

Vermont Public Transit Program Overview

House Transportation Committee

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Introduction: Vision Statement

- *“Public transit meets the basic mobility needs of all Vermonters including transit dependent persons, provides access to employment and other modes, mitigates congestion, preserves air quality and promotes efficient energy use, and advances the State’s economic development objectives – all in a safe, reliable, cost-effective, and environmentally responsible manner.”*

Vermont currently has a variety of Public Transit modes that serve the state:

- urban fixed route buses
- commuter routes
- rural daily or weekly services that are either fixed route or have deviation options
- demand response (pick up and drop off as needed usually at home and at destinations)
- intercity and intercity feeder service
- Go Vermont, vanpools, carpools and education
- Various IT systems and services to provide information and access to services

Express Commuter Runs



College area bus



Ski area transit



In-Town Transit



RT 7 at Rutland Multimodal Center



City Run

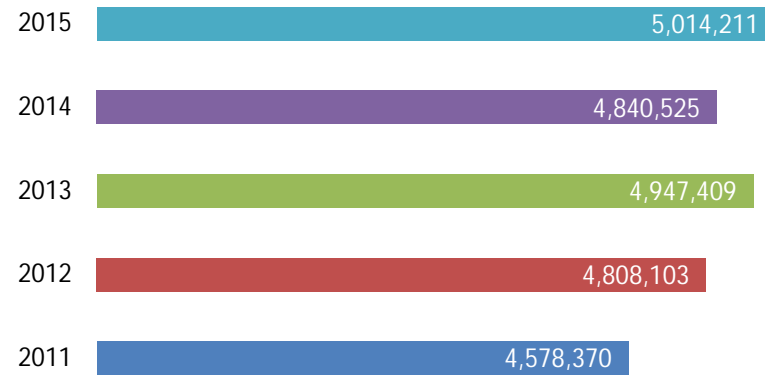


Volunteers in Action – Serving our most vulnerable and rural

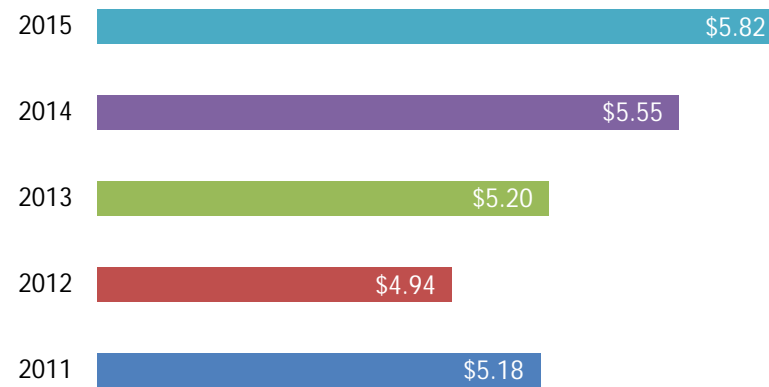
Volunteers are the bedrock of transportation for both the elderly disabled and those receiving Medicaid in our rural areas of Vermont. In addition to those supported through VTrans and DVHA, there are many others who work to provide greater mobility to those in need across the state.

Updated #'s including Greyhound subsidized trips

Total Ridership



Cost per Trip



2015/16 Accomplishments

* 438 public transit vehicles - 85% in the good to excellent state of good repair

\$56,000,000 Replacement Cost

* 5,014,211 public transit trips including intercity, We cracked the 5,000,000 mark!

* Go Vermont – 3953 carpool/vanpool participants (31% increase)
5409 Facebook friends
17 vanpools (including 4 active new vanpools with a potential 50% expansion to support Jay Peak)

* Transit trip planning - three pilot projects for Real Time arrival and automatic vehicle location (AVL)

* Work with underperforming services which require substantial subsidies.

One full year of New Intercity Buses

Vermont Bus Routes

Vermont Translines, through the Vermont Agency of Transportation, offers two daily scheduled bus service routes.

For a complete list of stops along these bus routes, please visit our fares page.



North-South Vermont Bus Route

The North-South bus route provides bus service originating in Milton, VT, primarily traveling the Route 7 corridor to the Albany, NY, bus terminal and Albany airport, with stops along the way in towns as marked on the map.



