



PARATRANSIT WORKGROUP

November 14, 2018 2 p.m. to 3:30 p.m.

The George Howard Building – Columbia-Ellicott Room
3430 Court House Drive, Ellicott City, MD 21043

AGENDA

1. Introductions

2. Approve agenda

3. Purpose

Workgroup objectives

4. Process

Status

Prior meeting - Supply

5. Discussion Topics

- Current pressures, future demand
- RTA paratransit budgeting
- RTA Paratransit spending
- Larger budget/fiscal context

6. Next Steps

Next meetings: other providers; other jurisdictions; policy options



HOWARD COUNTY OFFICE OF TRANSPORTATION

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

cgraham@howardcountymd.gov

FAX 410-313-3467

TDD 410-313-2323

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MEETING SUMMARY

1. Discussion Topics

- Current pressures, future demand

Regional Transportation Agency (RTA) currently feels pressure meeting the riders' demands. The demand is growing, as they are seeing an increase in riders. The RTA is working hard to get RTA certified riders cards to the community so that riders can ride the fixed route buses and so as to relieve some of the pressure on the paratransit service. Over the next two to three years, they predict a 10%-15% minimum increase in rider demand.

There are challenges and constraints making improvements to bus stops. The Office of Transportation (OoT) is making progress on prioritizing improvements. OoT's goal is to have a prioritization plan complete to present to the Transit Pedestrian Advisory Group (TPAG) at its meeting January 8, 2019.

Jason Quan of OoT presented a graph showing the growth of riders in different age groups. Most of the growth is in the age 65 plus community. There will be a spike in demand within this age group.

- RTA paratransit budgeting/spending

The FY 2019 expense budget for transit in Howard County is roughly \$12.4 million. There is no separate budget for paratransit versus fixed route, but RTA estimates it spends approximately \$8.5 million on fixed route and \$3.9 million on paratransit services, which includes general paratransit as well as ADA.

- Larger budget/fiscal context

The Howard County budget office is asking each department to come up with a reduced budget scenario for FY 20 that is 2% below FY 2019, as well as a 2% reduction for each of the next five years. This will not be possible without adjustments to transit services.

2. Next Steps

Clive recommended having one or two future meetings and spend time gathering more information and data for policy options and recommendations.

CURRENT DEMAND

	2015	2016	2017	2018	2019 (1st Quarter)
RTA Paratransit Trips	64,518	65,519	72,647	71,972	19,178
Taxi Trips	14,680	9,352	13,233	13,855	3,126
TOTAL	79,198	74,871	85,880	85,827	22,304

FYI 2015 vs FYI 2016: 79,198 - 78,871 RTA performed **extra** trips: 327

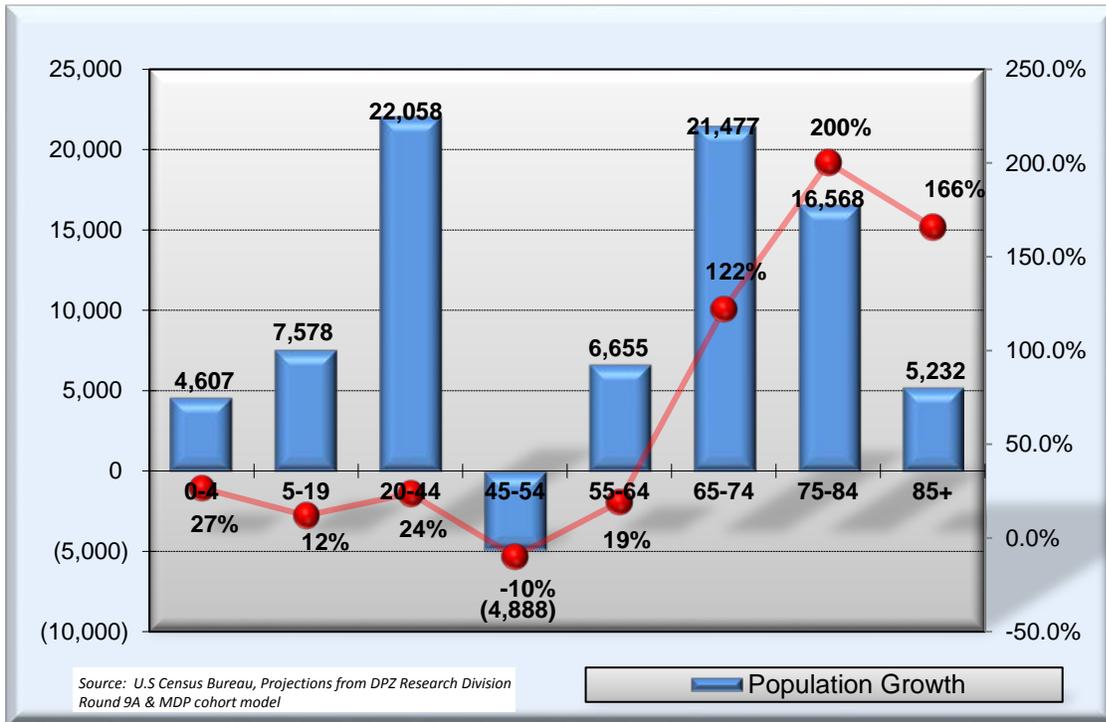
FYI 2016 vs FYI 2017: 78,871 – 85,880 RTA performed **extra** trips: 7,009

