

Vermont Public Transit Program Overview

HOUSE TRANSPORTATION COMMITTEE

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VTrans Mission Statement - Provide for the safe and efficient movement of people and goods

VTrans Goals - 1) safe; 2) cost effective; 3) efficient; 4) innovative; 5) workforce development

Public Transit Vision -

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.

Transit in Vermont

- ▶ 576 employees in public transit in Vermont
- ▶ \$19,000,000 in transit payroll in Vermont
- ▶ Approximately 420 buses in 2017
- ▶ Replacement value of buses is \$80,000,000
- ▶ 74% of buses are in good – excellent condition (FY17)
- ▶ 8 providers
- ▶ Approximately 15,900 riders/day
- ▶ 255 municipalities served
- ▶ 15 facilities

State Strategic Goals



Growing the Vermont
Economy



Making Vermont an
affordable place to live,
work, and do business



Protecting vulnerable
Vermonters

State Strategic Goals

Growing the Vermont Economy

- ▶ Public Transit supports extensive commuter services across the state both for year round and for seasonal employment
- ▶ Public Transit enables businesses and institutions to dedicate their facilities to increased productivity rather than additional parking
- ▶ Provides transportation to the vulnerable allowing them to access employment and services and reducing use of nursing homes, freeing up more money for disposable income
- ▶ Supporting the tourism industry by providing access for employees and skiers without needing parking space, keeping congestion off the mountains

State Strategic Goals

Making Vermont an affordable place to live, work, and do business

- ▶ Commuter transit, carpools, vanpools, reduces the cost of transportation to work, school, training and recreation
- ▶ Supports development near but not in more expensive housing areas
- ▶ Provides access to businesses and services without devoting productive space for parking

State Strategic Goals

Protecting vulnerable Vermonters

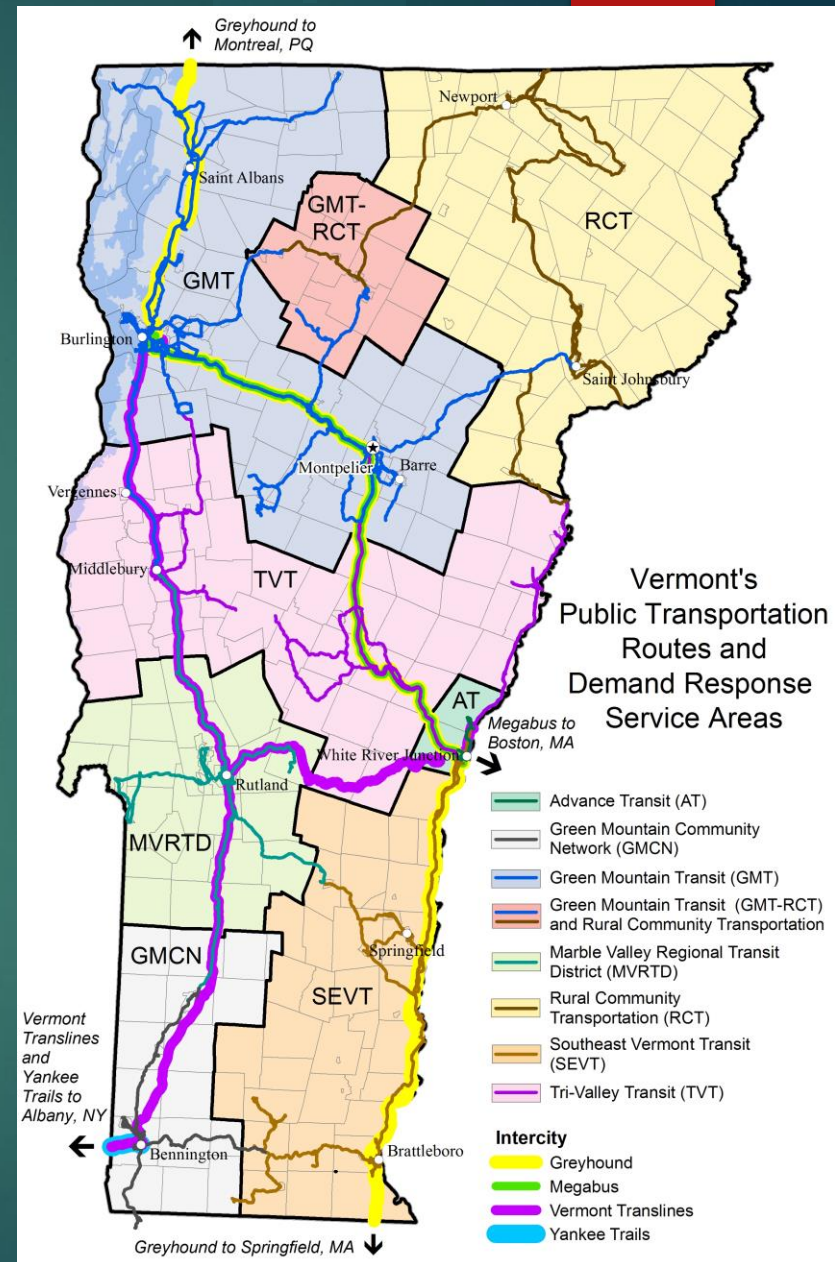
- ▶ Public Transit collaborates closely with AHS to deliver riders to necessary services including providing access to safe programs for the elderly, disabled and low income for employment, medical care and mental health appointments
- ▶ 60% of the transportation under the Medicaid contract is to opioid treatment facilities supporting Vermont's 'gold standard' approach to the epidemic. Uses VTrans vehicles, volunteers, dispatch software and facilities.
- ▶ Provides transit access to day care programs and medical appointments
- ▶ Conducts extensive background checks and training for transit drivers in various aspects of safety and customer service