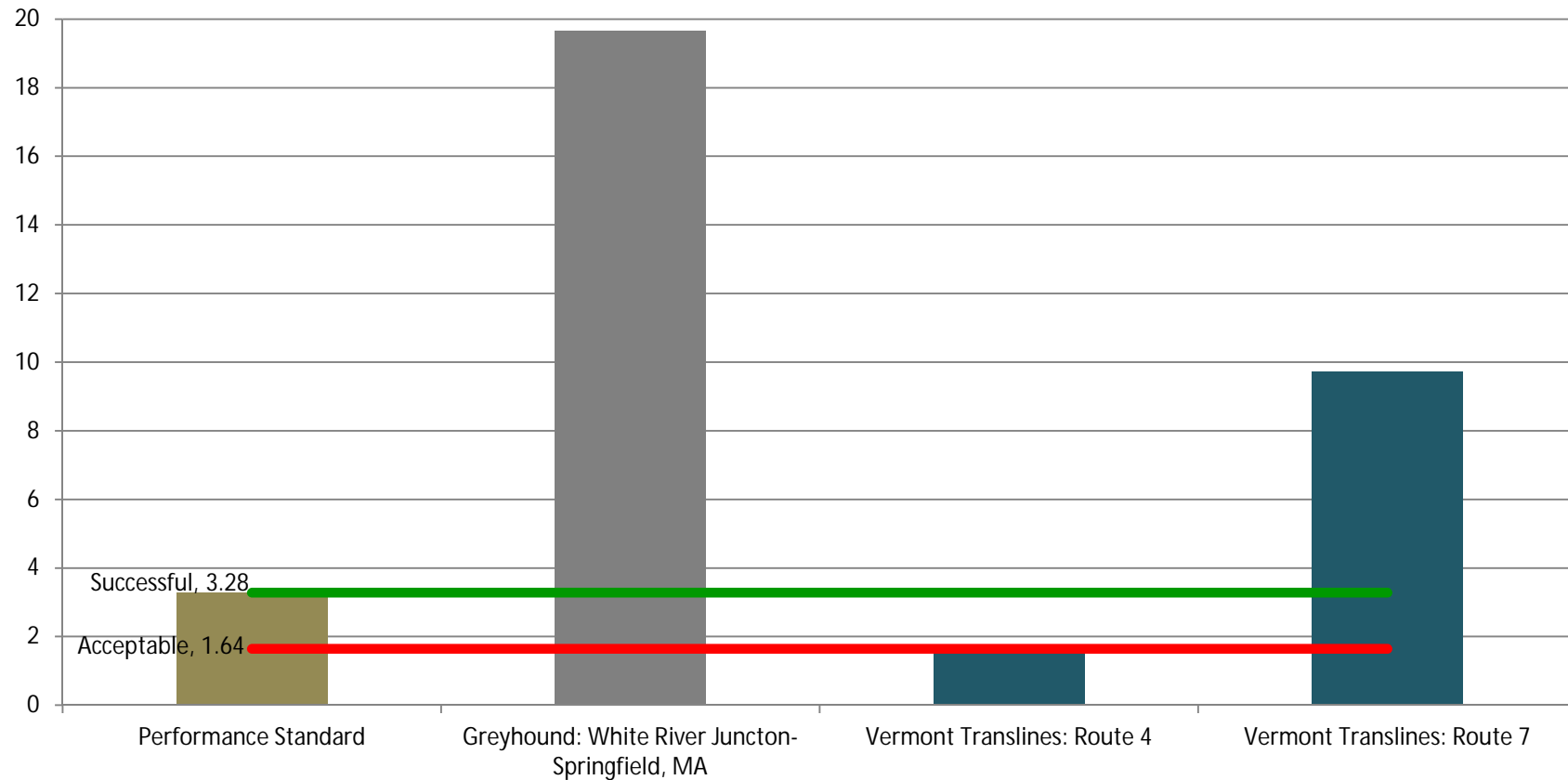
East-West Vermont Bus Route

The East-West bus route originates in Rutland, VT, and travels primarily along Route 4, with service to the White River Junction and Hanover, NH, areas.



