

KFH GROUP, INC.

**SHORT-RANGE PUBLIC
TRANSPORTATION PLAN
FOR
*CENTRAL VERMONT***

Final Report

June 30, 2003

Prepared for

**State of Vermont
Agency of Transportation**

TABLE OF CONTENTS

	<u>Page</u>
CHAPTER 1 - INTRODUCTION.....	1-1
Purpose of Plans and Legislative Requirement	1-2
Background	1-3
Service Area.....	1-3
Goals for the Study	1-5
Previous Studies.....	1-8
CHAPTER 2 – POPULATION PROFILE AND NEEDS ANALYSIS	2-1
Population Profile	2-1
Major Trip Generators (Origins/Destinations/Other Issues).....	2-8
Multi-Modal Center	2-22
Employer Survey.....	2-22
Regional Travel Patterns	2-31
Conclusion.....	2-40
CHAPTER 3 – CENTRAL VERMONT TRANSIT SERVICES.....	3-1
Introduction	3-1
Review of Current Wheels Services.....	3-1
Other Programs Operated by Wheels.....	3-20
Human Service Agencies (Survey Responses).....	3-23
Private Providers.....	3-27
Transit Performance	3-28
Unmet Transit Needs	3-37
Conclusions	3-39
CHAPTER 4 – ORGANIZATIONAL AND SERVICE ALTERNATIVES	4-1
Summary of Transit Potential.....	4-2
Options to be Considered	4-4
Institutional Options.....	4-4
Service Options	4-10
Small Urban Service.....	4-11
Regional Routes	4-15
Other Services	4-22
Mad River Valley.....	4-23
ADA Complementary Transportation	4-33

Summary	4-34
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TABLE OF CONTENTS (continued)

	<u>Page</u>
CHAPTER 5 – SHORT-RANGE PUBLIC TRANSPORTATION PLAN.....	5-1
Summary of Recommendations.....	5-2
Other Issues and Recommendations	5-6
Service Plan.....	5-10
Financial Plan.....	5-24
Capital Plan	5-26
Implementation Plan.....	5-28
Summary	5-31
APPENDIX A: Transportation Advisory Committee	
APPENDIX B: Detailed Analysis on Year 2000 Census Data	
APPENDIX C: Detailed Employer Responses to Survey	
APPENDIX D: Transit Route Profiles	
APPENDIX E: Human Service Agencies Surveyed	
APPENDIX F: Vermont Statutes for the Creation of Transit Authorities and Districts	

CHAPTER 1

INTRODUCTION

This document presents the Short-Range Public Transportation Plan (SRPTP) prepared for Central Vermont. The region's primary operator, until the Spring of 2003, was Wheels Transportation Services, Inc. Due to financial difficulties, the organization had to file for Chapter 7 bankruptcy. Vermont Agency of Transportation (VTrans) has brought in Chittenden County Transportation Authority (CCTA) to provide public transit service in the interim. CCTA will be operating public transit services in the region as Green Mountain Transit Agency. Because Wheels was the primary public transit provider in Central Vermont, the focus will be on Wheels' services. The SRPTP was prepared by the KFH Group under contract to VTrans, with the assistance and cooperation of Wheels, Central Vermont Regional Planning Commission (CVRPC), and the study Transportation Advisory Committee (TAC). Appendix A provides a list of participants on the study TAC.

A SRPTP is a study process that includes: determining the transit needs of the community, analyzing current transportation services and their ability to meet those needs, and recommending both organizational and service initiatives aimed at improving service delivery and meeting identified unmet needs, over a five-year time frame.

The planning process was guided by VTrans, Wheels, and CVRPC. The consultant team met periodically with the TAC as it reviewed materials, provided input, and guided the direction of this study. In addition, the study team 1) conducted surveys of major employers in the region, and 2) conducted surveys of human services agencies that provide transportation to their clients. Finally, two public forums on public transit needs and alternatives were held; one at the

beginning of the project to determine transit needs and another to review alternatives with the public.

The remainder of Chapter 1 presents some background on why and how the plan was developed, including both local and state goals of the project and issues addressed during the planning process. Chapter 2 presents the land use and demographic characteristics for the Central Vermont area that affect public transit needs and services. Chapter 3 presents a review of the current transportation services in the area including the results of the employer and agency survey. An overall assessment of the potential for transit services and coordination is included in Chapter 4 along with alternatives for improving public transit in the region. Chapter 5 presents the plan for improving public transit services in the area, including a projected budget and funding plan.

PURPOSE OF PLANS AND LEGISLATIVE REQUIREMENT

VTrans provides a very significant portion of the funding for the capital and operating expenses of these systems, in its role as the recipient of Federal Transit Administration funding for the rural and small urban systems, for Job Access and Reverse Commute (JARC), for Congestion Mitigation and Air Quality funding – and as a provider of state operating funds. Consequently, it has an interest in ensuring that the funds provide the transit services needed by the residents of the state, and are used in an efficient and effective manner as part of a statewide public transportation program. This is reflected in state statutes which require these plans.

SRPTPs for Vermont's transit providers are required under Section 19, 24 V.S.A. (f) which states that after January 31, 1996 grantees shall only be eligible for funding if a short-range transit plan has been completed. A short-range transit plan is defined as "...a one- to five-year operating and capital plan for a public transit system which examines service and performance characteristics of the public transit system's service area and vicinity and methods of operation, " in 24 V.S.A. S. 5088 (7). S. 5089 further states in subparagraph (b) that the short-range public transit plans must be coordinated with the efforts of the regional planning commission under the transportation plan.

BACKGROUND

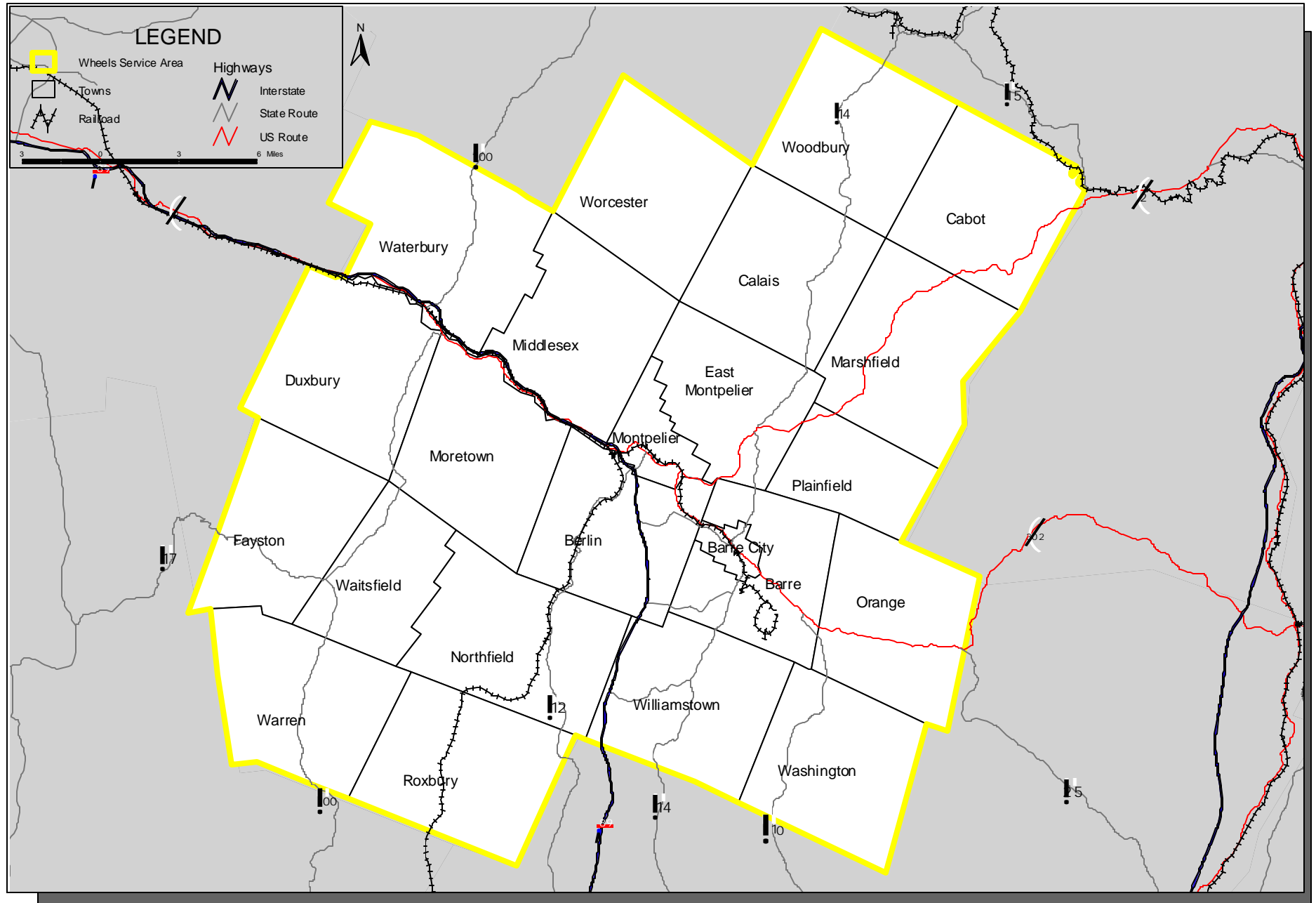
In Section 13 of H760/Act 144, the Vermont legislature required that VTrans produce a Public Transportation Policy Plan (PTPP) including legislative recommendations. VTrans produced a final report to the legislature on January 15, 2000. This report included a description of the proposed planning policy for public transit in Vermont. It identified roles for the transit operator, for regional planners, and for the state. The primary transit planning tool was identified as the SRPTP, prepared under the direction of the local system provider, with input from the Regional Planning Commission Transportation Planning Committees, the Board of each system, the VTrans public transit program, agency contract customers, and the public. A recommended scope of work for use in each SRPTP was also provided in the report. It corresponds to the scope of work called for in the Request for Proposal, with the possibility of additional local issues or needs as required.

VTrans has determined that some of the issues about the SRPTP process revealed in the PTPP process can best be addressed by 1) applying this scope to each SRPTP (to provide for some uniformity in findings and recommendations), by 2) conducting these studies within a limited time frame (one year – to provide comparable time frames for comparative purposes), and by 3) providing for the Public Transit Advisory Council (PTAC) to act as a statewide steering committee (to receive intermediate products and provide input).

SERVICE AREA

Wheels provided general public and client transportation services across central Vermont encompassing Washington County and parts of Orange County. Towns in the two counties include Barre City, Barre Town, Berlin, Calais, Calbot, Duxbury, East Montpelier, Fayston, Marshfield, Middlesex, Montpelier, Moretown, Northfield, Orange, Plainfield, Waitsfield, Warren, Washington, Waterbury, Williamstown, Woodbury, Worcester, and Woodbury. A map of Wheels' service area is presented in Figure 1-1. The total land square miles for the service area is 868 square miles with a Year 2000 population of 63,276 persons.

Figure 1-1
SERVICE AREA



GOALS FOR THE STUDY

Goals for Public Transportation

Following the completion of the PTPP, the 2000 session of the Vermont legislature adopted a declaration of policy for public transportation:

S. 5083. Declaration of Policy.

- (a) It is state policy that the goals for the maintenance of existing public transit services and creation of new services include, in order of precedence, the following:
 - (1) Provision for basic mobility for transit-dependent persons, as defined in the PTPP of January 15, 2000, including meeting the performance standards for urban, suburban and rural areas. The density of a service area's population is an important factor in determining whether the service offered is fixed-route, demand-response, or volunteer drivers.
 - (2) Access to employment, including creation of demand-response service.
 - (3) Congestion mitigation to preserve air quality and the sustainability of the highway network.
 - (4) Advancement of economic development with emphasis directed toward tourist areas. Applicants for "new starts" in this service sector shall demonstrate a high level of locally derived income for operating costs from fare-box recovery, contract income, or other income.
- (b) The public transit advisory council shall, at least annually, evaluate existing services based on the goals established in subsection (a) of this section. Proposals for new service shall be evaluated by examining feasibility studies submitted by providers. These studies shall address criteria set forth in the public transit policy plan of January 15, 2000.

As evidenced, this statement sets forth goals for public transportation in Vermont that need to be addressed in each SRPTP, both in terms of the analysis and the proposals for service and organizational changes. The SRPTP addresses the question of the needs for basic mobility in each transit service area in terms of the population characteristics, the density of the population as it will affect the possible service alternatives, the need for employment

transportation, travel patterns, or potential markets that could support transit service levels attractive to auto users (which addresses congestion mitigation), and transportation needs for economic development (in terms of the likely destinations or trip-generators).

Increased equity is another statewide goal being addressed in the allocation of state transit resources, and increased equity will result in a higher level of funding for some areas. This funding should be provided only in response to identified and adopted local plans that will address identified needs in an efficient and effective manner. New services proposed in the SRPTPs will need to address the multiple goals for transit in the state, and hold the prospect of meeting usage and cost targets that are appropriate to the service area and type of service. Thus the SRPTP process is critical to the growth and improvement of transit statewide.

Because of these policies and the state funding formula, it is important for the SRPTPs to examine the relative needs in each service area in terms of the state policy priorities and the statewide level of need using these measures.

State Goals for the SRPTP

The overriding state purpose in requiring that local areas develop SRPTP is to improve public transit services throughout the state. As indicated above, the role of the SRPTP in the planning process is critical as it forms the principle tool for assessing existing services, for identifying local needs, and for developing alternatives to better meet these needs. Therefore, the SRPTP is mandated if grantees are to receive state and federal funds through the VTrans. The 2000 session of the Vermont legislature created PTAC, as recommended in the PTPP. This advisory body has acted as a state-level Advisory Committee for the preparation of the SRPTPs. In addition, it is tasked with developing standards for evaluating the efficiency and effectiveness of existing services in terms of meeting identified priority goals for public transit in Vermont. Such standards were developed, but the PTAC first needed to know the range of current performance on basic standards in order to help define the appropriate standards and the desired levels for each. The SRPTP process was also a statewide data collection process that brought this information together and provided it to the PTAC for the purpose of setting a standard. Thus, a goal of the SRPTPs was to collect standardized, detailed operating data by service type from all of Vermont's transit operators.

Another state goal for the SRPTPs is to produce consistent, comparable data and plans for all the public transportation providers in the state. A plan for every system in the state is being developed simultaneously, to the same scope, and as part of a statewide process to ensure consistency in the plans, and to develop comparable performance assessments. The scope is designed to provide information needed for VTrans, the PTAC, and the legislature to be able to project capital and operating needs for public transit in Vermont, based on sound replacement plans for existing vehicles, and fleet and facility needs to provide service in areas that are currently unserved or underserved.

The development of plans that will address the transit coverage of the entire state is also another goal for the SRPTPs. The plans consider both regional and intermodal service connections to create seamless transportation services across the state. Vermont desires a truly multimodal transit system that offers not only local mobility, but also access to other regions in the state, and to-and-from destinations outside the state.

A final goal from the state's perspective is that the SRPTP be a useful management tool for the local operators, who need to know how they are doing and if there are better ways to meet local needs by shifting resources from one service type or area to another, as well as through expansion. An outside look can aid an operator by providing external confirmation that some services need to be changed or reduced, and by helping to identify new ways to address needs. The plans can also support capital requests, and requests for demonstration (new service) funding.

Local Goals for the Study

On June 27, 2001, the initial meeting of the study Steering Committee was held to discuss goals and objectives for the study, the role of the Steering Committee, and the overall process of the SRPTP. With the assistance of Wheels and CVRPC, a list of invitees to participate on the Steering Committee was developed. Wheels proceeded with sending out the invitations shortly thereafter. The study Advisory Committee included representatives from the following:

- Vermont Agency of Transportation,
- Central Vermont Regional Planning Commission,

- Wheels Transportation Services,
- Mad River Valley Planning District, (MRVPD),
- Town of Northfield,
- Central Vermont Community Action Council, Inc. (CVCAC),
- Vermont Center for Independent Living (VCIL),
- Town of Berlin,
- City of Montpelier,
- Central of Vermont Chamber of Commerce,
- Town of Berlin TAC,
- Town of Barre, and
- Central Vermont Hospital,

At the initial study meeting with the Steering Committee, a number of issues/concerns emerged to be addressed in the study. The following outlines the issues and goals that were identified at the meeting:

- **Regional Coordination Needs:** There is still a growing need to better coordinate with neighboring transit systems (i.e. Stagecoach, RCT, Stowe, CCTA, and Addison) as well as with intercity bus and rail.
- **School Transportation:** Although it is not currently feasible to utilize school bus transportation for any type of general public transportation, the coordination of school bus and public transportation continues to surface as a need.
- **Employment Transportation:** Access to employment sites also continues to be a growing need, particularly with 2nd and 3rd shift workers.
- **Regular Service to/from Williamstown:** Located off of Route 14 south of Barre in Orange County, Williamstown was noted as possibly needing some type of regular transit service.
- **Marketing/Education:** A need to further increase the public's knowledge of the types of services offered and locations of pick up points.

PREVIOUS STUDIES

A *Short Range Transit Plan* was conducted for the Central Vermont Transportation Association, Inc. (CVTA) in 1996 focusing on improving the agency's transit services.

Specifically, the study aimed to improve effectiveness, coordination, and efficiency of transit services in Central Vermont, while also improving mobility for area residents and building the community image and name recognition of CVTA. Now known as Wheels Transportation Services, Inc. or simply Wheels, the agency was at that time transitioning from one that primarily purchased transportation to one that operates service.

The needs analysis of the plan found needs for additional general public transit services, including commuter services and additional local demand-responsive services. The analysis also found needs for additional human service agency transportation in rural areas as well as options for improved coordination between Wheels and other local agencies.

Recommendations from this 1996 study focused on:

- A fare increase to coincide with service improvements to provide half hour headways on the City Wheels route
- Implementation of one-hour headways on the Hospital Hill routes
- Addition of commuter services
- Implementation of various administrative and organizational improvements

In 1993, the *Montpelier Parking and Shuttle Study* was completed for Wheels, which was part of a two-phase effort, with the first phase focused on improving access to downtown Montpelier and the second phase addressing the need for public transit in the region and service expansion to meet those needs. The first phase resulted in the referenced study. Recommendations included:

- Various parking improvement strategies
- Improvements to the intersection of State and Main Streets to improve traffic flow and pedestrian access
- Implementation of a parking/midday shuttle service
- Continued planning for a riverfront pathway.

Addressing the Mad River Valley region which includes the Village of Waitsfield and Warren, a ***Short Range Transit Plan*** was completed in 1998. With an objective of determining transit service feasibility in the Mad River Valley to improve mobility for residents and visitors, this 1998 study recommended that a modest transit system to serve the Valley be implemented in time for the 1998-99 ski season, which would connect to Montpelier. The plan further recommended that Wheels operate the new service. Other recommendations for Wheels included:

- The agency work with local businesses to develop new vanpools as demand warrants
- Wheels reservation service to the Burlington Airport to be expanded to cover the Valley, and reservation service to Amtrak in Waterbury added.
- Paratransit services operated by Wheels and other agencies should continue and be coordinated with the recommended new fixed-route service.

Since the previous studies Wheels had implemented much of the recommendations. City Wheels went to half hour headways with the addition of a second vehicle; the two Hospital Wheels went to one hour headways; commuter service to Waterbury, Northfield, and Waitsfield was implemented; downtown Montpelier shuttle was initiated (though the service is put out to bid annually by the State); and local service in the Valley was implemented.

CHAPTER 2

POPULATION PROFILE AND NEEDS ANALYSIS

POPULATION PROFILE

The following analysis provides a review of relative transit needs for Central Vermont in terms of those population segments that are potentially transit dependent as well as the overall population distribution. Potentially transit dependent population segments are those segments of the population that, because of demographic characteristics such as age, disability, income, or automobile availability, may potentially require transit service to meet mobility needs (as an alternative to the private automobile). These segments of the population are defined -- using Bureau of the Census data -- as youth (persons age 12 to 17), elderly (persons age 60 and above), mobility limited, persons living below the poverty level, and autoless households.

In order to conduct an analysis of transit needs, it was first necessary to extract the data for each of these five variables from the 2000 Census STF3A files. According to the 2000 Census, the population in Central Vermont increased approximately six percent since the 1990 Census (from 59,607 to 63,276 persons). The town of Warren experienced the greatest growth between 1990 and 2000 with a growth rate of 51 percent (from 1,112 in 1990 to 1,681 in 2000), while Montpelier experienced a three percent decrease in population (from 8,247 in 1990 to 8,035 in 2000).

The analysis was conducted on the block group level with the raw data summarized for each of the five variables. Using total population data for each variable and data on land area, the density (persons per square mile) and percentage of the population were calculated for each of the five variables within each block group. Each block group was then ranked relative to the other block groups based on the density and percentage of each of the five variables. The density and percentage rankings were first conducted for each variable individually. These individual variable rankings were then summed, resulting in two combined rankings that represent relative need based on 1) the density of potentially transit dependent persons and 2) the percentage of potentially transit dependent persons. In addition to examining transit dependent populations in terms of the combined rankings for all five variables, we examined the density of autoless households in the region, as this variable is of particular importance in determining transit need. Finally, the population density, or persons per square mile, for each block group was determined and mapped.

The rankings were performed on a statewide basis to provide a comparable basis for evaluating needs, and to reflect the fact that the new state funding formula is based on statewide needs. Tables providing the detailed data analyses are in Appendix B.

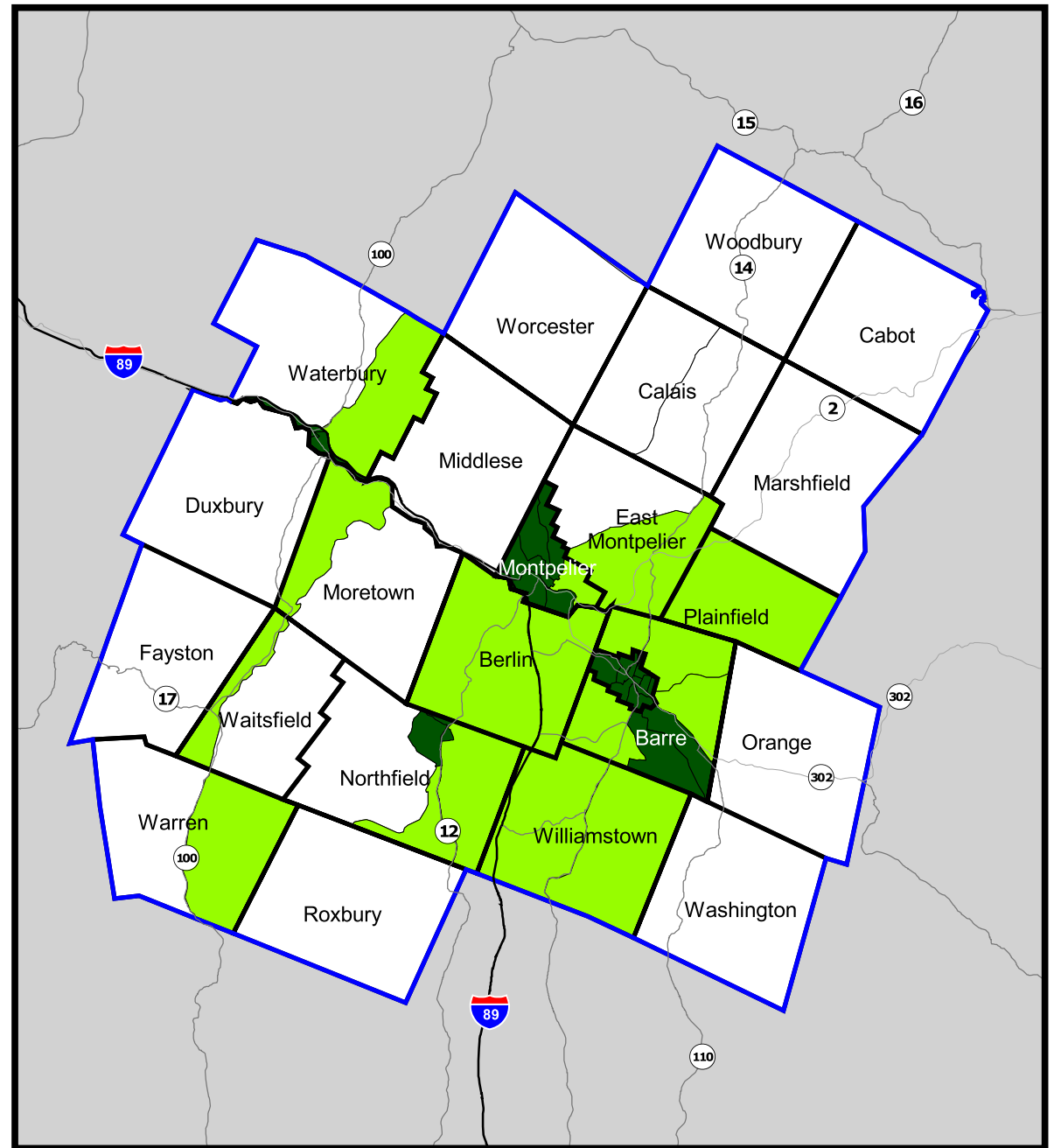
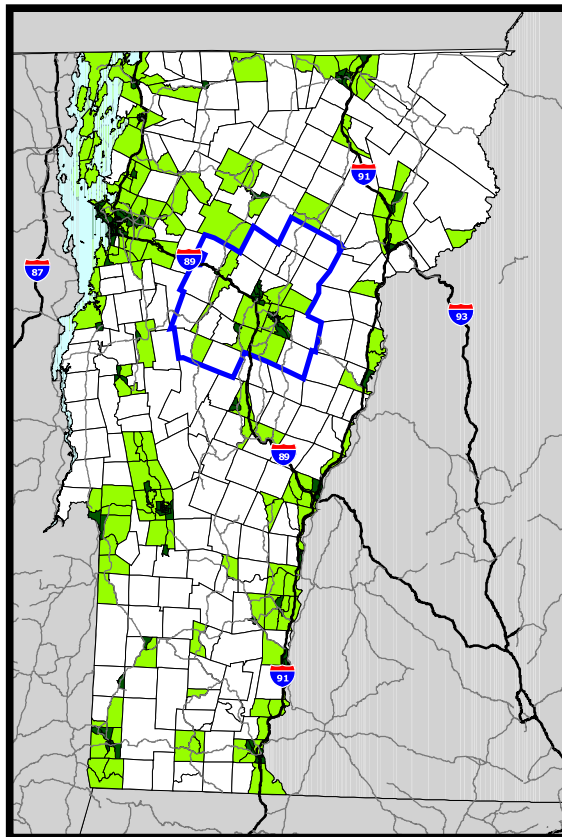
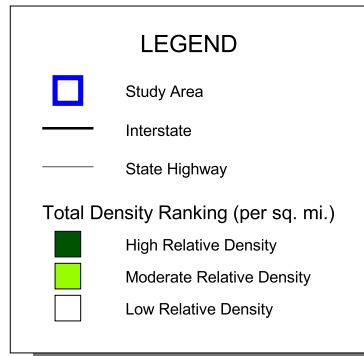
Transit Dependent Summary Rankings

As indicated, two representations of relative need were identified based on the density and percentage of transit dependent populations. These representations were identified by first ranking each of the five variables individually and then summing the individual rankings. The results of these two combined rankings are presented in the following discussion.

Density Ranking of Transit Dependent Populations

The first of the summary rankings involved examining the population density of each of the five variables. Figure 2-1 presents the graphic representation of that ranking and the data used for the map is in Table B-1 in Appendix B. Areas of high relative need based on the

Figure 2-1:
BLOCK GROUPS RANKED BY THE DENSITY OF
POTENTIALLY TRANSIT DEPENDENT PERSONS (2000 Census)



density of transit dependent populations are expected to be in the more populated cities and towns and this was the case. These areas include Barre, Barre City, Montpelier, Northfield Village, and Waterbury Village.

Percentage Ranking of Transit Dependent Populations

The second summary ranking was based on the percentage of potentially transit dependent persons for each of the five variables. The five variables were ranked separately -- as with the density ranking -- and the five individual rankings summed. This sum was used to provide an overall ranking of block groups, and the areas with the highest relative need based on percentage were found to be scattered throughout the region, including: Barre Town, Barre City, Berlin, Montpelier, and Northfield. Table B-2 in Appendix B was used to develop Figure 2-2 which provides a graphic representation.

While this ranking does help identify areas of high relative need, it should be noted that a block group may have a relatively small population with just a few transit dependent persons and appear as high need given the small overall population. Thus, it is necessary to use this in conjunction with the density summary rankings to determine areas of highest relative need.

Autoless Households

Concentrations of autoless households are particularly important in identifying transit needs given that without an available automobile, persons in these households must rely on alternative modes of transportation such as public transportation. For this reason, we have broken out our analysis of the density of autoless households from the aggregate rankings of the five variables. Not surprisingly, the block groups with the highest numbers of autoless households per square mile are found in the areas having a relatively higher density overall, including: Barre Town, Barre City, Montpelier, Northfield Village, and Waterbury Village. A graphic representation of the ranking of statewide and Central Vermont service area block groups based on the number of autoless households is provided in Figure 2-3 while Table B-3 in Appendix B provides a matrix of the ranking.

Figure 2-2:
BLOCK GROUPS RANKED BY THE PERCENTAGE OF
POTENTIALLY TRANSIT DEPENDENT PERSONS (2000 Census)

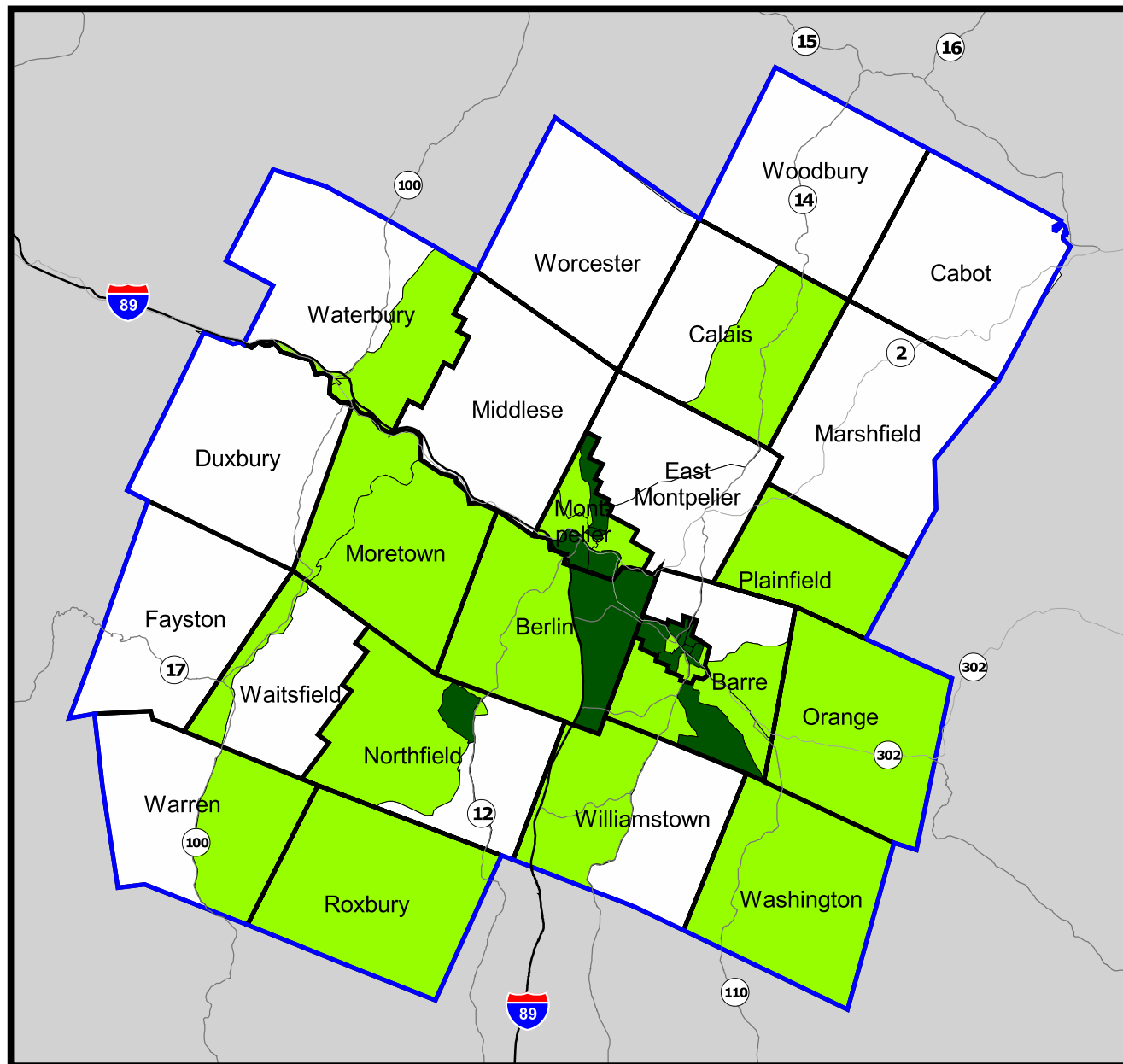
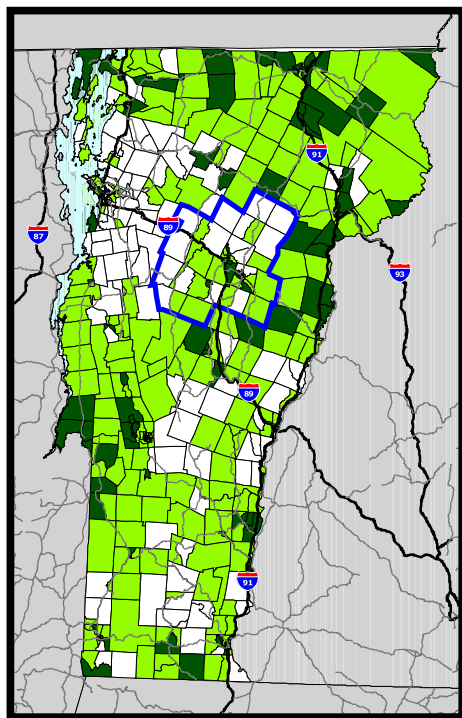
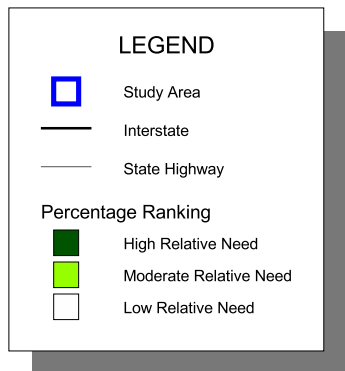
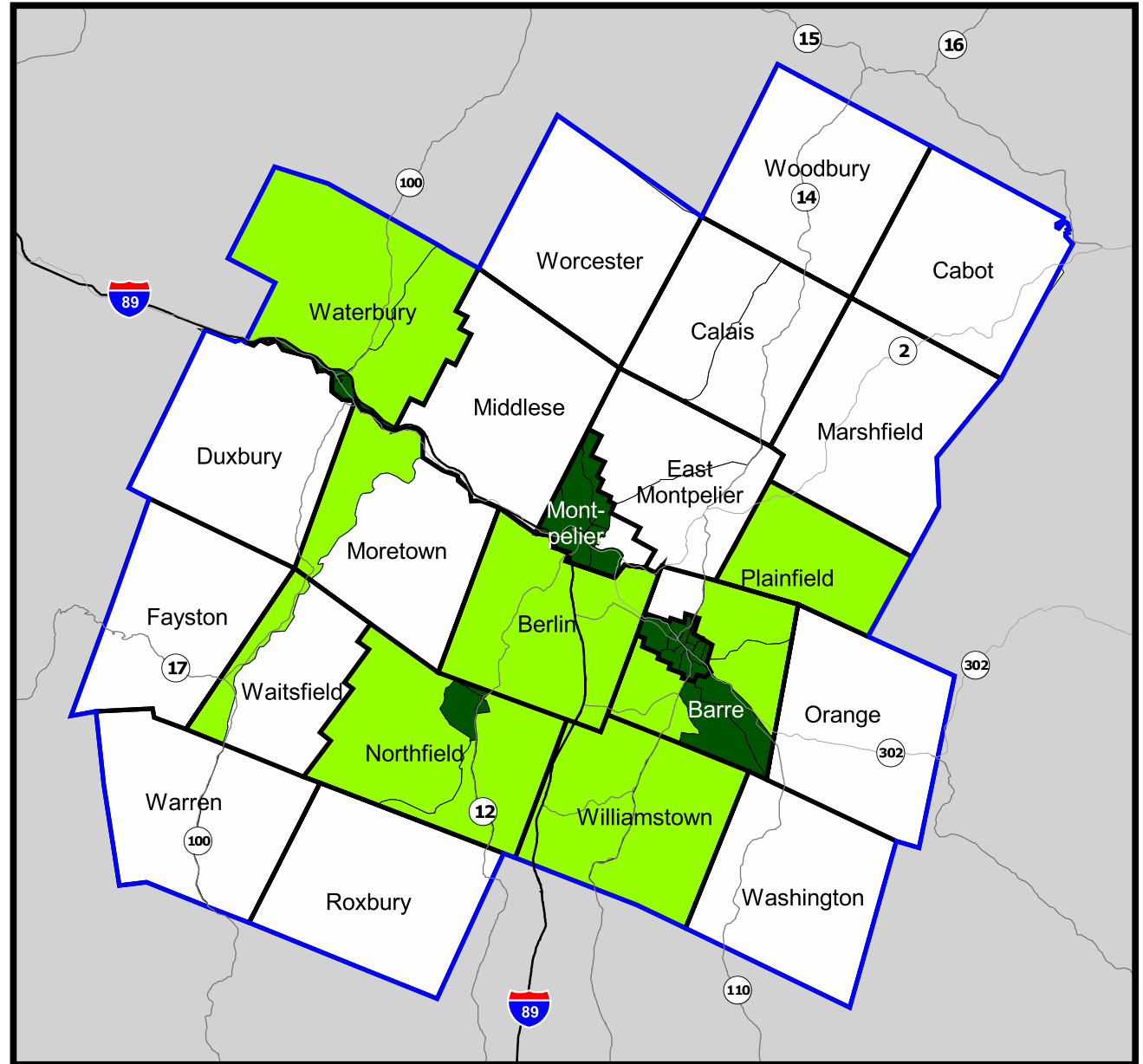
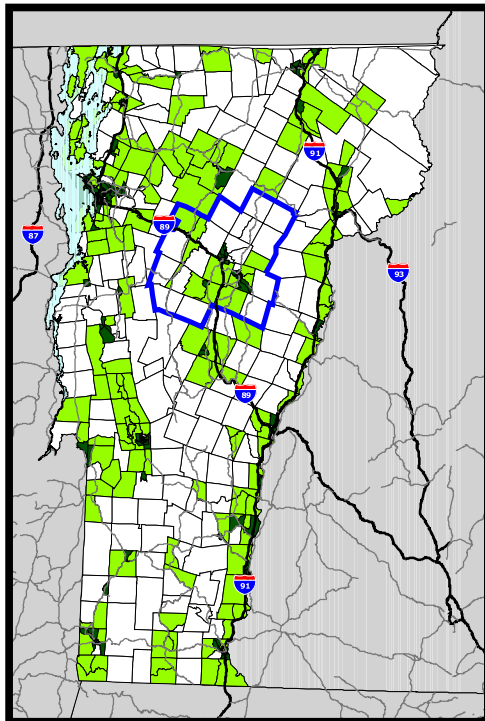
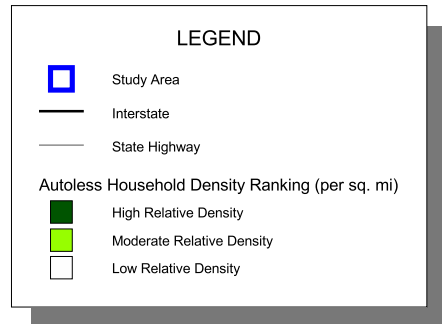


Figure 2-3:
BLOCK GROUPS RANKED BY THE DENSITY
OF AUTOLESS HOUSEHOLDS (2000 Census)



Overall Population Distribution

The final component of the population profile analysis is the distribution of population in the region, particularly in terms of population density. Figure 2-4 illustrates the 2000 population densities of the block groups in the region and state, while Figure 2-5 illustrates the 2000 population distribution of the towns.