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 travel information
- ▶ Various IT systems and services to provide information and access to services

How does it work?

- ▶ VTrans established E&D Advisory Committees in each region
- ▶ The Planning Agency in each region is responsible for the committee
- ▶ The advisory committees, RPTACs, create a service plan for the region which consists of how they appropriate the funds to each partner
- ▶ These partners are responsible for providing the local share
- ▶ They meet monthly to discuss transportation issues in the region and how to resolve them
- ▶ VTrans and AHS developed guidelines
- ▶ VTrans coordinators attend meetings





In-Town Transit



Express Commuter Runs

Ski area transit



Vermont Shires Connector

College area bus



City Routes



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 providing approximately 10% of the trips.

Public Transit Section Budget FY 19

DESCRIPTION	SOURCE	T FUND	FEDERAL	TOTAL
1Planning FTA	FTA	28,636	115,000	143,636
2CMAQ expansions (ongoing services)	FHWA/CMAQ	204,655	2,535,693	2,740,348
New Bennington Rail/Bus	FHWA/CMAQ	80,000	320,000	400,000
Capital Shuttle Year Round	FHWA/CMAQ	20,000	80,000	100,000
Stowe Service Increases	FHWA/CMAQ	-	75,000	75,000
4Administrative Support	FHWA	127,331	415,000	542,331
5Rural Trans Administrative	FHWA	-	2,850,000	2,850,000
6Maintenance Assistance	FHWA	-	3,750,000	3,750,000
7Rural Trans Operating	FTA	166,420	3,650,000	3,816,420
8State Public Transportation Funds	T-fund	6,075,000	-	6,075,000
9RTAP (Rural Technical Assistance Program)	FTA	-	115,000	115,000
10Elders & Persons with Disabilities Program	FHWA	101,784	4,000,000	4,101,784
11Reserve Assistance for E&D	FHWA	40,000	160,000	200,000
12Vermont Kidney Association Grant	T-fund	50,000	-	50,000
13go!Vermont/Statewide Marketing	FHWA/CMAQ	170,500	738,000	908,500
14Capital - General Public	FTA/FHWA	725,873	5,750,000	6,475,873
15Capital Assistance - Elderly & Persons with Disabilities	FTA	65,000	550,000	615,000
16Capital Assistance - Facility development* includes Berlin	FHWA	100,000	540,000	640,000
Total		7,955,199	25,643,693	33,598,892