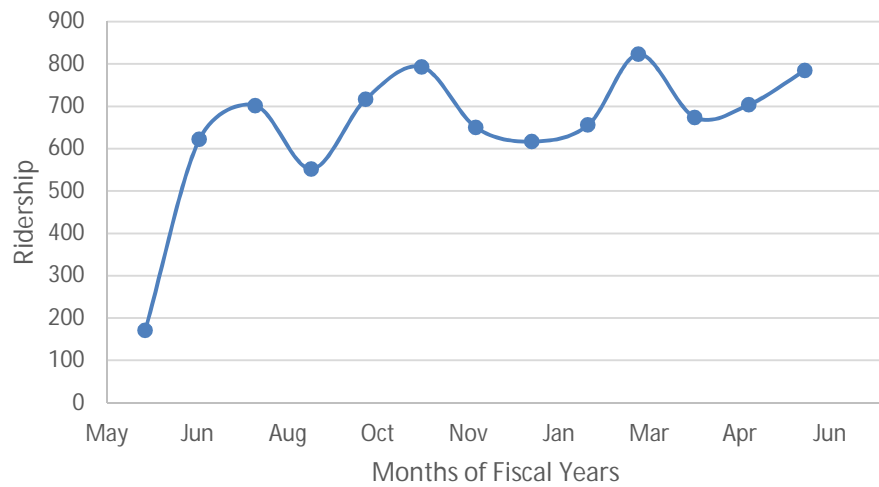
Intercity Performance

Graph #8: 2015 Intercity Boardings per Trip

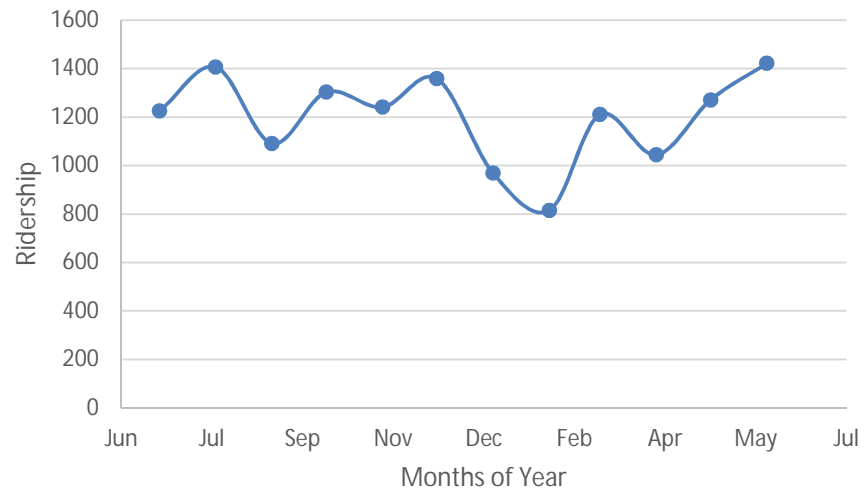


Ridership on Intercities

VT Translines Route 4 & 7



Greyhound FY15



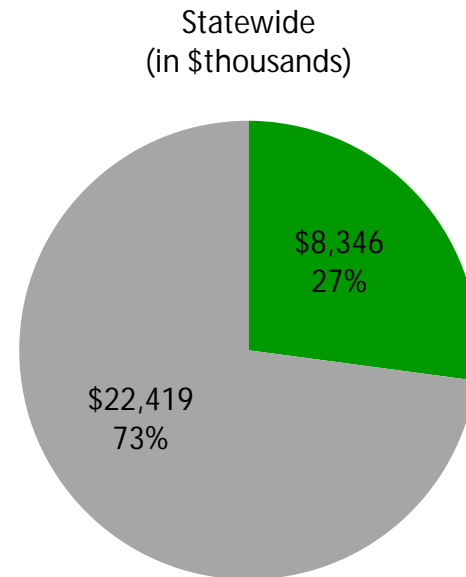
Funding

Budget increases/changes

Overall state funds increased by 4% mostly due to the need to purchase additional vehicles (\$5.2m), the growth of the Capitol Commuters Program, and a 3% increase in state match for operations.