Based on Vermont's Policy Plan, a density threshold of at least 1,000 persons per square mile is used assessing the viability of fixed-route transit on multiple frequencies. As can be seen in Figures 2-4, the most of the population density of the block groups Central Vermont falls below 500 persons per square mile with the exception of Barre City, downtown Montpelier, and Waterbury Village.

Finally, Figure 2-5 displays the distribution of the total number of persons living in each town in 2000. This map reveals the dispersed population in Central Vermont. The towns with the highest numbers of persons include Barre, Barre City, Montpelier, Northfield, and Waterbury.

Summary of Population Profile Findings

The following municipalities in Central Vermont are found to be high in relative need for transit services based on the density summary ranking, the density of autoless households, and the total population density:

- Barre City,
- Montpelier,
- Northfield Village, and
- Waterbury Village

These four municipalities also ranked high in terms of the percentage of the population with transit needs characteristics. In addition, Berlin is also ranked high in the percent analysis. These lower-density areas that have relatively higher percentages of the population with transit

Figure 2-4:
BLOCK GROUPS RANKED BY
POPULATION DENSITY (2000 Census)

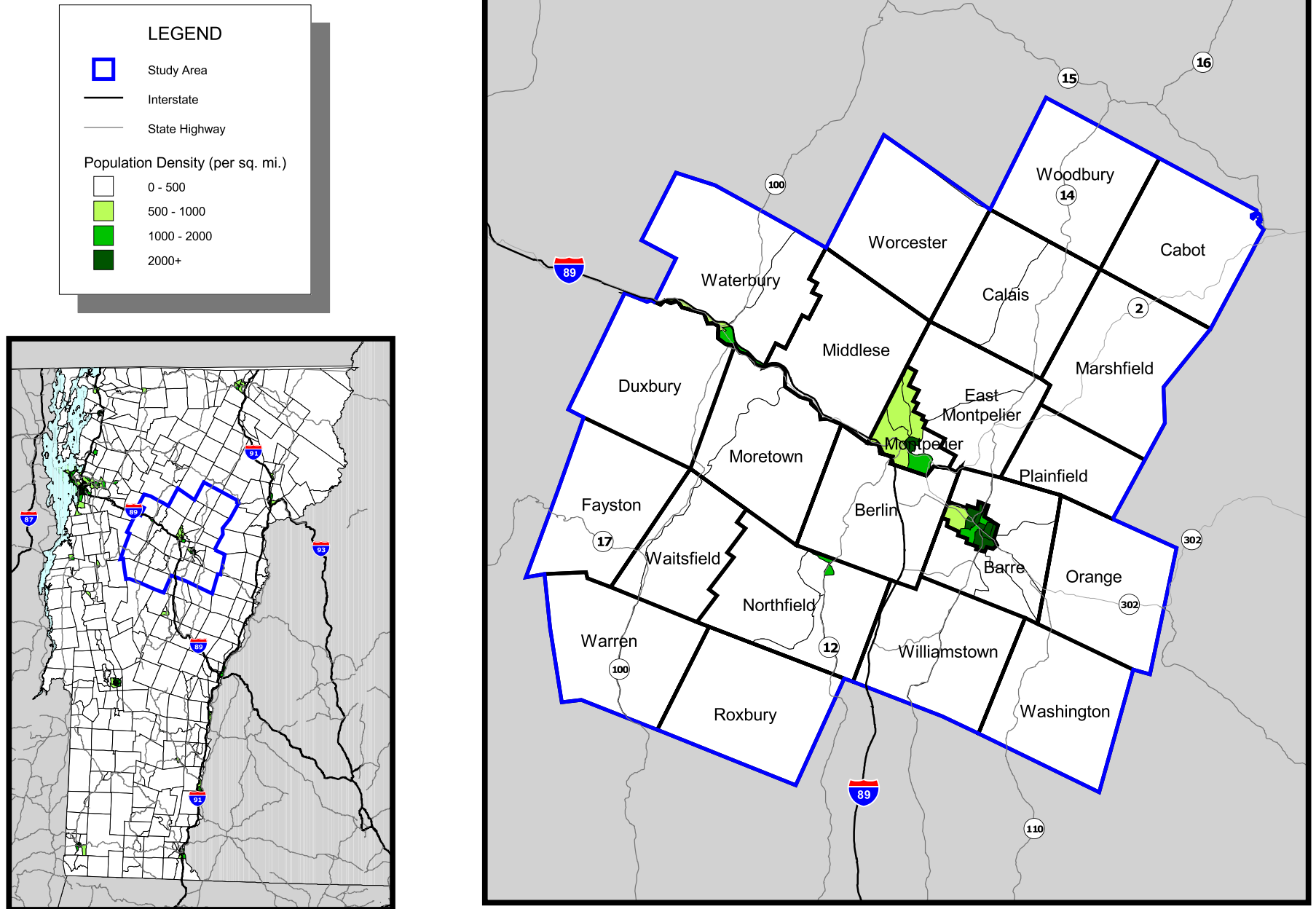
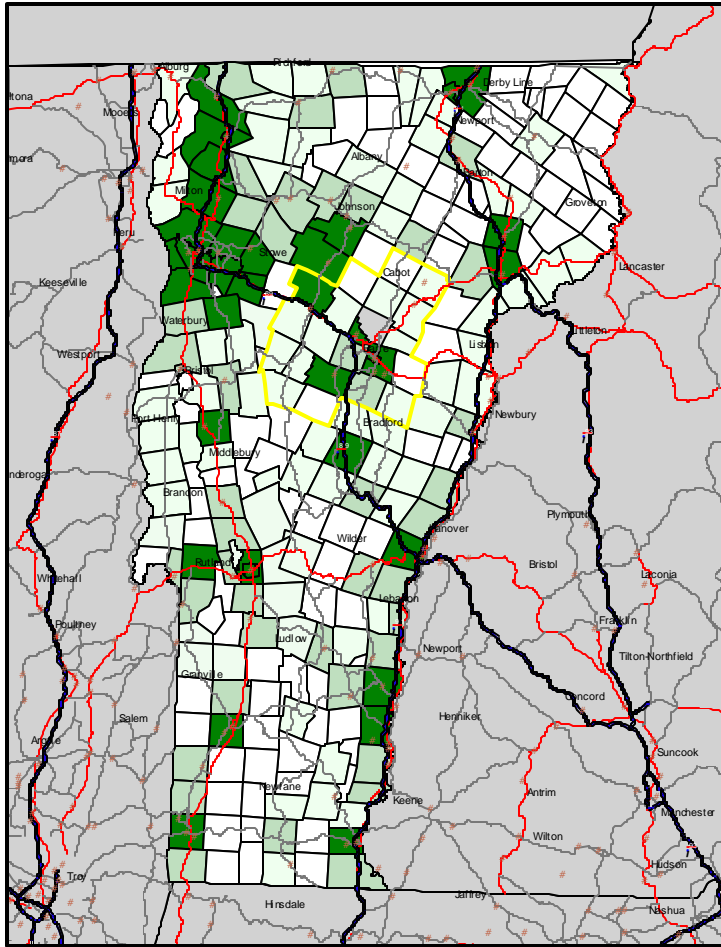


Figure 2-5
TOWN POPULATION
(Year 2000)




LEGEND

 Service Area


Highways

 Interstate

 State Route

 US Route

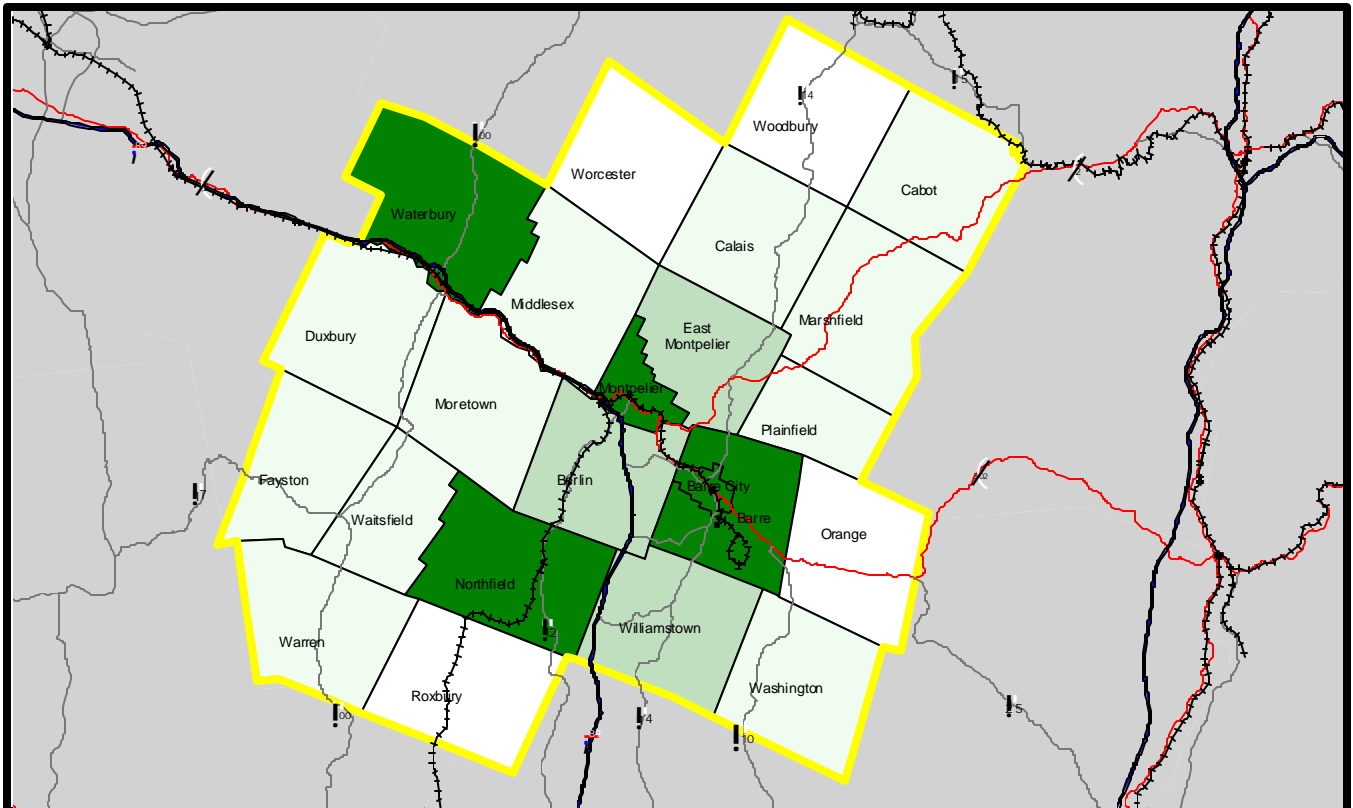
Town Population (Year 2000)

 0 - 1000

 1000 - 2000

 2000 - 4000

 4000 +



needs characteristics may be good candidates for demand-responsive service, while the higher-density areas may be good candidates for fixed-route or route deviation services.

MAJOR TRIP GENERATORS (ORIGINS/DESTINATIONS/OTHER ISSUES)

Part of the process of conducting a needs assessment is to analyze those origins and destinations to which transit users would be likely to need access. They include major medical facilities, shopping, housing, schools and technical centers, employment locations, and human service agencies. A list containing the identified major trip generators is presented in Table 2-1.

Human Service Agencies

Human service agencies are one of the primary destinations for many systems in the State including Wheels. With the exception of a few agencies, the majority of agencies are based in the located in Montpelier and Barre. Figure 2-6 presents the location of these agencies graphically.

High Density Housing

High density housing locations, such as apartments and mobile home parks, are complexes or subdivisions that offer opportunities for serving large numbers of persons within a confined geographic area. While population density provides a means of identifying geographic areas of high density, apartments and other high density housing locations provide more specific data on these areas. Figure 2-7 provides a map of their locations. Again, as with the human service agencies many of the locations are in Montpelier and Barre City while others can be found in Northfield, Williamstown, and Waterbury.

Table 2-1
MAJOR TRIP GENERATORS

Name	Town
<i>Technical Centers</i>	
Barre Regional Vocational/Technical Center	Barre
Norwich University	Montpelier
Snell Infrared	Montpelier
<i>Shopping</i>	
Adamant Co-operative Inc	Adamant
Ames Department Store	Barre
Berlin Mall	Berlin
Cabot Village Store	Cabot
Champlain Farms	Montpelier
Champlain Farms	Barre
Cumberland Farms Food Store	Berlin
Cumberland Farms Food Store	Barre
Derek's Country Store	Marshfield
Family Dollar Store	Barre
Grand Union	Montpelier
Grand Union	Barre
Homer Fitts Company	Barre
Homer Fitts Company	Montpelier
JC Penny Company	Berlin
Marshfield Village Store	Marshfield
Meadow Mart	Montpelier
Middlesex Country Store	Montpelier
Price Chopper	Barre
Shaws Supermarkets	Montpelier
Wal-Mart	Berlin
Woodbury Country Store	Woodbury
<i>Medical</i>	
Central Vermont Medical Center	Montpelier
<i>Major Employer</i>	
Barre Community Correctional Service Center	Barre
Barre Town Elementary School	Barre
Ben & Jerrys Homemade Inc	Waterbury
Berlin Health & Rehab Center	Montpelier
Bombardier Transit Corp	East Barre
Cabot Creamery	Cabot
Cabot Hosiery Mills Inc	Northfield
Central Vermont Community Action Council	Barre
Central Vermont Home Health & Hospice	Barre
Central Vermont Medical Center	Montpelier
Community College Of Vermont	Waterbury
Department of Motor Vehicles	Montpelier
Environmental Conservation Dept	Waterbury

Table 2-1
MAJOR TRIP GENERATORS

Name	Town
Grand Union	Barre
Green Mountain Coffee Inc	Waterbury
Harwood Union High School	Moretown
Howards Friendly Market	South Barre
Interstate Maintenance Cleaning Company	Barre
J C Penney	Berlin
Karl Suss America Inc	Waterbury
Mad River Glen Ski Area	Waitsfield
National Life of Vermont	Montpelier
New England Culinary Institute	Montpelier
Northfield Middle & High School	Northfield
Northfield Savings Bank	Northfield
Northfield Savings Bank	Montpelier
Northfield Savings Bank	Barre
Norwich University	Northfield
P & C Food Market	
Rgis Inventory Specialists	Barre
Rock Of Ages Corporation	Graniteville
Sugarbush Ski Resort	Warren
The Times Argus	Montpelier
Union High School	Montpelier
Vermont Agency Of Development And Community	Montpelier
Vermont Agency of Transportation	Montpelier
<i>School</i>	
Cabot School	Cabot
Community College of Vermont	Waterbury
Goddard College	Plainfield
Green Mountain Valley School	Waitsfield
Institute for Social Ecology	Plainfield
Maplehill School	Plainfield
New England Culinary Institute	Montpelier
Northfield Middle and High School	Northfield
Twinfield High School	Marshfield
Union High School	Montpelier
University of Vermont	Montpelier
Vermont Adult Learning	East Montpelier
Vermont College of Norwich	Northfield
Williamstown Middle High School	Williamstown
Woodbury College	Montpelier
<i>Human Service Agencies</i>	
Association for Cerebral Palsy	Montpelier
Central Vermont Community Council Action Council	Barre
Central Vermont Council on Aging	Barre
DELTA	Montpelier

Table 2-1
MAJOR TRIP GENERATORS

Name	Town
Department of Employment and Training	Montpelier
Easter Seal Teaching Family Center	Barre
Galley Senior Meals	Barre
Green Mountain Rehab. Services	Montpelier
Montpelier Meals Program	Montpelier
Our House	Barre
Out and About Adult Day Care	Morrisville
Project Independence	East Barre
Retired Senior Volunteer Program	Barre
Sterling Area Services, Inc.	Elmore
Twin Valley Senior Citizens	Plainfield
Vermont Association for Mental Health	Montpelier
Vermont Association for the Blind and Visually Impaired	Montpelier
Vermont Center for Independent Living	Montpelier
Vocational Rehabilitation	Waterbury
Washington County Diversion Program	Montpelier
Washington County Mental Health	Montpelier
Washington County Mental Health ACCESS	Barre
Washington County Mental Health Community Rehab.	Woodbury
Washington County Mental Health Community Rehab.	Montpelier
Washington County Mental Health Community Rehab.	Barre
Washington County Youth Services	Montpelier

Figure 2-6
HUMAN SERVICE AGENCIES

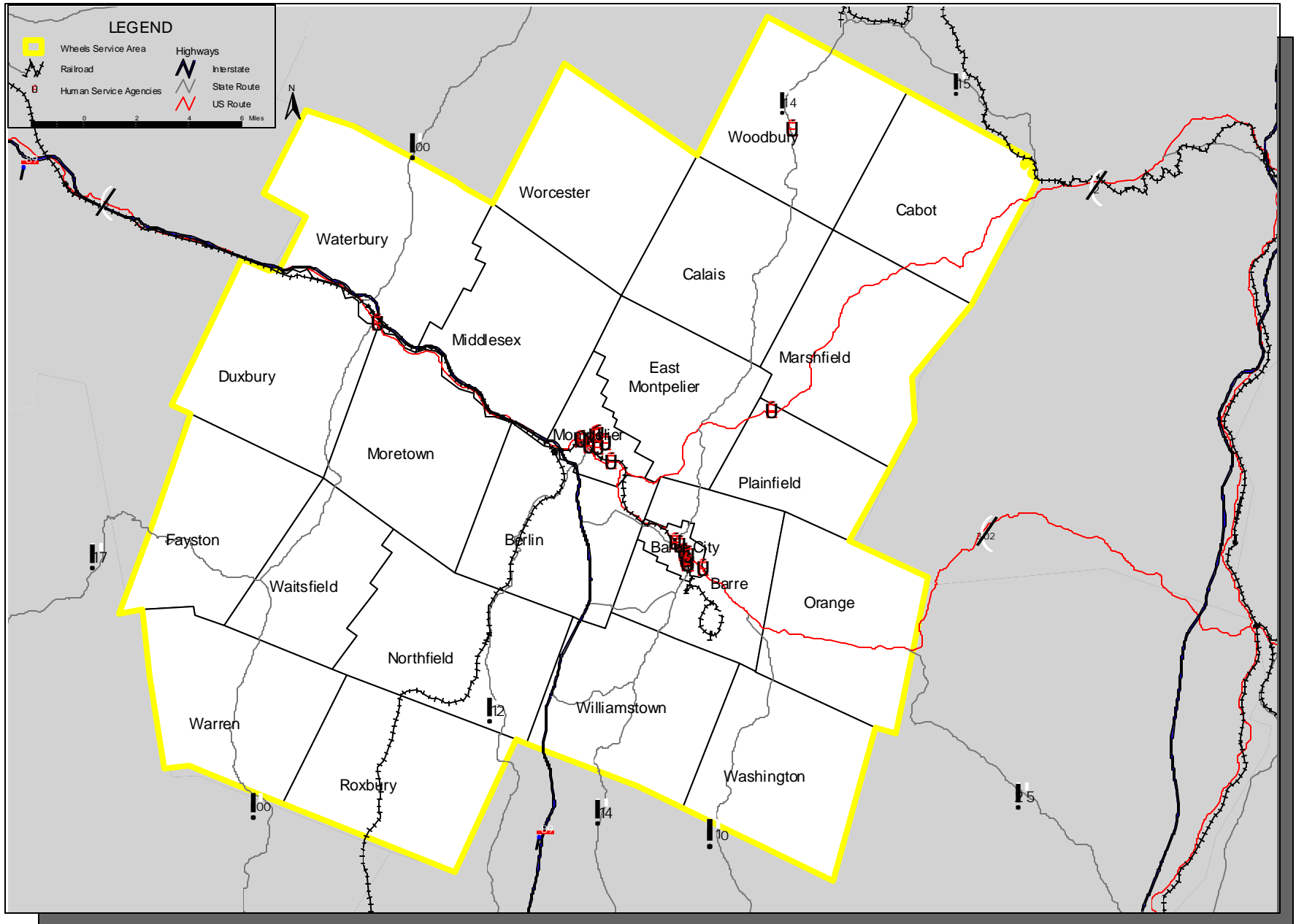
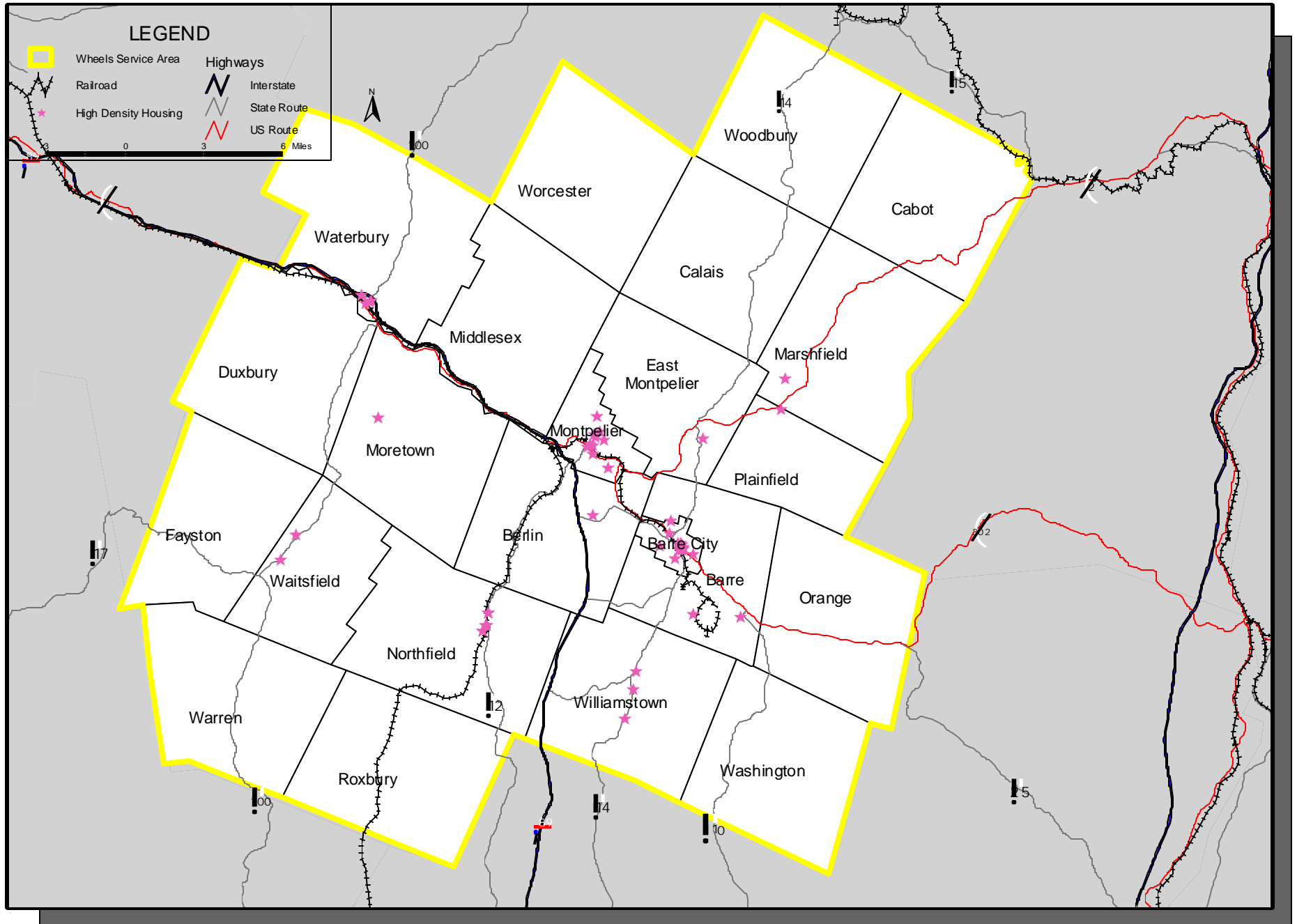


Figure 2-7
HIGH DENSITY HOUSING



Educational Facilities

Educational facilities which offer opportunities for transit service usage, include colleges and secondary educational institutions. While transportation to high schools are provided by the different school districts, other opportunities exist to provide transportation to recreational and after school programs and so they are identified and documented in this discussion of major trip generators. Colleges, centers of post-secondary instruction and training, also provide opportunities for transit connections especially in areas with large working-poor populations. A map of their locations in the Central Vermont service area is presented in Figure 2-8.

Shopping

Typically, major shopping destinations entail identifying major shopping chains as well as shopping centers and malls. Since Berlin Mall is the only mall in the service area we compiled a list of local grocers and pharmacies. Although many of the shopping destinations appear to be in Montpelier, Barre City and along Route 302 there are also key destinations in Waterbury and Northfield. Figure 2-9 presents these locations.

Medical Facilities

Another one of the key potential transit destination types is medical facilities, both within and outside the Central Vermont region including hospitals, doctor's offices, and dialysis centers. For the purpose of this study, major medical facilities include hospitals and dialysis centers. The one primary medical destination in the service area is Central Vermont Medical Center in Berlin, while those located in the surrounding service areas can be found in Burlington, Hanover, Morrisville, Randolph, Rutland, Randolph, and White River Junction. Figure 2-10 presents the locations of these major medical facilities.

Figure 2-8
EDUCATIONAL FACILITIES

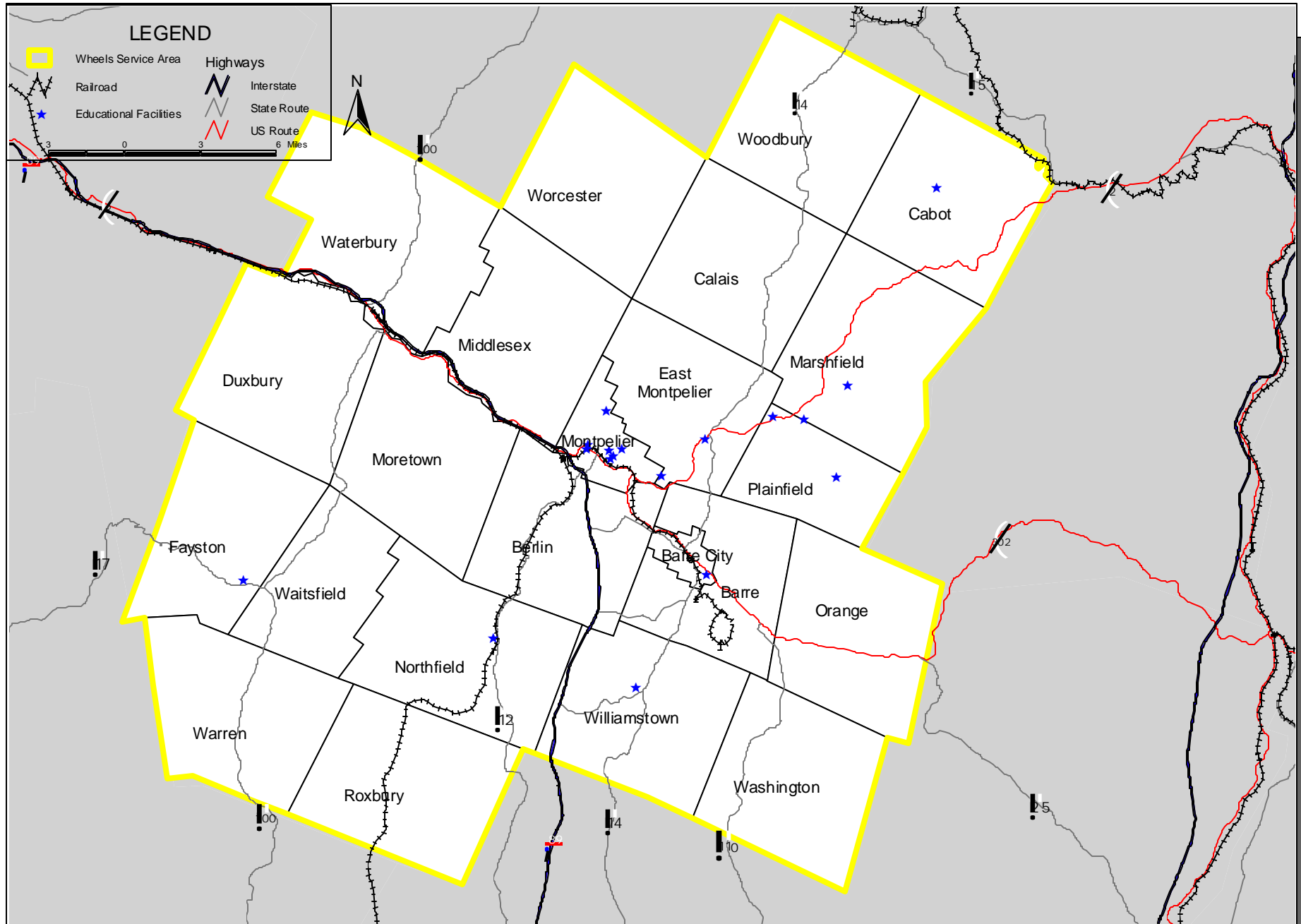


Figure 2-9
SHOPPING DESTINATIONS

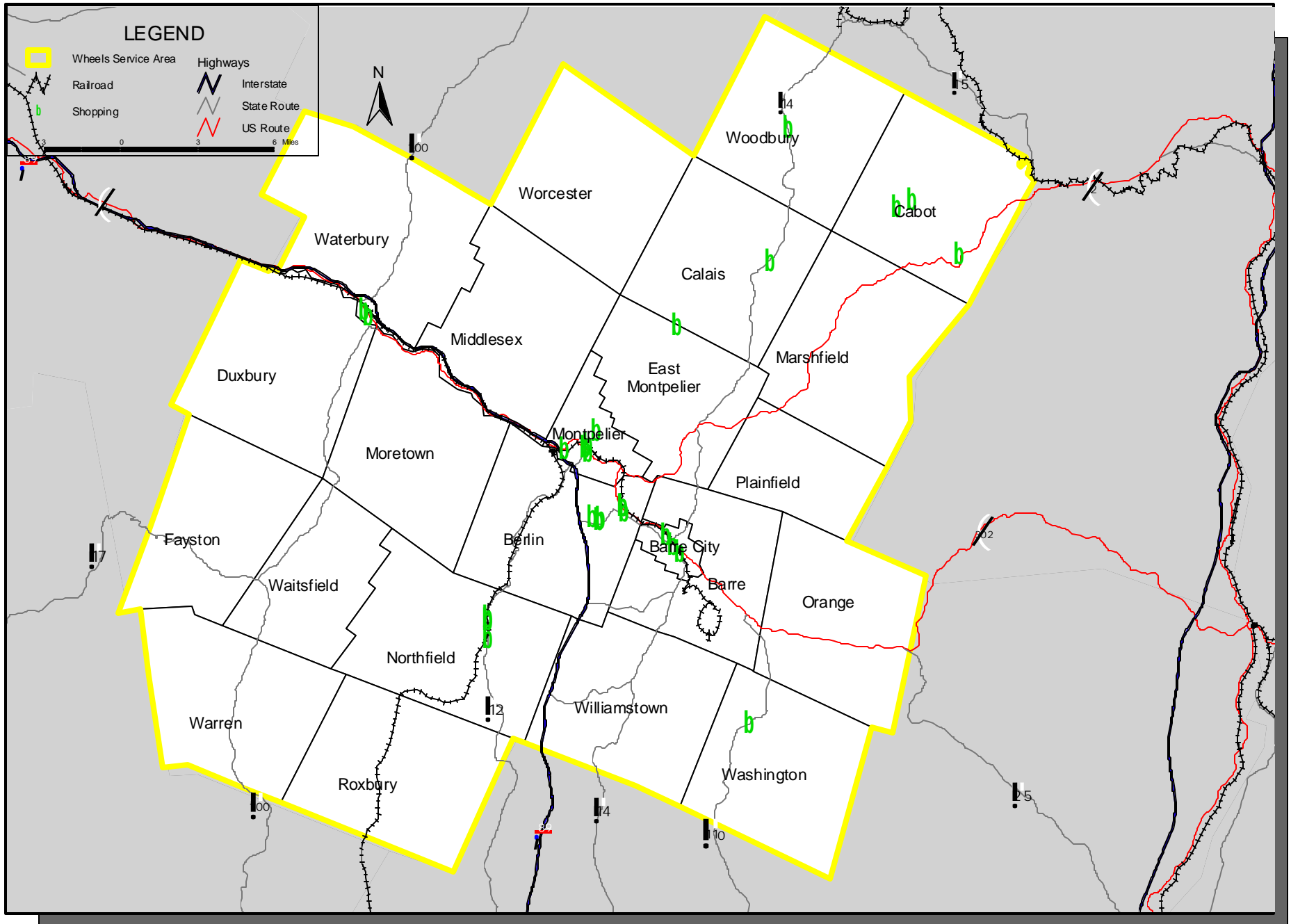
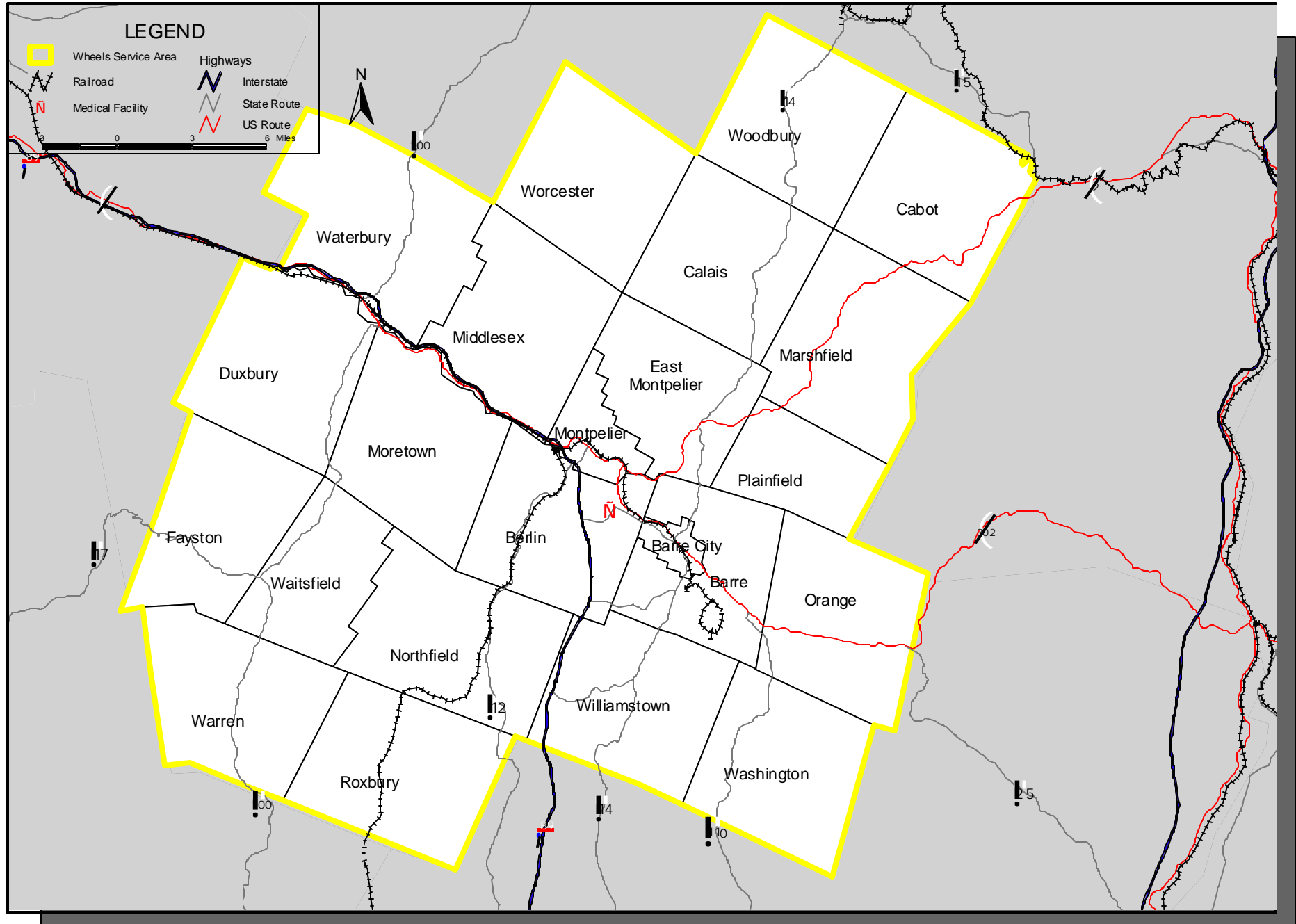