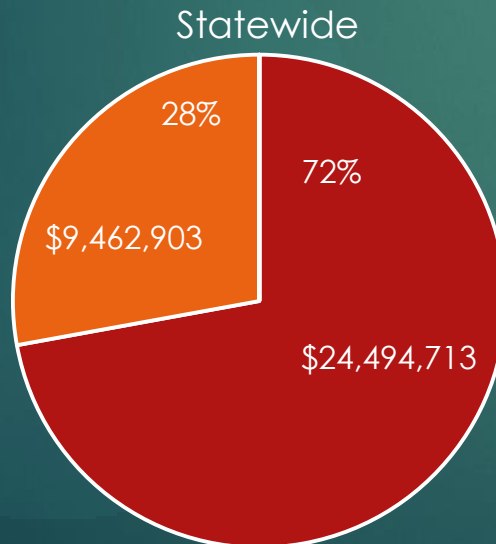
Budget Changes

T-Fund

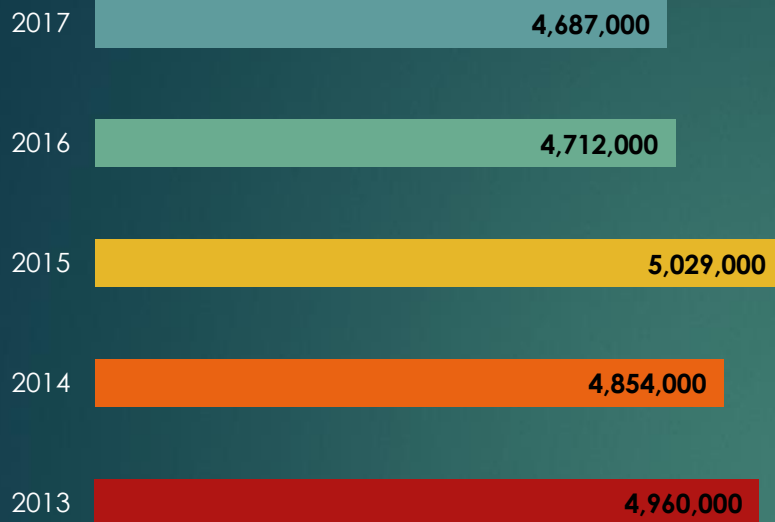
- ▶ 2.7% increase for circ alt (\$1,050)
- ▶ 1.67% increase in state match for federal operating
- ▶ Capital Commuters added for \$120,000
- ▶ 23.25% decrease for vehicle match
- ▶ No increase in total over 2018

Federal, reduction of 8.92%

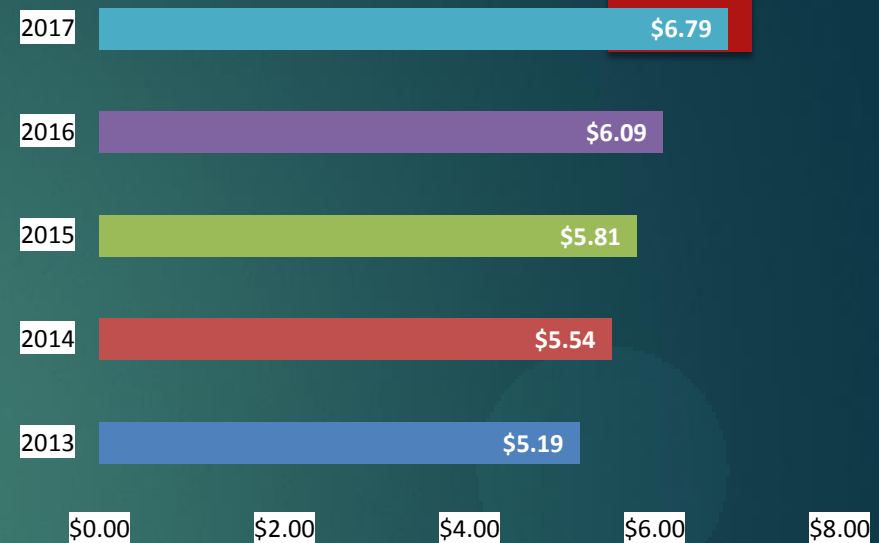
- ▶ 7.21% increase in maintenance (\$252,157)
- ▶ .47% increase in project administration (\$13,431)
- ▶ 6.04% increase for new routes (\$144,477)
- ▶ -1.19% in administrative support (10% cap) (\$5,000)
- ▶ Smaller competitive capital for buses (electric buses, +\$480,000, -1,950,000)
- ▶ Decrease \$1,000,000 in flex capital