FYI 2017 vs FYI 2018: 85,880 – 85,890 RTA performed **less** trips: 10

POPULATION GROWTH BY AGE – 2010 to 2030

- Overall county population estimated to grow approximately 28% by 2030.
- Seniors 65 and over will account for over 50% of this growth.

Age	2010	2015	2020	2025	2030	2010 to 2030	
						Growth	% Change
0-4	17,363	19,168	20,040	21,536	21,970	4,607	27%
5-19	63,360	65,236	66,408	68,320	70,938	7,578	12%
20-44	92,961	98,966	106,263	113,066	115,019	22,058	24%
45-54	49,585	49,520	44,732	42,734	44,697	(4,888)	-10%
55-64	34,771	41,039	46,032	45,364	41,426	6,655	19%
65-74	17,616	24,696	30,449	34,972	39,093	21,477	122%
75-84	8,277	10,654	14,812	20,339	24,845	16,568	200%
85+	3,152	4,085	4,957	6,223	8,384	5,232	166%
TOTAL	287,085	313,364	333,693	352,554	366,372	79,287	28%

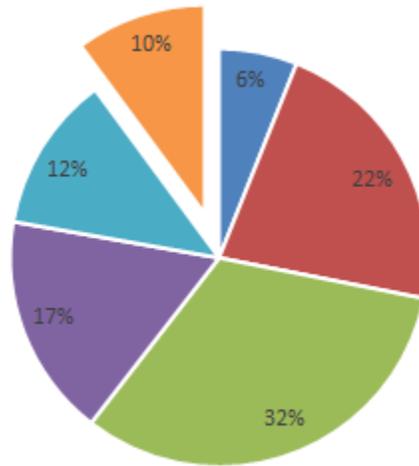


POPULATION DISTRIBUTION

- The percentage of the overall population for age groups under 65 either is projected to remain the same or decrease.
- Seniors 65 and over is projected to be 20% of the population by 2030.

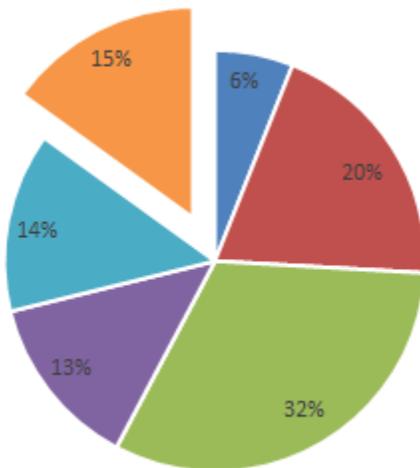
Age	2010	2015	2020	2025	2030
0-4	6%	6%	6%	6%	6%
5-19	22%	21%	20%	19%	19%
20-44	32%	32%	32%	32%	31%
45-54	17%	16%	13%	12%	12%
55-64	12%	13%	14%	13%	11%
65+	10%	13%	15%	17%	20%
TOTAL	100%	100%	100%	100%	100%