Figure 2-10
MAJOR MEDICAL FACILITIES



Major Employers

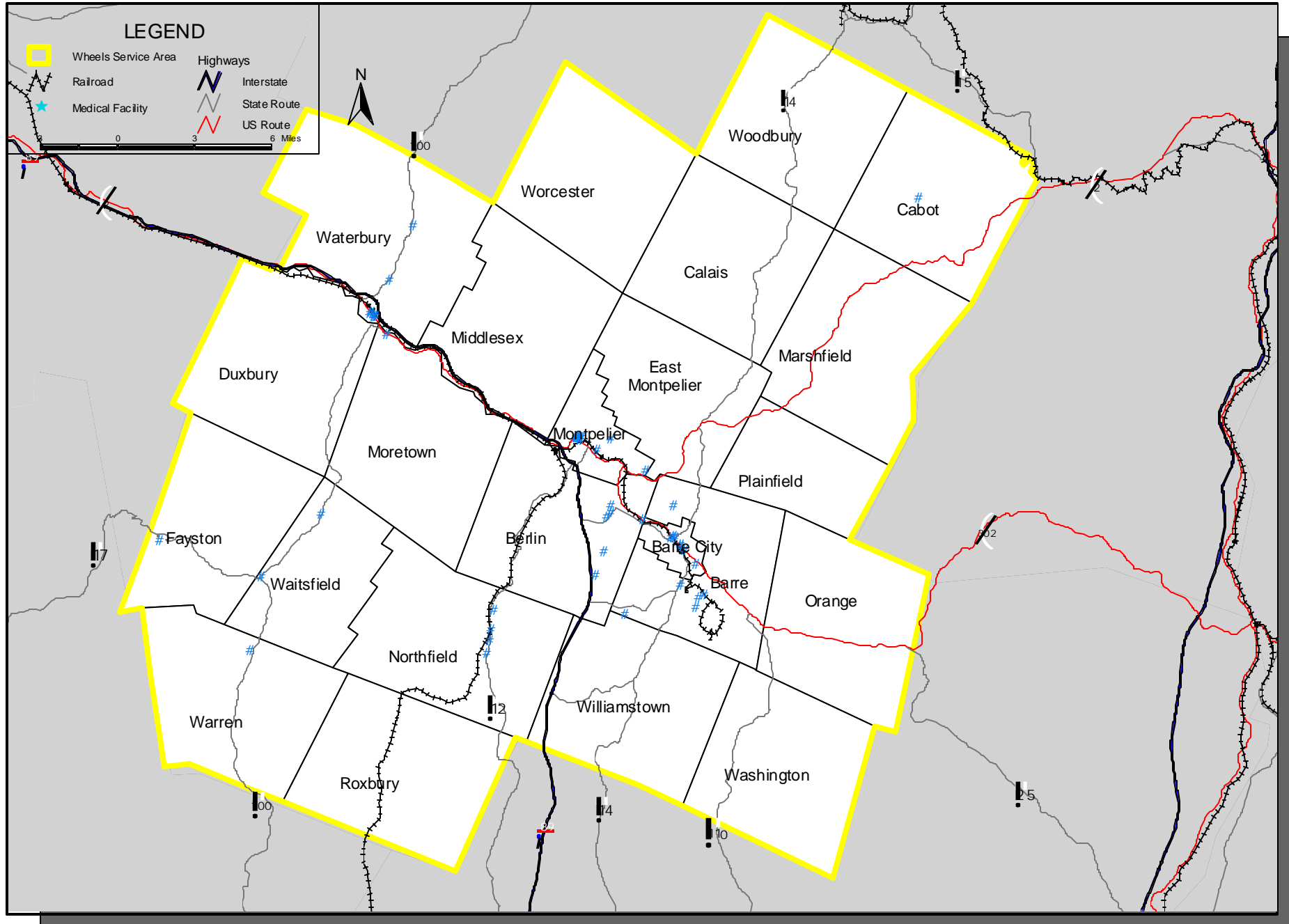
For this task, the consultants used a statewide list of employers developed as part of the VTrans Job Access planning process. It was compiled from several sources. The study team purchased a list of Vermont employers with 25 employees or more from Dun and Bradstreet. This data source included employers in New Hampshire within 25 miles of the Vermont border. From this list, the study team selected those with 25 employees or more for inclusion in the employer list. Another list of employers was gathered from the “Vermont at a Glance” directory published by Vermont Business Magazine, which lists major employers for each county. The team combined these two lists and checked the data thoroughly to identify and eliminate duplicates, a process that was sometimes complicated by the use of primary and secondary names for the same business.

One major goal of the research on employers was to produce a map of major employers in each transit service area in order to better understand local transit needs and identify clusters of employers. In many areas of Vermont, however, businesses do not have formal street addresses, and many locations were either unlisted or too vague to map, such as “Route 7A, Manchester”. The study team performed extensive research, using printed and online listings, other maps, and phone calls to individual businesses to find the most specific locations possible. Businesses whose locations could be identified were mapped in ArcView using address matching functions and manual digitizing. A map of the locations is displayed in Figure 2-11.

Mad River Valley

Mad River Valley encompasses the towns of Warren, Waitsfield, and Fayston and is home to a popular ski resort, Sugarbush and Mad River Glen. The Valley is defined geographically by the Mad River. The Sugarbush ski area consists of two peaks, Lincoln Peak, and Mount Ellen. Primary access to the Valley is via Route 100 and Route 17. In 2000, population in the three towns is estimated at 4,481, an increase of 24 percent from 3,390 persons in 1990.

Figure 2-11
MAJOR EMPLOYERS



Areas of relatively moderate to low need in the Valley are scattered throughout the three towns based on both the *number* and *percentage* of transit dependent persons. According to the 2000 Census, areas of relative need based on the *density* of these same populations are found in:

High Density	-	none
Medium Density	-	Waitsfield (part), Warren (part), and
Low Density	-	Fayston

Local major trip generators for employment, shopping, and attractions tend to be found in the Sugarbush Resort Area, Mad River Glen, with additional destinations in the Villages of Waitsfield and Warren.

MULTI-MODAL CENTER

VTrans and the City of Montpelier has filed an application with the Federal Transit Administration (FTA) for funding to construct a multi-modal center in the city. The new multi-modal center will integrate regional and local transit services and house the Welcome Center. The multi-modal center will also function as a transfer hub for intra-regional buses, commuter vans, and satellite parking lot shuttles. The location of the center is to be located on the Carr property at Taylor Street. According to the application, an initial estimate of passenger usage is 671 per day excluding bicycle and pedestrian use. The application has been approved by FTA, and is currently in the process of permitting and design.

EMPLOYER SURVEY

In order to collect data regarding the need for employment transportation, the SRPTP included a mail survey of employers of Vermont citizens. The survey asked for information on the number of employees by shift, the numbers of entry-level employees (potentially more likely to need public transportation), and if the employers provided any transportation assistance, or

had any interest in transportation assistance. The survey process included the development of a questionnaire, preparation of a mailing list, follow-up with non-respondents, and the analysis of returns.

A survey form was drafted and reviewed by VTrans. Suggested changes were made and the survey mailed along with a cover letter statewide. In cases of businesses with two different addresses, the team made certain to use mailing addresses (for example, post office boxes) as opposed to street addresses. Surveys were sent to the 296 businesses in Table 2-2. Currently, 39 employers have responded to the survey.

Results

Appendix C presents the data collected from the responding employers in the Wheels service area. According to the responses, approximately 87.5 percent of employees drive alone to work, 8.5 percent carpool, and less than one percent use public transit or vanpool. Although collectively less than one percent use public transit to commute to work, Wayside Restaurant, one of employers surveyed indicated that of its 75 employees 15 (20%) use public transit to get to work. Of the 39 employers in Wheels' service area that responded to the survey, the majority of employers has one shift time however there were seven that had three shift times for employees. The first shift times typically started between 7:00 a.m. and 8:00 a.m. and ended between 3:00 p.m. and 5:00 p.m. However, second and third shift times seem to vary greatly between companies, with start times ranging from 8:00 a.m. to 4:00 p.m. and end times between 4:00 p.m. and 2:00 a.m.. Not surprisingly many were employed in the first shift, followed by the second and then the third shift.

Commuting Patterns

Communities/towns from which employees commute from are different for each company with Barre Town, Barre City, Montpelier, Northfield, Williamstown, and Waterbury being the most frequently cited origins.

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
A & S Collatin Associates	Yes
A G Anderson Co Inc	
A Single Pebble Inc	
Agency Trnsp Centl Gar	
Agriculture United States Dept	
World Development	
Aime Bellavance & Sons Inc	
Alcohol And Drug Abuse Vt Office	
Barre District Office	
Allen Lumber Company Inc	
American Flatbread Co Inc	Yes
Ames Department Stores Inc	
Arvads Inc	
Attorney General Vermont Office	
Environmental Unit	
Civil Law Division	
Criminal Division	
Medicaid Provider Fraud Agency	
Attorney General	
Banking Insrnce Scrties & Hlth	
Banking Division	
Captive Insurance Section	
Health Care Administration	
Securities Division	
Barre City School District	
Barre Town	
Dept. of Public Works	Yes
EMS	Yes
Municipal Offices	Yes
Police Dept.	Yes
Bates & Murray Inc	Yes
Ben & Jerrys Homemade Inc	
Benevolent & Protective Order	
Benoit Electric Inc	
Benware & Co	
Berlin Elementary School	
Black Diamond Sportswear Inc	
Black River Design Llc	
Blue Cross/Blue Shield Of Vermont	Yes
Bond Auto Parts Inc	
Bond Auto Parts Inc	
Brook Crossett Middle School	
Brothers Building Co Inc	Yes

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
Buildings & Gen Svcs Vt Dept	
Public Record Dept	
Communications & Info Tech	
Risk Management Division	
Cabot Creamery Cooperative	
Cabot Hosiery Mills Inc	
Cabot School Dist	
Calais Elementary School	
Capital Candy Company Inc	
Capital City Press Inc	
Capitol Plaza Corp	
Casella Waste Management Inc	Yes
Central Services Division	
Public Records Division	
Supply Center	
Central Vermont Hospital Inc	
Central Vt Cmnty Action Cuncil	
Central Vt Council On Aging	
Central Vt Hm Hlth & Hospice	
Cheshire Cat Inc	
Child Support Services Vermont	
Cicotte Automobile Inc	
City Engineer	
C-K Interactive Llc	
Cody Chevrolet Inc	
Cold Hollow Cider Mill Inc	
Commerce & Cmnty Dev Vt Agcy	
Community College Of Vermont	
Concord General Mutl Insur Co	
Confluence Holding Corporation	
Controlled Energy Corp	Yes
Corrections Vermont Department	
276 N Main St	Yes
Barre Crt Rpairative Svcs Unit	
Correctional Institutes	
Country Club Of Barre Inc	
Courtesy Motors Inc	
CRSU	
Doenges Entrps Inc	
Don. Vac Inc.	Yes
E A Granfield Inc	
East Mntpelier Elememtary Schl	
EF Wall And Associates	Yes
Employment & Training Vt Dept	

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
Envirnmntal Cnsrvation Vt Dept 103 S Main St Geology Div Environmental Assistance Air Quality Div Water Quality Division Water Supply Div Pollution Prevention Div	
Everett J Prescott Inc	
Farrell Distributing Corp	
Fayston Elementary School	
First In Fitness At City Ctr	
Fish And Wildlife Vermont Dept	
Marketing Div	
Fisheries Div	
Hatcheries Div	
Enforcement Div	
Fish And Wildlife Department	
Fletcher Allen Otolaryngology	
Forests Prks Rcreation Vt Dept	
Formula Ford Inc	
Formula Ford Inc	
Goddard College Corporation	
Granite Importers Inc	
Granite Industries Of Vermont	
Green Mountain Club Inc	Yes
Green Mountain Coffee Inc	
Green Mountain Power Corp	
Green Mountain Valley School	
Green Mountain Wood Products	
Gus Catering Service Inc	
Hilltop Restaurant	
Hiram Inc	
Houle Brothers Granite	Yes
Howards Inc	
Hunger Mountain Co-Op Inc	
Huntington Homes Inc	
Interstate Maintenance Clg	
J C Penney Company Inc	
John Stewart Hall	
Johnson Company Inc	
Judiciary Courts Of The State	
Kamtech Plastic Co	Yes
Karl Suss America Inc	

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
Kinney Drugs Inc	
L Brown And Sons Printing	
Labor And Industry Vt Dept	
Lague Inc	
Laidlaw Transportation Inc	
Lamberton Inc	
Level 9	Yes
Licensing Protection Div Aging	
Listers	
Lobster Pot Restaurant Inc	
Mad River Glen Ski Area	Yes
Main St Grill & Bar	
Main Street Middle School	
Maine Drilling & Blasting Inc	
Maplewood Limited	
Mayo Health Care Inc	
Mccullough Crushing Inc	
Mehurons Market Ltd	
Midstate Dodge Ltd	
Monteverdi Music School	
Montpelier Broadcasting Inc	
Moretown Elementary School	
Moot Wood Turnings Inc	
National Life Insurance Co	
National Life Inv Mgt Co	
New England Culinary Institute	Yes
North Barre Granite Inc	
Northeast Wash Cnty Cmnty Hlth	
Northern Power Systems Inc	
Northfield Savings Bank	
Northfield Wood Products Co	Yes
Norway & Sons Inc	Yes
Norwich University	
O M Fisher Inc	
Oak Hill Corp	
Orange Center Elementary Schl	
Order Of Eastern Star Of	
Parker Restaurants Inc	
Penn Traffic Company (Inc)	
Pierre Couture	
Pizza Hut	
Pouliot & Corriveau Inc	
Price Chopper	
Professional Nurses Service	

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
Project Harmony Inc	
R G I S Inventory Specialists	
R S D Transportation Inc	
Radio Vermont Inc	Yes
Ran-Mar Corporation	
Real Good Toys Inc	
Reynolds & Son Inc	Yes
Rock Of Ages Corporation	Yes
Rouleau Granite Co Inc	
Rumney Memorial	
S B Electronics Inc	
S T Paving Inc	Yes
Sarduccis Inc	
Secretary Of State Vermont	
Selectronics Corp	
Semicndctor Advnced Lthography	
Shakespeare Nightingale Intl	
Shoneys Inc	
Spaulding High School Un Dst	
Speaker Of The Vermont Hse Rep	
Spruce Mountain Inn Inc	
St Monica School	
Staples Inc	
State Employees Credit Union	
Stone Environmental Inc	
Storrs Ventures Inc	
Sts Inc	
Subacute Corp (Llc)	
Sugarbush Resort Holdings Inc	
Swenson Granite Company Inc	
Tds Telecommunication Corp	
Tennis Unlimited	
Thatcher Brook Primary School	
The Grand Union Company (Montpelier)	
The Grand Union Company (Barre)	
The Times Argus	
The Washington Youth Svc Boro	
Theodore Rossi Trucking Co	
Tourism And Marketing Vt Dept	
Montpelier Welcome Center	
Town Of Berlin	
Clerks Office	
Town Of Northfield	
Northfield Ambulance Service	

Table 2-2
MAJOR EMPLOYERS SURVEYED

Company Name	Responded to Survey
Town Of Waterbury	
Waterbury Fire Dept	
Town Managers Office	
Turtle Island Childrens Center	
Union Elementary School	
Union Mutual Fire Insurance Co	Yes
United Parcel Service Inc Ny	
USDA Rural Development	Yes
United States Postal Service	
Variable Annuity Lf Insur Co	
Vermont Center For Ind Living	
Vermont Community College	
Vermont Dept Of Bankng Ins Sec	
Vermont Hospitality Management	
Vermont Insurance Management	
Vermont League Of Cities & Towns	Yes
Vermont Mutual Insurance Co	
Vermont State Housing Auth	
Vermont Youth Conservation Corps	Yes
Waitsfield & Champlain Valley Telecom	
Waitsfield Elementary School	
Walker Motors Inc	Yes
Wall/Goldfinger Incorporated	
Washington Cty Mntl Hlth	
Washington Electric Coop	Yes
Wayside Restaurant Inc	Yes
Web lizard Incorporated	
Williamstown Jr/Sr High School	
Williamstown Elementary School	
Wnub	
Woodbridge Inc	
Woodbury College	Yes
Woodridge Nursing Home	
World Publications Inc	Yes
WSI of Vermont Inc	
Vermont Agency of Human Services	
Vermont Agency of Natural Resources	
Information Management	
Enforcment Div Ntural Resource	
Natural Resources Agency Of	
Vermont Agency of Transportation	
Dist 6 Hwy Office	
Policy And Planning	
Rail And Air Div	

Company Name	Responded to Survey
Special Projects Div	
Project Development	
Vermont Dept. of Aging and Disabilities	
Advocacy & Independent Living	
Vermont Dept. of Agriculture Food & Mkt	
Dept Of Agriculture	
Plant Industry Agency	
State Laboratories	
Development Division	
Natural Rsrces Cnsrvtion Cncil	
Consumer Assurance Agency	
Vermont Dept. of Developmental And Mental Health	
Vermont Dept. of Education	
Vermont Dept. of Housing & Community Affairs	
Housing And Cmnty Affairs Dept	
Vermont Dept. of Liquor Control	Yes
Vermont Dept. of Motor Vehicles	Yes
Vermont Dept. of Personnel	Yes
Vermont Dept. of Public Safety	
Criminal Investigations	
Emergency Management Div	
Public Service Department Of	
Vermont Dept. of Social Rehabilitation Svc	
Vermont Dept. of Social Welfare	
Vermont Dept. of States Attorney	
Vermont Dept. of Taxes	
Property Tax Division	
Compliance Division	
Operations Division	
Vermont State Treasurer	
Vermont State Veterans Affairs	Yes
Yestermorrow Inc	

Transportation as a Problem

Employers were asked on the survey if their employees have indicated to them that transportation is a problem. Of the 39 responses, seven companies responded with “yes”. These seven employers are Northfield Wood Products, American Flatbread Company, Blue Cross & Blue Shield of Vermont, State of Vermont Department of Personnel, USDA Rural Development, EF Wall & Associates, Inc., and Mad River Glen Ski Area.

Employee Transportation Programs

Four of 39 employers that responded indicated they have some type of employee transportation assistance program. The companies are Bates and Murray, Inc., Controlled Energy Corporation, State of Vermont Department of Personnel, and Mad River Glen Ski Area. Programs consisted of providing vehicles or parking spaces for carpooling. Eight (Controlled Energy Corporation, Mad River Glen Ski Area, Woodbury, Vermont Youth Conservation Corps, American Flatbread Company, New England Culinary Institute, Northfield Wood Products, and State of Vermont Department of Personnel) of the employers that responded indicated they would possibly be interested in some sort of transportation program.

An issue regarding the surveying of major employers is the treatment of the state department. Because of the various divisions within each state department, it becomes a challenge in trying to capture information regarding transportation needs and commuting patterns of state employees by surveying each division separately and stay within budget. Recognizing this challenge we will be referring to and using data collected in the “Commuter Fringe Benefit Literature Search and Downtown Employee Parking Survey” prepared for VTrans when a review of journey-to-work trips is conducted.

REGIONAL TRAVEL PATTERNS

Regional travel patterns for Central Vermont was examined using two sources of data. One is traffic volume on roads, and the other is Census data on journey-to-work from the 1990

Census Transportation Planning Package from the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS).

1998 traffic volumes on state roads have been compiled by VTrans and the data are presented on a statewide map. Figure 2-12 shows the portion of the statewide map covering Central Vermont. The wider the colored band on a particular road, the greater the traffic volume. The Average Daily Traffic (ADT) numbers are also shown on each segment. The darker lines and red numbers present the data for limited access highways and interstates, and the lighter lines and black numbers present information for other highways. It should be noted that the heaviest volumes in Central Vermont are primarily on I-89 and Route 302. This information is useful in assessing the transit potential of alternative routes and services as it presents one measure of the overall volume of travel in a corridor. If there is very little travel overall, it is likely that the market for public transportation will be slim. This is not the only information to be considered, however, as there may be specialized trips (to medical facilities, for example) that need to be provided by transportation services. Also, the fact that there is a high volume of traffic overall may not indicate a good public transit market, as it may be through traffic.

The BTS has released data showing where all commuters travel to by town, based on the 1990 Census. This data combined with the highway usage data can show us heavily traveled corridors in Central Vermont and enable us to estimate potential demand for transit. Table 2-3 shows commute patterns within and around Central Vermont and Table 2-4 shows commute patterns for residents who travel elsewhere outside the region.

In Central Vermont, approximately 70 percent of all commuter trips are within the region. The primary commuter destination is the City of Montpelier, followed by Barre City and Waterbury. Conversely, 30 percent of all commuter trips are made outside of the Central Vermont region. Leading destinations outside of the region includes Burlington (602 trips), Stowe (329 trips), Randolph (298 trips), South Burlington (272 trips), and Essex Junction (231 trips).



Table 2-3: COMMUTE PATTERNS OF TOWNS WITHIN CENTRAL VERMONT

	Residence																							
	Barre City	Montpelier City	Barre	Berlin	Cabot	Calais	Duxbury	East Montpelier	Fayston	Marshfield	Middlesex	Moretown	Northfield	Orange	Plainfield	Roxbury	Waitsfield	Warren	Washington	Waterbury	Williamstown	Woodbury	Worcester	Grand Total
<i>Commute to...</i>																								
Barre City	1980	244	1457	166	48	124	17	196	13	90	58	47	125	104	105	42	12	16	119	48	406	34	31	5482
Montpelier City	903	2425	789	460	56	233	79	396	11	146	282	155	382	68	154	10	37	9	68	216	198	87	155	7319
Barre	242	91	507	63	31	22	4	62	9	35	3	28	73	58	23	2		2	42	50	143	7	2	1499
Berlin	347	319	205	190	11	63	7	65	6	26	69	10	116	38	58	6	20	5	20	59	140	20	39	1839
Calais		6		14		47		2		6	14		6		3							3		101
Duxbury	9	9			3		8		4			7					23			23	7			93
East Montpelier	18	58	44	8		26		144	3	25	11	5	23	12	9				5	7	28	14	15	455
Fayston	5	7					6		33			7					42	22						122
Marshfield	5	48			36	17		21		119	12			5	112		3				7	16	2	403
Middlesex	16	38	18			4	3	5			48	16	3	1			2			12		8	8	182
Moretown							28		27		3	107	11	2			36	29		42			2	287
Northfield	25	86	37	67	5	11	5	28			9	18	1228		3	77	9	4	7	12	16	2	7	1656
Orange	19	8						8					3	30	3				9	3	18	3		104
Plainfield															2									2
Roxbury								6					21			54								81
Waitsfield	12	22	11			2	38		164		4	77	6			3	336	180		48			4	907
Warren		4	7				10		50		2	9	20				58	254		24				438
Washington	17	16	14									4	9	7		2	4		54	7	9			143
Waterbury	100	192	61	23	6	22	167	40	35	17	95	128	47	9	19	6	44	10	7	1084		15	15	2142
Williamstown	43	6	33	32	3	2		3			4		15	4	3				7	6	242	6	5	414
Woodbury					2	4					2										5	24	2	39
Worcester						8		3		2	3				3					2			42	63
Grand Total	3741	3579	3183	1023	201	585	372	979	355	466	619	618	2088	338	497	202	626	531	338	1643	1219	239	329	23771
Percent	16%	15%	13%	4%	1%	2%	2%	4%	1%	2%	3%	3%	9%	1%	2%	1%	3%	2%	1%	7%	5%	1%	1%	100%

Table 2-4: COMMUTE PATTERNS OF TOWNS WITHIN CENTRAL VERMONT TO OTHER AREAS

	Residence																							
	Barre City	Montpelier City	Barre	Berlin	Cabot	Calais	Duxbury	East Montpelier	Fayston	Marshfield	Middlesex	Moretown	Northfield	Orange	Plainfield	Roxbury	Waitsfield	Warren	Washington	Waterbury	Williamstown	Woodbury	Worcester	Grand Total
<i>Commute to...</i>																								
Auburn City ME											5													5
Bellows Falls Village VT																						2		2
Bermuda Dunes CDP CA																			2					2
Blue Bell CDP PA			9																					9
Boston City MA								2									3							5
Brattleboro CDP VT														2										2
Bridgeport City CT			5																					5
Burlington City VT	76	116	28	4		2	43	5	9	9	21	33	32		15	3	12	9	8	159	11	2	5	602
Cambridge City MA																	2	2				2		6
Chelmsford CDP (pt.) MA																						2		2
Chicago City (pt.) IL		8																						8
Claremont City NH																			2					2
Columbia City SC													3											3
Concord City NH	12																							12
Dallas City (pt.) TX													2											2
Dayton CDP NJ																	2							2
Denver City CO																	3							3
Dover City NH	7																							7
Essex Junction Village VT	26	14	32	14			23	5			11	8	7	3			2			73	9		4	231
Framingham CDP (pt.) MA						1																		1
Gloucester City MA										2														2
Greenwood Lake Village NY																				3				3
Hanover CDP NH					2								7						8					17
Hanover Township CDP NJ														2										2
Hartford City CT											3							2						5
High Point City (pt.) NC																		2						2
Indianapolis City IN													3											3
Lebanon City NH					2					3			3	2										10
Long Beach City CA							2																	2
Lynchburg City VA																		3						3
Manchester City NH								1												2				3
Marshall City MN																					6			6
Melville CDP NY																	3							3
Middlebury CDP VT	8																	3	3					14
Middletown City CT																							2	2
Nantucket CDP MA																				2				2
Nashua City NH																						3		3
New York City (pt.) NY		5						2					2		7		1	3						20
Newport City VT								5												8				13

Table 2-4: COMMUTE PATTERNS OF TOWNS WITHIN CENTRAL VERMONT TO OTHER AREAS

	Residence																							
	Barre City	Montpelier City	Barre	Berlin	Cabot	Calais	Duxbury	East Montpelier	Fayston	Marshfield	Middlesex	Moretown	Northfield	Orange	Plainfield	Roxbury	Waitsfield	Warren	Washington	Waterbury	Williamstown	Woodbury	Worcester	Grand Total
<u>Commute to...</u>																								
Norfolk City VA																2								2
Orono CDP ME											3													3
Palm Beach Town FL		5																						5
Philadelphia City PA																			3					3
Pittsburgh City PA	4																							4
Pittsfield City MA		10																						10
Plattsburgh City NY												3												3
Addison Town VT								3																3
Barnard Town VT		5																						5
Barnet Town VT						2																		2
Barton Town VT																						2		2
Berlin Town CT			6																					6
Bethel Town VT	10							4											3		10			27
Blue Hill Town ME																	2							2
Bolton Town VT							2					2								3				7
Bradford Town VT							3			2					2				2		5			14
Braintree Town VT													3			2								5
Brattleboro Town VT			7																					7
Bristol Town VT										4	3													7
Brookfield Town VT		3										2	2	2	2									11
Burke Town VT		4			5																			9
Champlain Town NY																				2				2
Charlotte Town VT		8									2						5			2				17
Chelsea Town VT			6										10	3					23					42
Chittenden Town VT	5																			13				18
Colchester Town VT			10	10			2				2	11	5		2		6			23	4			75
Colonie Town NY													4											4
Corinth Town VT	7													5										12
Craftsbury Town VT					2																			2
Danville Town VT	4				6						3											5		18
Deerfield Town MA																				7				7
Derby Town VT																						2		2
Elizabethtown NY	4																							4
Elmore Town VT																							2	2
Epping Town NH		7																						7
Essex Town NY																		3						3
Essex Town VT		16			2		5		5		7	2						5		19				61
Fairfax Town VT									3															3
Fairlee Town VT													2											2
Ferrisburg Town VT																				1				1

Table 2-4: COMMUTE PATTERNS OF TOWNS WITHIN CENTRAL VERMONT TO OTHER AREAS

	Residence																							
	Barre City	Montpelier City	Barre	Berlin	Cabot	Calais	Duxbury	East Montpelier	Fayston	Marshfield	Middlesex	Moretown	Northfield	Orange	Plainfield	Roxbury	Waitsfield	Warren	Washington	Waterbury	Williamstown	Woodbury	Worcester	Grand Total
<i>Commute to...</i>																								
Georgia Town VT						2																		2
Gouverneur Town NY			6																					6
Granville Town VT											3						2	4						9
Greensboro Town VT				5	2																	4		11
Groton Town VT					4									2										6
Hancock Town VT																	2							2
Hardwick Town VT	9	6	5		11	7				5	2				7							39		91
Hartford Town VT	7																		5					12
Hartland Town VT														4						4				8
Haverhill Town NH			12																					12
Highgate Town VT		9																						9
Hinesburg Town VT							8		7		2									4				21
Hyde Park Town VT		12									4									6				22
Jamaica Town VT											3													3
Jericho Town VT													3							1				4
Johnsburg Town NY																				4				4
Johnson Town VT							9	2														2		13
Lake George Town NY													2											2
Lancaster Town NH					2																			2
Lebanon Town NY			4																					4
Lisbon Town NH																				3				3
Ludlow Town VT					3																			3
Lunenburg Town VT							3																	3
Lyme Town NH											4													4
Manchester Town VT													8	5										13
Merrimack Town NH																	4							4
Middletown Township NJ																				2				2
Milton Town VT			6																	2				8
Montgomery Town VT				8																				8
Moon Township PA		5																						5
Morristown Town VT		6			2	2	3	8		3	5			2						17		19	10	77
Nantucket Town MA																	2							2
New Paltz Town NY						2																		2
North Hempstead Town NY		11																						11
North Hero Town VT						4																		4
Norwich Town VT																3	2							5
Peacham Town VT					4					2														6
Pittsford Town VT	5																							5
Pound Ridge Town NY																		2						2
Randolph Town VT	38	28	39	33		7		4			2	4	73	9	3	17		2		9	26	4		298

Table 2-4: COMMUTE PATTERNS OF TOWNS WITHIN CENTRAL VERMONT TO OTHER AREAS

	Residence																							
	Barre City	Montpelier City	Barre	Berlin	Cabot	Calais	Duxbury	East Montpelier	Fayston	Marshfield	Middlesex	Moretown	Northfield	Orange	Plainfield	Roxbury	Waitsfield	Warren	Washington	Waterbury	Williamstown	Woodbury	Worcester	Grand Total
<i>Commute to...</i>																								
Total	341	395	229	148	71	40	126	72	35	45	123	101	231	55	45	30	79	58	75	718	77	101	38	3233
Percent	10.5%	12.2%	7.1%	4.6%	2.2%	1.2%	3.9%	2.2%	1.1%	1.4%	3.8%	3.1%	7.1%	1.7%	1.4%	0.9%	2.4%	1.8%	2.3%	22.2%	2.4%	3.1%	1.2%	100%

CONCLUSION

Transit needs in Central Vermont, for the most part, are dispersed throughout the region although the highest concentration of need appears to be in Barre City, Montpelier, Northfield Village, and Waterbury Village. Additionally, there is a need for increased mobility for residents in the more rural parts of the service area, and a need to improve connections to employment and vital services. Outlying parts of the service area, while having a small population, often have an older or poorer population than is found in the population centers. The next chapter in the plan identifies current transportation services.