Total Ridership



Total Cost Per Trip

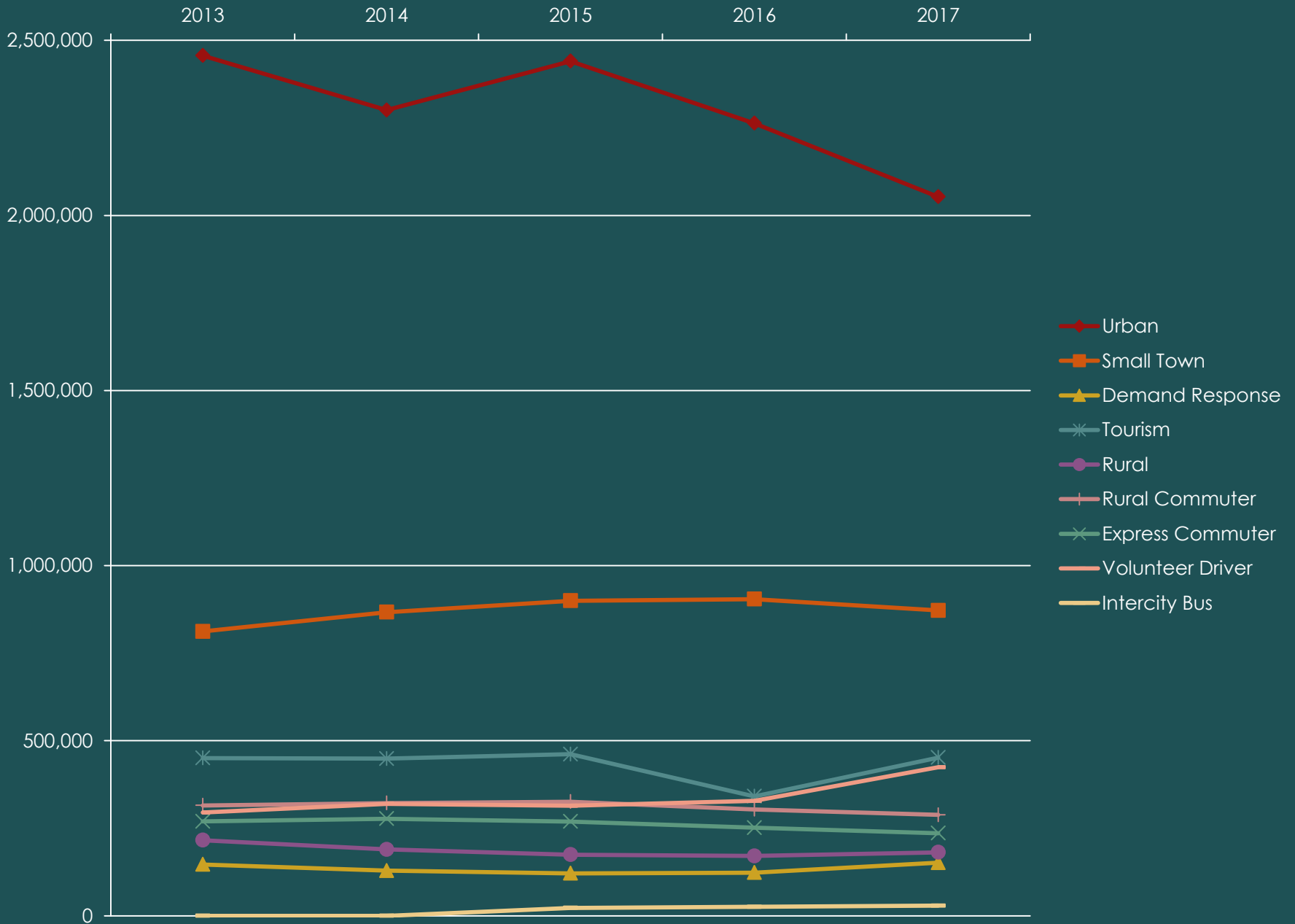


Performance Targets

Transit Program		ACTUALS			TARGETS		Target	Trend
Type of Measure	Indicator	SFY 15	SFY 16	SFY 17	SFY 18	SFY 19		
How much did you do?	Percent change in annual transit ridership	3%	-5%	-0.5%	2%	2%		
How well did you do it?	Cost per Transit Trip	\$5.81	\$6.09	\$6.79	\$6.79	\$6.79		
Is anyone better off?	Total annual transit ridership	5,029,000	4,712,000	4,687,076	4,780,818	4,876,434		

Transit Program: All three measures for the transit program show declining performance for FY 2017. This decline is attributed to the decrease in transit ridership, mostly urban ridership. Ridership is also affected by low gas prices, high employment and Transit Network Companies (TNC's). Ridership on most other types of bus routes is fairly steady or up slightly including the intercities.

CHANGE IN RIDERSHIP BY SERVICE CATEGORY



2017/18 Accomplishments

- **Additional Funding** – Performed studies and trials to address viability of e-buses, and won nationally competitive grant worth \$480,000 to buy 4 electric buses in conjunction with Green Mountain Transit for operation in Burlington fixed route service. This is a joint project with GMT, Burlington Electric Dept., VEIC and VTrans
- **Transit trip information** – Completed three pilot projects for Real Time arrival and automatic vehicle location (AVL) (Did I miss my bus or is it just late?). Rural Open Source (Swiftly) was successful and ongoing, waiting for a decision on Urban Route Shout prior to statewide deployment.