Federal funding increased by \$4m primarily to accommodate a need to replace buses. This will come from FHWA flex funding unless a competitive grant can be obtained.

- Local Share in FY 2015



Federal Funds projected (not including CTAA's direct funding):
FTA \$7,150,000,
FHWA \$15,850,000,
T-fund \$7,650,000
Local share: \$9,000,000 - contributions and fares.
Public/private partnerships – supporters - private businesses, public institutions, seasonal industries reducing the need for additional parking.

Public Transit Section Budget FY 17

DESCRIPTION	SOURCE	OTHER	PE	ROW	CON	TOTAL	T FUND	FEDERAL	OTHE	TOTAL	CCTA only
FUTURE PROJECTS D&E	FTA 5304 formula & T	143,636				143,636	28,636	115,000		143,636	-
3 YEAR DEMONSTRATION-OPERATING-CMAQ	CMAQ & t-fund	2,733,755				2,733,755	288,125	2,445,630		2,733,755	1,224,873
ADMINISTRATIVE SUPPORT	STP TRANSFER & T fu	529,530				529,530	129,530	400,000		529,530	-
RURAL TRANSPORTATION (includes mktg.)	STP transfer + FTA 53	7,862,666				7,862,666	246,640	7,616,026		7,862,666	-
URBAN ASSISTANCE	STP transfer	900,000				900,000	-	900,000		900,000	900,000
STATE PUBLIC TRANSPORTATION FUNDS	T-fund	5,862,165				5,862,165	5,862,165	-		5,862,165	-
RURAL PREVENTIVE MAINTENANCE	STP transfer	500,000				500,000	-	500,000		500,000	-
CCTA PREVENTIVE MAINTENANCE	STP transfer	500,000				500,000	-	500,000		500,000	500,000
TECHNICAL ASSISTANCE	STP transfer and T-fur	200,000				200,000	40,000	160,000		200,000	-
RURAL TECHNICAL ASSISTANCE	FTA 5311 formula	115,000				115,000	-	115,000		115,000	-
ELDERS & PERSONS WITH DISABILITIES PROG	STP transfer and T-fur	4,098,819				4,098,819	98,819	4,000,000		4,098,819	-
VERMONT KIDNEY ASSOCIATION GRANT	T-fund	50,000				50,000	50,000	-		50,000	-
CAPITAL MOBILITY PROJECT	T-fund	109,500				109,500	109,500	-		109,500	-
GO VERMONT/STATEWIDE MARKETING	CMAQ transfer & t-fun	788,500				788,500	50,500	738,000		788,500	-
CAPITAL - GENERAL PUBLIC	FTA 5309 discretionary	8,896,250				8,896,250	646,250	8,250,000		8,896,250	300,000
CAPITAL ASSISTANCE - ELDERLY & DISABLE	FTA 5310 formula	618,750				618,750	68,750	550,000		618,750	160,000
CAPITAL ASSISTANCE - FACILITY DEVELOPM	T-fund, STP transfer, S	850,000				850,000	310,000	540,000		850,000	500,000
Total		34,758,571	-	-	-	34,758,571	7,928,915	26,829,656	-	34,758,571	-
Direct CCTA		3,584,873				3,584,873		3,584,873		3,584,873	-
Total w ithout Direct CCTA		31,173,698	-			31,173,698		23,244,783		31,173,698	-

