***That's 75,000 Non-Driving Seniors in NH by 2030  
Based on projected 65+ population of 373,209***

# How Much Transit Capacity Will We Need?

*Based on demographic model for transit dependent trip need from the  
Community Transportation Association of America*



1.6M Trips in 2017



2.8M Trips in 2030



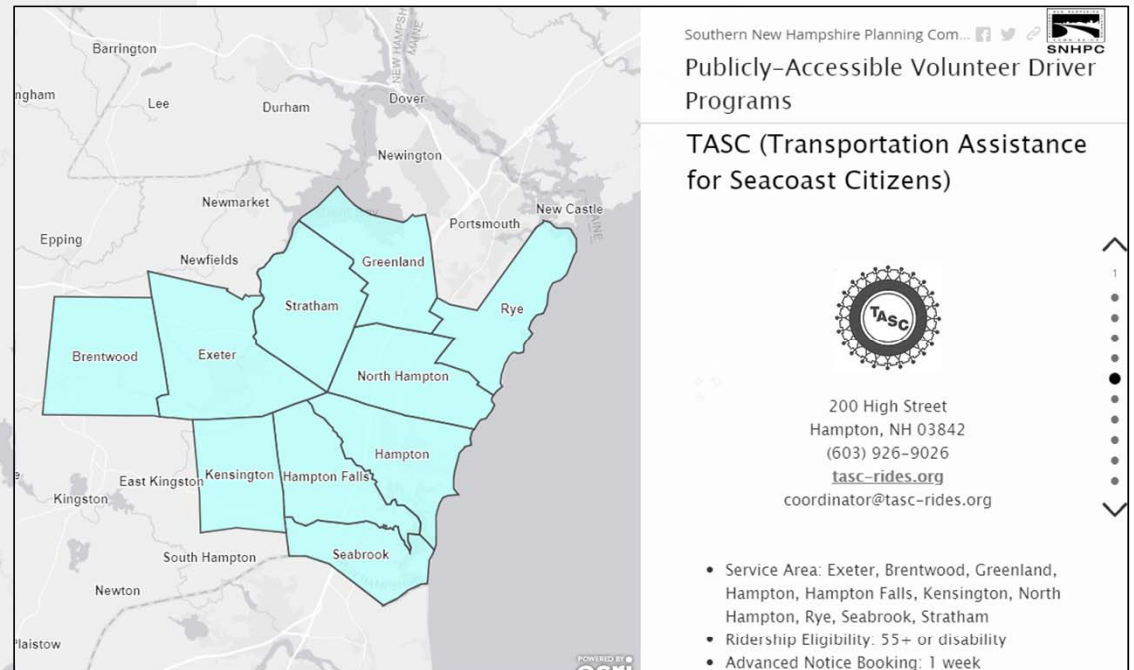
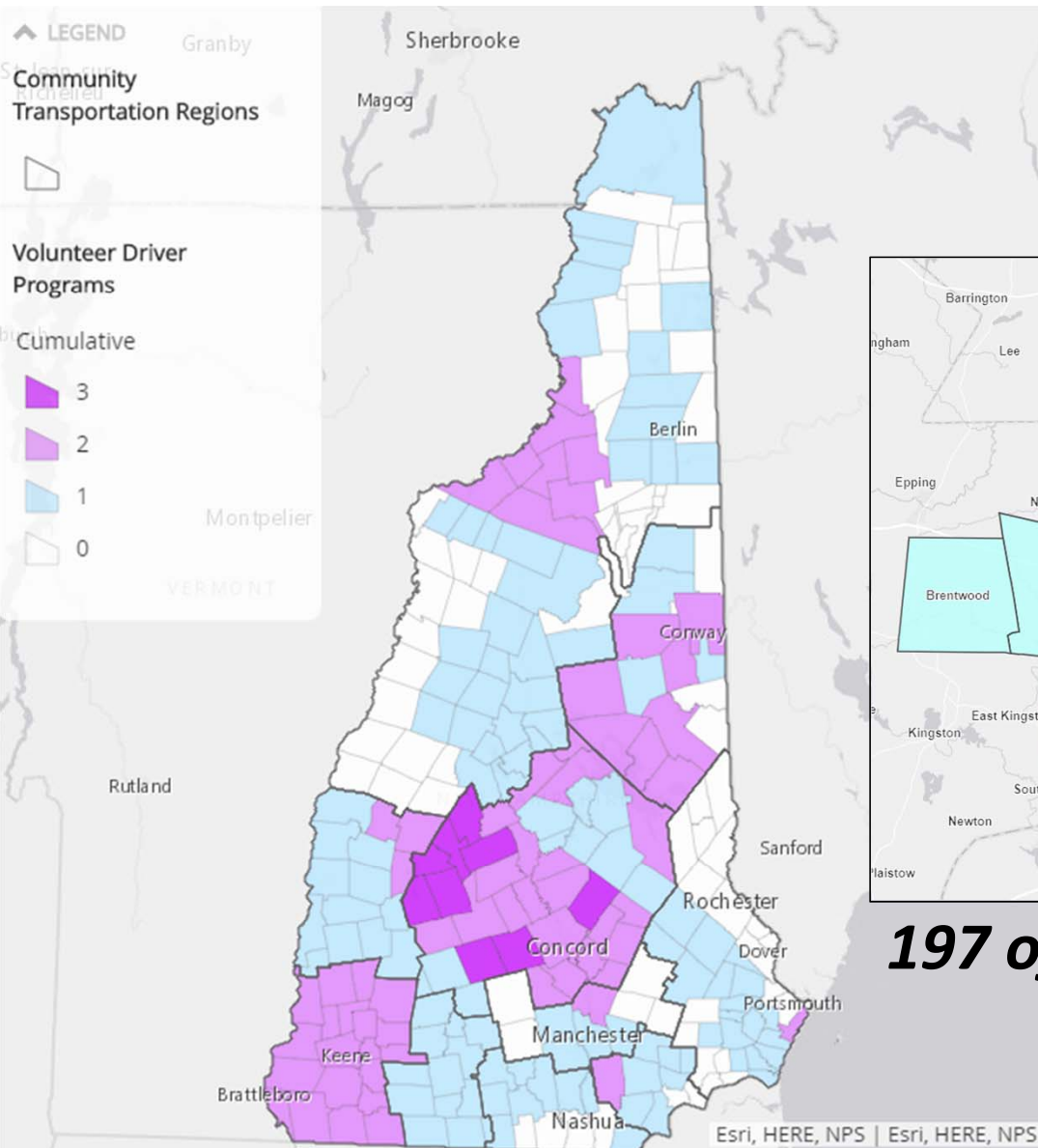
3.05M Trips in 2040