CHAPTER 3

CENTRAL VERMONT TRANSIT SERVICES

INTRODUCTION

This chapter includes a description and assessment of transit services in Central Vermont, with the focus on Wheels and the services it provided. Given that Wheels has ceased all operations, the review is important because it will provide a basis for re-implementing services as well as designing new or revising previously operated public transit services. The description of Wheels services had been reviewed by Wheels staff to ensure that an accurate and complete picture of the system was provided.

In addition, the consultant also has developed an inventory of other publicly funded, private non-profit agency transportation services, as well as services provided by private for-profit companies (intercity bus, taxi, etc.). A description of these services is presented at the end of the chapter.

REVIEW OF CURRENT WHEELS SERVICES

Wheels, headquartered in Berlin, VT, was the primary recipient of state and federal funds for the provision of transportation in Central Vermont for both public and human service. Wheels provided an array of services both directly and as a broker. Directly provided services included fixed-route, modified fixed-route, and demand-response door-to-door service. Trip

brokering included volunteer coordination and assignment of trips to taxis and other private providers. These services are further described below. Wheels was also the Rideshare/Ridematch coordinator and Medicaid Broker in Central Vermont, providing information and referral for carpools and vanpools and arranging transportation through volunteers.

Wheels Governance

Wheels was a private non-profit corporation established in 1978. Policy at Wheels was made by an 11 member Board of Directors composed of a Chairman, Vice Chairman, Treasurer, the general public, and representatives from the following committees and communities: Mad River Valley Planning District (MRVPD), Montpelier, CVRPC, Barre City, Vermont Center for Independent Living (VCIL), East Montpelier, Waterbury, Berlin, Orange, and Woodbury.

Board members were nominated either by their select board/town council, their respective agency/organization, or they could be self-nominated. The Wheels Board of Directors had final approval of all nominations, and the term for each member was two years. The agency's mission statement was "To develop a comprehensive transportation service for the Central Vermont region that will assess, plan, and provide for the transportation needs of all our residents. Coordinate with all modes of transportation."

Wheels Service Summary

Wheels operated local and regional fixed-route, modified fixed-route, and demand-response door-to-door service throughout Central Vermont. Local fixed-route and modified fixed-route service was provided between the City of Montpelier, Barre City, and Berlin; and in Mad River Valley serving Sugarbush Ski Resort and Mad River Glen. Regional fixed-route provided commuter and local connections in the communities of Waterbury, Northfield, and Mad River Valley/Waitsfield with Montpelier. Demand-response door-to-door service was provided in the communities and surrounding areas of Northfield, Waterbury, Waitsfield, and Plainfield with advance reservation. Human service transportation including Medicaid, Reach-Up, Ticket-to-Ride, Head Start, and Fair Hearing was also provided by Wheels with the use of existing resources and volunteer drivers. Wheels was the Medicaid transportation broker in the region

using volunteer drivers extensively to reach all the towns in its service area. In addition, Wheels provided contract transportation services to the following agencies: VCIL, Project Independence (PI), and the Council on Aging. Route profiles providing greater descriptions of each of Wheels' routes is presented below. Table 3-1 and 3-2 presents the basic service characteristics and operating data for Wheels for FY 2001.

The system had experienced significant growth over the past years. Total ridership on the general public fixed-route, modified fixed-route, and the demand-response door-to-door service operated by Wheels totaled 210,627 one-way trips in FY 2001. Compared to 185,979 one-way trips in FY 2000, it is an increase of approximately 13.3 percent

The system was funded through a combination of fares, Federal Section 5311 and 5310, State, Congestion Mitigation and Air Quality (CMAQ), Job Access/Reverse Commute (JARC), Medicaid, Ride Share/Ride Match, town contributions, and revenue from local service contracts. Local funding was provided by most of the towns in the region. However, the level of funding was at the discretion of the towns.

Administration and Staff

Wheels had a staff of 38 persons. There were 11 administrative positions including the Executive Director who reports to the Wheels' Board of Directors. The other ten administrative positions included: Office Manager, Office Assistant, Ridematch Manager, Transportation Coordination, Rideshare Coordinator, Operations Manager, Facility Manager, Marketing Manager, Marketing Assistant, and Dispatcher. In addition to the administrative positions, Wheels also employed 18 staff drivers and three mechanics.

The Office Manager was responsible for all accounting and bookkeeping as well as payroll, personnel records, alcohol and drug testing records, billing, and data reports. The Ridematch Manager oversaw and supervised the volunteer drivers and service quality, arranged trip requests, posted billing, collected data, and determined service eligibility. The Transportation Coordinator provided customer service, arranged trips, determined service eligibility, and collected data for billing. Responsibilities for the Rideshare Coordinator included providing rideshare assistance, employer outreach, telemarketing, and database management. The Operations Manager was responsible for managing vehicle services, supervising operations

**Table 3-1: WHEELS TRANSPORTATION
FOR FY2001**

Service Name	Service Type (FR, RD, DR)	Service Descriptor (e.g. town to town)	Rural, or Small Town or Urban	Span of Service (e.g. 6 am to 6 p.m.)	#hours of Service (12 hours)	Days of Service (M-F, or Tues only)	Season: (Winter, summer)	Frequency of Service Peak Off-Peak (30 min., (2 hours, etc.) etc.)		Funding Source: (GP, JARC CMAQ, etc.)	Public Fare	Comments
City Wheels I & II	FR	Town-to-Town	small town	5:25am - 7pm; 5:25am - 10pm; 7:55am - 10pm	13.5;16.5;14	M-Th; Fri; Sat		30 min.	30 min.	GP, JARC	\$1.25*	
Barre Hospital Hill Wheels I & II	RD	Town-to-Town	small town	8 am - 6:05 pm; 8 am - 9:05 pm; 9:05 am - 9:00 pm	10; 13; 12	M-Th; Fri; Sat		60 min.	60 min.	GP, JARC	\$1.25*	
Montpelier Hospital Hill Wheels I & II	RD	Town-to-Town	small town	7:15 am - 6:05 pm; 7:15 am - 9:05 pm; 9:05 am - 6:05 pm	10.9; 13.9; 9	M-Th; Fri; Sat		60 min	60 min	GP, JARC	\$1.25*	
Airport Wheels	DR	Airport Shuttle	rural/small town	5:00 am - 10 pm	17	M-Sunday		n/a	n/a	GP	\$20 one-way	
Northfield Regional Route Commuter Service Community Service	FR	Town-to-Town	rural	6:26 - 8:30 am/4:26 - 6:30 pm	4	M-Friday	All	60 min	60 min	CMAQ, GP	\$2.00	
	RD	Town-to-Town	rural	10:26 am - 4:26 pm	5	M-Friday	All	n/a	n/a	Contract, GP	\$4 regular **	
Waitsfield/Valley Regional Route Commuter Service (Purple Route) Community Service	FR	Town-to-Town	rural	6 am - 8:45 pm; 4 pm - 6:45 pm	13.15	M-Sunday	All	60 min	60 min	CMAQ, GP	\$2.00	
	DR	Town-to-Town	rural	9:00 am - 2:00 pm	5	Tues & Thurs	All	n/a	n/a	Contract, GP	\$4 regular ***	
Waterbury Regional Route Commuter Service	FR	Town-to-Town	rural	6:55 - 8:25 am/3:57 - 6:00 pm	3.5	M - Friday	All	60 min	60 min	CMAQ, GP, Local	\$2.00	
Community Service	DR	Town-to-Town	rural	8:30 am - 2:30 pm		M - Friday	All	n/a	n/a	Contract, GP	\$4 regular **	
Plainfield Regional Route School Transportation Community Service	RD	Town-to-Town	rural	6-9:00a.m.; 3-5:00pm	5	M-Friday	All	n/a	n/a	GP		
	DR	Town-to-Town	rural	8:30 am - 3:00 pm	6.5	MWF	All	n/a	n/a	contract/GP	\$4 regular **	
Mad River Valley Green (Peak Season)	FR	Small town-Ski	rural	8:00 am - 6:00 pm; 6:00 pm - 1:00 am; 8:00 am - 4:00 pm	10; 7; 8	M-Sat; Sat. Evening; Sun.	Winter	60 min	60 min	CMAQ, Sugarbush, GP	Free	
Green (Non-Peak Season)	FR	Small town-Ski	rural	8:50 am - 3:30 pm	2.25	M-Friday	Summer/ Fall	120 min	120 min	CMAQ, Sugarbush, GP	Free	
Blue1	FR & DR	Ski	rural	8:00 am - 5:00 pm	9	M-Sun	Winter	15 min	30 min	CMAQ, Sugarbush, GP	Free	DR - 1-5pm
Blue2	FR & DR	Ski	rural	8:00 am - 5:00 pm	9	M-Sun	Winter	15 min	30 min	CMAQ, Sugarbush, GP	Free	DR - 1-5pm
Red	FR	Ski	rural	8:45 am - 5:15 pm	8.7	M-Sun	Winter	30 min	30 min	CMAQ, Sugarbush, GP	Free	
Orange	FR	Ski	rural	8:30 am - 5:30 pm	9	M-Sun	Winter	60 min	60 min	CMAQ, Sugarbush, GP	Free	
Ticket to Ride (July-June)	door-to-door	n/a	rural & small town			M-Saturday	All	n/a	n/a	5310	Free	

* Regular fare for stops along prescribed route, deviations are:

- \$3.00 for same town
- \$4.00 between towns

** Regular fare for trips to or from town, free for in-town and deviations is \$4.00 in-town.

*** \$2 for seniors and students.

**Table 3-2: WHEELS OPERATING STATISTICS
FOR FY01**

Service Name:	Service Type:	Service Descriptor:	Hours	Miles	Operating Cost	Revenue (Farebox)	Net Operating Deficit	Total Boardings
City Wheels			8,983	133,673	\$379,528	\$54,147	\$325,381	69,577
City Wheels I	Town-Town	Fixed-Route	4,087	60,518	\$192,033	-	-	32,813
City Wheels II	Town-Town	Fixed-Route	4,896	73,155	\$187,495	-	-	36,764
Barre Hospital Hill			3,679	41,894	\$125,801	\$17,494	\$108,307	13,776
Barre Hospital Hill I	Town-Town	Deviated FR	2,994	34,456	\$102,696	-	-	12,863
Barre Hospital Hill II	Town-Town	Deviated FR	685	7,438	\$23,105	-	-	913
Montpelier Hospital Hill			4,190	40,718	\$140,835	\$19,729	\$121,106	17,980
Montpelier Hospital Hill I	Town-Town	Deviated FR	3,435	33,883	\$115,806	-	-	16,082
Montpelier Hospital Hill II	Town-Town	Deviated FR	755	6,835	\$25,029	-	-	1,898
Northfield			4,730	90,596	\$148,308	\$90,400	\$57,908	10,575
Commuter	Town-to-Town	Fixed-Route	1,683	50,899	\$56,634	\$3,566	\$53,068	4,521
Community	Town-to-Town	Deviated FR	3,047	39,697	\$91,674	\$86,834	\$4,840	6,054
Waitsfield/Valley			2,912	66,700	\$93,869	\$35,754	\$58,115	4,845
Commuter Service	Town-to-Town	Fixed-Route	1,772	52,950	\$59,905	\$3,584	\$56,321	2,700
Community Service	Town-to-Town	Deviated FR	1,140	13,750	\$33,964	\$32,170	\$1,794	2,145
Waterbury			4,936	71,047	155,570	\$100,036	55,534	14,941
Commuter Service	Town-to-Town	Fixed-Route	1,546	45,083	\$53,734	\$3,552	\$50,182	2,839
Community Service	Town-to-Town	Deviated FR	3,390	25,964	\$101,836	\$96,484	\$5,352	12,102
Plainfield Regional Route	Town-to-Town	Deviated FR	3,723	73,279	\$112,044	\$106,128	\$5,916	15,298
Airport Wheels	Shuttle	DR	1,268	39,688	\$43,136	\$25,320	\$17,816	1,132
Mad River Valley			7,581	91,416	\$313,967	-	\$313,967	64,024
Green	Small town-Ski	Fixed-Route	2,451	39,303	\$96,580	-	\$96,580	6,485
Blue1	Ski	Fixed-Route	1,591	13,533	\$68,563	-	\$68,563	16,086
Blue2	Ski	Fixed-Route	1,693	13,116	\$71,891	-	\$71,891	23,782
Red	Ski	Fixed-Route	1,303	17,358	\$53,876	-	\$53,876	12,565
Orange	Ski	Fixed-Route	543	8,106	\$23,057	-	\$23,057	5,106
							\$0	
Ticket-to-Ride (July-June)	n/a	n/a	n/a	n/a	\$81,474	n/a	\$81,474	28,140

staff, oversaw bus supplies and equipment, and accident prevention and investigation. The Facility Manager provided general upkeep of the buildings and grounds. The Marketing Manager's duties included public relations, advertising and marketing, and information dissemination.

Fleet and Facility

Table 3-3 presents the fleet of vehicles Wheels used. Wheels fleet consisted of 37 vehicles. Vehicle sizes ranged from a ten passenger van to a 24 passenger bus. With the exception of seven vehicles, all of the vehicles are equipped with either a wheelchair lift or ramp. Ten of the vehicles (S-1 to S-10) purchased in 1998 was an issue of contention between Wheels and VTrans. Wheels purchased the ten vehicles under the assumption that VTrans would sign off for the federal transportation dollars that would be used to reimburse the system for the purchase. However, citing that Wheels did not properly follow procurement regulations, the buses therefore could not be reimbursed.

Vehicle Utilization

Table 3-4 illustrates the utilization patterns of Wheels vehicles on a route-by-route basis. Both general public and contract services are included.

Wheels Route Profiles

The following section provides a description of each of the general public routes operated by Wheels. In addition, maps were also generated to graphically depict the routes and its service characteristics. Each map consists of four elements: Service Description, Productivity Data, Major Trip Generators, and a map of the route. These maps are presented in Appendix D.

Table 3-3 - VEHICLE INVENTORY

Agency Fleet Number	Model Year	Vehicle Identification Number (VIN)	Manufacturer	Vehicle Type (minivan, bus, etc)	Fuel Type	No. of Seats	Lift or Ramp?	Owned or Leased ?	Funding Source	Condition (excellent, good, fair, poor)	Current Odometer Reading	Miles Operated in Past 12 Months	Backup or Regular Service
CURRENT VEHICLES:													
A-1	1991	2B7KB31Z0MK461317	Dodge	Van	Gas	10	Lift	Owned	Local	Poor	180,948	15,109	regular
A-2	1989	2B7KB31Z3KK386805	Dodge	Van	Gas	10	Lift	Owned	Local	Poor	125,789	7,835	regular
A-3	1991	2B7KB31ZXMK463656	Dodge	Van	Gas	10	Lift	Leased	PI	Poor	172,486	14,336	regular
A-4	1994	2B7KB31ZORK582579	Dodge	Van	Gas	10	Lift	Owned	FTA/Local	Fair	179,892	<i>out of service</i>	
A-5	1994	2B7KB31Z9RK582578	Dodge	Van	Gas	10	Lift	Owned	Local	Poor	175,613	18,003	regular
A-6	1994	2B7KB31Z3RK160645	Dodge	Van	Gas	10	Lift	Leased	16b2/COA	Good	147,240	18,541	regular
A-7	1995	2B7KB31Z2SK574649	Dodge	Van	Gas	10	Lift	Leased	16b2/COA	Good	136,448	20,543	regular
A-8	1997	2B7KB31Z5VK595225	Dodge	Van	Gas	9	Lift	Leased	5310/PI	Good	81,965	12,431	regular
A-9	1999	2B6LB3122XK544180	Dodge	Van	Gas	10	Lift	Leased	5310/COA	Good	38,023	16,215	regular
A-10	2000	2B6LB31Z7YK150997	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	21,825	27,168	regular
A-11	2000	2B6LB31Z9YK150998	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	37,269	44,756	regular
A-12	2000	2B6LB31Z1YK151000	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	32,564	40,363	regular
A-13	2000	2B6LB3123YK151001	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	35,345	43,155	regular
A-14	2000	2B6LB31Z5YK151002	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	31,270	36,591	regular
A-15	2000	2B6LB31Z7YK151003	Dodge	Van	Gas	10	Lift	Owned	Local	Excellent	30,240	35,488	regular
A-16	2000	2B6KB31Z3YK137742	Dodge	Van	Gas	10	Lift	Owned	5310/Local	Excellent	4,818	6,187	regular
A-17	2000	2B6KB31Z8YK147702	Dodge	Van	Gas	10	Lift	Owned	5310/Local	Excellent	3,123	3,932	regular
E-1	1990	2B5WB35Z9LK736587	Dodge	Van	Gas	15	No	Leased	Head Start	Fair	80,386	9,181	regular
E-2	1991	2B5WB35Z1MK441467	Dodge	Van	Gas	15	No	Leased	Head Start	Poor	97,120	8,181	regular
E-3	1991	2B5WB35Z8MK443328	Dodge	Van	Gas	15	No	Leased	Head Start	Fair	94,692	4,927	regular
E-4	1991	2B5WB35Z8MK441465	Dodge	Van	Gas	15	No	Leased	Head Start	Fair	116,525	28,395	regular
DW1	1988	1FDKE30M1JHA51908		Bus	Diesel	21	No	Owned	Local	Poor	156,056	<i>out of service</i>	

Table 3-3 - VEHICLE INVENTORY

Agency Fleet Number	Model Year	Vehicle Identification Number (VIN)	Manufacturer	Vehicle Type (minivan, bus, etc)	Fuel Type	No. of Seats	Lift or Ramp?	Owned or Leased ?	Funding Source	Condition (excellent, good, fair, poor)	Current Odometer Reading	Miles Operated in Past 12 Months	Backup or Regular Service
DW2	1988	1FDKE37HOJHB52379		Bus	Gas	25	No	Owned	Local	Poor	140,347	<i>out of service</i>	
C-1	1993	2B1249N78P6005840		Bus	Diesel	22	Ramp	Owned	Federal	Fair	184,166	22,879	regular
C-2	1993	2B1249N7X06005841		Bus	Diesel	22	Ramp	Owned	Federal	Fair	172,178	16,623	regular
C-3	1993	2B1249N71P6005842		Bus	Diesel	22	Ramp	Owned	Federal	Fair	202,931	25,712	regular
C-4	1993	2B1249N73P6005843		Bus	Diesel	22	Ramp	Owned	Federal	Fair	129,178	27,147	regular
S-1	1998	1BAGBCSA2XF086459		Bus	Diesel	24	Lift	Owned	FTA/Local	Good	27,856	12,520	regular
S-2	1998	1BAGBCSA9XF086460		Bus	Diesel	24	Lift	Owned	FTA/Local	Good	32,124	14,868	regular
S-3	1998	1BAGBCSA0XF086461		Bus	Diesel	24	Lift	Owned	FTA/Local	Good	33,690	12,693	regular
S-4	1998	1BAGBCSA2XF086462		Bus	Diesel	24	Lift	Owned	FTA/Local	Good	34,175	1,005	regular
S-5	1998	1BAGBCSA6XF086464		Bus	Diesel	24	Lift	Owned	Local	Good	46,444	24,448	regular
S-6	1998	1BAGBCSA4XF086463		Bus	Diesel	24	Lift	Owned	Local	Good	31,935	16,743	regular
S-7	1998	1BAGBCSA3XF086468		Bus	Diesel	24	Lift	Owned	State/Local	Good	30,419	14,369	regular
S-8	1998	1BAGBCSAXXF086466		Bus	Diesel	24	Lift	Owned	Local	Good	37,854	23,308	regular
S-9	1998	1BAGBCSA8XF086465		Bus	Diesel	24	Lift	Owned	Local	Good	35,533	14,011	regular
S-10	1998	1BAGBCSA1XF086467		Bus	Diesel	24	Lift	Owned	Local	Good	21,044	11,660	regular
SC-1	1995	1GDKH32K5S3505045		School Bus	Gas	15	No	Leased	Head Start	Fair	11,865	105	regular
SC-2	1998	1GDHG31FXW1105002		School Bus	Diesel	21	No	Leased	Head Start	Good	14,946	5,639	regular
SC-3	1998	1GDHG31F1W1104479		School Bus	Diesel	21	No	Leased	Head Start	Good	7,726	5,392	regular
VEHICLES ON ORDER:										Expansion or Replacement?			

Table 3-4 - WHEELS VEHICLE UTILIZATION

Usual Vehicle	Route Name or Number	Origin of Route	Geographic Areas Served	Destination of Route	Trip Purpose	Passenger/ Client Group	Usual No. of Riders/ Day	Days of Week	Hours of Day Operated																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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operates till 1:30 a.m. →

Table 3-4 - WHEELS VEHICLE UTILIZATION

Usual Vehicle	Route Name or Number	Origin of Route	Geographic Areas Served	Destination of Route	Trip Purpose	Passenger/ Client Group	Usual No. of Riders/ Day	Days of Week	Hours of Day Operated																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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City Wheels

Presented in Figure D-1 was the fixed-route service operating between Montpelier and Barre City. Wheels operated the route Monday through Saturday with additional evening service on Friday and Saturday. The route began service at 5:25 a.m. during the weekdays and ended at 7:00 p.m. with the exception of Friday, which operated till 10:00 p.m. Saturday service hours were from 7:55 a.m. to 10:00 p.m. Two vehicles were utilized in providing 18 roundtrips with five additional roundtrips on Friday operating on 30 minute headways. The City Wheels route originated at the Chittenden Bank in Montpelier and terminated at Hill Street and South Main Street in Barre City for the return trip. Major timed stops along the route included: Chittenden Bank (Montpelier), Shaws (Montpelier), Berlin and River Street, Wayside Restaurant, Burger King, Barre Moose, Subway (Barre), Hill Street and South Main Street, Tilden House, Merchant Bank, Dunkin Donuts, Grand Union (Barre), North Barre Manor, Washington County Mental Health (WCMH), Trailer Park, McDonald's, Symquest, the granite bridge, and Montpelier High School. Regular fare for the route was \$1.25 one-way, and seniors and students had a discounted fare of \$.75. In addition, there were two ride free zones, one in Montpelier from Bailey Avenue at Berlin Street to State Street and then to Main Street at Berlin Street. The other ride free zone is in Barre City along Main Street from North Barre Manor to Tilden House.

The route provided 69,577 one-way trips in FY01, an increase of approximately 12 percent from the previous year and expended approximately 8,983 revenue hours and 133,673 revenue miles. Its annual operating cost was \$379,523 in FY01. The route carried approximately 7.75 persons per hour and .521 persons per mile. Its cost per trip was \$5.45. The route is funded through a combination of Federal S.5311, State, and JARC funds as well as fares.

Barre Hospital Hill Wheels

Figure D-2 presents the modified fixed-route service between Barre City and the Central Vermont Medical Center in Berlin. The route operated Monday through Friday, 8:00 a.m. to 6:05 p.m. with evening service on Friday from 6:05 p.m. to 9:05 p.m. Saturday service hours are from 9:00 a.m. to 6:00 p.m. During the weekdays the route provided ten round trips with an additional three round trips on Friday, and on Saturday, nine round trips were provided. In

addition to providing fixed-route service, the route also offered door-to-door service with advance reservation. Door-to-door service was available at the top of each hour. One vehicle was used to operate this service on a one-hour headway. The route began each run at Central Vermont Medical Center followed by the door-to-door service before proceeding on to its scheduled route. Major timed points along the route included: Central Vermont Medical Center, Berlin Mall, Trailer Park, WCMH, North Barre Manor, Grand Union (Barre), Dunkin Donuts, Merchant Bank, Tilden House, and Tilden House. Regular fare along the route was \$1.25 one-way and seniors and students is \$.75. In addition, there was one ride free zone along this route. The ride free zone was along Main Street from North Barre Manor to Tilden house. Trips made along that segment of the route were not charged a fare. The fare for the door-to-door service was \$3.00 one-way if in the same town, otherwise the fare was \$4.00.

Barre Hospital Hill provided 13,776 one-way trips in FY 2001 compared to 12,012 in FY 2000 and expended approximately 3,679 revenue hours and 41,894 revenue miles. Ridership increased 14.6 percent from FY00 to FY01. Its operating cost was \$125,801 in FY01. The route carried approximately 3.74 persons per hour and .329 persons per mile. Its cost per trip was \$9.13. The route is funded through a combination of Federal Section 5311, State, and JARC funds as well as fares.

Montpelier Hospital Hill Wheels

Figure D-3 presents the modified fixed-route service between Montpelier and Central Vermont Medical Center in Berlin. The route operated Monday through Friday, 7:15 a.m. to 6:05 p.m. with extended service on Fridays to 9:05 p.m. Saturday service hours were from 9:05 a.m. to 6:05 p.m. During the weekdays the route provided 11 round trips with an additional three round trips on Friday, and on Saturday, nine round trips were provided. In addition to providing fixed-route service, the route also provided door-to-door service with advance reservation similar to the Barre Hospital Hill route. Door-to-door service was available at the top of each hour. The route began each run by providing door-to-door service before proceeding on to its scheduled route. One vehicle was used to operate this service on a one-hour headway. Major timed points along the route included: Central Vermont Medical Center, Berlin Mall, Food Coop, Shaws, Lane Shops Apartments, and Pioneer Apartments. The route also had two scheduled times in

which it stopped at the Amtrak station, 9:10 a.m. and 7:35 p.m. (Monday through Thursday and Saturday). Regular fare along the route was \$1.25 one-way and seniors and students were \$.75. Similar to City Wheels and Barre Hospital Wheels, Montpelier Hospital Hill had a free ride zone. The free ride zone is between Lane Shops apartments and the intersection of Main Street and Berlin Street. Trips made along that segment of the route were not charged a fare. The fare for the door-to-door service was \$3.00 one-way if in the same town, otherwise the fare was \$4.00.

The route provided 17,980 one-way trips in FY 2001 compared to 14,845 in FY 2000 an increase of 21 percent. The number of revenue hours and revenue miles expended in FY01 was approximately 4,190 and 40,718, respectively. Its annual operating cost was \$140,835 in FY01. The route carried approximately 4.29 persons per hour and .442 persons per mile. Its cost per trip was \$7.83. The route was funded through a combination of Federal Section 5311, State, local, and JARC funds as well as fares.

Northfield Regional Route

Figure D-4 presents Northfield's Regional Service which provided a regional fixed-route and door-to-door service in Northfield. The route is a combination of the commuter service and community service in Northfield. Its service hours are from 6:26 a.m. to 6:30 p.m. operating Monday through Friday. The regional route operated primarily between Northfield and Montpelier, while the door-to-door service operated in Northfield and surrounding communities. One vehicle was used to operate both the regional fixed-route and door-to-door service. The regional fixed-route service provided six round trips per day between Montpelier and Northfield. The regional route connecting Northfield and Montpelier operated throughout the day with door-to-door service in and around Northfield during the mid-day. Major timed points along the route included: Chittenden Bank, Vermont College, Brooks Drug, Grand Union, Cabot Hosiery, Village Common/Senior Center, Norwich Library, and the intersection of East and Main Street in Northfield.

The route provided 10,575 one-way trips in FY 2001 compared to 11,251 in FY 2000, a decrease of six percent. The number of revenue hours and revenue miles expended in FY01 was approximately 4,730 and 90,596, respectively. Its annual operating cost was \$148,308 in FY01.

Both the regional route and the door-to-door service carried approximately 2.23 persons per hour and .11 persons per mile. Its cost per trip was \$14.02. The route was funded through a combination of Federal Section 5310 and 5311, CMAQ funds, contracts, and fares.

Waterbury Regional Route

Figure D-5 presents the Waterbury regional route in Waterbury. The route was a combination of commuter (fixed-route) and community (door-to-door) service in Waterbury. Its service hours were from 6:55 a.m. to 6:00 p.m. operating Monday through Friday. The fixed-route operated primarily between Waterbury and Montpelier, while the door-to-door service operated in Waterbury and surrounding communities. One vehicle was used to operate both the fixed-route and the door-to-door service. The regional route connecting Waterbury and Montpelier operated throughout the day with door-to-door service in and around Waterbury between 9:30 a.m. and noon and between 1:00 p.m. and 2:00 p.m. Major timed points along the route included: Chittenden Bank, State Street Market, Brooks Drug, Shaws, Waterbury Senior Center, Vincent's Drugs, Amtrak Station, and the State Complex in Waterbury.

The route provided 14,941 one-way trips in FY 2001 compared to 7,177 in FY 2000, an increase of over 100 percent. The number of revenue hours and revenue miles expended in FY01 was approximately 4,936 and 71,047, respectively. Its annual operating cost was \$155,570 in FY01. Both the regional route and the door-to-door service carried approximately 3.03 persons per hour and .21 persons per mile. Its cost per trip was \$10.41. The route was funded through a combination of Federal Section 5310 and 5311, CMAQ, contracts, and general public fares.

Valley Regional Route

Figure D-6 presents the Valley Regional Route which provided regional fixed-route and local door-to-door service in the Valley and Waitsfield. The route was a combination of commuter (fixed-route) and community (door-to-door) service in Waitsfield. The regional fixed-route service hours were from 5:57 a.m. to 8:45 a.m. in the mornings and 4:10 p.m. to 7:15 p.m. in the evenings, Monday through Sunday during the winter ski season. In the summer and fall

seasons, the service operated Monday through Friday. The door-to-door service was available between 9:00 a.m. and 2:00 p.m. on Tuesdays and Thursdays year round. The regional route operated primarily between the Valley and Montpelier, while the door-to-door service operated in Waitsfield and surrounding communities such as Warren, Fayston, and Moretown. One vehicle was used to operate both the regional fixed-route and the door-to-door service. The regional fixed-route service provided two round trips per day between Montpelier and the Valley. Major timed points along the route included: Chittenden Bank, State Street Market, Brooks Drugs, Grand Union, Moretown Post Office, Waitsfield Fire Station/Chamber of Commerce, Sugarbush Village, Lincoln Peak, Waitsfield Village, and Moretown Mobile Station.

The regional service provided 4,845 one-way trips in FY 2001 compared to 5,626 in FY 2000, a decrease of 13.9 percent. The number of revenue hours and revenue miles expended in FY01 was approximately 2,912 and 66,700, respectively. Its annual operating cost was \$93,869 in FY01. The service carried approximately 1.66 persons per hour and .07 persons per mile. Its cost per trip was \$19.37. The route was funded through a combination of Federal Section 5310 and 5311, CMAQ, contracts, and general public fares.

Plainfield Regional Route

Figure D-7 presents the Plainfield Regional Route. The service provided door-to-door community service in the community of Waitsfield and surrounding communities. In addition, the Plainfield Regional Route also provided school transportation to Union32 High School. The door-to-door service was available Mondays, Wednesdays, and Fridays between the times of 8:30 a.m. to 3:00 p.m. Advance reservation was required. The fare for the service was \$4 one-way and seniors rode for free. The school transportation was provided Monday through Friday in the morning from 6:00 a.m. to 9:00 a.m. and in the afternoon from 3:00 p.m. to 5:00 p.m.

The service provided 15,295 one-way trips in FY 2001 compared to 13,674 in FY 2000, an increase of 11.8 percent. The number of revenue hours and revenue miles expended in FY01 was approximately 3,723 and 73,279, respectively. Its annual operating cost was \$112,044 in FY01. The service carried approximately 4.11 persons per hour and .21 persons per mile. Its cost per trip was \$7.32. The route was funded through a combination of Federal Section 5310 and Section 5311, contracts, and general public fares.

Airport Wheels

Figure D-8 presents the designated pick-up locations for the Airport Wheels service. The service was a demand-response type service with a required two business day advance reservation. It provided service to Burlington Airport, Amtrak, and Vermont Transit Terminals. Trips could be scheduled seven days a week from 5:00 a.m. to 10:00 p.m. Designated pick-up locations included Montpelier, Middlesex, Northfield, Waterbury, Richmond, and Burlington Airport. Additional pick-up locations in other towns were available upon request. One-way and roundtrip fares were also available. The fare from Montpelier and Waterbury to the Airport was \$20 one-way and \$35 roundtrip. The fare from Northfield was \$25 one-way and \$50 roundtrip. Door-to-door trip requests were charged a higher rate and the exact fare would depend on the location of the pick-up/drop-off.

Airport Wheels provided 1,132 trips to Burlington Airport, Amtrak, and Vermont Transit stations in FY 2001. In the previous year the service provided 852 trips. In FY02, the service averaged .89 trips per hour costing approximately \$7.32 per trip. The service was funded by Federal Section 5311, State, and general public fares.

Valley Transit

In addition to the routes operated by Wheels described above, Wheels also had operated the Mad River Valley Transit service, Mad-Bus. Wheels discontinued operating the service in the Valley in 2002. Alpha Transit, a private provider, was later contracted to provide service in the Valley during the ski season of 2002. The Mad-Bus service operated by Wheels provided free rides in the Mad River Valley and to connections with other routes and services. The service operated by Wheels consisted of five routes labeled Blue Run 1, Blue Run 2, Green Run, Red Run, and Orange Run. These routes are now called Valley Floor Shuttle (formally Green Run), Mountain Resort Shuttles (formally Blue 1 and Blue 2 Runs), Mount Ellen Resort Shuttle (formally Red Run), and Mad River Glen Shuttle (formally Orange Run). All five routes operated primarily during the Winter Ski Season with the exception of the Green Run, which operated on a reduce schedule in the non-Winter season. In FY 2001, the Mad-Bus provided 64,024 trips and averaged 8.45 persons per hour. Its average cost per trip for the same year was

\$4.90. The service was funded primarily through the state and Mad River Valley. The following provides a description of each of the five routes that were operated by Wheels.

Green Run. Figure D-9 presents the Green Run of the Mad-Bus service. The Green Run operated year round. During the 2001 winter ski season, the route operated Monday through Sunday between the hours of 8:00 a.m. and 6:00 p.m. (Monday to Saturday) and 8:00 a.m. to 4:00 p.m. (Sundays). In addition to the daytime service on Saturdays, evening service was also provided from 6:00 p.m. to 1:30 a.m. In the 2001 schedule, a reduce schedule was offered for the summer and fall seasons. Service hours in the summer and fall season were from 8:50 a.m. to 3:36 p.m. Monday through Friday. The route operated between Lincoln Peak and Waitsfield Village. Major timed points along the route included Lincoln Peak, Bridges, Sugarbush Inn, Powderhound, Fiddler's Green, Village Square, Mad River Green, Mad River Flick, Bridge Street, Fire Station/Chamber, Mad Mountain Tavern, and Gallagher's on Route 17. The Green Run provided 6,485 trips in FY 2001, averaging 2.65 boardings per hour. The route cost approximately \$96,580 to operate.

Blue Run 1 and 2. Figure D-10 presents both routes for the Blue Run. Both runs operate 8:00 a.m. to 5:00 p.m. Fixed-route service is provided between 8:00 a.m. to 12:30 p.m. during the peak weeks in the winter ski season and on weekends. During the non-peak weeks in the winter ski season, the fixed-route service operated till noon rather than 12:30 p.m. Beginning in the afternoon till 5:00 p.m., demand-response service was available.

Blue Run 1 provided service along Inferno Road between South Village and Summit. Major timed points along the route are Lincoln Peak, Snow Creek, South Village, Glades/Paradise, and Summit/North Lynx. The route carried 16,086 persons in FY 2001 averaging ten persons per hour and the overall cost for this route was \$68,563.