Major Budget Changes

T-Fund

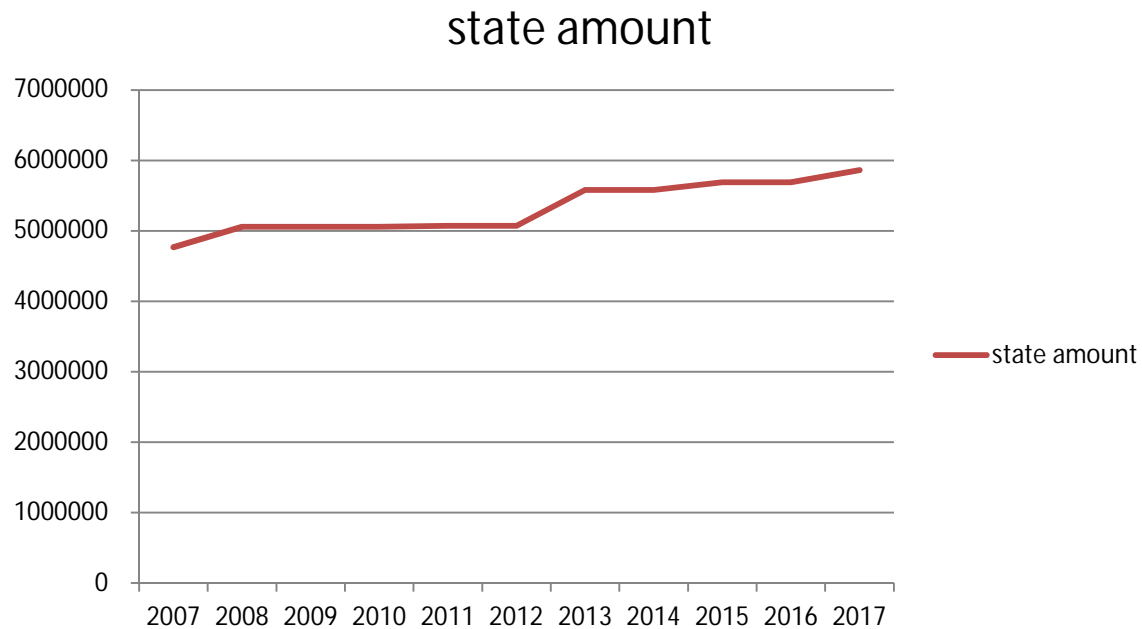
- Capital Commuters expansion
- 3% increase in state match for federal operating
- Increase to match vehicle purchases

Federal

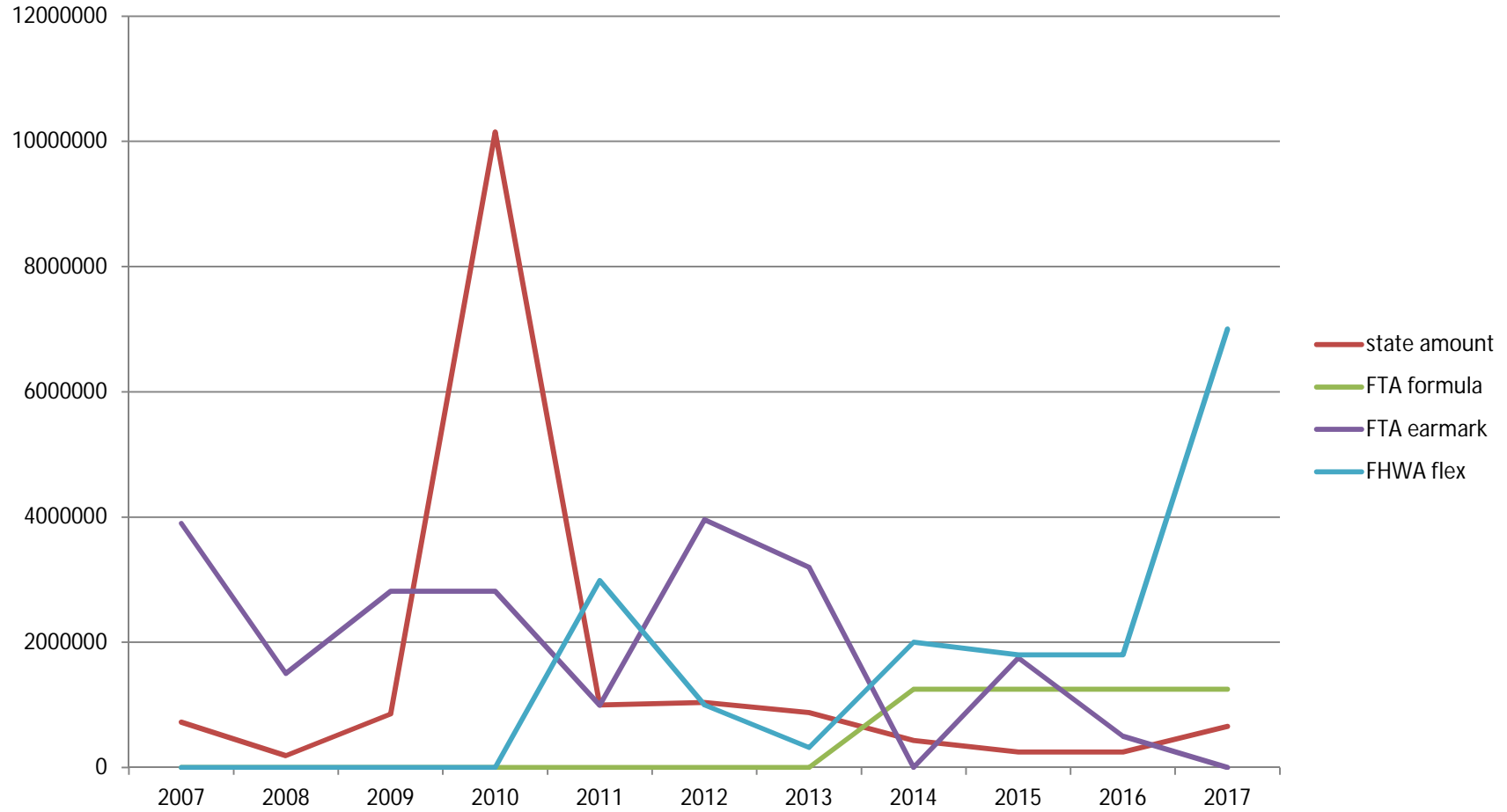
- Increase in capital to purchase buses
- Increase in Go Vermont for new innovative projects including real time arrivals and electronic fare collection