- **Launching Go Vermont Trip Planner** – finalizing the expanded “GTFS-flex” data and open trip planning tool. Unlike existing trip planners, this tool will show hail and ride stops, deviated and ADA areas, and will allow for other modes (carpools, vanpools, hotel and college shuttles, TNCs and taxis) to be discovered through a single trip search. First in the nation, and making presentations at industry conferences.

2017/18 Accomplishments

- **Intercity Connections** – Launched the Vermont Shires Connector intercity bus from Manchester/Bennington to train, bus and airport stations
- **New Park and Ride** in Rockingham to build commuter routes to WRJ/Lebanon/Hanover, new fueling facility
- **Downtown Transit Center** in Burlington
- **Producing ad campaigns** to increase volunteer participation (Community Rides), to better assist Vermont Veterans (VetLift VT), promote Vanpools and Vermont Shires Connector
- **Advance Transit completed a Transit Signal Priority feasibility study.** Transit Signal Priority (TSP) can be an effective tool to improve transit schedules by decreasing delay and improving on-time reliability for public transit commuters. Transit Signal Priority for buses can improve travel times for commuters. Advance Transit has identified potential locations for upgrading traffic signal equipment to the new TSP technology.
- **Provided** strong support to the transition to new Medicaid providers in southeastern Vermont
- Supported ACTR and Stagecoach which finalized their merger