Blue Run 2 provided service along Sugarbush Access Road between Lincoln Peak and Southface. Major timed points along the route included Lincoln Peak, Sugar Lodge, Lower Club, Southface, Sugarbush Inn, Upper Club, Sugartree Inn, and Bridges. The route carried 23,782 persons in FY 2001 averaging 14 persons per hour. Total operating cost for the route in the same fiscal year was \$71,891.

Red Run. Figure D-11 presents the Red Run route. The route operated only during the winter ski season. Its service hours were 8:45 a.m. to 5:15 p.m. Monday through Sunday. The route provided service between Lincoln Peak and Mount Ellen via German Flats Road. One vehicle was used to operate this route on a 30 minute headway. This route provided 12,565 one-way passenger trips during FY 2001 and cost a total of \$23,058. Its average boarding per hour was 9.64.

Orange Run. Figure D-12 presents the Orange Run route that operated between Lincoln Peak, Mount Ellen, and Mad River Glen. Service hours were 8:30 a.m. to 5:30 p.m. Monday through Sunday. Additional service along Route 17 was available on weekends. One vehicle was used to operate this service on a one-hour headway. In FY 2001, the route provided 5,106 one-way trips, averaging 9.4 trips per hour. The total operating cost for this route was \$53,876.

Montpelier Downtown Capital Shuttle

The downtown Capital Shuttle provided a transportation connection between the National Life Office Complex, the Department of Training and Employment parking lot, and downtown Montpelier. The service did not charge a fare and was initiated as part of a parking and circulation plan, and to alleviate some of the parking and traffic congestion during the legislative session. The shuttle is a seasonal service operating between the months of January and May utilizing two vehicles. With the exception of FY 2001, Wheels Transportation operated the service under contract with the state. In FY 2001, the service was operated by Mountain Transit. In FY 2002, 5,292 one-way trips were provided, expending approximately 1,828 hours and 14,040 vehicle miles compared to 6,200 one-way trips in FY01 and 12,924 one-way trips in FY 2000, showing a reduction of over 50 percent in ridership. This reduction in ridership is likely due to modifications in the route structure which may have made it less attractive to potential riders. In FY 2002, the shuttle service consisted of two routes, one providing service between National Life and downtown Montpelier, and the second between the DET parking lot and downtown Montpelier. The first route, operated on a 30-minute headway service to the National Life complex on the hour and the State House in downtown Montpelier half past the hour. The

second route which operated between the DET parking lot and downtown Montpelier, operated every ten minutes. The service operated in FY 2002 reduced the level of service between National Life and downtown Montpelier, and made it difficult for riders to know which vehicle served the National Life and which one did not.

OTHER PROGRAMS OPERATED BY WHEELS

Ride Share/Ride Match

Wheels operated the Ride Share/Ride Match program for the area, with funding provided by VTrans through the Vermont Public Transportation Association (VPTA). The Ride Share program used federal highway funding to promote car- and van-pooling. Local systems promote ridesharing and seek persons who are interested in finding a car- or vanpool to register in the statewide database. The database allowed local operators to know of rideshare participants. The program also entailed offering a guaranteed ride home program. In FY 2001, their participation accounted for 268,777 one-way trips.

The Ride Match program was also operated by Wheels under a contract with Vermont Public Transit Association (VPTA). According to the VPTA FY 2001 Annual Rideshare/Ridematch report, in FY 2001, Wheels had 1,404 unduplicated applicants for the Ride Match program, accounting for 5,353 one-way trips, a decrease of 254 percent over the previous fiscal year.

Medicaid/Reach Up

Wheels was the Medicaid/Reach Up contractor in Washington County. Eligible Medicaid trips were provided throughout the region as well as to medical destinations outside Central Vermont. Service was generally available Monday through Friday. Wheels screened trip requests for eligibility and assigned eligible trips to ride fixed-route service, demand-response, taxi service, or a volunteer driver. In FY 2002, Wheels provided a total of 29,098 Medicaid/Reach Up trips with program charges totaling \$398,059. The majority of the trips

were provided using either volunteer drivers (42%), local bus service (34%), or taxi service (18%).

Ticket to Ride

Wheels' Ticket-to-Ride program was a collaboration between VCIL and Wheels. Under the program, persons with disabilities residing in one of Wheels 23 town service areas were able to request rides to shopping, medical, community events, employment, or any trip purpose. Trips were arranged using volunteer drivers, door-to-door vans, public transit routes, or taxis. Current riders were given an annual cap of \$500 and \$1,000 for ambulatory and non-ambulatory persons, respectively to draw down from. However, the annual cap is expected to decrease to \$50 for ambulatory riders and \$100 for non-ambulatory. Riders were asked to contribute a co-pay of 20 percent towards the cost of the trip, however it is not required. In FY 2001, approximately 28,140 one-way trips were provided.

Section 5310 Contract Service

In addition to the general public services, Wheels had numerous contracts with state and local agencies for transportation. These services were provided using a combination of in-house operation of Wheels owned vans and buses, volunteer reimbursement, and brokering service to local taxicab companies. Agencies were charged rates for services based upon the mode used to provide the service; some contracts also included administrative overhead. In general, volunteer drivers were reimbursed at .345 cents per mile for all miles driven including deadheading. Human service agencies that had service contracts with Wheels in FY01 are VCIL, Project Independence (PI), and Central Vermont Council on Aging (CVCOA).

Vermont Center for Independent Living

VCIL is an organization of Vermonters with disabilities and deaf Vermonters working together for dignity, independence, and civil rights. Offices are located in Montpelier, Brattleboro, Bennington, and Burlington, and field-based services in every county of Vermont.

The service agreement was the collaboration between Wheels and VCIL for the Ticket-to-Ride program described above. Under the contract, Americans with Disabilities Act (ADA) eligible riders are given a credit in which to use for their transportation needs. Trip requests were funneled through Wheels in which the rider was offered various transportation options to select from. Wheels paid the direct trip cost and the riders' account was charged that amount. Trips scheduled using volunteer drivers were charged a rate of \$.37 cents per mile; taxi's were charged the full taxi fare plus a \$3 loading fee; public transit routes were charged the regular fare; and vans were charged an hourly rate of \$30 per hour (\$35 for bus).

Project Independence (PI)

PI is a program for seniors and persons with disabilities, Alzheimer disease and other dementias providing health care, meals, transportation, socialization, and respite. Under the service contract with PI, Wheels provided door-to-door service to the PI facility Monday through Friday from East Barre from Barre City, Barre Town, Berlin, East Barre, Montpelier, Northfield, Riverton, South Barre, and Williamstown. In addition to the door-to-door service, excursions were also provided. Wheels made use of two lift-equipped vans provided by PI. The reimbursement rate was \$30 per hour for vans and \$35 per hour for buses.

Central Vermont Council on Aging

CVCOA provides case management, congregate and home-delivered meals, community development, transportation, and volunteer services to its seniors. Based in Barre, the agency has a branch office in Morrisville. Under contract with CVCOA, Wheels provided non-Medicaid medical, mealsite, and shopping/excursion transportation to its seniors. Transportation was provided to the mealsites in Barre, Northfield, Plainfield, Waitsfield, and Waterbury using the Community Wheels service. Non-Medicaid medical transportation was provided using a combination of volunteer drivers, taxi, public transit, and door-to-door vans. Excursion/shopping transportation was also provided under contract with CVCOA. Vans would provide transportation from each mealsite area to the Wheels' facility where excursion/shopping trips departed. Use of volunteer drivers will be charged \$.37 cents per mile, taxi's are charged

the full taxi fare plus a \$3 loading fee, public transit routes are charged the regular fare; and vans are charged an hourly rate of \$30 per hour (\$35 per hour for buses). In 2003, Alpha Transit took over this service.

HUMAN SERVICE AGENCIES (SURVEY RESPONSES)

KFH Group conducted surveys of key human service agencies that provide client transportation assistance as well as other agencies in the region that may or may not assist clients with transportation. A list of agencies contacted is attached in Appendix E. This section of the chapter describes the client transportation services provided or funded by each of the following agencies that responded to our data collection effort.

- ℄ Central Vermont Council on Aging
- ℄ Greater Northfield Senior Center
- ℄ Montpelier Meals Program
- ℄ Vermont Association for the Blind and Visually Impaired (VABVI)
- ℄ Vocational Rehabilitation
- ℄ Washington County Diversion Program (WCDP)
- ℄ Washington County Mental Health Services (WCMHS)

Central Vermont Council on Aging

CVCOA is the Area Agency on Aging serving Lamoille, Washington, and Orange Counties. Based in Barre, the agency's programs include case management, congregate and home delivered meals, community development, transportation, and volunteer programs. Nutrition and transportation services are funded through contracts with local providers. The agency serves approximately 2,500 clients annually across the region.

In Washington County, CVCOA had contracted with Wheels to provide accessible van transportation to the following meal sites:

- C Northfield Senior Center
- C Waterbury Senior Center
- C Waitsfield Senior Center
- C Plainfield Senior Center

These meal sites are now served by Alpha Transit. In addition, individual and group trips are contracted for non-Medicaid eligible medical appointments and other essential trips, including shopping, banking, and personal business. Wheels used a combination of volunteer drivers and system vehicles to provide individual trips, with wheelchair-accessible van service available for clients who used wheelchairs. CVCOA spent approximately \$110,000 last fiscal year contracting with Wheels for transportation services.

The recent change to the VTrans Section 5310 funding cycle has been problematic for CVCOA, as it has resulted in delays in payment to the Section 5310 providers.

CVCOA is currently able to fund the transportation services scheduled by its clients. However, as current resources are being expended to meet these needs, the agency does not advertise the availability of the service. Until about three years ago, CVCOA limited funding for medical trips only. Also in past years, the agency was obligated to cap the number of rides per client. Although these restrictions have lifted, CVCOA has not promoted the availability of the additional services for fear of creating demand that exceeds available resources. As a result, CVCOA suspects there are unmet need among its clientele for additional transportation services.

Washington County Diversion Program

WCDP is a private, non-profit agency that provides community alternatives to court for first offenders, a teen alcohol safety program, and juvenile probation contract services. Located at 73 Main Street in Montpelier, the agency services about 525 individuals in Washington County. WCDP assists clients with transportation by reimbursing clients for arranging for their own transportation (including public transit and private autos) and reimbursing staff for transportation of juvenile probation clients in personal vehicles. In FY 2001, an estimated 150 client-arranged one-way trips were reimbursed for a total of \$1,500, funded by the Office of Juvenile Protection Substance Abuse Prevention Grant. Client transportation by staff is not

broken out from administrative staff travel. WCDP reports unmet transportation needs in areas where public transportation is not currently available (outside of the Barre-Montpelier corridor), as well as during the evenings (6:00 p.m.-9:00 p.m.).

Vermont Association for the Blind and Visually Impaired

VABVI is a private, non-profit association with a mission to enable blind and visually impaired Vermonters to continue to live independently through the provision of training and support services, including transportation. VABVI currently serves 1,331 clients throughout Vermont, 1,096 of which are adults. The agency is based in Burlington, with agency offices in Brattleboro, Rutland, and Bennington and regional coordinators located in more remote areas of the state. VABVI assists clients with transportation through purchase of service from the public transit system members of VPTA as well as reimbursement of VABVI volunteers. Statewide, a total of 191,000 volunteer miles were reimbursed in FY 2001 to provide an estimated 4,700 trips to some 375 individuals at a cost of approximately \$70,000 in FY 2001. Approximately \$28,000 of this amount was used to purchase services from VPTA members statewide. VPTA members provide services to VABVI using both reimbursed volunteers (charged to VABVI at \$0.38 per mile) and van service (\$31.00 per hour). VABVI's transportation funding sources include a Section 5310 grant (\$75,000), Vermont Division for the Blind (\$33,094), fundraising, and private donations. On a statewide level, the agency reports that funding and numbers of volunteers are not enough to meet the need for transportation by Vermonters with vision problems. Special concerns are volunteer training and the need for door-to-door services.

Washington County Mental Health Services

WCMHS is a private, non-profit community mental health center that provides numerous programs to the residents of the Barre-Montpelier area, including inpatient and outpatient services, adult and family therapies, programs for children, case management, rehabilitation, residential programs, special programming, and residential services for people with developmental disabilities, and 24-hour emergency services. The agency's administrative offices are located in the Central Vermont Medical Center Complex in Berlin, with treatment centers

located at Barre, Barre Town, Montpelier, and Waterbury. WCMHS assists clients with transportation by operating agency-owned vehicles and reimbursing staff and a few volunteers to transport clients in personal vehicles. WCMHS operates a fleet of eight vehicles, including 12-15 passenger vans and a 24-passenger bus. In FY 2001, this fleet was operated 133,590 miles to provide a total of 22,173 passenger trips with a total budget of \$278,387 (including administrative and operating costs). Staff were reimbursed for driving a total of 916,360 miles totaling \$274,908. The agency does not have a specific funding source for transportation. An estimated 164 clients used WCMHS's transportation services in FY 2001. Clients also use public transit services. The agency reports a need for additional public transportation services during evenings and weekends, as well as in the outskirts of Barre and Montpelier.

Vocational Rehabilitation

Vocational Rehabilitation is a state program that provides education, training, and support to assist persons with disabilities in becoming successfully employed. The office located at 162 North Main Street in Barre serves approximately 600 clients in Washington County and parts of Orange. The agency assists clients with transportation through purchase of services from Wheels, Payless Taxi, and K.C. Taxi, as well as client reimbursement. Vocational Rehabilitation's transportation costs, which are not tracked, are funded in part through Vocational Rehabilitation Case Services (approximately \$12,000 in FY 2001). The agency reports a need for additional demand-response transportation services in the area. Many of Vocational Rehabilitation's clients use wheelchairs and have mobility impairments that affect their ability to use fixed-route public transit services.

Greater Northfield Senior Center

The Greater Northfield Senior Center, located at 168 Wall Street in Northfield, provides nutrition, social, health, education, and recreation for seniors in Northfield, Northfield Falls, Roxbury, and Parts of Riverton and Berlin. More than 300 seniors participate in the private, non-profit senior center's program, most of which are open to individuals aged 50 or more (the exception is the nutrition program, which requires age 60 or more for at least one spouse). An

estimated 75 percent of the center's clientele rely on some form of transportation assistance, including rides with others and public transportation. The Greater Northfield Senior Center does not provide transportation services. The agency reports a need for longer hours of door-to-door service provided by Wheels and service in Roxbury. One problem noted is the condition of back roads on which some clients live, which are often impassable during bad weather and when muddy.

Montpelier Senior Meals Program

The Montpelier Senior Meals Program, located at 155 Main Street in Montpelier, provides home-delivered and congregate meals to seniors (aged 60 or more) and disabled persons of any age. The private, non-profit agency serves approximately 50 clients in the downtown Montpelier area. While the Montpelier Senior Meals Program does not provide passenger transportation services, the agency reported transportation needs of clients. Services are needed to outlying areas of Berlin, Middlesex, Northfield, Williamstown, Barre Town, East Montpelier, and Plainfield. Special needs include wheelchair-accessible service.

PRIVATE PROVIDERS

In addition to Wheels and local human service providers in the region, there are also various private providers, Vermont Transit, Amtrak's Vermonter, and local taxi providers. The following provides a brief description of the services provided.

Vermont Transit

Vermont Transit provides intercity bus service throughout the northeast region of the County. Daily services connect rural communities and colleges with larger cities within the States of Maine, Massachusetts, New York, New Hampshire, and Vermont. In the areas served by Wheels, Vermont Transit has service in Montpelier and Waterbury. The location in Montpelier is at the Vermont Transit Terminal on 1 Taylor Street, and in Waterbury it is at the Depot Beverage on 1 River Street. Vermont Transit has four scheduled stops in Montpelier on

its southbound service from Burlington, 9:10 a.m., 11:30 a.m., 3:25 p.m. and 7:15 p.m. and four scheduled stops on its northbound service to Burlington, 4:45 a.m., 2:05 p.m., 6:05 p.m., and 9:20 p.m. In Waterbury, there is one scheduled stop on the southbound and northbound service. On the southbound service there is service at 8:50 a.m. and on the northbound its 2:25 p.m.

Amtrak

Amtrak's Vermonter provides service from Washington D.C. to St. Albans, Vermont and has service stops in Montpelier at Montpelier Junction Road and Waterbury on Park Row. The stations in both Montpelier and Waterbury are unstaffed stations with an enclosed waiting area. Service times at Montpelier Station are 9:15 a.m. and 7:42 p.m. Monday through Sunday. The station in Waterbury has a 9:03 a.m. and 7:56 p.m. service times Monday through Sunday. Short- and long-term parking is available at both stations.

Taxis

In addition to public transit and human service transportation, taxi cab service is another transportation option in the region. Although taxi service is not available in all the towns in Central Vermont, local taxi service identified in the region are:

- C Adam's Taxi
- C C&L Taxi
- C Country Transport
- C D&B Taxi
- C KC Taxi
- C Payless Taxi

TRANSIT PERFORMANCE

Table 3-5 presents Wheels' performance measures by route based on the data in Table 3-1 and 3-2. Performance measures used are passengers per hour, passengers per mile, costs per hour, costs per mile, and costs per passenger. Of the public transit routes which were operated

**Table 3-5: WHEELS PERFORMANCE MEASURES
FOR FY01**

Service Name	Boardings per hour	Boardings per mile	Total Operating Cost/Hour	Total Operating Cost/Mile	Total Operating Cost/Boarding	Revenue per Boarding	Net Deficit per Boarding	Farebox Recovery
City Wheels	7.75	0.521	42.25	2.84	5.45	0.78	4.68	14%
City Wheels I	8.03	0.542	46.99	3.17	5.85	-	-	-
City Wheels II	7.51	0.503	38.30	2.56	5.10	-	-	-
Hospital Hill Wheels								
Barre Hospital Hill	3.74	0.329	34.19	3.00	9.13	1.27	7.86	14%
Montpelier Hospital Hill	4.29	0.442	33.61	3.46	7.83	1.10	6.74	14%
Northfield Regional Route	2.24	0.117	31.35	1.64	14.02	8.55	5.48	61%
Commuter Service	2.69	0.089	33.65	1.11	12.53	0.79	11.74	\$0
Community Service	1.99	0.153	30.09	2.31	15.14	14.34	0.80	95%
Valley Regional Route	1.66	0.073	32.24	1.41	19.37	7.38	11.99	38%
Commuter Service	1.52	0.051	33.81	1.13	22.19	1.33	20.86	6%
Community Service	1.88	0.156	29.79	2.47	15.83	15.00	0.84	95%
Waterbury Regional Route	3.03	0.210	31.52	2.19	10.41	6.70	3.72	64%
Commuter Service	1.84	0.063	34.76	1.19	18.93	1.25	17.68	7%
Community Service	3.57	0.466	30.04	3.92	8.41	7.97	0.44	95%
Plainfield Regional Route	4.11	0.209	30.10	1.53	7.32	6.94	0.39	95%
Airport Wheels	0.89	0.029	34.02	1.09	38.11	22.37	15.74	59%
Mad River Valley								
Green	2.65	0.165	39.40	2.46	14.89	-	14.89	-
Blue1	10.11	1.189	43.09	5.07	4.26	-	4.26	-
Blue2	14.05	1.813	42.46	5.48	3.02	-	3.02	-
Red	9.64	0.724	41.35	3.10	4.29	-	4.29	-
Orange	9.40	0.630	42.46	2.84	4.52	-	4.52	-
Ticket-to-Ride (July-June)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

by Wheels, both the Blue Routes in Mad River Valley had the greatest productivity carrying between 10 to 14 passengers per hour. In terms of passengers per mile, again Blue 1 and Blue 2 Routes have the highest score with 1.18 and 1.8 passengers per mile, respectively. City Wheels I and II both also have high productivity, averaging 7.75 boardings per hour. The lowest productivity route is the Green Route in the Valley with a productivity score of 2.65 boardings per hour followed by the Valley Regional Route with 3.4. Wheels cost per trip on its public transit routes ranged from \$1.84 to \$19.01. The Red Route in the Valley has the lowest cost per trip with \$1.84 and the Valley Regional Route had the highest with \$19.01.

The individual routes and the system as a whole were evaluated based upon performance assessment guidelines (Table 3-6) developed for Vermont systems, based on public transit data provided by the systems broken into two dimensions of categories:

- 1) services were classified as either
demand-responsive,
route deviation, or
fixed-route, and
- 2) operating environments were classified as either
rural,
small town,
urban, or
ski area.

For each type of service, ranges of the following five operating measures were identified as being successful, acceptable, or in need of review:

Boardings per hour,
Boardings per mile,
Cost per mile,
Cost per hour, and
Cost per boardings.

Within this structure, Wheels' services were classified as small town fixed-route, rural fixed-route, small town route deviation, ski resort fixed-route, and rural demand-response. Table 3-7 provides guidelines for service evaluation for this type of service, along with Wheels' FY 2001 operating performance measures.

Table 3-6: VERMONT SRPTP PEER PERFORMANCE ASSESSMENT GUIDELINES

Measures of Efficiency:	Demand-Responsive Services			Route Deviation Services			Fixed-Route Services			
	Rural	Small Town	Urban	Rural	Small Town	Urban	Rural	Small Town	Urban	Ski Area
Number of Observations	4	1	2	4	2	0	30	17	17	15
Boardings per Hour	1-2	1.5-2	2 -4	3-5	4-6	5-6	5-10	10-20	20-40	N.A.
Needs Improvement	< 1.36	N/A	N/A	< 2	< 3	N/A	< 2.25	< 3	< 17	< 9
Acceptable	1.36 - 1.4	1.55(3)	1.4-2.74	2-4	3-5	N/A	2.25 - 3.25	3 - 7.5	17 - 24	9-15
Successful	1.4 >	N/A	N/A	4 >	> 5	N/A	3.25 >	5 >	24 >	15 >
Boardings per Mile	0.10-0.15	0.15-0.25	0.25-0.5	0.15-0.25	0.25-0.5	0.5 - 0.65	0.5 - 0.65	0.65-0.75	0.75-2.0	N/A
Needs Improvement	< .08			< .16	< .33	N/A	< .09	< .20	< 1.4	< .65
Acceptable	.08 - .14	.26 (3)	.1 - .27	.16 - .21	.33 - .44	N/A	.09 - .15	.2 -.6	1.4 - 2.0	.65 - 1.2
Successful	.14 >			.21 >	> .44	N/A	.15 >	.6 >	2. >	1.2 >
Cost per Mile	\$1 - \$1.5	\$1.5 - \$2	\$2 - \$3	\$1 - \$1.5	\$1.5 - \$2	\$2 - \$3	\$1 - \$1.5	\$1.5 - \$2	\$2 - \$3	N/A
Needs Improvement	> 4.25	8.59(3)	> 2.25	> 2.50	> 3.50	N/A	> 2.00	> 3.30	> 4.5	> 3.00
Acceptable	2.00 - 4.25		1.60 - 2.25	2.00 - 2.50	3.00 - 3.50	N/A	1.30 - 2.00	2.25 - 3.30	3.00 - 4.50	2.00 - 3.00
Successful	< 2.00		< 1.60	< 2.00	< 3.00	N/A	< 1.30	< 2.25	< 3.00	< 2.00
Cost per Hour										
Needs Improvement	> 50.00	51.5(3)	>30.00	>35.00	>35.00	N/A	> 45.00	> 45.00	> 50.00	> 36.00
Acceptable	35.00-50.00		25.00-30.00	30.00-35.00	30.00-35.00	N/A	35.00 - 45.00	35.00 - 45.00	40.00 - 50.00	30.00 - 36.00
Successful	< 35.00		<25.00	<30.00	<30.00	N/A	< 35.00	< 35.00	< 40.00	< 30.00
Cost per Passenger	< \$20	\$10 - 15	< \$10	\$5 - \$10	\$3 - \$5	\$3 - \$5	\$3 - \$5	\$2 - \$3	\$1 - \$2	N/A
Needs Improvement	> 35.00	\$33.00	> 15.00	> 16.00	> 10.00	N/A	> 16.00	> 12.00	> 3.00	> 5.00
Acceptable	25.00-35.00	(3)	10.00 - 15.00	8.00 - 16.00	7.50-10.00	N/A	12.00-16.00	5.00-12.00	1.75-3.00	2.50-5.00
Successful	< 25.00		< 10.00	< 8.00	< 7.50	N/A	< 12.00	< 5.00	< 1.75	< 2.50

(3) GMCARC Demand-Responsive/Contract service had 14.22 boardings per hour and .71 boardings per mile. This productivity is typical of subscription contract services, and

Table 3-7 - WHEELS PEER PERFORMANCE ASSESSMENT RATING

Small Town Fixed-Routes	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<3	<.2	>\$3.30	>\$45.00	>\$12.00
	Acceptable	3-7.5	.2-.6	\$2.25-3.30	\$35.00-\$45.00	\$5.00-\$12.00
	Successful	7.5<	.6<	<\$2.25	<\$35.00	<\$5.00
	City Wheels	7.75 Successful	0.52 Acceptable	\$2.84 Acceptable	\$42.25 Acceptable	\$5.45 Acceptable
	<i>Total Small Town Fixed Route</i>	<i>7.75 Successful</i>	<i>0.52 Acceptable</i>	<i>2.84 Acceptable</i>	<i>42.25 Acceptable</i>	<i>5.45 Acceptable</i>
Small Town Deviated Fixed Routes	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<3	<.33	>\$3.50	>\$35.00	>\$10.00
	Acceptable	3-5	.33-.44	\$3.00-\$3.50	\$30.00-\$35.00	\$7.50-\$10.00
	Successful	>5	>.44	<\$3.00	<\$30.00	<\$7.50
	Barre Hospital Hill	3.74 Acceptable	0.33 Acceptable	\$3.00 Acceptable	\$34.19 Acceptable	\$9.00 Acceptable
	Montpelier Hospital Hill	4.29 Acceptable	0.44 Acceptable	\$3.46 Acceptable	\$33.61 Acceptable	\$7.83 Acceptable
	<i>Total Small Town Deviated Fixed Routes</i>	<i>4.02 Acceptable</i>	<i>0.39 Acceptable</i>	<i>3.23 Acceptable</i>	<i>33.90 Successful</i>	<i>8.42 Acceptable</i>
Rural Fixed Route	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<2.25	<0.09	>\$2.00	>\$45.00	>\$16.00
	Acceptable	2.25-3.25	0.09-.15	\$1.30-\$2.00	\$35.00-\$45.00	\$12.00-\$16.00
	Successful	3.25<	.15<	<\$1.30	<\$35.00	<\$12.00
	Northfield Commuter	2.69 Successful	0.09 Needs Review	\$1.11 Successful	\$33.65 Successful	\$12.53 Acceptable
	Waterbury Commuter	1.84 Needs Review	0.06 Needs Review	\$1.19 Successful	\$34.76 Successful	\$18.93 Needs Review
	Valley Commuter	1.52 Needs Review	0.05 Needs Review	\$1.13 Successful	\$33.81 Successful	\$22.19 Needs Review
	<i>Total Rural Fixed Routes</i>	<i>2.02 Needs Review</i>	<i>0.07 Needs Review</i>	<i>1.14 Successful</i>	<i>34.07 Successful</i>	<i>17.88 Needs Review</i>

Table 3-7 - WHEELS PEER PERFORMANCE ASSESSMENT RATING

Ski Area Fixed Route	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<9	<.65	>\$3.00	>\$36.00	>\$5.00
	Acceptable	9-15	.65-1.2	\$2.00-\$3.00	\$30.00-\$36.00	\$2.50-\$5.00
	Successful	>15	>1.2	<\$2.00	<\$30.00	<\$2.50
	Green	2.65 Needs Review	0.17 Needs Review	\$2.46 Acceptable	\$39.40 Needs Review	\$14.89 Needs Review
	Blue 1	10.11 Acceptable	1.19 Acceptable	\$5.07 Needs Review	\$43.09 Needs Review	\$4.26 Acceptable
	Blue 2	14.05 Acceptable	1.81 Successful	\$5.48 Needs Review	\$42.46 Needs Review	\$3.02 Acceptable
	Red	9.64 Acceptable	0.72 Acceptable	\$3.10 Successful	\$41.35 Successful	\$4.29 Acceptable
	Orange	9.40 Acceptable	0.63 Needs Review	\$2.84 Needs Review	\$42.46 Needs Review	\$4.52 Acceptable
	<i>Total Ski Fixed Routes</i>	<i>9.17 Acceptable</i>	<i>0.90 Acceptable</i>	<i>3.79 Needs Review</i>	<i>41.75 Needs Review</i>	<i>6.20 Needs Review</i>

Rural Deviated Fixed Routes	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<2	<.16	>2.50	>\$35.00	>\$16.00
	Acceptable	2-4	.16-.21	\$2.00-\$2.50	\$30.00-\$35.00	\$8.00-\$16.00
	Successful	>4	>.21	<\$2.00	<\$30.00	<\$8.00
	Northfield Community Wheels	1.49 Needs Review	0.11 Needs Review	\$2.31 Acceptable	\$30.08 Acceptable	\$20.22 Needs Review
	Waterbury Community Wheels	3.57 Acceptable	0.47 Successful	\$3.92 Needs Review	\$30.04 Acceptable	\$8.41 Acceptable
	Valley Community Wheels	1.88 Needs Review	0.16 Acceptable	\$2.47 Acceptable	\$29.79 Successful	\$15.83 Acceptable
	Plainfield Community Wheels	4.11 Successful	0.21 Acceptable	\$1.53 Successful	\$30.10 Acceptable	\$7.32 Successful
	<i>Total Rural Deviated Fixed Routes</i>	<i>2.76 Acceptable</i>	<i>0.24 Successful</i>	<i>2.56 Needs Review</i>	<i>30.00 Acceptable</i>	<i>12.95 Acceptable</i>

Rural Demand Response	Route Name	Boardings per Hour	Boardings per Mile	Cost per Mile	Cost per Hour	Cost per Passenger
	Needs Review	<1.36	<.08	>\$4.25	>\$50.00	>\$35.00
	Acceptable	1.36-1.4	.08-.14	\$2.00-\$4.25	\$35.00-\$50.00	\$25.00-\$35.00
	Successful	>1.4	>.14	<\$2.00	<\$35.00	<\$25.00
	Airport Wheels	0.89 Needs Review	0.03 Needs Review	\$1.53 Successful	\$34.02 Successful	\$38.11 Needs Review
	<i>Total Demand Response</i>	<i>0.89 Needs Review</i>	<i>0.03 Needs Review</i>	<i>1.53 Successful</i>	<i>34.02 Successful</i>	<i>38.11 Needs Review</i>

Relative to other small-town fixed-route public transit services in Vermont in FY 2001, the City Wheels service was rated as successful in terms of boarding per hour and acceptable for the other measures.

As for small town deviated fixed routes, both the Barre Hospital Hill and Montpelier Hospital Hill service rated acceptable on all measures.

For the rural fixed-route service, the Northfield Commuter service rated successful in all categories with the exception of an acceptable rating in cost per passenger and a “needs review” rating for boardings per mile. This low boardings per mile is likely an artifact of the route being a commuter service with its primary pick-up locations in Northfield and Montpelier combined with long travel distances. Both the Waterbury Commuter and Valley Commuter service is successful in terms of cost per mile and cost per hour, however, it is not in terms of boardings per hour and mile, and cost per boarding, all rated “needs review”. The high cost per boarding appears to be the product of having low boardings per hour, and the low boardings per mile is similar to the situation with the Northfield Commuter service in which the majority of boardings are concentrated (in this case, Waterbury and Montpelier), and the route covers a long distance.

Under rural deviated fixed-route, Northfield Community Wheels falls into acceptable ranges with the exception of boardings per hour and mile, and cost per trip receiving a “needs review” rating. The Waterbury Community Wheels service rated successful in terms of boardings per mile, and acceptable for its boardings per hour, cost per hour, and cost per passenger, while cost per mile rated as “needs review”. This is a likely result of the low average operating speeds, which result in fewer miles per hour. The Valley Community Wheels service rates either successful or acceptable on all measures except for its low boardings per hour, receiving a rating “needs review”. The Plainfield Community Wheels rates successful and acceptable on all measures.

Airport Wheels falling under the category of demand-response service rated successful in terms of cost per mile and hour, but had low boardings per mile and hour and a high cost per boarding all receiving a “needs review” rating. However, it needs to be recognized that this service was completely by reservations only, and typically trip requests were at different times of the day making it impossible to schedule multiple passengers on one trip combined with great distances to Burlington Airport, which makes it difficult to achieve a higher boardings per hour and mile.

Compared with other fixed-route service in a ski resort, the Green Route received a “needs review” on all measures except for the cost per mile measure. It should be noted that although the Green Route provided service to one of the ski mountains in the Valley, it also provided service to Waitsfield Village. In addition, the route operated during the non-winter season which may contribute to its low boarding ratios. Both of the Blue Routes have ranges in the boardings per hour and mile, and cost per passenger that is acceptable. However, cost per mile and hour has ranges that “needs review”. The Red Route appears to be the better performing route among the other ski resort routes, with successful and acceptable ratings on all of the measures. The Orange Route has an acceptable score on boardings per hour, and cost per passenger, but needs further examination for the other three measures.

Funding

Table 3-8 contains a summary of Wheels’ FY 2001 operating revenue from federal, state, and local funding sources. Operating revenue sources totaled \$1,791,414 in FY 2001. Two of the major sources of Wheels’ funding were Medicaid and Section 5310 purchase of service. Medicaid funding was estimated at \$335,538, of which approximately \$200,000 is used to reimburse volunteers and direct operating expenses, while \$135,538 was used for administrative expenses. The next largest revenue source for Wheels was Section 5310 funds totaling \$362,500. General public farebox revenues accounted for 7.1 percent of the operating revenue.

Marketing

Building awareness in the community about available services is a key element in the success of a system. Ensuring this, Wheels had a full-time Marketing and Public Relations Manager dedicated to marketing and promoting services offered by Wheels. The following provides examples of past marketing and promotional efforts on behalf of Wheels:

- © Try Transit Week - free rides on all fixed routes; distributed Try Transit Shopper’s cards good for 15 percent off selected local stores.