2010



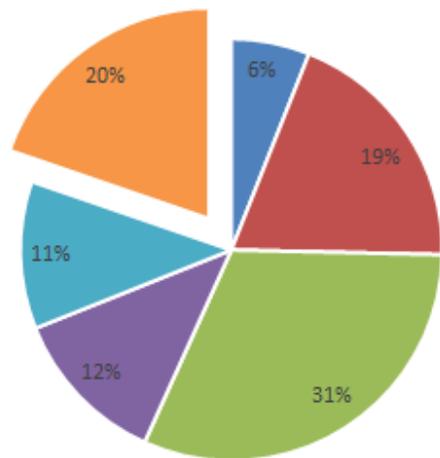
■ 0-4 ■ 5-19 ■ 20-44 ■ 45-54 ■ 55-64 ■ 65+

2020



■ 0-4 ■ 5-19 ■ 20-44 ■ 45-54 ■ 55-64 ■ 65+

2030



■ 0-4 ■ 5-19 ■ 20-44 ■ 45-54 ■ 55-64 ■ 65+

SENIOR POPULATION (65+) RELATIVE TO TRANSIT SHED

- 58% of growth for senior population (65+) occurs within the transit shed
- By 2030 equal number of seniors reside within and outside the transit shed

	2015	2020	2025	2030	2015 to 2030	
					Growth	% Change
Total Population	313,364	333,693	352,554	366,372	53,008	17%
Within Transit Shed	157,627	172,248	183,024	190,726	33,099	21%
Outside Transit Shed	155,737	161,445	169,530	175,646	19,909	13%
65 +	39,435	50,218	61,534	72,322	32,887	83%
Within Transit Shed	16,780	24,741	30,411	35,813	19,033	113%
Outside Transit Shed	22,655	25,477	31,123	36,509	13,854	61%

POTENTIAL TRANSIT DEMAND FOR GPT AND ADA IN HOWARD COUNTY

- Assumes an annual average of 14,000 taxi trips.
- 2015 and 2018 are actuals.
- ADA trips experiences the largest growth in demand.
- By 2030 total GPT will have grown 86%.

	2015	2018	2020	2025	2030
GPT	41,033	42,660	44,838	51,459	57,770
ADA	23,485	29,312	33,980	49,168	71,144
Taxi	14,680	13,855	14,000	14,000	14,000
TOTAL	79,198	85,827	92,818	114,627	142,914



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RTA Paratransit Spending Talking points

1. Trips per year FY 18

ADA ¹	36,000
GPT ¹	49,000
Total PT	85,000
Fixed Route trips (Ho Co)	728,000

¹Includes 14,000 Taxi cab trips (split 50/50)

2. Cost (FY 19 budget)

ADA	\$1.5 million
GPT	\$2.4 million
Total PT	\$3.9 million
Fixed Route	\$8.5 million

3. ADA trips must be provided – no trip denials. Few opportunities to adjust policy.

4. Registered & Active riders

ADA	617
GPT	3,764

Active riders, approximately 800 (ADA plus GPT), equivalent to less than 0.5% of seniors in Howard County.

- 5. Trips within areas served by fixed route – a lot of GPT trips are within.** It is good, easy to use service. Travel by fixed route less convenient for some riders.

These riders also have other options, that the County funds, i.e., the transit subsidy per rider in the transit service area is high (paratransit plus fixed route).

Table 4-40: GPT Trips within Transit Shed

Trip End	RTA Transit Shed	
	¼ Mile	½ Mile
Origin or Destination	77% (3,239)	67% (2,833)
Both Origin and Destination	70% (2,969)	44% (1,873)

Source: September 2016 RTA Paratransit Trips

6. GPT Trip Types

Adults with disabilities 35%

Of which, major trip types: employment (40%), medical (15%). Many trips uncoded (41%)

Seniors 65%

Of which, major trip types: senior center (37%), medical (16%). Many trips uncoded (37%)

7. Trips outside the transit service area can be expensive (deadhead miles).

Trips to western Ho Co, particularly so – average approx. 33% more miles.

8. Some riders are “frequent flyers” – they ride often.

General Paratransit Trips July 2016			
	Riders	# Trips	
Total	356	3,983	
>20 trips in the month	66	1,805	45%
< 20 trips in the month	290	2,178	55%

Frequent flyers are likely are transit-dependent or they have found a system that just works for them.

9. Difficult to easily assign costs to trip types

Many variables: taxi vs. RTA vehicles; shared trips; different trip purposes.