State Public Transit Funds

state fiscal years	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
state amount	4765854	5060105	5060105	5060105	5070904	5070904	5579825	5579825	5691422	5691422	5862165
difference %		6.1742%	0.0000%	0.0000%	0.2134%	0.0000%	10.0361%	0.0000%	2.0000%	0.0000%	3.0000%



General Public Capital



Capital Needs - Vehicles, Facilities, Technology



Vehicles -

replacement year	# of vehicles	replacement cost		
		fed	state	total
2015	161	\$ 20,652,000	\$ 2,581,500	\$ 25,815,000
2016	34	\$ 3,524,000	\$ 440,500	\$ 4,405,000
2017	64	\$ 5,596,000	\$ 699,500	\$ 6,995,000
2018	15	\$ 1,860,000	\$ 232,500	\$ 2,325,000
2019total	27	\$ 3,652,000	\$ 456,500	\$ 4,565,000
2020total	128	\$ 14,104,000	\$ 1,763,000	\$ 17,630,000
2021total	45	\$ 8,904,000	\$ 1,113,000	\$ 11,130,000
2022total	78	\$ 9,840,000	\$ 1,230,000	\$ 12,300,000
2023total	27	\$ 4,840,000	\$ 605,000	\$ 6,050,000
2024total	20	\$ 4,200,000	\$ 525,000	\$ 5,250,000
2025total	17	\$ 4,600,000	\$ 575,000	\$ 5,750,000

2017 Projects

- Deliver and analyze real time pilots and determine best fit and statewide roll out.
- Create and roll out pilots on ride-hailing services such as Bridj.
- Collaborate on roll out of trip planning programs which give all the options, scheduled and demand response bus, car/vanpool, ride share.
- Review methods by which funding is allocated across the variety of service areas.
- Initiate programs to reduce state/federal investments per trip.
- Safety plans.
- Secure additional funding for capital investments and energy goals.
- Analyze and plan appropriate new connecting services with emphasis on underserved areas and increased frequency.
- Improve coordination and information between local and intercity services and rail.
- In 2016, Volpe will take action on six emerging issues: Advanced automation and emerging technologies; breakthroughs in safety; data analytics, visualization, and real-time decision making; transportation energy and sustainability; transportation system resiliency; and on-demand mobility, smart cities, and livable communities.

