Where is the Transit Industry Headed?

Scott Bogren
Executive Director
Community Transportation Association of America
The Community Transportation Association of America

- A national membership organization of 1,200 members and 3,000+ affiliated organizations and individuals dedicated to the core value that **Mobility is a Basic Human Right**.

- CTAA advocates, promotes and analyzes all forms of public and community transportation through research, training, education, technical assistance and partnerships.

- Our core transportation provider members are agencies providing rural, small-city, specialized, tribal, volunteer, commuter and non-emergency medical transportation.

- We’re passionate about transit!
Taking a Closer Look at Transportation Trends
Ridership is Falling… Or is it?

- Impact on NYC, Washington, DC on overall numbers
- Service redesigns have increased ridership in Houston, Seattle/Tacoma and Flagstaff, Arizona
- Impact of TNCs, bikeshare, scooters, etc.
- The marketplace is telling traditional transportation providers something important. But are they listening?
Rural Transit Ridership is Growing

BY THE NUMBERS

Rural Transit’s Importance in the Community

- **17%**
  - Percentage of rural areas that are older persons (versus 13% in urban areas)

- **50%**
  - Rural Americans with disabilities take 50% more trips on public transit

While rural America lost nearly half a million residents from 2010 to 2016, rural transit ridership increased by 7.8% percent during that same time period.

- **491,000**

- **3.55x**
  - Rural transit’s multiplier effect is $3.55 for every $1 invested

- **33%**
  - One third of American veterans live in rural areas (2.9 million)
Older Americans Will Demand Mobility Options

Source: Administration on Aging
People with Disabilities Need Transit

1 in 5 Americans has a disability

56.7 million people
Successful Health Care Outcomes
Need Transit

3.6 million Americans miss or delay health care appointments due to transportation annually.
Chronic Health Care Conditions Create Transit Demand

75% of all health care spending goes to treatment of chronic conditions

Source: Centers for Disease Control
Younger People are Driving Less and Buying Fewer Cars
Urban Congestion Continues Unabated

Exhibit 3. Congestion Growth Trend – Hours of Delay per Auto Commuter

Small = less than 500,000
Medium = 500,000 to 1 million
Large = 1 million to 3 million
Very Large = more than 3 million
Distracted Drivers
A Closer Look at Maine
State Transit Investment in Maine

$1.1m in FY 2015
State Transit Investment in Maine

$1.1m in FY 2015
Overall Population Trend

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>1,274,924</td>
<td>1,328,361</td>
<td>53,437</td>
<td>4.19%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td>280,405,781</td>
<td>307,745,539</td>
<td>27,339,758</td>
<td>9.75%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Population Change, Percent by County, US Census 2000 - 2010

- Over 10.0% Increase ( )
- 2.0 - 10.0% Increase ( )
- Less Than 2.0% Change ( /- )
- 2.0 - 10.0% Decrease ( - )
- Over 10.0% Decrease ( - )
- No Population or No Data

Report Area
## Urban/Rural Population

<table>
<thead>
<tr>
<th></th>
<th>Maine</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,328,361</td>
<td>312,471,327</td>
</tr>
<tr>
<td>Urban Population</td>
<td>513,542</td>
<td>252,746,527</td>
</tr>
<tr>
<td>Rural Population</td>
<td>814,819</td>
<td>59,724,800</td>
</tr>
<tr>
<td>Urban %</td>
<td>38.66%</td>
<td>80.89%</td>
</tr>
<tr>
<td>Rural %</td>
<td>61.34%</td>
<td>19.11%</td>
</tr>
</tbody>
</table>

Data Source: US Census Bureau, [Decennial Census](https://www.census.gov), 2010. Source geography: Tract

### Urban Population, Percent by Tract, US Census 2010

- 100% Rural Population
- 90.1 - 99.9%
- 50.1 - 90.0%
- Under 50.1%
- No Rural Population
- No Data or Data Suppressed
- Report Area

![Map of Maine showing urban/rural population by tract](image-url)
## Older Adult Population

<table>
<thead>
<tr>
<th></th>
<th>Maine</th>
<th>United States</th>
<th>18.22%</th>
<th>14.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012-16</td>
<td>1,329,923</td>
<td>318,558,162</td>
<td>242,251</td>
<td>46,180,632</td>
</tr>
</tbody>
</table>

*Data Source: US Census Bureau, American Community Survey, 2012-16. Source geography: Tract*

---

**Population Age 65, Percent by County, ACS 2012-16**

- **Over 20.0%**
- **16.1 - 20.0%**
- **12.1 - 16.0%**
- **Under 12.1%**
- **No Data or Data Suppressed**
- **Report Area**
Population with a Disability