***Estimate currently providing approx. 800,000 (50%)***

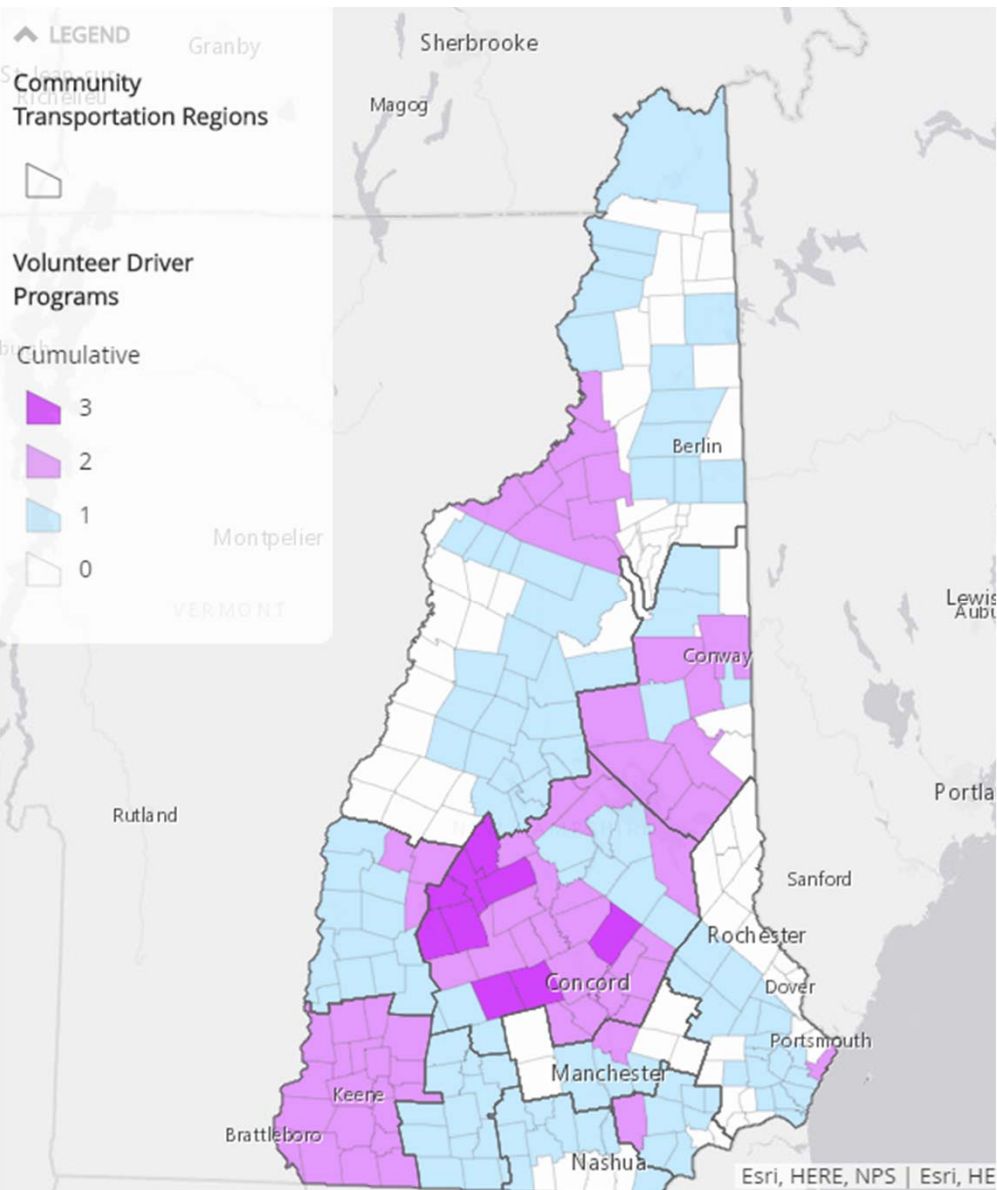


# Volunteer Driver Program Coverage



**197 of 244 Communities**





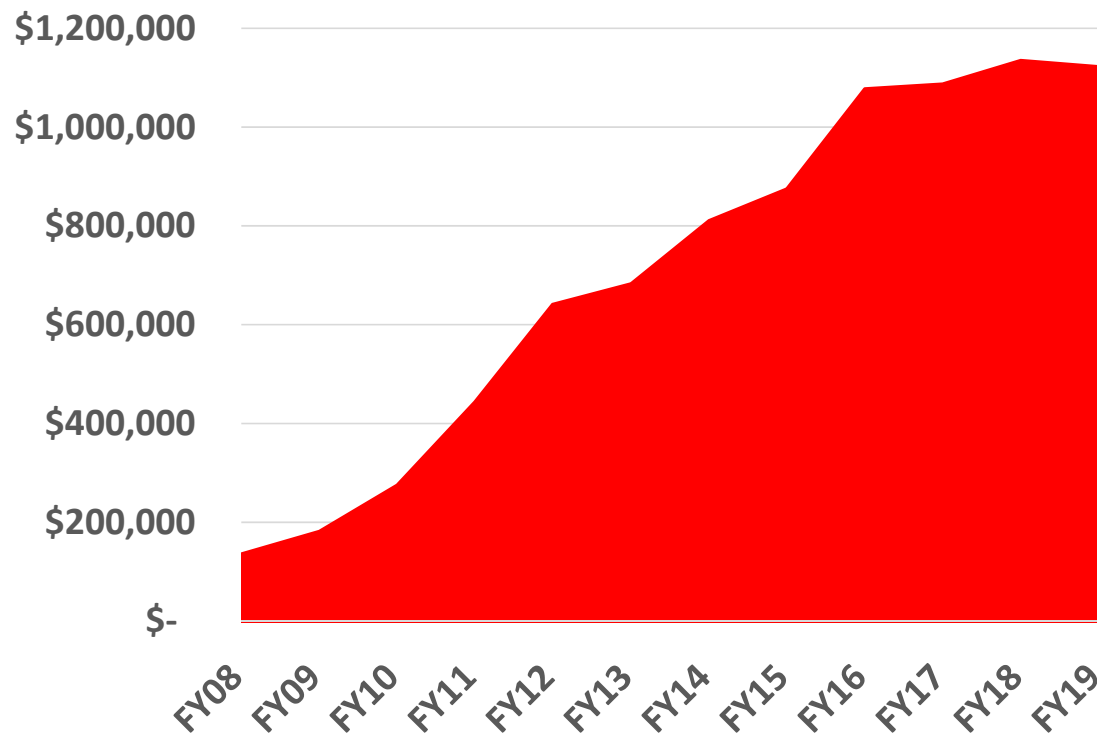
## Volunteer Driver Program Coverage

- ***47 communities lack VDP service***
- ***Largest VDP meets 13% of trip need***
- ***Average is 4%***
- ***Estimated cost to cover 10% of need in all 244 communities:***  
***\$2.3 million***

# Sustainability of Existing Urban Transit Systems

- *Operating needs to maintain existing service*
- *Capital needs to maintain existing service*
- *Frequency improvement cost estimate*
- *Technology modernization*

## Sustainability of Existing Transit Systems



***COAST ADA Paratransit  
Cost Growth  
FY2008-FY2019***

***Since FY2008:  
ADA demand up 880%  
ADA cost up 640%***

# Projected Unmet Funding Needs – Urban Systems

Federal Fiscal Year	Urban System Unmet Operating Need	Urban System Unmet Capital Need	Urban System Frequency Improvements
2021	\$ 378,000	\$ 287,000	\$ 10,312,000
2022	\$ 796,120	\$ -	\$ 10,811,228
2023	\$ 1,339,445	\$ 2,980,000	\$ 11,243,677
2024	\$ 2,726,623	\$ 4,272,000	\$ 11,693,424