FAST ACT HIGH EXPECTATIONS

- An additional \$500,000 in the FTA formula capital program, a 40% increase
- The potential for a competitive grant, possible to fill the CCTA need for vehicles.



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clearinghouse for all efficient
transportation options throughout
Vermont.



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Programs and Services

- Automated Ride-matching software.
- Subsidized Vanpool program.
- Bus info / contact to all public transit providers.
- 1-800-685-RIDE "hotline" to assist individuals with their own commuting/transportation challenges through VEIC.
- Links to Park and Rides, "511" roadside conditions, Drive electric Vermont, and tips and trick to help save costs and pollution associated with transportation.
- Collaborating partners across the state



Go! Vermont
Vermont Agency of Transportation



Bus Information

Local Routes

City to City

Carpool

Vanpool

Biking

Trains

Ferries

For Employers

Sponsors / Partners

Contact Us

Capital Commuters

Bus Information

LOCAL ROUTES [LEARN MORE](#)

FIND BUS ROUTES IN YOUR AREA

CITY-TO-CITY [LEARN MORE](#)

FIND BUS ROUTES TO CITIES

CALL US: Our Q/A Hotline **800-685-RIDE (7433)** is an easy way to get any questions you have about the bus answered by a real person. Ask us anything! From bus routes and scheduling to special services in your area. Call today.

BUS SCHEDULES: For available routes and schedules, you can find links to all the [local](#) and [city-to-city](#) bus service providers here in Vermont.

SOLUTIONS: We're dedicated to getting Vermonters where they need to go. If you have a special transportation challenge let us know. **800-685-RIDE (7433)**. We can work with you to get you where you need to go.

Vermont's ten regional bus companies make up a network designed to help you get around in your community and across the state. Taking the bus is a great way to reduce the cost and



CARPOOL MATCHING

Find a ride going your way!

[Learn More.](#)



NEED HELP?
800-685-RIDE

Questions? Call our free Hotline or [e-mail us](#).



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Bus Information

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Capital Commuters

Need help getting around?

TRY CARPOOLING

Try **ZIMRIDE**, our carpool matching service 

ALL YOU NEED TO KNOW TO GO

Go Vermont is a resource for Vermonters who want to reduce the cost and environmental impact of driving. We offer free [carpool matching](#) and [vanpool services](#), and statewide [bus routes](#). Call our Q/A hotline and a real person can answer your transportation questions. 802-685-7433



BUS SCHEDULES

[learn more](#)



CARPOOL MATCHING

[learn more](#)



CARPOOL MATCHING

Find a ride going your way!
[Learn More.](#)



**NEED HELP?
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Questions? Call our free
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How Does a Vanpool Work?

- ◆ Each van has a Primary Coordinator Driver
- ◆ Minimum of two Volunteer Alternate Drivers
- ◆ Groups of 6 to 15 share the commute, cost based on van style/size and commute miles



Researchers from the University of Michigan [found a decrease in the proportion](#) of US citizens who hold licenses between 2011 and 2014. It'd be tempting to say a new wave of young Americans no longer interested in driving cars are driving the trend, especially amid a flurry of new ride-sharing services and alternate methods of transportation.

But it's not just teenagers. It's everyone. Data culled from the Federal Highway Administration shows decreases across all age groups. Among 20-to-24-year-olds, the proportion dropped 3 percent in the latest three-year span for which data is available, from 79.7 percent to 76.7 percent. Among 40-to-44-year-olds, it dropped 2.5 percent over the three years. Among 65-to-60-year-olds, it fell 1.6 percent.

The most interesting part of the data isn't that a lower percentage of younger people are eschewing driver's licenses. That percentage has been consistently falling for the past two decades, long before Uber and Lyft arrived to pose a threat to the traditional car-ownership model.