Table 3-8
WHEELS PUBLIC TRANSIT OPERATING REVENUE
FY 2001

Revenue		
<hr/>		
Federal Section 5311	\$	274,110
Section 5310 (Purchase of Service)		362,500 *
CMAQ		116,000
JARC		232,266 **
Rideshare		89,608
Mad River Valley		254,000
Medicaid (Direct)		200,000
Medicaid (Admin.)		135,538
Fares		127,392
 Total	 \$	 1,791,414

* Includes In-Kind

** Includes carry over funding from previous year

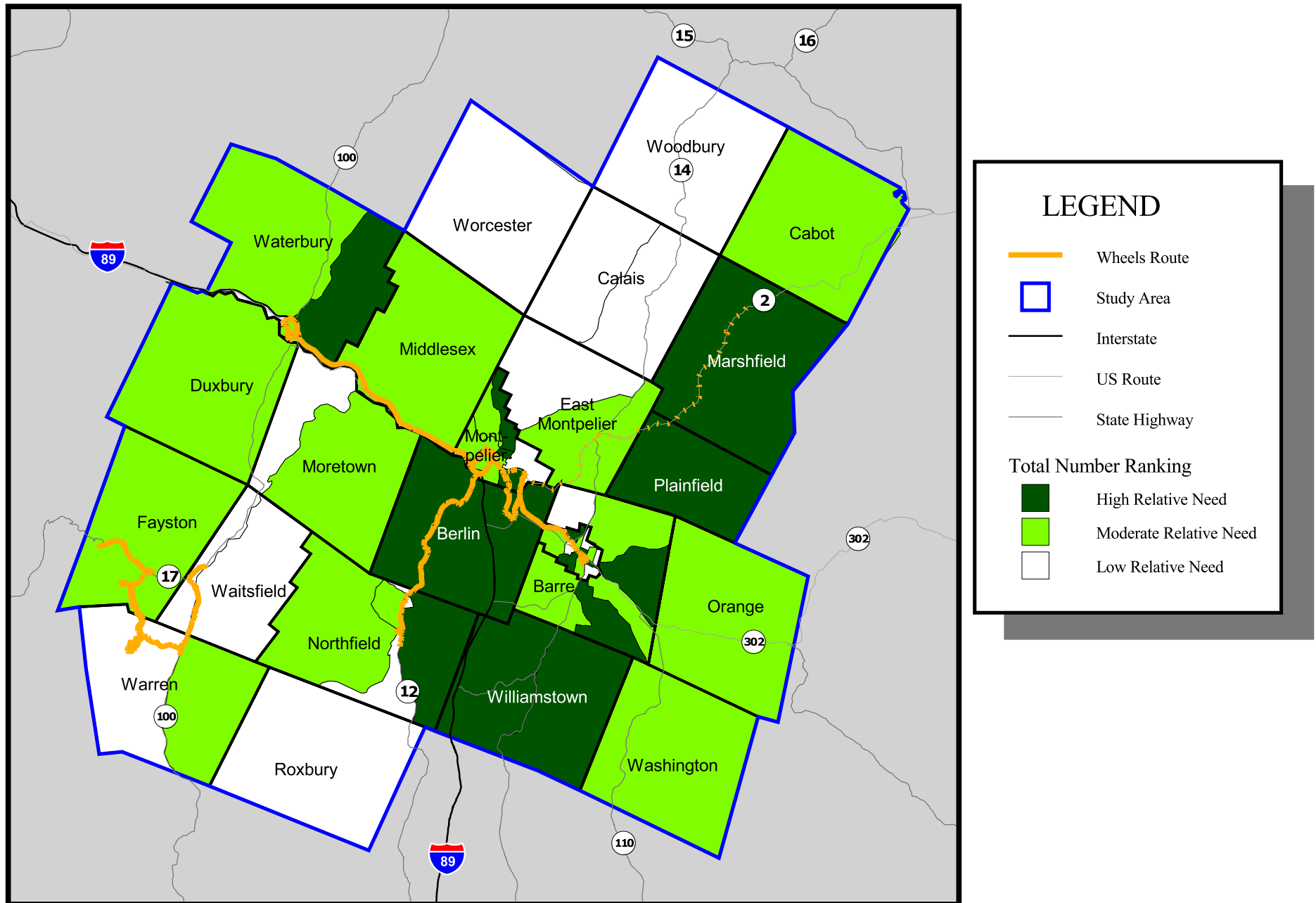
- C Local Radio Ads and service announcements.
- C Print advertisements and service announcements in local papers and directories.
- C Charter member of the Environmental Protection Agency's Commuter Choice Leadership Initiative.
- C Hosted one of two national training seminars on Commuter Choice program.
- C "Calling all Cars" – outreach to existing carpoolers.
- C Local volunteer driver recruitment ads.
- C Valley Transit kick-off mailers and ads.
- C Free rides during holidays.
- C Produces brochures and rack cards describing services.
- C Conducted rider surveys.
- C Wheels' coffee mugs, pens/pencils, highlighters, and rolodex cards.
- C Wheels' blinking pin for kids during Halloween.

UNMET TRANSIT NEEDS

The following provides a discussion identifying areas in the region with unmet transit needs based on the transit services that were operated by Wheels. Although Wheels no longer operates any transit service in the region, it involves comparing the needs analysis in Chapter 2 with Wheels routes. Wheels services was meeting much of the transit needs in the region, and the priority should be given to re-establishing services in a cost effective manner to continue to meet this need. Areas with immediate unmet needs are Berlin, Barre, and Montpelier. Once services to meet these needs stabilize, focus should be on meeting needs in Northfield and Waterbury.

Figure 3-1 overlays the Wheels routes on a map of relative need for transportation based on the percentage of the population having high need characteristics. Again, it appears that much of the high need areas were served with Wheels' routes.

Figure 3-1:
WHEELS TRANSIT ROUTES AND BLOCK GROUPS RANKED BY THE
NUMBER OF POTENTIALLY TRANSIT DEPENDENT PERSONS (2000 Census)



Areas with moderate need are dispersed in terms of trip generators and population, and is unlikely that additional fixed-route general public service will be cost effective or productive. Since the likely demand for additional fixed-route general public services is small, and likely to be concentrated in particular areas or for particular groups, needs in these areas may include demand-response type service.

CONCLUSIONS

This assessment of services and needs suggests several directions to follow in the development of service and organizational alternatives. These include:

- Local routes to serve the towns of Berlin, Barre, and Montpelier
- Commuter service to Burlington, Northfield, and Waterbury
- Demand-response service in outlying regions
- Limited to service to Williamstown and Plainfield
- Connections with future multi-modal center
- Other issues:
 - Institutional Options – Who will be the local recipient of transit funds?

In a general sense, services provided by Wheels performed acceptably when compared to similar services elsewhere in Vermont—the really key issues are developing a system with adequate financial support. High need areas such as Berlin, Barre City, Montpelier, Northfield, and Waterbury were served by Wheels routes. In re-establishing service in the region, priority should be given to re-implementing core routes such as City Wheels and the two Hospital Hill Routes with some modifications. These core routes have proven to show a need for transit service as reflected in its ridership numbers. Following the re-establishment of these core routes, focus should then be given on re-establishing commuter service to Northfield and Waterbury. In addition, commuter service to Burlington is also needed. Transit needs with moderate needs are dispersed throughout Central Vermont posing a challenge in providing cost effective transportation services.

CHAPTER 4

ORGANIZATIONAL AND SERVICE ALTERNATIVES

The purpose of this chapter is to present a range of options for improving public transit services in Central Vermont encompassing Washington County and parts of Orange Counties. Needs were compared with the existing services in order to develop meaningful alternatives. Various scenarios were formulated, discussed, and evaluated for potential inclusion in the recommended plan.

The chapter begins with a summary of transit needs and an assessment of the potential for transit services in the area. The summary of transit needs presented below concludes that public transit services are needed throughout the area, but that the type of transit services should vary in different areas depending on local area needs and population densities. The selection of the preferred options is critical to the development of the recommended plan in Chapter 5.

Prior to the filing of bankruptcy by Wheels, options were presented to Wheels, the Central Vermont Regional Planning Commission (CVRPC), and the Short- Range Public Transportation Plan (SRPTP) Transportation Advisory Committee (TAC). Based on local input, options were rejected, modified, or included in the plan.

The implementation of service improvements in future years will be dependent on the availability of funds and local support. The options identified for immediate implementation are constrained by known funding levels for FY 2003. Future years take the availability of funds into account, but are not fiscally constrained.

Service options are based on our analysis of the data in Chapters 2 and 3. Basic options for the next five years have been developed that address the goals and concerns for public transit in the area. Alternatives address:

1. Maintaining current level of service on City Wheels,
2. Modifying downtown Capital Shuttle,
3. Streamlining the Barre and Montpelier Hospital Hill Routes,
4. Commuter service to Burlington,
5. Commuter service from Plainfield area,
6. Improving ridership on Waterbury Commuter Route,
7. Commuter service to Barre Town and Williamstown,
8. Region-wide demand-response, and
9. Volunteer drivers.

Options have been examined in terms of how well they serve the identified markets, the degree to which they address adopted local and Vermont state goals for transit, the service type, likely impacts on operating costs and ridership, capital requirements, and any other particular needs or requirements.

Organizational options were also presented that address administrative and organizational issues. As with the service options, organizational alternatives presented are discussed in terms of their advantages and disadvantages, cost implications, and other details that are important to the decisions at hand.

SUMMARY OF TRANSIT POTENTIAL

The results of the needs assessment, including the needs analysis, the identification of major trips generators, and data on human service agencies, were used as the foundation for the development of service options. The options were built on previous Wheels transportation

arrangements and services. Several of the key findings of the needs assessment, which affect the development of alternatives, are summarized below.

Where People Live Who Need Transit

Areas of relatively high need are scattered throughout the County based on both the *number* and *percentage* of transit dependent persons. According to the 2000 Census, areas and towns of relatively high need based on the *density* of these same populations are found in:

High Density	-	Montpelier, Barre City, Barre Town, Northfield Village, and Waterbury Village
Medium Density	-	Williamstown, Berlin, East Montpelier, and Plainfield
Low Density	-	Remainder of Service Area

It should be noted that even though these areas represent higher clusters of transit dependent populations, there are pockets of captive riders scattered throughout the region.

Where People Need to Go on Transit

Local major trip generators tend to be found in the City of Montpelier and Barre City. Input from committee members as well as travel data indicate that many commuters in the region commute towards the Burlington area.

Appropriate Types of Transit Services

As indicated above, the concentration of potential origins and destinations will determine the types of transit service that are appropriate and the frequency of those services. The design of transit services matches potential demand with the type and frequency of service, looking for the most efficient and effective service design. Service options considered include:

- route deviation – rural,
- fixed-route – commuter,
- rural fixed schedule, and
- rural demand-response.

The potential for applying fixed-route services is assessed using overall population density as the primary indicator of the potential success. A general rule of thumb is that in order to support these more traditional fixed-route services, the overall population densities must be at least 2,000 persons per square mile, although areas with 1,000 - 2,000 may be considered for some non-traditional fixed-route services.

OPTIONS TO BE CONSIDERED

There are a number of components to be considered in planning and improving public transit in the region, including:

- C Institutional Change Options
- C Service Options
 - Local town
 - Rural service
 - Regional commuter service

The following sections present a number of options that the Advisory Committee considered in each area along with preliminary costs, vehicle needs, and the advantages and disadvantages of each.

INSTITUTIONAL OPTIONS

Institutional arrangements for how public transit is administered in the region have been evolving over the past ten years. Wheels Transportation had been the recipient of public transit funds over the past years. The organization was a private non-profit corporation with 501©(3)

status in the State of Vermont and subject to the limitations contained in the Vermont and was governed by an 11 member Board of Directors, including a Chair, Vice Chair, and Treasurer. As a non-profit, the organization was exempt from providing complementary Americans with Disabilities Act (ADA) paratransit service along its fixed routes as outlined in the regulations of ADA. The greatest change occurred in 2003 when Wheels Transportation was forced to file for bankruptcy. The following are institutional options that were presented prior to the closure of Wheels.

There were several options presented that reviewed alternate forms of management and operation of public transit in Central Vermont. These included at the time maintaining the status quo – Wheels as an independent agency, or create a Regional Transit Authority (RTA) or Regional Transit District (RTD) for the region.

A fourth change that was also presented involved the creation of a RTA for all of Central Vermont that would include members from Wheels, Stagecoach, and Advance Transit.

Following is a discussion of the options that was presented. Appendix F includes the Vermont Statutes that addresses the creation of transit authorities and districts (24VSA127).

Institutional Option No. 1 - Maintain Status Quo

The first institutional option is for no change to be made; Wheels would remain a private, non-profit and operate under its current statutes of a private non-profit.

Institutional Option No. 2 – Creation of a Local Transit Authority

The creation of a RTA is authorized by Vermont Statute (24VSA Chapter 127, S. 5101-5110). Two or more municipalities may form a RTA by the majority of voters in their municipality, present and voting at an annual or special meeting called for that purpose. The RTA would be controlled by a Board consisting of two commissioners from each member municipality. The Board prepares a budget and, after providing public notice to members of the legislative bodies of the member municipalities, holds a public meeting on the budget. The Board adopts the budget and apportions the net deficit among its member municipalities (the

apportionment is termed an assessment) and member municipalities are compelled to pay their apportionment.

Unlike a transit district, there is no statutory role for the state's transportation board. The powers of a RTA are identical to a RTD with the exceptions that an RTA does not expressly have the power to provide service in a municipality that is not a member (although the Chittenden County Transportation Authority (CCTA) is an RTA and provides service by contract outside the areas of its member municipalities) and that they have the power of bonding and eminent domain.

Advantages

- A RTA would have stable local funding since authorities have the means to compel member municipalities to pay their apportioned amount.
- RTAs would have the ability to issue bonds and the power of eminent domain.
- An RTA is exempt from the sales, purchase and use taxes, and from motor registration fees.

Disadvantages

- The service area for a RTA is defined as the area of the member municipalities and all municipalities in the counties may not elect to become part of the RTA (keeping in mind that the municipalities generally have to pay their share of the cost from property taxes). This could restrict the services that would be available to county residents in towns that are not part of the RTA, since an RTA does not expressly have the power to provide service in a municipality that is not a member.
- Creation of a RTA invokes the ADA complementary paratransit requirement.
- Creation of a RTA requires considerable time and cost to create and secure voter approval.
- Because it is a governmental entity, a new RTA would have to receive an exception from VTrans to continue to receive S. 5310 funding (generally restricted to private non-profit corporations).

Conclusion – The creation of a RTA for Central Vermont is not feasible at this time. The ability to compel member municipalities to pay an assessment would be a valuable step in creating a stable local funding source and the exemptions from taxes would be beneficial, but the system would be incurring additional costs as the result of new ADA requirements and still there is no guarantee of funding from local municipalities. The advantages of an RTA are not great enough to warrant the time, effort, and cost involved in the creation of an RTA solely for Central Vermont.

Institutional Option #3 - Creation of a Local Transit District

An RTD is also authorized by state statute in Vermont (24VSA Chapter 127, S.5121-5129). An RTD generally has all the powers needed to operate a public transit service (with the exception that they do not have the power to issue bonds or the power of eminent domain). A RTD has the traditional corporate powers, such as to buy, sell and/or lease property, and make contracts.

A RTD would be created by the approval of voters in each of the municipalities. Formation could also require the written approval of the State Transit Board. The state approval is statutorily required to be based on studies that demonstrate that the municipality involved constitutes a reasonable transit district and that funding is adequate to provide a continuing transit program.

An RTD is controlled by a Board. The initial membership on the Board includes at least one representative appointed from each member municipality. An RTD is funded by the Board adopting a budget that is sent to member municipalities. The Board then determines “contributions to be requested from member municipalities”, although the statute provides no method for the district to compel a member municipality to make the requested contribution. The Board appoints the officers that control day-to-day operations of the RTD. The creation of a RTD would not result in any appreciably different policy making or organizational structure than now exists for Wheels.

Advantages

- Ⓒ Creation of an RTD could give Wheels a more stable funding program for the local share (even though the statute provides no method for the district to compel a member municipality to make the requested contribution).
- Ⓒ An RTD is exempt from the sales, purchase and use taxes, and from motor registration fees.

Disadvantages

- Ⓒ An RTD would have the obligation of a public entity under ADA.
- Ⓒ Creation of an RTD would require considerable time and cost.
- Ⓒ As with an RTA, a new RTD would have to receive an exception from VTrans to continue to receive S. 5310 funding (generally restricted to private non-profit corporations).

Conclusions – It does not appear that the creation of a RTD for the region would improve transit services in the area at this time. The principal advantages are the stable funding source, the limitation on tort liability, and the exemption from many taxes. The most significant disadvantages include the time and cost to create the RTD (including voter approval) and the increased ADA complementary paratransit requirements.

Institutional Option #4 - Creation of a Regional Transit Authority

A fourth option that was reviewed is for Wheels to become part of a RTA that covers Washington County, Orange County, and a portion of Windsor County. Since currently there is no RTA in Central Vermont, this would involve the creation of a new RTA. In this option the Authority would be made up of regions that are served by Wheels, Stagecoach, and Advance Transit.

Based on land use and regional trip patterns, there is a need to develop transit services to connect residents of Washington and Orange Counties, with employment, medical services, and

shopping in the Montpelier and greater Burlington areas. A new RTA would make regional services easier to implement and fund.

Advantages

- Many of the travel needs in the region are inter-county. Planning and implementation of transit services to meet those needs would be facilitated if an RTA covered multiple counties.
- RTAs have the ability to issue bonds and the power of eminent domain.
- Creation of one RTA for multiple counties may result in some economies of scale for other functions – there may be administrative cost savings on functions such as training, grant management, and drug and alcohol testing (although there would probably have to be multiple operating facilities).
- An RTA is exempt from the sales, purchase and use taxes, and from motor registration fees.

Disadvantages

- Wheels would probably lose some of its local identity and may be some local support.
- All towns in the counties may not elect to become members of the RTA and an RTA does not expressly have the power to provide service in a municipality that is not a member.
- Creation of a RTA invokes the ADA complementary paratransit requirement.
- Creation of a RTA requires considerable time and cost to create and secure voter approval (again, it is important to keep in mind that the member municipalities could be relying on property taxes to pay their share of the costs).
- Because it is a governmental entity, a new RTA would have to receive an exception from VTrans to continue to receive S. 5310 funding (generally restricted to private non-profit corporations).

Conclusions – At that time, it did not appear that the creation of an RTA for the Central Vermont region was feasible in the short-term (next year or two), but may be something

to consider in future years. The principal advantages of creating an authority or district for the whole region is the ability to provide inter-county trips, and experience some potential cost savings due to economies of scale. For Wheels, advantages included the increased stability in terms of local funding, the limitation on tort liability, and the exemption from many taxes. The most significant disadvantages include the time and cost to create such an RTA (including voter approval), a potential increase in labor rates, the possibility that not all towns would elect to participate, and the increased ADA complementary paratransit requirements.

Summary of Institutional Options

All four options have some advantages and disadvantages. Each has the capability to expand service in the region. However, at the time of this review, these options did not make a convincing argument to change the status quo. The only change that helps in meeting many of the local or state goals is the creation of a new three county transit authority. Since this change is not likely in the short-term due to political considerations, no institutional changes were recommended at the time.

With Wheels Transportation filing bankruptcy, maintaining the status quo is no longer viable. A viable option that the region can pursue is the creation of either an Authority or District to administer the public transit funds. The Authority or District could contract out for transit services. Another option could be the creation of a local board to be the designated recipient of funds. This local board could also contract for transit services. Currently, VTrans is temporarily administering the funds for the region by contracting CCTA to operate services in the area. Since this is unlikely to be a permanent solution, the CVRPC, and town and city representatives along with VTrans need to further review the various institutional possibilities.

SERVICE OPTIONS

There are two basic considerations in designing an effective and efficient transit system in the area. The system is *effective* if it meets the travel needs of the residents. This means identifying the markets for transit and determining if those markets are served. A system is

efficient if it meets those needs in a manner that maximizes travel, while minimizing resources expended. Effectiveness is doing the right things, while efficiency is doing things right. This means providing a mix of services that is appropriate to the situation. The most challenging aspect of being efficient is to use less expensive fixed-route services in areas which can sustain those services, and then fill in with more expensive demand-responsive services in areas without sufficient densities or for persons unable to use fixed-route services -- to provide a mix of services that do not compete.

Service improvements are summarized below:

1. Small Urban Routes,
2. Regional Routes,
3. Volunteer Services,
4. Mad River Valley Services, and
5. Other Services

To the extent possible, services would be scheduled in such a way as to maximize the convenience of transfers between the local operator and neighboring systems such as CCTA. Links with potential commuter rail services are also desirable.

The service options presented below are conceptual and preceded the closure of Wheels. Following the selection and prioritization of alternatives by the SRPTP Advisory Committee, the selected options will be fully developed to include such details as costs and operating parameters.

SMALL URBAN SERVICE

City Wheels

The City Wheels service was a fixed-route service operating between the City of Montpelier and Barre City. Originally, the service operated on 60-minute headways with one vehicle and since FY 2000, it has operated on a 30-minute headway utilizing two vehicles. In addition, since FY 2000 it also operated evening service on Fridays and Saturdays, however, the

evening service was discontinued due to reduced funding and low ridership in the evenings. Operating on 30-minute headways and evening service on Friday and Saturday cost \$379,528 in FY01. The increased frequency and level of service is funded by the Job Access/Reverse Commute (JARC) program. As JARC funds have term limits, it was recommended under this option to continue operating with two vehicles on 30-minute headways and which could be possibly funded as potential New Start. It is estimated that continuing the increased frequencies without the evening service would cost \$365,000 annually.

Advantages

- Allow for continuation of the increased level of service.
- Established ridership base.

Disadvantages

- No guarantee for funding.

Hospital Hill Wheels

The Hospital Hill Wheels consisted of two modified fixed routes (Montpelier Hospital Hill and Barre Hospital Hill) connecting Montpelier and Barre with the Central Vermont Medical Center. It operated using two vehicles on a 60-minute headway and had also provided evening service on Fridays up until early this year. The evening service had been discontinued due to reduced funding in JARC funds and low ridership in the evenings. The two routes had experienced positive growth in ridership over the last decade and in 2001 provided over 30,000 one-way trips with acceptable productivity rates. Increasing the headways or frequencies on either of the two routes may experience a slight increase in ridership, but will have a negative affect on its efficiency and effectiveness due to the increase in cost and service outlay. Therefore, it was recommended that the current level of service be maintained.

In addition, it was also recommended that the Barre Hospital Hill route be extended to include Spaulding High School for the 3:00, 4:00, and 5:00 p.m. runs. It was not a scheduled

stop on the route, although students needing transportation can schedule a ride on the door-to-door component of the Barre Hospital Hill service. The intention of this extension in the afternoon for those three runs was to provide students participating in after school programs, extra curricular activities, or just needing a ride home, a regularly scheduled pick-up at the school.

Advantages

- Greater transportation options for the students of Spaulding High School.
- Increase efficiencies.
- Eliminates a transfer for riders.

Disadvantages

- May reduce the available time for the door-to-door pick-ups and drop-offs.
- Will require revising existing schedules and brochure.
- Will require marketing and promotion at the school.

Montpelier Downtown Capital Shuttle

The downtown Capital Shuttle provides a transportation connection between the National Life Office Complex, the Department of Employment and Training (DET) parking lot, and downtown Montpelier. The service does not charge a fare and was initiated as part of a parking and circulation plan, and to alleviate some of the parking and traffic congestion during the legislative session. The shuttle is a seasonal service operating between the months of January and May utilizing two vehicles. With the exception of FY 2001, Wheels operated the service under contract with the state. In FY 2001, the service was operated by Mountain Transit. In FY 2002, 5,292 one-way trips were provided expending approximately 1,828 hours and 14,040 vehicle miles, compared to 6,200 one-way trips in FY01 and 12,924 one-way trips in FY 2000, showing a reduction of over 50 percent in ridership. This reduction in ridership is likely due to

modifications in the route structure which may have made it less attractive to potential riders. In FY 2002, the shuttle service consisted of two routes, one providing service between National Life and downtown Montpelier, and the second between the DET parking lot and downtown Montpelier. The first route operated on a 30-minute headway service to the National Life complex on the hour and the State House in downtown Montpelier half past the hour. The second route which operated between the DET parking lot and downtown Montpelier, operated every ten minutes. The service operated in FY 2002 reduced the level of service between National Life and downtown Montpelier, and made it difficult to riders as to which vehicle served the National Life and which one did not.

This option recommends re-implementing the route structure operated by Wheels in FY 2000 with some slight modifications. The route structure operated in FY 2000 operated between the DET parking lot, the State House, downtown, and National Life. Two vehicles operated along the same route with the second vehicle ten minutes behind. One roundtrip took 20 minutes, and with the two vehicles, operated on a ten-minute headway. The modification presented in this option has the route beginning at the DET Lot at 7:00 a.m. with the second vehicle starting 15 minutes later at 7:15 a.m. The route would go from the DET parking lot, into downtown to the State House, and terminating at National Life before making the reverse trip. Flag stops will be allowed along the route for picking up and dropping off passengers boardings and alightings.

Advantages

- Allows for convenient and frequent connection from National Life and downtown Montpelier.
- Schedule easy to understand with service on the hour and :15, :30, and :45 minutes after the hour.
- Further reduces downtown congestion by taking more vehicles out of the downtown.
- Alleviates some of the parking constraints downtown during the Legislative sessions.

Disadvantages

- Requires two vehicles.
- Requires \$63,000 in funding.

REGIONAL ROUTES

There were three regional routes in the region operated by Wheels – Northfield, Waitsfield, and Waterbury Regional Routes. The regional routes were designed to provide seamless transportation regardless of the funding source. There were two primary components of each regional route, commuter service in the mornings and afternoons, and mid-day door-to-door service in the local communities.

Commuter Routes

In FY01, Wheels operated three commuter routes connecting the communities of Northfield, Waitsfield, and Waterbury with Montpelier. Currently, the Waitsfield Commuter Route is inactive due to low ridership. Of the three routes, the Northfield commuter service was the most productive in FY01, followed by Waterbury and then Waitsfield. The following provides options for all three routes, along with an option to implement a commuter route between Marshfield and Montpelier, and between Montpelier and Burlington.

Waterbury Commuter Service Option

The route operated in FY01 had a productivity rate of 1.84 boardings per hour and received a “Needs Review” rating. One of the shortcomings of the route was that although it serviced some of the major destinations, there were no origin points. The route’s originating and terminating points are the Chittenden Bank in Montpelier and the State Complex in Waterbury which are both destination points. Persons needing to commute to Waterbury from Montpelier would have to either drive into the City and find parking or walk to Chittenden Bank from their

residence. The same can also be said for those needing to commute to Montpelier from Waterbury. In an effort to improve on its ridership and productivity, Wheels has made a modification to the route as of July 2002. The route now allows for door-to-door service with advance reservation in Waterbury prior to making the trip into Montpelier. This door-to-door component is available in the early morning and late afternoon. This option recommends further modifying the route to include door-to-door service on the Montpelier end of the route, and to re-adjust the schedule so that the State Complex is the first destination when arriving in Waterbury and the door-to-door service follows the last destination on the route. Table 4-1 presents an example of how the schedule would look for the commuter runs in the morning and afternoon. However, this will require the vehicle to begin service at 6:30 a.m. in the morning instead of the current starting time of 6:55 a.m. The target performance for this route should be in the range of 2.25 to 3.25 persons per hour within the next 12 to 18 months. At that point the performance of the route should be reviewed to see if it has achieved its target, and if not, it may prove to be more effective as a carpool/vanpool service. It is estimated that increasing the starting time will incur an additional cost of \$4,550.

Table 4-1
SAMPLE MORNING COMMUTER RUNS FOR WATERBURY

Door-to- Door Mplr.	Chitt. Bank Mplr.	State St. Market Mplr.	Brooks Drugs Mplr.	Shaws Mplr.	State Complex Wtby.	Amtrak Station Wtby.	Vincent's Drugs Wtby.	Sr. Center Stowe St. Wtby.	Door-to Door Wtby.
*	6:45 AM	6:48 AM	6:49 AM	6:50 AM	7:05 AM	7:08 AM	7:09 AM	7:10 AM	*
*	7:45 AM	7:48 AM	7:49 AM	7:50 AM	8:05 AM	8:08 AM	8:09 AM	8:10 AM	*
	8:45 AM	8:48 AM	8:49 AM	8:50 AM	9:05 AM	-	-	-	*
-	3:45 PM	3:48 PM	3:49 PM	3:50 PM	4:05 PM	4:08 PM	4:09 PM	4:10 AM	*
*	4:45 PM	4:48 PM	4:49 PM	4:50 PM	5:05 PM	5:08 PM	5:09 PM	5:10 AM	*
*	5:45 PM	5:48 PM	5:49 PM						

Advantages

- Increases level of service with minimal increases in costs.
- Reduces travel time for those traveling to the State Complex.

Disadvantages

- High demand of door-to-door pick-ups may throw off schedule.

Northfield Commuter Service Option

The Northfield Commuter route operated in FY01 had a productivity rate of 2.69 boardings per hour and received an “Acceptable” rating. In July 2002, Wheels modified the schedule to now serve the New England Culinary Institute and Union Institute/Vermont College in Montpelier. In addition, the schedule now allows for door-to-door service in the mornings in Northfield. With a heavy emphasis and marketing on the door-to-door service, the route should achieve a productivity rate of three to four boardings per hour. No door-to-door service is suggested on the Montpelier end of the route due to low level of commuter trips from Montpelier to Northfield based on journey-to-work data from the 1990 Census.

Advantages

- Increases level of service with minimal increase in costs.

Disadvantages

- High demand of door-to-door pick-ups may throw off schedule.

Waitsfield/Valley Commuter Route Option

The Waitsfield/Valley Commuter route operates primarily during the Winter ski season between December and April. It serves to connect the Valley's ski resorts/lodges, restaurants, and other services with the labor force outside the area. One of the major obstacles is the seasonal nature of employment in the Valley. The Waitsfield/Valley Commuter route had the lowest productivity scores among the three commuter routes. This in part can be attributed to the service schedule not coinciding with employment schedules, and that the route was structured to bring commuters into the Valley. Under this option, it is recommended that the route be operated as either carpool/vanpool or subscription service. The subscription service will allow the transit system to begin identifying schedule and trip patterns to potentially re-establish a route that will be more reflective of the commuting needs of local area residents. In addition, the transit system will be able to increase or decrease the level of service outlay based on demand, and operate the service year round.

Advantages

- Allows for use of resources for services with greater demand.
- Can utilize current Rideshare and Vanpool services offered by Wheels.
- A vanpool would be less expensive than operating a route.

Disadvantages

- Reduces Wheels exposure in the area.
- Subscription service will require more administrative time and costs.
- Vanpool will require riders to organize the group.

Plainfield Commuter Route Option

Under this option, a commuter route would be implemented using the Plainfield Community Wheels van for two runs in the morning and two runs in the afternoon. A potential route could be operated from Marshfield through Plainfield and East Montpelier terminating in Montpelier. These townships have relatively high numbers of people who work in Montpelier. Based on journey-to-work data from the 1990 Census, approximately 730 commuters commute from Marshfield, Plainfield, and East Montpelier into Montpelier daily. Based upon this data, it is estimated that the route would provide between 3,800 to 5,600 one-way trips annually. Operating four hours daily, this translates into a productivity level of 2.45 to 3.6 trips per hour. It is estimated that this option will cost \$55,000 annually to operate.

Advantages

- Provides commuter service from outlying areas.
- Would fully utilize existing vehicles.
- Help to lessen the number of parking spaces needed in downtown Montpelier.

Disadvantages

- More expensive than a vanpool program.
- May duplicate vanpool program.

Montpelier to Burlington Commuter Route

Under this option, the possibility of implementing a commuter route between Montpelier and Burlington was reviewed. The route would originate from the park and ride lot in Montpelier then northbound on I-89 with limited stops at the Middlesex, Waterbury, Richmond, and Williston Park and Ride lot. Based on journey-to-work from the 1990 Census, approximately 384 commuter trips are made from Barre, Montpelier, and Waterbury into

Burlington. Utilizing the same overall population growth rate of six percent between 1990 and 2000 for the region, it is estimated that in 2000, 407 commuter trips were made to Burlington. The commuter route to Burlington from Montpelier is likely to provide between 2,900 to 3,200 one-way trips annually. The route could be structured in two fashions. The first fashion is to incorporate it into the Waterbury Commuter Route by eliminating the 7:55 a.m. and 4:57 p.m. Waterbury commuter run and have the vehicle continue up I-89 to Burlington. By doing so, there would be minimal costs associated with it, and an additional vehicle will not be necessary.

The other fashion would be to operate the commuter route to Burlington as a stand alone route with one roundtrip in the morning and one in the evening. This method would require an additional vehicle and would cost approximately \$45,500 annually.

Advantages

- Provides a commuter connection to employers in Burlington.
- Could provide for a connection with CCTA services.

Disadvantages

- May require an additional vehicle (if not incorporated into Waterbury Commuter route)
- Will require some coordination with CCTA.

Community Wheels

Community Wheels was a component of the Regional Route that provided door-to-door service in the outlying communities. Four communities served as central points for this service. Those central points as well as the communities served were:

- Northfield Area – includes the communities of Northfield, Northfield Falls, Northfield Common, Riverton, Roxbury, South Northfield.
- Plainfield Area – includes the communities of Cabot, Calais, Marshfield, Montpelier, East Montpelier, and Plainfield.

- Waitsfield Area – includes the communities of Fayston, Moretown, Waitsfield, and Warren.
- Waterbury Area – includes the communities of Duxbury and Waterbury Center.

The hours of service for each of the local community services were basically from 9:00 a.m. to 3:00 p.m. Between those hours, service was provided to the senior centers under contract and to the general public within the time constraints of the senior center transportation.

Community Wheels Option

The option here would be to increase the level of general public service in the outlying communities by creating four zones based upon the existing coverage area of the Community Wheels service. It would involve providing demand-response service in each zone on particular days and times of the week, between the hours of 9:00 a.m. and 3:00 p.m. with a minimum of one day advance reservation. The service can be structured to have one or two designated pick-up points (check points) in each zone and for persons that cannot get to one of these points, door-to-door service would be available. This service would be available where other transit was not and would serve to group trips and improve productivity. Service would be available for medical, shopping, or other personal business. Boardings are limited to a particular zone, while destinations can be in the same zone or to Montpelier to connect to other Wheels' services. Creating such a service operated on different days of the week would require one additional vehicle and driver. This concept would increase the mobility of residents by increasing the level of general public transportation in each of the zones. While the service would not be suitable for work trips, it would improve mobility to medical, shopping, and other essential life activities, particularly for medical trips for persons not eligible for Medicaid trips. Operating the service with one vehicle is estimated to cost \$64,000 annually. Based upon the review of needs, available services in the areas, and input from Wheels, it is likely that an expansion of the Community Wheels service will not result in any significant increase in ridership. Therefore, the recommendation is to maintain the current service levels of Community Wheels and focus on

maximizing the capacities of existing vehicles through more aggressive marketing of the general public service in each of the communities.

OTHER SERVICES

Volunteer Service

Wheels had a large volunteer program that in FY 2001 provided over 35,000 one-way trips costing over \$300,000 in direct cost reimbursement. This service, which is not inexpensive, has as its major advantage - flexibility. It has an ability to be all over the county at one time, something Wheels' vehicles cannot do. This program should be continued.

There are some inherent weaknesses of a volunteer program that manifest themselves when the program gets too large. Volunteers require significant management. In addition, there are a number of other issues related to:

- C Dependability,
- C Training,
- C Safety,
- C Liability, and
- C Control.

As the service continues to grow, these issues will become a problem. It is our recommendation that Wheels maintain its volunteer program at the existing high level, while expanding its public transit service.

Medicaid

Wheels was VPTA's Medicaid broker for the Central Vermont region including Washington County and parts of Orange County. For Medicaid clients able to utilize the existing routes, Wheels provided passes and for those unable to use any of the route services, Wheels

used volunteers and taxi operators. In FY01, Wheels provided over 29,000 Medicaid and Reach-Up trips. The majority of these trips were provided using volunteer drivers. Currently, the CVCOA is handling all Medicaid trips through the use of volunteer drivers.

Ridesharing/Ridematch

Wheels administered the Statewide Vermont Ridesharing Program for Washington County and parts of Orange. Wheels maintained a database of commuters traveling within and to/from the region and advertised its rideshare/ridematch services extensively. Wheels also assisted groups of commuters who were interested in setting up private vanpools by helping with vehicle leasing options, compiling lists of vanpool candidates, or helping organize and promote the vanpool. Wheels offered a Guaranteed Ride Home program for carpool and vanpool participants. Since Wheels is no longer viable, it is recommended that whoever takes over the general public services in the region continue the program.