<table>
<thead>
<tr>
<th></th>
<th>Maine</th>
<th>United States</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,315,603</td>
<td>313,576,137</td>
<td>15.88%</td>
</tr>
<tr>
<td></td>
<td>208,854</td>
<td>39,272,529</td>
<td>12.52%</td>
</tr>
</tbody>
</table>

Note: This indicator is compared with the state average.
Veterans Population

<table>
<thead>
<tr>
<th></th>
<th>Total Population</th>
<th>Veterans Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>1,068,652</td>
<td>114,000</td>
<td>10.67%</td>
</tr>
<tr>
<td>United States</td>
<td>243,935,157</td>
<td>19,535,341</td>
<td>8.01%</td>
</tr>
</tbody>
</table>

### Unemployment Rate

<table>
<thead>
<tr>
<th></th>
<th>Maine</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unemployed</td>
<td>722,902</td>
<td>162,996,774</td>
</tr>
<tr>
<td>Employed</td>
<td>702,184</td>
<td>156,527,318</td>
</tr>
<tr>
<td>Labor Force</td>
<td>20,718</td>
<td>6,469,456</td>
</tr>
<tr>
<td>Rate</td>
<td>2.9%</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Note: This indicator is compared with the state average.*

*Data Source: US Department of Labor, Bureau of Labor Statistics, 2018 - August. Source geography: County*

---

**Unemployment, Rate by County, BLS 2018 - August**

- **Over 12.0%**
- **9.1 - 12.0%**
- **6.1 - 9.0%**
- **3.1 - 6.0%**
- **Under 3.1%**

[Map showing unemployment rates by county]
Substance Abuse Overdose Rates

Drug Overdose Mortality, Age Adj. Rate (Per 100,000 Pop.) by County, NVSS 2012-16

- Over 25.0
- 20.1 - 25.0
- 10.1 - 20.0
- Under 10.1
- Data Suppressed (<20 Deaths)

Drug Overdose Mortality, Age-Adjusted Rate (Per 100,000 Pop.) by Year, 2003 through 2014

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>10</td>
<td>12.4</td>
<td>12.4</td>
<td>11</td>
<td>13.6</td>
<td>12.7</td>
<td>14</td>
<td>13.2</td>
<td>16.6</td>
<td>14.5</td>
<td>17.4</td>
<td>16.8</td>
</tr>
<tr>
<td>United States</td>
<td>10.8</td>
<td>11</td>
<td>10.9</td>
<td>11</td>
<td>11.3</td>
<td>11.6</td>
<td>11.8</td>
<td>12.1</td>
<td>12.3</td>
<td>12.6</td>
<td>12.6</td>
<td>14.7</td>
</tr>
</tbody>
</table>
# Commuters Using Public Transportation

<table>
<thead>
<tr>
<th></th>
<th>Maine</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>639,116</td>
<td>145,861,221</td>
</tr>
<tr>
<td></td>
<td>4,110</td>
<td>7,476,312</td>
</tr>
<tr>
<td></td>
<td>0.64%</td>
<td>5.13%</td>
</tr>
</tbody>
</table>

*Note: This indicator is compared with the state average.*

*Data Source: US Census Bureau, [American Community Survey](https://www.census.gov), 2012-16. Source geography: Tract*

---

**Workers Traveling to Work Using Public Transit, Percent by County, ACS 2012-16**

- Over 1.0%
- 0.6 - 1.0%
- 0.1 - 0.5%
- 0.0%
- Report Area
Emerging Innovations in Transit

- Service Redesigns Focused on Frequency
- On-Demand/TNCs
- Simplifying Fare Payment
- Autonomous Vehicles
- Connected vehicles
- Car & Bike Sharing
- Micro-transit
Bus System Redesigns
Where Will TNCs Fit?

- TNCs are here to stay and will play a key role in the future of community and public transportation.

- TNCs have created demand and expectations.

- Questions about longevity of TNC business model

- Accessibility and data sharing are challenges, but not insurmountable

- Autonomous Vehicles are key to TNC success, but there’s real competition
Why We Need Transit
Micro-transit concepts

- Public collective transport
- Private individual transport

On-demand Microtransit

flexible vs. fixed

collective vs. individual
Autonomous Vehicles: Coming Soon (or, Already Here!)
Connected vehicles
Takeaways

- Change
- No One Size Fits All
- Flexibility and Networking is Vital
- Not Real Time — Now Time
- Growth Markets = Toughest/Most Expensive
- Federal/State Partnership Never More Important
- Technology is the Equalizer
- The Next Transportation Era is Taking Shape
Contact information:

- bogren@ctaa.org
- Twitter: @OfficialCTAA
- www.ctaa.org
- 202.247.1921