2025	\$ 2,835,687	\$ 1,129,000	\$ 12,161,161
2026	\$ 2,949,115	\$ 483,000	\$ 12,647,608
2027	\$ 3,067,080	\$ 2,994,000	\$ 13,153,512
2028	\$ 3,189,763	\$ -	\$ 13,679,652
2029	\$ 3,317,353	\$ 2,743,500	\$ 14,226,838
2030	\$ 3,450,047	\$ 4,128,600	\$ 14,795,912
<b>TOTAL</b>	<b>\$ 24,049,233</b>	<b>\$ 19,017,100</b>	<b>\$ 124,725,013</b>

*Capital & Operating costs beyond existing funding to sustain current service and projected ADA growth*

*System frequency improvement = cost to achieve 20 minute bus frequency*



# 2019 Statewide Strategic Transit Assessment

## Recommendations for Technology Modernization

Goal Year	Total Cap Cost (Mid)	Total O&M (Mid)	Total Cap + O&M (Mid)
2021	\$ 327,500	\$ -	\$ 327,500
2022	\$ 3,552,000	\$ 38,532	\$ 3,590,532
2023	\$ 3,743,000	\$ 724,888	\$ 4,467,888
2024	\$ -	\$ 1,388,023	\$ 1,388,023
2025	\$ 2,328,500	\$ 1,388,023	\$ 3,716,523
2026	\$ 385,000	\$ 1,886,479	\$ 2,271,479
2027	\$ 436,500	\$ 2,008,592	\$ 2,445,092
2028	\$ 891,000	\$ 2,132,581	\$ 3,023,581
2029	\$ 2,804,500	\$ 2,299,475	\$ 5,103,975
2030	\$ -	\$ 2,801,232	\$ 2,801,232
<b>10 Year Total</b>	<b>\$ 14,468,000</b>	<b>\$ 14,667,823</b>	<b>\$ 29,135,823</b>