MAD RIVER VALLEY

Located in central Vermont, Mad River Valley encompasses the towns of Warren, Waitsfield, and Fayston and is home to Sugarbush Ski resort and Mad River Glen. The Valley is defined geographically by the Mad River. The Sugarbush ski area consists of two peaks, Lincoln Peak and Mount Ellen. Primary access to the Valley is via Route 100 and Route 17. In 2000, population in the three towns was estimated at 4,481, an increase of 24 percent from 3,390 persons in 1990. Mad River Valley Transit provides five transit routes in the area. The Mad-Bus service provided free rides in the Mad River Valley and to connections with other routes and services. Up until the summer of 2002, Wheels had operated the service. In the winter of 2002, Alpha Transit began operation of the routes. The following section provides a review of the previous transit routes operated by Wheels and the options that were presented prior to Alpha Transit taking over the service. The five routes were labeled Blue Route 1, Blue Route 2, Green Route, Red Route, and Orange Route. All five routes operate primarily during the Winter ski season (November 23rd to April 14th) with the exception of the Green Route, which operated on a reduced schedule in the non-Winter season. In addition, schedules varied between peak weeks

and non-peak weeks during the ski season. Weeks considered to be peak weeks during the ski season are:

- December 26th to January 1st
- February 16th to February 24th
- March 11th to March 15th

In FY 2001, the Mad-Bus provided 64,024 trips and averaged 8.45 persons per hour and the cost was approximately \$313,968. Its average cost per trip for the same year was \$4.90.

Green Route

As stated above, the Green Route operated year round. During the 2001 winter ski season, the route operated Monday through Sunday between the hours of 8:00 a.m. and 6:00 p.m. (Monday to Saturday) and 8:00 a.m. to 4:00 p.m. (Sundays). In addition to the daytime service on Saturdays, evening service is also provided from 6:00 p.m. to 1:30 a.m. In the 2001 schedule, a reduced schedule was offered for the summer and fall seasons. Service hours in the summer and fall season were from 8:50 a.m. to 3:36 p.m. Monday through Friday. The route operated between Lincoln Peak and Waitsfield Village. Major timed points along the route included Lincoln Peak, Bridges, Sugarbush Inn, Powderhound, Fiddler's Green, Village Square, Mad River Green, Mad River Flick, BridgeStreet, Fire Station/Chamber, Mad Mountain Tavern, and Gallagher's on Route 17. The Green Route provided 6,485 trips in FY 2001, averaging 2.65 boardings per hour and was the least productive of the five routes.

Options for Green Route

One of the primary functions of this route was to connect the Waitsfield Village with the Sugarbush ski area for employment and shopping. There are several options presented for the Green Route. The options are:

1. Discontinue the Green Route
2. Reduce schedule with the same routing
3. Reduce schedule with new routing

Option 1 - Discontinue Green Route. This option proposes that the Green Route be terminated due to its low productivity rate. In lieu of the Green Route, potential transit riders can utilize the Community Wheels service in Waitsfield which provides door-to-door service in the area with advance reservation.

Option 2 – Reduce Schedule with Reverse Routing. If the route is to be re-implemented, this option recommends that the service span of hours be adjusted so that it operates only during the ski season (November to April) Monday through Sunday. Service hours for Monday through Saturday 7:30 a.m. to 5:30 p.m. and Sunday from 8:00 a.m. to 4:00 p.m. The headways will continue to be 60 minutes. In addition to revising the service hours, it is proposed under this option that the routing be reversed. Rather than originating from Lincoln Peak, the route would originate in Waitsfield Village and terminate at Lincoln for the return trip. With ten daily service hours and eight service hours on Sundays, it is estimated that total seasonal hours for this route would be 1,752 hours. At an average cost per hour rate of \$40, total operating cost for the route will be approximately \$70,080. It can be expected that by reducing the service level more appropriately to match the demand ridership levels, will increase between three and four persons per hour.

Advantages

- Connects the Village of Waitsfield and Sugarbush for employment and shopping.
- Reduces costs by reducing service hours.
- Better matches the level of service outlay with demand.

Disadvantages

- Service will not operate in the off ski season.
- May only experience slightly higher productivity rates.

Option 3 – Reduce Schedule with New Routing. Under this option, the Green Route would operate between the Villages of Waitsfield, Warren, and Lincoln Peak as depicted in Figure 4-1. Service hours would be that of Option 2. The first run of the day would originate in Waitsfield Village traveling southbound on Route 100 to Warren Village then back up north on Route 100 before taking the Sugarbush Access Road to Lincoln Peak. This would be the only run that serves both Waitsfield and Warren in a single trip. The following runs throughout the day will begin at Lincoln Peak and end alternately in Waitsfield and Warren. For example, one run would operate from Lincoln Peak to Waitsfield and back, and the next run from Lincoln Peak to Warren and back. Service to/from Lincoln Peak would alternate between Waitsfield and Warren. It is estimated that this option will cost \$70,080 annually. Reducing the service level to more appropriately match demand, but at the same time providing service to an area currently not served, ridership productivity levels are projected to be between the range of 3.5 to 5 persons per hour.

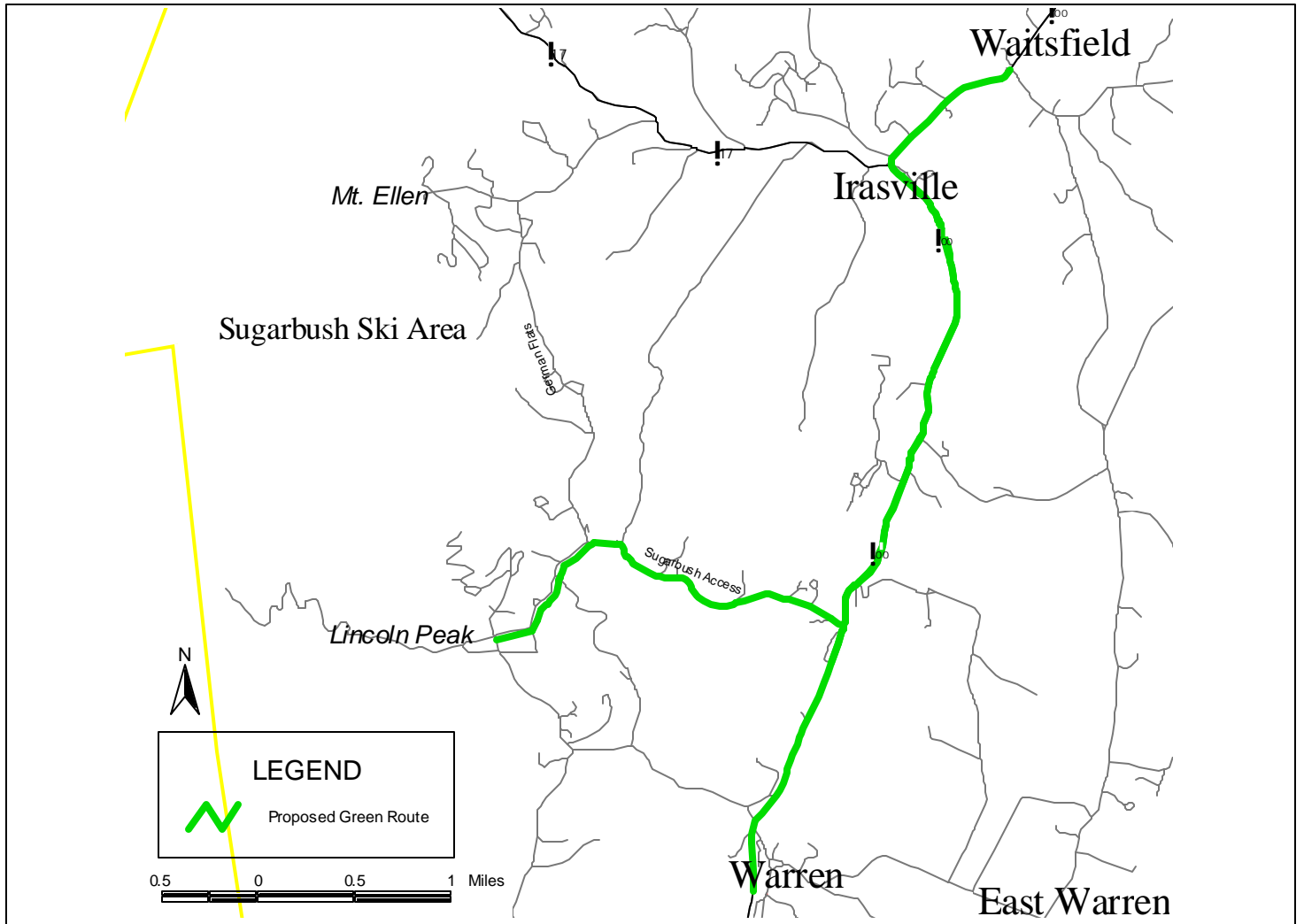
Advantages

- Provides a connection from Warren to Waitsfield and Sugarbush for employment and shopping.
- Reduces costs by reducing service hours.
- Better matches the level of service outlay with demand.

Disadvantages

- Service will not operate in the off peak ski season.
- Reduced service level to Waitsfield.
- May only experience slightly higher productivity rates.

Figure 4-1: GREEN ROUTE WITH SERVICE TO WARREN



Although Options 2 and 3 for the Green Route will experience higher productivity levels, it will not reach the levels experienced by the Blue, Red, and Orange Routes.

Blue Route 1 and 2

Both routes operate 8:00 a.m. to 5:00 p.m. during the ski season between December and April. Fixed-route service is provided between 8:00 a.m. to 12:30 p.m. during the peak weeks in the Winter ski season and on weekends. During the non-peak weeks in the Winter ski season, the fixed-route service operates till noon rather than 12:30 p.m. Frequencies on the weekends and weekdays (during the peak weeks) operate with a 15 minute headway using two vehicles, and during the non-peak weekdays, the route operates on a 30 minute headway using one vehicle. On-demand service is provided between 1:00 p.m. and 5:00 p.m. during peak and non-peak days.

Blue Route 1 provides service along Inferno Road between South Village and Summit. Major timed points along the route are Lincoln Peak, Snow Creek, South Village, Glades/Paradise, and Summit/North Lynx. The route carried 16,086 persons in FY 2001 averaging ten persons per hour and the overall cost for this route was \$68,563.

Blue Route 2 provides service along Sugarbush Access Road between Lincoln Peak and Southface. Major timed points along the route include Lincoln Peak, Sugar Lodge, Lower Club, Southface, Sugarbush Inn, Upper Club, Sugartree Inn, and Bridges. The route carried 23,782 persons in FY 2001 averaging 14 persons per hour. Total operating cost for the route in the same fiscal year was \$71,891.

Option for the Blue Route

The two Blue Routes have the highest productivity rates of the five routes in the Valley. It is two of the best performing routes. There will continue to be two separate routes, one that operates on Inferno Road and the second along Sugarbush Access Road. However, the service along the Access Road can be extended to the Powder Hound on Route 100 to connect with the

Green Route. One option is provided for both Blue Routes, however there are three elements to this option.

The first part of this option is to eliminate the on-demand service in the afternoon and replace it with the scheduled service that is operated in the morning. The second part to this option is to provide the 30-minute headways for the entire ski season and not just during the non-peak weeks. The third element deals with the naming of the two routes. Rather than having two Blue Routes (Blue 1 and Blue 2) one of the Blue Routes would be renamed to a different color not already used.

Operating 30-minute headways on both routes seven days a week will require two vehicles and will incur an estimated 2,700 vehicle revenue hours. Based on a fully allocated rate of \$40 per hour, costs for the two routes operating 30-minute headways is estimated to be \$108,000. There is also an option to increase the 30-minute headways to 15 minutes. However, by cutting the headway in half from 30 to 15 minutes will require an additional two vehicles and will double the costs to \$216,000 for the two routes.

Advantages

- Provides greater level of service in the afternoon.
- Streamlines the level of service throughout the ski season.
- Reduces operating costs.

Disadvantages

- No longer operates on 15-minute headways along the two routes.

Red Route

The Red Route operated only during the Winter ski season. Its service hours were from 8:45 a.m. to 5:15 p.m. Monday through Sunday. The route provided service between Lincoln Peak and Mount Ellen via German Flats Road. One vehicle was used to operate this route on a

30-minute headway. This route provided 12,565 one-way passenger trips during FY 2001 and cost a total of \$53,876. Its average boarding per hour was 9.64.

Option for Red Route

It is recommended under this option that the Red Route be discontinued only if the option for the Orange Route is implemented. Points served by the Red Route could easily be incorporated into the Orange Route. The objective of this option is to streamline the connections between Lincoln Peak, Mt. Ellen, and Mad River Glen and increase the level of service to Mad River Glen.

Orange Route

The Orange Route operates between Lincoln Peak, Mount Ellen, and Mad River Glen along German Flats Road. Service hours are 8:30 a.m. to 5:30 p.m. Monday through Sunday with service every 60 minutes. Additional service along Route 17 is available on weekends. One vehicle is used to operate this service on a one-hour headway. In FY 2001, the route provided 5,106 one-way trips, averaging 9.4 trips per hour. The total operating cost for this route was \$23,058.

Option for the Orange Route

This option is contingent upon discontinuing the previously operated Red Route. Under this option, the Orange Route would operate throughout the ski season, Monday through Friday on 30-minute headways utilizing two vehicles. Service hours will be from 8:30 a.m. to 5:30 p.m. The two vehicles would operate bi-directionally along German Flats Road with major time points at Lincoln Peak, Mt. Ellen, and Mad River Glen. It is estimated that this will incur an estimated 2,700 vehicle revenue hours over the ski season and cost approximately \$108,000. The cost to operate the previous Red and Orange Route was about \$77,000, so this option would be an increase of \$31,000 resulting from the increased service level to Mad River Glen.

Advantages

- Increases the level of service to Mad River Glen.
- Eliminates duplication of service along German Flats Road.

Disadvantages

- Increase of \$31,000 in costs.

Another option for service in the Valley is to re-implement either all or some of the routes previously operated with no or slight modifications.

Burlington to Waitsfield/Sugarbush Options

Currently, there is no regular route service between Sugarbush ski area, the airport, and Burlington. However, demand-response service is available to Burlington International Airport from the area through an advance reservation with Wheels. The following presents three options in providing a fixed-route connection between Waitsfield/Sugarbush to Burlington.

Option #1 – Burlington to Waitsfield via Montpelier

Under this first option, one southbound and one northbound trip between Burlington and Waitsfield are provided for riders that are commuting between Burlington, Waterbury, and Montpelier. During the mid-day, direct service is provided to and from Burlington International Airport as well as shopping in Burlington with four roundtrips. This option can be tied into the Montpelier to Burlington commuter option operating as a stand alone service.

Southbound - Burlington to Montpelier and Waitsfield/Sugarbush				
<u>Stops</u>				
Burlington	6:30 am	10:00 am	1:00 pm	
Burlington International Airport	-	10:10	1:10 pm	
Richmond Park and Ride	6:55	-	-	
Waterbury Park and Ride	7:15	-	-	
Waterbury State Offices	7:20	-	-	
Montpelier Downtown	7:40	-	-	
Waitsfield	8:15	11:15	2:15	
Lincoln Peak	8:30	11:30	2:30	
<u>Northbound - Waitsfield/Sugarbush to Montpelier and Burlington</u>				
<u>Stops</u>				
Lincoln Peak	11:30 am	2:30 pm	5:30 pm	
Waitsfield	11:45	2:45	5:45	
Montpelier Downtown	-	-	6:20	
Waterbury State Offices	-	-	6:40	
Waterbury Park and Ride	-	-	6:45	
Richmond Park and Ride	-	-	7:05	
Burlington International Airport	12:50	3:50	-	
Burlington	1:00	4:00	7:30	

Advantages

- Riders can commute from Burlington to Waterbury and Montpelier.
- Residents and tourists can go from Sugarbush/Waitsfield to Burlington -- connections to airport and shopping.

Option #2 – Direct Connection between Burlington and Waitsfield/Sugarbush

Under this option, regular service will be provided between Burlington and Sugarbush with service to and from Burlington International Airport. Although this option may provide some employment type trips, it is not structured as a commuter service. The service will also provide access to shopping destinations in Burlington. Service would operate from 8:00 a.m. to 8:00 p.m. during the ski season with the last trip from Sugarbush at 6:30 p.m. This allows for four daily roundtrip daily, Monday through Sunday.

<u>Southbound - Burlington to Waitsfield/Sugarbush</u>				
<u>Stops</u>				
Burlington	8:00 am	11:00 am	2:00 pm	5:00 pm
Burlington Airport	8:15	11:15	2:15	5:15
Waterbury	8:55	11:55	2:55	5:55
Waitsfield	9:15	12:15	3:15	6:15
Lincoln Peak	9:30	12:30	3:30	6:30
<u>Northbound - Waitsfield/Sugarbush to Burlington</u>				
<u>Stops</u>				
Lincoln Peak	9:30	12:30	3:30	6:30
Waitsfield	9:45	12:45	3:45	6:45
Waterbury	10:15	1:15	4:15	7:15
Burlington Airport	10:55	1:55	4:55	7:55
Burlington	11:00 am	2:00 pm	5:00 pm	8:00 pm

Advantages

- Residents and tourists can go from Sugarbush/Waitsfield to Burlington – connections to airport and shopping.

ADA COMPLEMENTARY TRANSPORTATION

Currently, all non-profit organizations are exempt from providing ADA complementary transportation, however, the exemption is under review at the federal level. If the exemption is lifted, all non-profits would no longer be exempt. It is also proposed that the City Wheels route currently provided between Montpelier and Barre continue to operate as a fixed-route, with planned ADA complementary transportation provided rather than shifting this route to a deviated-fixed nature. The primary reason to maintain this route as a traditional fixed-route is that the population density in both Montpelier and Barre is sufficient to maintain the service. The ADA complementary service would be door-to-door service for ADA eligible riders within

a minimum of three quarters of a mile from the route (the required distance for the ADA), however, management could choose to increase this distance based on the current demand-response needs in the area. Some of the major parameters regarding ADA complementary transportation are:

- **Geographic Service Area:** ADA paratransit must be provided within a three quarter mile radius corridor surrounding each fixed-route.
- **Response Time:** Reservations must be accepted on a next-day basis, including acceptance of 24 hour advance reservation on Sunday for Monday service.
- **Fares:** The fare charged for ADA paratransit may not exceed twice the regular general public cash fare for the equivalent trip on the fixed-route service.
- **Days and Hours of Service:** ADA paratransit must be provided within the same days and hours as fixed-route services.
- **Trip Purpose:** ADA paratransit must be provided for trips of any purpose. Further, the transit system cannot prioritize specific types of trips over others.
- **Capacity Constraints:** Within the established service criteria, ADA paratransit service must be provided as needed for all eligible trips. Capacity must be adequate to accommodate all eligible trip requests.

SUMMARY

The service and organizational points above were presented to the SRPTP prior to Wheels closure. Wheels was a mature system with a variety of services meeting the transportation needs of the region. The service options above are to ensure that effective services are maintained, less than effective services are either improved upon or discontinued to better reallocate resources, and that new services be investigated to serve some of the underserved areas.

CHAPTER 5

SHORT-RANGE PUBLIC TRANSPORTATION PLAN

The purpose of this chapter is to present a plan for transit service improvements in Central Vermont. It is presented as a five-year plan, but the pace and order of implementation will depend on the availability of both state and local funding. It follows the analysis of the transportation needs in the region (presented in Chapter 2 of this report), and an analysis of the current transit services (Chapter 3). Organizational and service alternatives were developed to address the identified needs and service issues, and these are presented in Chapter 4. These were reviewed by the Central Vermont Regional Planning Commission, Wheels' Transportation Services (Wheels), the Vermont Agency of Transportation (VTrans), and the Advisory Committee.

With the closing of the Wheels organization, Central Vermont is confronted with some major issues that will need to be addressed. Because of the unfortunate timing and unforeseen closure of Wheels, some of those issues arising from the closure of Wheels needing to be addressed will have to occur outside of this plan. However, an effort was made in the plan to address some of the service issues that arose from this situation.

The service alternatives are presented in this chapter according to input provided by the Advisory Committee, the general public, and the current transit provider in Central Vermont, Chittenden County Transportation Authority (CCTA). Given the current circumstances, priorities were given to re-establishing core general public services in the region, followed by the re-implementation of regional services, and then the expansion of services. Although all of Wheels assets (including their vehicles) are currently tied up in bankruptcy court, a capital plan

is also provided. All of the options are presented independently, so that the local operator will be able to implement them or rearrange them as opportunities arise, needs change, and funding permits.

SUMMARY OF RECOMMENDATIONS

This section presents an overview of the institutional and service alternatives based on the input provided by the Advisory Committee, the general public, and CCTA. This input was used to modify alternatives and prioritize services for inclusion in the plan.

Institutional Recommendations

Prior to Wheels bankruptcy filing, the Advisory Committee was provided the following institutional options for consideration:

- **Maintain the status quo** – Wheels would continue to administer, manage, and operate transit service in the region as an independent private non-profit agency.
- **Formation of a new Transit Authority or District** – Transition a new Transit District or Authority, or continue to exist as a non-profit contract service provider of a newly formed Transit District or Authority.
- **Formation of a Regional Transit Authority (RTA)** – creation of a RTA for all of Central Vermont, including Washington County, Orange County, and parts of Windsor County. In this arrangement, Wheels could merge with neighboring systems such as Stagecoach and Advance Transit to form a regional system or exist as a non-profit contract service provider of a newly formed RTA.

The institutional recommendation was to maintain the status quo, but since Wheels is no longer in operation, maintaining the status quo is no longer viable. And due to the timing of the bankruptcy, the recommendation on what type of institutional arrangement should take place will have to take place outside of this plan. The state needs to assist the region in developing an institutional arrangement to best fit the needs of the region in creating a local entity (either private, non-profit, or public) to administer the funds. In developing a new institutional

arrangement, it is also theoretically possible for the towns in the region to become a member of the Chittenden County Transit Authority. However, it is likely that the bylaws governing the Authority will need to be changed which will require legislative approval.

Its role, responsibilities, and structure, along with the policies governing this entity, will depend on what is set up. Nevertheless, this local entity could then be the local grant recipient of public transit funds as well as Medicaid. The provision of services could then be structured in several ways, but not limited to:

1. Operate all or some of the services in-house
 - Public transit
 - Section 5310 transportation
 - Medicaid transportation
2. Contract out all or some of the provision of transit services
 - Public transit
 - Section 5310 transportation
 - Medicaid transportation

Service Recommendations

Although the future institutional structure for the provision of transit services in Central Vermont is undetermined, service needs remain the same. CCTA has been contracted with by the state to begin implementing services in the region for the time being. An effort was made to coordinate the recommendations in the plan with CCTA. Each recommendation is presented independently, in order that CCTA can implement them as they fit into funding constraints, and so that they can be reordered as necessary as new demands and needs are identified in the upcoming years. The service plan has two primary focuses: 1) Ensure that transit services be re-implemented in an efficient and effective manner to meet the known needs of the communities, and 2) Establish new services in some of the underserved areas of the region.

Service recommendations for Central Vermont are as follows:

- **City Wheels:** The City Wheels routes will be re-implemented as formerly operated with some modifications. Frequencies will continue to be every half an hour with

two vehicles. Modifications will include transitioning the route to a deviated fixed-route. The deviation will occur up to a half mile on either side of the route. There is no eligibility requirement. Riders may request a deviation by calling in advance. Deviations will be charged a higher fare.

- **Barre and Montpelier Hospital Hills Routes:** Initially, the two Hospital Hill Routes were to be re-implemented as one route using one vehicle operating between Montpelier, Berlin, and Barre. It was an attempt to increase efficiencies and eliminate a need for a transfer at the Medical Center. However, due to the need for greater flexibility in the schedule, the two routes will not be interlined together and will continue to operate as two separate routes. The two routes will operate as a deviated fixed-route where the vehicle will be allowed to deviate up to half a mile on either side of the route. There is no eligibility requirement. Riders may request a deviation by calling in advance. Deviations will be charged a higher fare.
- **Northfield Regional Route:** The Northfield regional route will be re-implemented as the Northfield Commuter Route. The service was previously a combination of fixed-route and door-to-door service. The commuter route will provide fixed-route service during the peak hours of the day. The route will not provide any general public door-to-door service.
- **Waterbury Regional Route:** The Waterbury Regional Route will be re-implemented as the Waterbury Commuter Route. The service was also previously a combination of fixed-route and door-to-door service. The commuter route will provide fixed-route service during the peak hours of the day. The route will not provide any general public door-to-door service.
- **Waitsfield/Valley Regional Route:** The Waitsfield/Valley Regional Route was also a combination of fixed-route commuter service and door-to-door service in Waitsfield. The commuter fixed-route service was discontinued due to low ridership before Wheels' bankruptcy. It is recommended that a commuter subscription program be developed to provide a commuter connection between Montpelier and Waitsfield. Service will not be initiated until a minimum threshold of 4 to 5 riders per trips reached.
- **Montpelier Shuttle:** During the legislative session, it is recommended that the route be modified so that it operates between the DET Lot, downtown, the Statehouse, and National Life using two vehicles along the same routing. In addition, the vehicles should operate on 15-minute headways. Outside the legislative session, the service will continue to operate, but with reduced service levels. The service will continue to operate using one vehicle on half hour headways.
- **Airport Wheels:** This demand-response service formerly provided transportation to Burlington Airport, Amtrak, and Vermont Transit Terminals by reservation only. Designated pick-up points included the park and ride lots and Norwich University,

while other locations could have been arranged. It is recommended that the program not be re-implemented and that service to the airport will be included in the Montpelier-Burlington commuter schedule.

- **Mad River Valley Bus Service:** Operated by Alpha Transit under contract with Sugarbush Chamber of Commerce to provide shuttle services in the Valley. It is recommended that the following routes operated by Alpha Transit continue as is. Although service will remain the same, institutional changes that will take place in the near future may have some effect on how the funds are administered in the Valley.
- **Valley Floor Shuttle (Green Run)** – Operates during the ski season Monday through Sunday between 7:00 a.m. and 6:00 p.m., while in the off-season the route operates on a reduced schedule. Service is between Lincoln Peak, Warren Village, Waitsfield Village, and Mad River Park.
- **Mountain Resort Shuttles (Blue 1 and 2 runs)** – Operates only during the ski season Monday through Sunday between 8:00 a.m. and 5:00 p.m. One route operates between Lincoln Peak and the lodges along the Access Road, and the other between Lincoln Peak and the mountain condos.
- **Mount Ellen Resort Shuttle (Red Run)** – Operates only during the ski season Monday through Sunday between 8:30 a.m. and 5:00 p.m. Service is between Lincoln Peak and Mount Ellen.
- **Mad River Glen Shuttle (Orange Run)** – Operates only on weekends and holidays during the ski season between 7:15 a.m. and 5:00 p.m. Service is between Lincoln Peak, Mount Ellen, and Mad River Glen.
- **Montpelier to Burlington Commuter Service:** Commuter service between Burlington and Montpelier will consist of two roundtrips in the morning and two roundtrips in the afternoon using one vehicle. A mid-day trip could also be added if needed. An additional vehicle may be added at a later time if demand warrants.
- **Plainfield Commuter Service:** The fixed-route commuter service should provide a total of four roundtrips a day, two in the morning and two in the afternoon. Headways should not be more than one hour. In addition, Union32 High School should be served along the route.
- **Williamstown Commuter Service:** The fixed-route service will provide a direct connection between Williamstown and Barre City. Connections will also be made along the route (based on demand). The service will operate during peak morning and evening hours with one trip during the mid-day. The route will connect with the City Wheels Route in Barre City allowing riders access to additional employment locations.

- **Region Wide Demand-Response:** Rather than dividing the region into zones, demand-response service would be available to all riders throughout the region five days per week between the hours of 9:00 a.m. to 3:00 p.m. The number of vehicles allocated to this service would depend on the resources available. Riders would call the system at least a day in advance to schedule a ride. Riders that have access to the route service will not be eligible for the demand-response service. Although, the service will not be based on zones, the fare structure would be, using the town boundaries as zone boundaries. Riders would be charged a fare based on the number of zones they have to pass through to reach their destination. If the cost for the service is \$2.00 per zone, and the rider's trip end is in the next zone, then the rider would be charged \$4.00 for that one-way trip.

OTHER ISSUES AND RECOMMENDATIONS

In addition to the institutional and service options, there are several other issues that are addressed in this plan. These include computerized management systems, fare policy, facilities, and complementary paratransit requirements of the American with Disabilities Act (ADA).

Computerized Management, Scheduling, and Dispatching

Many rural transit systems are purchasing and implementing improved computerized data management systems, including scheduling and dispatching systems. If any type of demand-response service is to be provided in Central Vermont, it is recommended that the system providing the service procure dispatching and scheduling software. The software will allow better management of trip requests, greater efficiencies through improved scheduling, and the ability to coordinate various trip types (i.e. Medicaid, general public, Section 5310) on one vehicle.

Fare Policy

One of the ongoing challenges of providing public transit services is determining the most appropriate price for services. Fares affect many aspects of transit performance and operations, including ridership, overall revenue, cost recovery, accessibility of services to

persons with limited incomes, relative attractiveness of the mode for choice riders, ease and security of collection, accounting needs, fare media sales needs, integration with regional services, marketing, and community perceptions of service quality.

Currently, CCTA is not charging any fares for the routes operated in Central Vermont since many patrons had purchased multi-ride passes before Wheels' bankruptcy. This free fare will be in effect for approximately one month at which point, a fare structure will need to be in place. Fare policies are usually based on one of the following fare structures:

- **Flat Fare** – The simplest type of structure is the flat fare which means that the same fare is charged for all trips regardless of distance traveled or service quality. It is easy to implement and understand, but is not the best means of maximizing revenue and can have issues of equity for shorter or lower-quality service.
- **Distance-Based Fare** – This type of structure means that fares vary according to the distance traveled. In routed service, geographic fare zones are often established and charges are based upon the number of zones traveled. Zones can also be used to determine demand-responsive fares.
- **Quality-Based Fare** – This type of fare structure takes into account different levels of quality available, on the premise that a higher fare is justified for a higher quality of service. The following are some quality distinctions:

<u>Quality Characteristics</u>	<u>Higher Quality</u>	<u>Lower Quality</u>
Travel Time	Express Service (few stops)	Local Service (many stops)
Service Frequency	High Frequency (shorter headways)	Low Frequency (longer headways)
Personal Convenience	Demand-Response	Fixed-Route
Personal Assistance	Door-to-Door	Curb-to-Curb

Secondary options add other dimensions to fare complexity, but can improve service quality:

- **Time-based Fare** – This dimension of a fare structure means that the fare changes according to the time of day traveled. Typically urban fixed-route systems charge

higher fares during the times of peak demand (“peak hours”), such as 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m. on weekdays, then during other times when demand is lower. This difference encourages persons traveling in their leisure time to shift their trips to the off-peak time, which relieves overcrowding during peak hours. In conjunction with this fare difference, the transit system usually operates a higher frequency of service during the peak hours; thus this is also related to service quality.

- **Special User Fare** – Most transit systems charge reduced fares for customers with certain characteristics, such as age (elderly and young persons), disability, or student status. Federal law requires that urban public transit systems charge senior and disabled persons an off-peak fare no higher than one-half of the regular peak fare.
- **Transfer Charge** – Transit systems often charge a small fee for transferring between buses. Ideally this reflects a longer travel distance; however, depending upon the system’s route structure, the long travel distance may only be the result of inconveniently designed routes. For some customers, the distance between their origin and destination may be quite short “as the crow flies,” but long as a result of bus routing. Therefore, the customer is paying a higher fare for a less convenient service.

Although CCTA will be determining the exact fares charged to riders, it is recommended that a combination of flat fare, distance based fare, and quality based fare structure be implemented. Riders accessing the routes along its prescribed alignment will be charged a flat fare, while riders that are requesting deviations should be charged a higher fare for the deviation as it is a higher quality of service. Demand-response service will utilize the distance based fare structure based on geographic fare zones determined by the town boundaries.

In addition, special usage fare should be established for senior and persons with disabilities whereby the off-peak fare will be no greater than half of the regular base fare.

Facilities

Wheels’ administrative office was located in Berlin and could potentially be used by the new operator in the region. The facility also has indoor and outdoor storage space for vehicles. Currently, the facility is tied up in bankruptcy court and final determination on the outcome of the facility is yet to be determined.

ADA Complementary Public Transit

Currently federal policy does not require that private non-profit organizations providing fixed-route general public transit service provide complementary paratransit (pre-scheduled curb-to-curb service to eligible persons with trips beginning within $\frac{3}{4}$ of a mile of the route). In addition, all public entities providing fixed-route service are required to provide this service. Although Wheels had provided a great deal of service to persons with disabilities under various programs, it does not provide ADA paratransit service on its fixed-route service, as this is not required. The Federal Transit Administration (FTA) is currently reconsidering policy in this area, and may conclude that private non-profits providing fixed-route service offer ADA paratransit.

In Central Vermont, with the state (a public entity) temporarily administering the funds in the region, ADA complementary paratransit service will be required along all fixed-route service. Exempt from this requirement are deviated fixed routes and commuter routes.

Therefore, depending on what institutional and route structure is created in Central Vermont, ADA complementary paratransit may or may not be required.

Marketing

Wheels Transportation was dedicated to building awareness of its transportation services provided in the region. Wheels had developed individual brochures of their routes and schedules. In addition, paper and radio advertising was also utilized in its marketing campaign. Various promotional items such as, but not limited to, coffee mugs, pens, pencils, highlighters, magnets, and buttons had also been developed.

CCTA is faced with the challenge of establishing itself as a quality provider sensitive to the needs of residents. The overall marketing plan has several items:

Image and Identification: Vehicles, signs, stationary, timetables, and maps should present a consistent graphic image that identifies itself as the transit provider. A decision must

be made to decide if CCTA will operate in the region under a different name or use the CCTA name and logo.

User Information: Each route or service should be described in a clear manner on a timetable or map. The materials should also be dated. Such materials should be made available over the internet, at local human service agencies, local retailers, the Chamber of Commerce, and at key destinations (medical offices, libraries, town halls, visitor centers, etc.). In addition to individual route maps, a system-wide map and brochure should be developed which will serve as a good product to allow users to understand the extent of all the services provided.

Community Marketing: Many rural transit systems, particularly those that are independent private non-profits, find it difficult to obtain the community support that is needed to help generate local match and other supportive policies in local government. One aspect of having this support is by offering a service that looks professional and well run to those who observe it on the street. Another aspect is providing quality service so that the community word-of-mouth is that the service is worthwhile. These two aspects are critical since services will be operated by a new provider in the region and much attention will be focused on the provider. In addition, the local entity responsible for administering the program will need to present positive word about the system, what it does, the service it provides to the community, and the support it needs. Audiences should be local town boards, city representatives, and civic groups.

Promotion: This category is what most people think of as marketing, as it involves advertising. Given the difficulty of obtaining marketing funds, such efforts need to be carefully targeted. Marketing is a critical function of even rural public transit systems, and will require continuous funding. A marketing budget of two percent of the operating budget is recommended.

SERVICE PLAN

For each year of the plan, the following assumptions were applied:

- Estimated costs are based on Wheels average operating costs per hour of \$36.00, which is a fully-allocated operating cost per revenue service hour. The same cost was applied to fixed-route, deviated fixed-route, and demand-response services. As a fully-allocated cost, the cost estimates contained in the plan are inherently conservative – incremental costs of limited service expansions may be less costly to implement.
- Peak vehicle needs are identified for each recommended service change. For all services, a lift-equipped cutaway-type vehicle or a small bus is recommended. Vehicle choice and costs are presented in greater detail in the capital plan.
- Productivity estimates are based on the type of service and the level of productivity identified in the statewide performance assessment of Vermont services. It is assumed that new service productivity will grow over time, and the final assessment should not be made until at least 18 months of service has elapsed. The goals are that at the end of the first year, the service would be in the “acceptable” range for that type of service, and that it would be “successful” after 18 months.
- 260 weekdays, 52 Saturdays, and 52 Sundays were used to calculate revenue hours.

Table 5-1 presents an overview of the entire plan with proposed phasing. Each improvement is detailed following the table. It is recognized that this is an ambitious plan, and that implementation is dependent on the availability of federal, state, and local funding—but there is a need to set forth a goal and vision, and an outline of the steps needed to get there.