2017/18 Accomplishments

- **SEVT Current conducted a planning study that focused on routes that were showing stagnation or decreases in ridership.** The study evaluated existing fixed routes that serve the towns of Rockingham/ Bellows Falls, Cavendish, Chester, Ludlow, and Springfield in Southern Windsor County. The study has been completed and public hearings have been conducted and SEVT is in the process implementing the route changes and improvements.
- SEVT Current is conducting a second planning study analyzing service on three Brattleboro in-town fixed routes to identify potential service improvements including SEVT (Current) demand response services. In-town routes include the Red Line, Blue Line and White Line.
- **Route Expansions** - RCT immediately expanded a route to serve a new BGS facility. The affected workforce included St. Johnsbury Probation and Parole, the Vermont Department of Health, and the Vermont Department for Children and Families.
- GMT expanded service at Stowe Mountain in conjunction with private support.
- Multiple providers coordinated to successfully serve the World Cup Ski event at Killington
- Expanded Capitol Shuttle to year round service

2017/18 Projects

- ▶ Initiate programs to reduce state/federal investments per trip, in depth analysis of underperforming routes
- ▶ Safety plans
- ▶ Transit Asset Management Plans
- ▶ Continue to pursue additional funding for capital investments and energy goals
- ▶ Analyze and plan appropriate new connecting services with emphasis on underserved areas and increased frequency
- ▶ Support greater intercity connections in the Northeast Kingdom
- ▶ Continue to develop and deploy current data on bus connections
- ▶ Update Public Transit Policy Plan and include the Human Service Transit Coordination Plan with an E&D Workplan

Capital Needs - Vehicles, Facilities, Technology



Vehicles -

Needs	# of Vehicles	Federal Cost \$ 80%	State Cost \$ 10%	Total Cost (wo local)
FY18	85	\$ 7,852,000	\$ 981,500	\$ 9,815,000
FY19	38	\$ 4,504,000	\$ 563,000	\$ 5,630,000
FY 20	70	\$ 10,820,000	\$ 1,352,500	\$ 13,525,000
FY21	118	\$ 15,412,000	\$ 1,926,500	\$ 19,265,000
FY22	35	\$ 6,700,000	\$ 837,500	\$ 8,375,000
FY23	22	\$ 5,100,000	\$ 637,500	\$ 6,375,000
FY24	13	\$ 3,500,000	\$ 437,500	\$ 4,375,000
FY25	9	\$ 3,180,000	\$ 397,500	\$ 3,975,000
FY26	5	\$ 1,900,000	\$ 237,500	\$ 2,375,000
FY27	4	\$ 1,520,000	\$ 190,000	\$ 1,900,000



VERMONT

CONNECTINGCOMMUTERS.ORG

Projects and Partnerships

- Media campaigns for public transit service, intercity, and carpools, and vanpools.
- VABIR/CWS – first mile, last mile assistance, employer/employee presentations
- CarShare VT – Program assistance and support for expansion to Montpelier
- Vermont Transportation Efficiency Network (VTEN) – group of advocates and transportation professionals working together to improve transportation options and efficiency in our communities.
- Business Outreach program - approaches and materials to promote efficient commuting and transportation plans.
- Webpages and advocacy for Vet Lift VT, Community (volunteer) drivers, Drive Electric Vermont, Upper Valley TMA, and more
- Way to Go Program – managing project with CCRPC. Program now focuses solely on schools, and now leveraging the Safe Routes to School program to provide services where needed.

Data

- 242,530 Website visits (79,814 pageviews)
- 5,486 Total Carpool Registrants
- 832 Carpool Registrants in FY 16
- 14 Vanpools in Operation
- 122 Calls/emails to call center
- 242 Businesses engaged (via phone and in-person at several coordinated and/or partner events)
- 46 schools participating and reporting results--Way to Go! School Challenge

Data

- 4 Job Fairs--Morrisville, St. Johnsbury and Barre (2x)
- 2 Public Transit events--Addison and Randolph
- 9 Conferences--REV, VECAN, UVM Gund, AIAVT, VCRD, EAN, VSBIT, VT Principal's Assoc., Dept of Health, Wellness
- 14 Town/City Clerks across Vermont and in particular in Franklin/Grand Isle, briefed on Go Vermont services
- 36 Energy Committees engaged
- 12 Meetings/multiple mtgs with local groups: Montpelier, Waterbury, Barre, Middlebury, Addison County, Brattleboro, Burlington, South Burlington, Middlesex, Essex Junction, Colchester.