Costs to implement Tier 1 of six technology tiers identified:

*Automatic vehicle location*

*Computer aided dispatch*

*Real time bus information*

*On-board camera systems*

*Automated announcements*

*Open data*

# 2019 Statewide Strategic Transit Assessment

## *Recommendations for New Rural Intercity Routes*

	Annual Cost	Subsidy (30% FRR)
Laconia-Franklin-Concord	\$ 145,000	\$ 102,000
Keene-Concord	\$ 356,000	\$ 252,000
Claremont-Lebanon	\$ 28,000	\$ 89,000
Hanover-Concord	\$ 450,000	\$ 310,000
Portsmouth-Concord	\$ 308,000	\$ 216,000
Berlin-Dover	\$ 778,000	\$ 538,000
<b>Total</b>	<b>\$ 2,065,000</b>	<b>\$ 1,507,000</b>

# 2019 Statewide Strategic Transit Assessment

## *Recommendations for New Commuter Routes*

	Miles	Run Time	Annual Cost	Subsidy at 30% FRR
Salem-Windham-Lderry-Manchester	26	50	\$ 211,000	\$ 147,700
Claremont-Lebanon-Hanover	28	68	\$ 260,000	\$ 182,000
Portsmouth-Manchester	47	75	\$ 349,000	\$ 244,300
Hanover-Concord	70	95	\$ 485,000	\$ 339,500
Rochester-Concord	37	75	\$ 312,000	\$ 218,400
Laconia-Concord	29	55	\$ 234,000	\$ 163,800
Keene-Concord	53	80	\$ 386,000	\$ 270,200
Salem-Nashua-Milford	30	85	\$ 301,000	\$ 210,700
<b>Total</b>			<b>\$2.5M</b>	<b>\$1.77M</b>

# 2019 Statewide Strategic Transit Assessment

## *Recommendations for New Local Transit Routes*

	Headway	Days of Service	Annual Gross Cost	Subsidy at 30% FRR
Conway	30/60	100	\$ 150,000	\$ 105,000
Laconia	60	255	\$ 250,000	\$ 175,000
Milford	60	156	\$ 105,000	\$ 73,500
Franklin/Tilton	60	255	\$ 250,000	\$ 175,000
Suncook	60	255	\$ 250,000	\$ 175,000
Plymouth	40	255	\$ 250,000	\$ 175,000
Exeter	60	255	\$ 250,000	\$ 175,000
<b>Total</b>			<b>\$ 1,505,000</b>	<b>\$ 1,053,500</b>



## Summary Across All Services

<u>Services</u>	<u>Annualized Estimate</u>
• Urban Unmet Operating Needs	\$2.4 million
• Urban Unmet Capital Needs	\$1.9 million
• Urban Frequency Improvements	\$12.4 million
• SSTA Recommended Technology Upgrades	\$2.9 million
• SSTA Recommended New Services	\$6.6 million
• Expand Volunteer coverage to all communities	\$2.3 million
<hr/> TOTAL	<hr/> \$28.5 million

## How Do Other States Fund Public Transit?

State	2017 Population	2017 State Funding	2017 Per Capita Funding	2017 State Funding for Operating	Per Capita Funding for Operating
Massachusetts	6,859,819	2,005,445,417	\$ 292.35	\$1,955,368,899	\$ 285.05
Connecticut	3,588,184	632,110,145	\$ 176.16	\$ 364,010,145	\$ 101.45
Rhode Island	1,059,639	57,309,695	\$ 54.08	\$ 48,420,242	\$ 45.70
Vermont	623,657	7,928,915	\$ 12.71	\$ 6,745,749	\$ 10.82
Maine	1,335,907	1,263,595	\$ 0.95	\$ 1,147,845	\$ 0.86
New Hampshire	1,342,795	679,318	\$ 0.51	\$ -	\$ -
		National Average	\$ 58.47		
		National Median	\$ 5.45	(North Dakota)	

***\$200K/year operating assistance in SFY20-21 State Budget = \$0.15/capita***