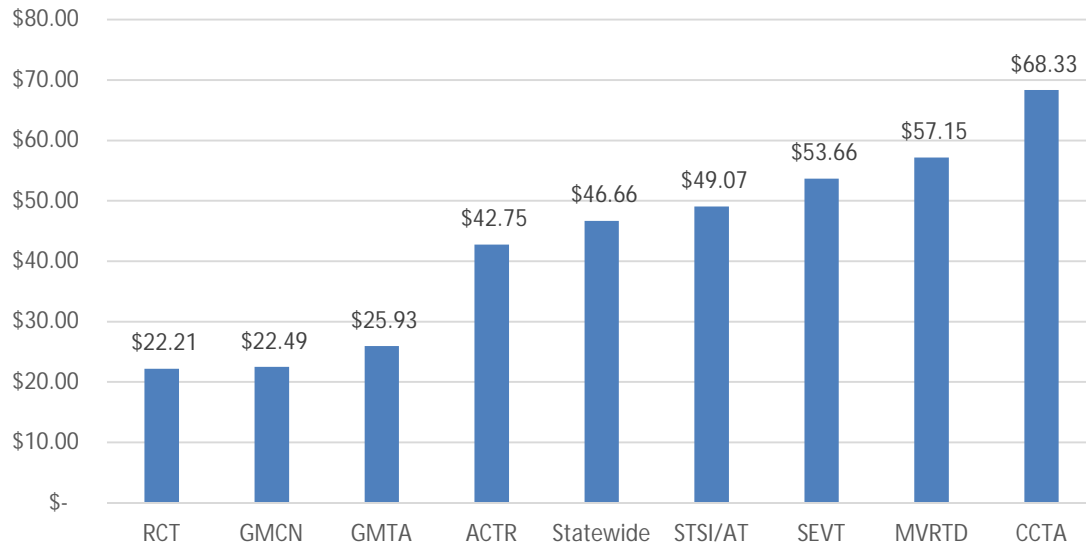
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It's that the percentage of middle-aged and senior citizens has declined. Their numbers showed a consistent rise over a quarter-century until 2008. Since the Great Recession, they've never recovered. Among those ages 60 to 64, the percentage of Americans with licenses declined by 3 percent. Among those 30 to 34, the percentage declined 4.4 percent

Funding across regions

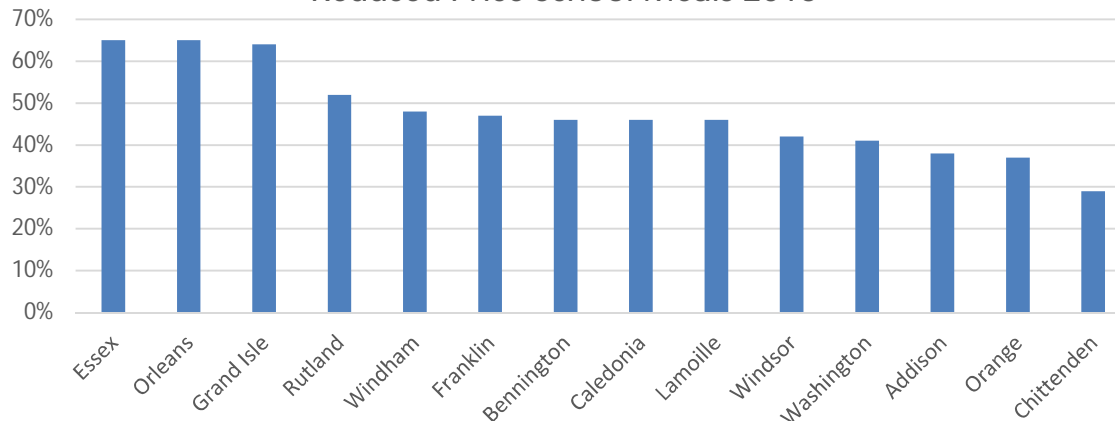
\$5m to bring up to statewide average, \$14m to bring up to urban standards

2015 Public Transit Expenditures per Capita



Note: GMTA includes Franklin, Grand Isle, Lamoille, and Washington Counties. RCT includes Caledonia, Essex, and Orleans Counties. SEVT includes Windham County and southern Windsor County, while STSI/AT includes Orange County and northern Windsor County. Statewide expenditures include those for VABVI, Vermont Translines, and Greyhound.

Percent of Public School Children Approved for Free and Reduced Price School Meals 2015



Data Source: Hunger Free Vermont