Table 5-1: SERVICE IMPROVEMENT SUMMARY

	Route/Service	Description	Peak Vehicles	Daily Hours	Annual Service Hours	Hourly Base Cost	Additional Annual Cost
Year One							
	Re-Implement City Wheels as Deviated Fixed Route	Revise	2	14	8,424	\$36.00	\$303,264
	Re-Implement Montpelier Hospital Hill Route	Revise	1	11	3,380	\$36.00	\$121,680
	Re-Implement Barre Hospital Hill Route	Revise	1	11	3,380	\$36.00	\$121,680
	Re-Implement Waterbury Commuter Route	Revise	1	7	1,820	\$36.00	\$65,520
	Re-Implement Northfield Commuter Route	Revise	1	7	1,820	\$36.00	\$65,520
					Year One Subtotal		\$677,664
Year Two							
	Waitsfield/Valley Commuter Subscription Service	New	1	5	1,300	\$36.00	\$46,800
	Montpelier/Burlington Commuter Service	New	1	8	2080	\$36.00	\$74,880
					Year Two Subtotal		\$121,680
Year Three							
	Williamstown Commuter Service	New	1	6	1560	\$36.00	\$56,160
	Montpelier Downtown Shuttle	Revise	2	10	2,166	\$36.00	\$77,976
					Year Three Subtotal		\$134,136
Year Four							
	Region-wide Demand Response	New	2	7	3640	\$36.00	\$131,040
					Year Four Subtotal		\$131,040
Year Five							
	Plainfield Commuter Service	New	1	6	1560	\$36.00	\$56,160
					Year Five Subtotal		\$56,160
					Five Year Plan Total		\$1,120,680

Note: All options consider 260 annual service days and 52 Saturdays.

**YEAR ONE
RE-IMPLEMENT CITY WHEELS AS
DEVIATED FIXED-ROUTE**

REVISE SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 30 minutes
5:30 a.m. to 7:00 p.m.	Vehicle: 2 buses
Saturday	
8:00 a.m. to 7:00 p.m.	

Recommended Changes

- Allow for deviations up to a half mile of the route.
- Limit number of deviations.
- Increase the fare for deviations.
- No eligibility requirement for deviations.

Benefits

- Increases access to the route for persons with disabilities.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	8,424	\$ 303,264	2
TOTAL	8,424	\$ 303,264	2

Estimated Annual Ridership: 60,000 to 65,000 one-way trips.

**YEAR ONE
RE-IMPLEMENT MONTPELIER HOSPITAL HILL ROUTE
AS ONE ROUTE**

REVISE SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 60 minutes
7:25 a.m. to 6:30 p.m.	Vehicle: 1 bus
Saturday	
8:25 a.m. to 6:30 p.m.	

Recommended Changes

- Allow for deviations up to a half mile of the route.
- Limit number of deviations.
- Increase the fare for deviations.
- No eligibility requirement for deviations.

Benefits

- Increases access to the route for persons with disabilities.
- Connects Montpelier with shopping and medical services in Berlin.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	3,380	\$ 121,680	1
TOTAL	3,380	\$ 121,680	1

Estimated Annual Ridership: 15,000 to 20,000 one-way trips.

**YEAR ONE
RE-IMPLEMENT BARRE HOSPITAL HILL ROUTE
AS ONE ROUTE**

REVISE SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 60 minutes
7:25 a.m. to 6:30 p.m.	Vehicle: 1 bus
Saturday	
8:25 a.m. to 6:30 p.m.	

Recommended Changes

- Provide service to the Tech Center
- Allow for deviations up to a half mile of the route.
- Limit number of deviations.
- Increase the fare for deviations.
- No eligibility requirement for deviations.

Benefits

- Increases access to the route for persons with disabilities.
- Connects Barre City with destinations in Berlin.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	3,380	\$ 121,680	1
TOTAL	3,380	\$ 121,680	1

Estimated Annual Ridership: 10,000 to 15,000 one-way trips.

YEAR ONE
RE-IMPLEMENT WATERBURY COMMUTER
ROUTE WITH REVISED ROUTING
REVISE SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 60 minutes
6:55 a.m. to 9:55 p.m. (morning)	Vehicle: 1 bus
2:55 p.m. to 6:00 p.m. (evening)	

Recommended Changes

- Modify the route so that it penetrates into the residential areas in Montpelier.
- Make the State Complex the first destination in Waterbury.
- Coordinate schedule to allow for transfer with City Wheels.
- Serve the park and ride lots in Middlesex and Waterbury.

Benefits

- Increases access to the route in Montpelier.
- Reduces travel time for those working at the State Complex.
- Encourage usage of the park and ride lots.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	1,820	\$ 65,520	1
TOTAL	1,820	\$ 65,520	1

Estimated Annual Ridership: 3,000 to 3,500 one-way trips.

**YEAR ONE
RE-IMPLEMENT NORTHFIELD COMMUTER
ROUTE WITH REVISED ROUTING**

REVISE SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 60 minutes
6:25 a.m. to 9:25 p.m. (morning)	Vehicle: 1 bus
2:25 p.m. to 6:40 p.m. (evening)	

Recommended Changes

- Modify the route so that it penetrates into the residential areas in Montpelier.
- Extend route to Northfield Center.
- Coordinate schedule to allow for transfer with City Wheels.
- Serve the park and ride lots in Montpelier.

Benefits

- Increases access to the route in Montpelier.
- Provides a connection between the park and ride lot in Montpelier to downtown.
- Encourage usage of the Montpelier Park and Ride Lot.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	1,820	\$ 65,520	1
TOTAL	1,820	\$ 65,520	1

Estimated Annual Ridership: 4,500 to 5,000 one-way trips.

YEAR TWO WAITSFIELD/VALLEY COMMUTER SUBSCRIPTION SERVICE

NEW SERVICE

Service Statistics

Span: Monday through Friday

Frequency: n/a
Vehicle: 1 bus

Recommended

- Market service as subscription service commuter service.
- Riders must register for the service.
- Coordinate riders schedule to allow for grouping of trips.
- Meet minimum threshold of demand before service is provided.

Benefits

- Allows for greater productivity.
- Knowing exact origin and destination of riders makes the route more effective.
- Allow for some marketing opportunities with employers.
- Does not require any outlay of service until there is confirmed demand.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	1,300	\$46,800	1
TOTAL	1,300	\$46,800	1

Estimated Annual Ridership: 2,000 – 2,600 one-way trips*

*Based on the minimal threshold of riders for service to be implemented.

YEAR TWO MONTPELIER/BURLINGTON COMMUTER SERVICE

NEW SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 120 minutes
6:00 a.m. to 10:00 p.m. (morning)	Vehicle: 1 bus
3:00 p.m. to 7:00 p.m. (evening)	

Recommended

- Establish route between Montpelier and Burlington.
- Provide service to park and ride lots along I-89.
- Provide two roundtrips in the morning and two roundtrips in the evening.
- Connect with CCTA and local transit service in Montpelier.
- Originate in downtown Montpelier and terminate at the CCTA Transfer Center in Burlington.

Benefits

- Helps to alleviate some of the parking congestion in downtown Burlington and Montpelier.
- Reduces level of traffic on I-89.
- Encourages use of park and ride lots.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	2,080	\$ 74,880	1
TOTAL	2,080	\$ 74,880	1

Estimated Annual Ridership: 3,000 to 3,500 one-way trips.

YEAR THREE WILLIAMSTOWN COMMUTER ROUTE

NEW SERVICE

Service Statistics

Span: Monday through Friday	Frequency: 60 minutes
6:30 a.m. to 8:30 p.m. (morning)	Vehicle: 1 bus
11:30 a.m. to 12:30 p.m. (mid-day)	
4:30 p.m. to 6:30 p.m. (evening)	

Recommended

- Establish route between Barre and Williamstown.
- Service primarily along Route 14.
- Allow for connection with City Wheels and Hospital Hill Routes in Barre.

Benefits

- Helps to alleviate some of the parking congestion in Barre City and Montpelier.
- Provides service in one of the growing areas of the region.
- Will allow access to major employers such as Wilson Industrial Park and Rock of Ages Finishing Plant.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	1,560	\$ 56,160	1
TOTAL	1,560	\$ 56,160	1

Estimated Annual Ridership: 5,500 to 6,500 one-way trips.

YEAR THREE MONTPELIER DOWNTOWN SHUTTLE

REVISE SERVICE

Service Statistics

Span: Monday through Friday
7:00 a.m. to 5:00 p.m.

Frequency: 10 minutes
Vehicle: 2 buses

Recommended Changes

- Re-route downtown shuttle on a linear alignment between National Life, downtown Montpelier, the Statehouse, and the DET Lot.
- Operate both vehicles on the same alignment bi-directionally.

Benefits

- Increases the current level of frequency.
- Makes service easier to understand.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	1,828	\$ 63,000	2
Service Changes	2,166	\$ 77,976	2
TOTAL	2,166	\$ 77,975	2

Estimated Annual Ridership: 5,000 to 5,500 one-way trips.

YEAR FOUR REGION-WIDE GENERAL PUBLIC DEMAND-RESPONSE

NEW SERVICE

Service Statistics

Span: Monday through Friday
9:00 a.m. to 3:00 p.m.

Frequency: Demand-Response
Vehicle: 2 buses (additional vehicles
can be added if needed)

Recommended

- Minimum of 24 hour advance reservation required.
- Group trips together to maximize performance.
- Seats available on first come first serve basis.
- No priority given to any one group.
- Fares are charged based on a zonal fare structure – zone boundaries will be derived from the town boundaries.
- Eligibility requirements will need to be developed – those that can access route services will not be deemed eligible for the demand-response service.
- Could be scaled back to service on just specific days (i.e. Mondays, Wednesdays, and Fridays) rather than every day during the week.

Benefits

- Provide service in all of the outlying areas of the region.
- Increases mobility of residents in the rural communities.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	3,640	\$ 131,040	2
TOTAL	3,640	\$ 131,040	2

Estimated Annual Ridership: 10,000 to 15,000 one-way trips.

YEAR FIVE PLAINFIELD COMMUTER SERVICE

NEW SERVICE

Service Statistics

Span: Monday through Friday
6:30 a.m. to 8:30 p.m. (morning)
4:30 p.m. to 6:30 p.m. (evening)

Frequency: 60 minutes
Vehicle: 1 bus

Recommended

- Establish route between Montpelier and Plainfield.
- Service to, but not limited to, Plainfield Village, Goddard College, East Montpelier, Union High School, and downtown Montpelier.
- Service primarily along Route 2.
- Provide two roundtrips in the morning and two roundtrips in the evening.
- Connect with local service in Montpelier.

Benefits

- Helps to alleviate some of the parking congestion in downtown Montpelier.
- Connects outlying regions with employment center.
- Meets some of the demand for service to Union High School.

	Annual Revenue Hours	Annual Cost	Buses Required
Existing	0	\$ 0	0
Service Changes	1,560	\$ 56,169	1
TOTAL	1,560	\$ 56,169	1

Estimated Annual Ridership: 3,500 to 4,000 one-way trips.

FINANCIAL PLAN

Table 5-2 presents the proposed operating budget for FY 2003-2007 by service. The budget was developed based on Wheels' average operating cost per hour for all its services including contracted human service transportation under Section 5310. With the recent announcement that Section 5310 will be administered by the Vermont Agency of Human Services, it appears that the mechanism by which this funding is provided to subgrantees will change, and it is possible that the agency subgrantees will contract for service through competitive procurements. Currently, the Central Vermont Council on Aging is assisting in the provision of Section 5310 transportation services through a contract with Alpha Transit. With the recent Section 5310 announcement and the closure of Wheels, it is not possible to forecast how much of this service will be performed by Alpha Transit. Developing a forecast of a line item budget would be highly speculative, given this uncertainty and the impact of funding restrictions on proposed expansions.

However, in order to provide some guidance about the financial impact of the proposed changes, and the anticipated funding sources, the existing level of Section 5310, Ridesharing and Ridematch has been assumed, along with current public transit. This baseline budget was inflated at three percent per year, with the projected incremental costs of services added in the proposed year.

In terms of funding sources, it is clear that the expanded services for the general public will require substantial additional funding. It is assumed that there will be fare revenues from the new services, which will offset five to ten percent of the overall operating cost, leaving 90 – 95 percent of the cost of each service to be funded with a combination of federal, state, and local funding.

Under the Vermont Public Transportation Policy Plan, it was assumed that new starts or substantial expansions would be funded through the state using Congestion Mitigation Air Quality Improvement funding for the first three years of operation, and if the services meet state service objectives and performance goals, would be included in the overall Section 5311 program. The new public transit services in this plan would be considered as new starts,

Table 5-2: FIVE YEAR OPERATING BUDGET

Service	FY 2003 Year 1	FY 2004 Year 2	FY 2005 Year 3	FY 2006 Year 4	FY 2007 Year 5
General Public					
Re-Implement City Wheels as Deviated Fixed-Route	\$303,264	\$312,362	\$321,733	\$331,385	\$341,326
Re-Implement Montpelier Hospital Hill Route	121,680	\$125,330	129,090	132,963	136,952
Re-Implement Barre Hospital Hill Route	121,680	\$125,330	\$129,090	\$132,963	\$136,952
Re-Implement Waterbury Commuter Route	65,520	67,486	69,510	71,595	73,743
Re-Implement Northfield Commuter Route	65,520	67,486	69,510	71,595	73,743
Waitsfield Subscription Commuter Service	-	46,800	48,204	49,650	51,140
Montpelier/Burlington Commuter Service	-	74,880	77,126	79,440	81,823
Williamstown Commuter Service	-	-	56,160	57,845	59,580
Montpelier Downtown Shuttle	-	-	77,976	80,315	82,725
Region-Wide Demand Response	-	-	-	131,040	134,971
Plainfield Commuter Service	-	-	-	-	56,160
SUBTOTAL	677,664	819,674	978,400	1,138,792	1,229,116
Valley Transit - Mad Bus					
Mountain Resort Shuttles (Blue 1 and 2 Runs)	122,800	126,484	130,279	134,187	138,212
Mount Ellen Resort Shuttle (Red Run)	66,800	68,804	70,868	72,994	75,184
Mad River Glen Shuttle (Orange Run)	13,000	13,390	13,792	14,205	14,632
Valley Floor Shuttle (Green Run)	75,640	77,909	80,246	82,654	85,133
SUBTOTAL	278,240	286,587	295,185	304,040	313,162
Other Programs					
Medicaid/Reach-Up	398,059	410,001	422,301	434,970	448,019
Rideshare/Ridematch	190,000	195,700	201,571	207,618	213,847
Section 5310	340,000	350,200	360,706	371,527	382,673
SUBTOTAL	928,059	955,901	984,578	1,014,115	1,044,539
TOTAL	\$1,883,963	\$2,062,162	\$2,258,163	\$2,456,948	\$2,586,816

competing for the available funding, and transitioning to Section 5311 under the legislatively-adopted funding formula.

In this plan, full implementation of the proposed service expansions would likely require a significant amount of local operating match, even if the state fully implements the new funding formula. It is recognized that obtaining local government match is a major problem for transit systems in Vermont, as there is no local government match except local property taxes collected by town governments, donations, and revenue earned on contract services.

The use of Job Access Reverse Commute (JARC) funding for general transportation has been problematic in Vermont. Wheels had utilized JARC funds to increase the frequencies on the City Wheels service, and operate evening service on Fridays and Saturdays. However, the evening service was discontinued due to reduced JARC funding. It is recommended that the local transit system not develop any service under JARC, since it is not clear whether the state will be applying for future funding to maintain the existing JARC services in the state.

Currently, Vermont is facing some of the most severe budget problems in the nation, and it is unlikely that there will be significant funding increases for transit in the near future. However, there are still needs for expanded transit, particularly in this area of Vermont, and so this plan was developed to address the needs, and it is hoped that over time, funding will become available to increase basic mobility throughout this region.

CAPTIAL PLAN

The capital portion of this plan is broken into two primary categories -- replacement vehicles and expansion vehicles. Although all of Wheels' vehicles are currently in bankruptcy court, and the future ownership of those vehicles is unknown, the capital plan is provided so that if the vehicles should ever be released from bankruptcy court, and is taken possession by the local system, this will help to provide a schedule of replacing the fleet. Replacement of the fleet is based on the anticipated year and mileage generated over the course of the five-year plan, and considers the current condition of the fleet. The expansion fleet is required as a result of the new services, and they are included in the purchase years, in anticipation of the service starting in the following year. Table 5-3 details the capital replacement schedule. Not included in the capital

Table 5-3: VEHICLE REPLACEMENT PLAN

Current Year 2003							
Vehicle Type	Agency Fleet Number	Model Year of Vehicle	Seating Capacity	Estimated Current Mileage	Miles Past 12 Months	2001 Mileage	Projected Year to be Replaced
Vans							
Van	A-1	1991	10	196,057	15,109	180,948	1995
Van	A-2	1989	10	133,624	7,835	125,789	1993
Van	A-5	1994	10	193,616	18,003	175,613	1998
Van	A-10	2000	10	48,993	27,168	21,825	2004
Van	A-11	2000	10	82,025	44,756	37,269	2004
Van	A-12	2000	10	72,927	40,363	32,564	2004
Van	A-13	2000	10	78,500	43,155	35,345	2004
Van	A-14	2000	10	67,861	36,591	31,270	2004
Van	A-15	2000	10	65,728	35,488	30,240	2004
Van	A-16	2000	10	11,005	6,187	4,818	2004
Van	A-17	2000	10	7,055	3,932	3,123	2004
Buses - Medium - Medium Duty (<= 30')							
Bus	C-1	1993	22	207,045	22,879	184,166	2000
Bus	C-2	1993	22	188,801	16,623	172,178	2000
Bus	C-3	1993	22	228,643	25,712	202,931	2000
Bus	C-4	1993	22	156,325	27,147	129,178	2000

Note:

Service life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. Vehicles proposed to be replaced must have achieved at least the minimum normal service life. For purposes of bus replacement grant applications, the age of the bus to be replaced is its years of service or mileage at the time the proposed new bus is introduced into service. Removal of an FTA-funded vehicle from revenue service before the end of its minimum normal service life, for any reason, leaves the grantee liable to FTA for the Federal share of the vehicle's remaining value. Suggested vehicle service life standard: stated above in years refers to time in normal service, not time spent stockpiled or otherwise unavailable for regular transit duty.

replacement schedule are 12 leased vehicles, two vehicles that are offline, and the 10 vehicles that creditors have liens on. The estimated cost of the capital plan, divided into local, state, and federal portions can be found in Table 5-4.

IMPLEMENTATION PLAN

The following is an outline of the implementation plan for Central Vermont. It corresponds with the service and capital plan previously outlined, providing a phased implementation of the recommended improvements.

Year One

- Re-implement the City Wheels service as deviated fixed-route on 30-minute headways.
- Re-implement the Montpelier Hospital Hill Route and Barre Hospital Hill Route as one deviated fixed-route on one hour headways connecting with City Wheels in Barre and Montpelier.
- Re-implement the Waterbury Commuter Route with the recommended modifications.
- Re-implement the Northfield Commuter Route with the recommended modifications.
- Develop new schedule and service description for distribution.
- Apply for replacement of Vehicles A-1, A-2, and A-5 with same size vehicles.

Year Two

- Develop marketing materials and service description for the Waitsfield/Valley Commuter Subscription service.
- Distribute marketing materials to local employers in the Valley and in Montpelier.
- Advertise service in the local paper.
- Implement Montpelier-Burlington Commuter Service.

Table 5-4: CAPITAL SCHEDULE

Replacement Fleet

For Plan Year	Vehicle Type	Estimated Cost	Number Required	Total Cost	Local Match	State Funds	Federal Funds
1	van	\$ 45,000	3	\$ 135,000	\$ 13,500	\$ 13,500	\$ 108,000
2	bus	\$ 100,000	4	\$ 400,000	\$ 40,000	\$ 40,000	\$ 320,000
3	van	\$ 45,000	6	\$ 270,000	\$ 27,000	\$ 27,000	\$ 216,000
4	van	\$ 45,000	2	\$ 90,000	\$ 9,000	\$ 9,000	\$ 72,000

Expansion Fleet

For Plan Year	Vehicle Type	Estimated Cost	Number Required	Total Cost	Local Match	State Funds	Federal Funds
1	small bus	\$ 50,000	1	\$ 50,000	\$ 5,000	\$ 5,000	\$ 40,000
1	van	\$ 45,000	2	\$ 45,000	\$ 4,500	\$ 4,500	\$ 36,000

- Develop timetable with graphics for public distribution.
- Replace Vehicles C-1, C-2, C-3, and C-4.

Year Three

- Implement Williamstown commuter route.
- Implement revised Montpelier Downtown shuttle.
- Develop timetable and other passenger information materials for public distribution.
- Review overall performance on the City Wheels Route and the Hospital Hill Route.
- Review overall performance on the Waterbury and Northfield Commute Routes.
- Apply for replacement of Vehicles A-10, A-11, A-12, A-13, A-14, and A-15.
- Procure and acquire scheduling and dispatching software.

Year Four

- Implement Region-Wide Demand-Response General Public service.
- Develop service description, fare structure, and other passenger information materials for public distribution.
- Market service to various community centers, senior centers, and schools.
- Hold rider training workshops on how to use the service.
- Review trip patterns on the subscription service for potential routes.
- Review overall performance on the Montpelier/Burlington commuter service.
- Apply for replacement of Vehicles A-16, and A-17.

Year Five

- Implement Plainfield Commuter Service.

- Develop timetable and other passenger information materials for public distribution.
- Market service to local employers in Williamstown and Barre.
- Review overall performance on the Plainfield commuter route, and on the revised routing for the Montpelier downtown shuttle.

SUMMARY

This five-year plan provides a road map for the local transit system in Central Vermont to follow in continuing to provide valuable services in a manner that best suits the geographic and demographic profiles of the area, and attempts to effectively and efficiently meet the public transportation needs of the communities. It represents a re-implementation of services previously operated with some modifications to improve efficiency, and expansion of general public transit to meet basic mobility needs throughout this large region. It is an ambitious plan, one which will require a strong partnership between the transit provider, local communities and organizations, human service agencies, and the state. Marketing, public outreach, providing reliable quality services, and being a positive influence in the community will be the key to the success of the region in accomplishing the recommendations set forth in this plan.

APPENDIX A

TRANSPORTATION ADVISORY COMMITTEE

APPENDIX A

TRANSPORTATION ADVISORY COMMITTEE

George Abair, Jr.
Vermont Center for Independent Living

Jim D'Agostino
VTrans

Charles Blount

Doug Emmons
Central Vermont Community Action

Julie Forst
Central Vermont Council of Aging

Shirley Fortier

Steve Gladczuk
Central Vermont Regional Planning Comm.

George Malek
Central Vermont Chamber of Commerce

Dee Pierce
Mad River Valley Planning District

Lani Ravin
VTrans

Larry Spargo
Central Vermont Medical Center

APPENDIX B

DETAILED ANALYSIS ON YEAR 2000 CENSUS DATA

Table B-1: NUMBER AND RANK OF TRANSIT DEPENDENT BLOCKGROUPS FOR WHEELS
RELATIVE TO THE STATE - 2000 CENSUS

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500179591002	Orange	143	357	117	165	42	275	68	321	8	405
500179591003	Washington	140	368	127	131	50	215	64	345	8	404
500179592001	Williamstown	220	144	149	76	98	45	153	98	39	128
500179592002	Williamstown	226	135	135	110	67	124	104	203	22	217
500239555006	Roxbury	75	510	55	447	27	394	52	394	3	482
500239556001	Warren	154	316	108	203	35	323	70	317	7	424
500239556002	Warren	104	456	45	488	8	522	64	347	9	403
500239541001	Woodbury	88	490	77	360	34	331	67	331	6	446
500239541002	Calais	99	470	98	241	39	293	59	365	0	497
500239541003	Calais	99	471	73	386	9	520	40	439	6	444
500239542001	Worcester	103	459	97	246	21	448	75	301	8	409
500239542002	Middlesex	170	283	167	49	34	335	107	194	11	368
500239543001	Waterbury	228	130	191	29	61	147	86	258	19	243
500239543002	Waterbury	217	153	143	87	32	351	56	377	18	265
500239543003	Waterbury	127	402	33	516	28	388	62	352	45	117
500239543004	Waterbury	135	383	58	432	54	185	94	229	60	74
500239544001	Moretown	121	414	116	171	45	246	47	412	14	320
500239544002	Moretown	95	477	50	469	24	416	62	355	22	218
500239544003	Duxbury	169	286	98	238	60	153	64	344	4	476
500239545001	Berlin	236	122	131	118	88	63	67	328	35	144
500239545002	Berlin	380	18	136	106	104	38	124	148	49	99
500239546001	Montpelier	205	180	127	130	12	505	62	353	35	143
500239546002	Montpelier	141	361	81	337	20	455	133	125	68	61
500239547001	Montpelier	133	393	85	313	22	442	33	463	0	500
500239547002	Montpelier	179	247	75	370	85	68	173	82	36	140
500239548001	Montpelier	278	72	87	294	63	134	73	306	146	13
500239548002	Montpelier	134	385	76	367	41	277	166	88	97	39
500239549001	Montpelier	240	117	50	464	55	181	38	445	38	133
500239549002	Montpelier	206	177	123	150	86	66	89	249	52	94
500239550001	East Montpelier	150	332	83	324	25	414	21	496	0	521
500239550002	East Montpelier	256	96	139	96	35	326	72	309	5	462

Table B-1 (Continued)

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500239551001	Barre	118	419	46	481	22	444	14	511	10	378
500239551002	Barre	188	228	49	471	57	167	102	211	56	82
500239551003	Barre	79	504	52	458	27	395	28	479	20	233
500239551004	Barre	198	197	29	522	113	22	206	49	179	10
500239551005	Barre	144	352	41	494	42	271	84	266	45	116
500239551006	Barre	346	30	94	259	166	5	188	65	194	7
500239552001	Barre	199	196	67	401	62	140	77	289	116	24
500239552002	Barre	173	261	44	490	19	470	12	512	18	268
500239552003	Barre	80	503	50	470	51	201	135	121	35	146
500239552004	Barre	197	200	85	310	71	105	84	267	55	86
500239552005	Barre	244	111	40	499	33	341	49	405	11	372
500239552006	Barre	83	499	86	308	51	200	196	58	65	63
500239553001	Barre	254	98	148	77	51	206	68	319	29	163
500239553002	Barre	254	99	167	47	38	302	36	453	5	454
500239553003	Barre	164	295	97	245	23	434	34	461	0	502
500239554001	Barre	170	280	80	338	75	95	57	370	19	249
500239554002	Barre	360	24	156	63	85	70	145	108	47	107
500239554003	Barre	225	137	127	129	33	343	55	383	17	275
500239540001	Barre	161	304	140	94	17	479	90	246	5	453
500239540002	Barre	206	179	140	93	50	211	135	122	6	447
500239540003	Barre	160	306	125	142	42	273	128	139	29	165
500239555001	Northfield	269	84	137	104	108	31	133	126	39	131
500239555002	Northfield	84	497	53	451	23	431	23	491	6	437
500239555003	Northfield	134	386	73	385	58	160	84	270	24	194
500239555004	Northfield	242	116	112	183	33	345	35	459	23	207
500239555005	Northfield	123	411	58	433	29	383	28	477	20	239
500239557001	Waitsfield	188	229	83	321	17	481	32	466	6	451
500239557002	Waitsfield	101	463	35	512	19	462	65	337	24	200
500239558001	Fayston	172	272	87	303	27	396	63	350	13	348

Table B-2: DENSITY RANKING OF TRANSIT DEPENDENT BLOCKGROUPS FOR WHEELS
RELATIVE TO THE STATE - 2000 CENSUS

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500179591002	Orange	3.69	478	3.02	435	1.08	431	1.75	460	0.21	448
500179591003	Washington	3.60	480	3.27	422	1.29	402	1.65	469	0.21	449
500179592001	Williamstown	11.76	292	7.96	290	5.24	239	8.18	247	2.08	227
500179592002	Williamstown	10.53	316	6.29	316	3.12	282	4.84	305	1.02	289
500239555006	Roxbury	1.79	523	1.32	511	0.65	491	1.24	494	0.07	487
500239556001	Warren	8.49	356	5.96	321	1.93	342	3.86	338	0.39	380
500239556002	Warren	4.74	437	2.05	486	0.36	514	2.92	381	0.41	371
500239541001	Woodbury	2.33	515	2.04	487	0.90	453	1.77	457	0.16	461
500239541002	Calais	5.02	428	4.97	354	1.98	339	2.99	373	0.00	524
500239541003	Calais	5.42	414	3.99	384	0.49	506	2.19	433	0.33	398
500239542001	Worcester	2.66	508	2.50	458	0.54	500	1.94	445	0.21	447
500239542002	Middlesex	4.29	452	4.21	378	0.86	462	2.70	393	0.28	421
500239543001	Waterbury	15.00	271	12.57	236	4.01	256	5.66	286	1.25	267
500239543002	Waterbury	6.86	384	4.52	373	1.01	442	1.77	458	0.57	334
500239543003	Waterbury	187.45	116	48.71	144	41.33	121	91.51	107	66.42	81
500239543004	Waterbury	181.65	120	78.04	122	72.66	91	126.48	91	80.73	75
500239544001	Moretown	4.13	458	3.96	387	1.54	375	1.60	472	0.48	358
500239544002	Moretown	8.82	347	4.64	364	2.23	330	5.76	283	2.04	231
500239544003	Duxbury	3.94	468	2.28	472	1.40	386	1.49	479	0.09	480
500239545001	Berlin	9.29	338	5.15	348	3.46	272	2.64	397	1.38	260
500239545002	Berlin	34.37	206	12.30	237	9.41	198	11.22	223	4.43	190
500239546001	Montpelier	105.07	141	65.09	129	6.15	225	31.78	158	17.94	140
500239546002	Montpelier	86.08	150	49.45	143	12.21	189	81.20	115	41.52	107
500239547001	Montpelier	63.98	173	40.89	153	10.58	190	15.87	199	0.00	500
500239547002	Montpelier	96.06	144	40.25	154	45.61	115	92.84	106	19.32	136
500239548001	Montpelier	1328.14	12	415.64	21	300.98	37	348.76	61	697.51	18
500239548002	Montpelier	790.11	42	448.12	17	241.75	47	978.79	24	571.94	24
500239549001	Montpelier	183.24	118	38.17	158	41.99	120	29.01	164	29.01	118
500239549002	Montpelier	200.19	111	119.53	101	83.57	87	86.49	112	50.53	96
500239550001	East Montpelier	9.12	342	5.04	351	1.52	379	1.28	492	0.00	523
500239550002	East Montpelier	16.48	266	8.95	277	2.25	329	4.63	313	0.32	401

Table B-2 (Continued)

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500239551001	Barre	618.99	58	241.30	55	115.41	76	73.44	117	52.46	95
500239551002	Barre	961.21	26	250.53	53	291.43	38	521.51	40	286.32	42
500239551003	Barre	253.81	102	167.06	76	86.74	85	89.96	108	64.26	85
500239551004	Barre	2340.49	5	342.80	32	1335.73	3	2435.05	9	2115.90	3
500239551005	Barre	1136.81	17	323.68	40	331.57	34	663.14	37	355.25	35
500239551006	Barre	727.46	48	197.63	68	349.01	32	395.27	56	407.88	32
500239552001	Barre	1274.87	14	429.23	20	397.20	27	493.29	44	743.14	16
500239552002	Barre	568.51	63	144.59	84	62.44	98	39.43	144	59.15	88
500239552003	Barre	249.49	104	155.93	81	159.05	59	421.02	51	109.15	69
500239552004	Barre	389.48	78	168.05	74	140.37	67	166.07	81	108.74	70
500239552005	Barre	1026.00	21	168.20	73	138.76	69	206.04	73	46.25	100
500239552006	Barre	74.50	159	77.19	123	45.78	114	175.93	77	58.34	90
500239553001	Barre	44.22	195	25.77	188	8.88	201	11.84	220	5.05	185
500239553002	Barre	35.17	204	23.13	195	5.26	236	4.99	301	0.69	320
500239553003	Barre	52.25	184	30.91	173	7.33	213	10.83	229	0.00	503
500239554001	Barre	52.95	182	24.92	191	23.36	143	17.75	188	5.92	175
500239554002	Barre	80.03	156	34.68	165	18.90	151	32.23	156	10.45	157
500239554003	Barre	32.95	213	18.60	210	4.83	245	8.05	250	2.49	219
500239540001	Barre	4.32	450	3.75	397	0.46	508	2.41	419	0.13	473
500239540002	Barre	4.78	436	3.25	425	1.16	422	3.13	366	0.14	470
500239540003	Barre	7.62	369	5.95	322	2.00	338	6.09	277	1.38	259
500239555001	Northfield	21.10	242	10.75	253	8.47	205	10.43	232	3.06	212
500239555002	Northfield	188.50	114	118.93	102	51.61	110	51.61	130	13.46	149
500239555003	Northfield	67.59	170	36.82	163	29.26	135	42.37	140	12.11	155
500239555004	Northfield	10.02	326	4.64	365	1.37	390	1.45	483	0.95	296
500239555005	Northfield	28.13	221	13.26	231	6.63	217	6.40	273	4.57	189
500239557001	Waitsfield	8.77	348	3.87	391	0.79	477	1.49	478	0.28	418
500239557002	Waitsfield	18.44	254	6.39	310	3.47	270	11.86	219	4.38	192
500239558001	Fayston	4.71	439	2.38	463	0.74	482	1.73	461	0.36	388

Table B-3: PERCENTAGE RANKING OF TRANSIT DEPENDENT BLOCKGROUPS FOR WHEELS
RELATIVE TO THE STATE - 2000 CENSUS

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500179591002	Orange	14.82	346	12.12	23	4.35	233	7.05	311	1.90	383
500179591003	Washington	13.37	399	12.13	22	4.78	195	6.11	343	1.52	420
500179592001	Williamstown	13.91	377	9.42	232	6.19	104	9.67	214	6.08	163
500179592002	Williamstown	13.76	383	8.22	363	4.08	258	6.33	331	3.25	275
500239555006	Roxbury	13.02	410	9.55	208	4.69	205	9.03	235	0.83	467
500239556001	Warren	15.04	338	10.55	109	3.42	330	6.84	315	1.09	451
500239556002	Warren	15.83	316	6.85	464	1.22	509	9.74	213	0.63	479
500239541001	Woodbury	10.88	463	9.52	214	4.20	245	8.28	263	0.91	463
500239541002	Calais	12.41	434	12.28	16	4.89	192	7.39	297	0.00	520
500239541003	Calais	13.54	392	9.99	162	1.23	508	5.47	377	1.45	428
500239542001	Worcester	11.42	450	10.75	95	2.33	447	8.31	262	2.02	373
500239542002	Middlesex	9.83	489	9.66	192	1.97	469	6.19	339	1.53	418
500239543001	Waterbury	13.39	398	11.22	55	3.58	316	5.05	403	2.82	308
500239543002	Waterbury	12.56	425	8.28	356	1.85	474	3.24	471	2.54	337
500239543003	Waterbury	20.39	130	5.30	503	4.49	219	9.95	207	14.61	55
500239543004	Waterbury	15.68	322	6.74	469	6.27	100	10.92	170	14.46	56
500239544001	Moretown	12.02	442	11.52	47	4.47	222	4.67	426	3.13	284
500239544002	Moretown	14.71	352	7.74	404	3.72	300	9.60	221	7.86	127
500239544003	Duxbury	13.11	407	7.60	414	4.65	208	4.97	406	0.70	473
500239545001	Berlin	16.52	288	9.17	261	6.16	107	4.69	423	5.65	174
500239545002	Berlin	26.48	31	9.48	224	7.25	63	8.64	248	8.88	112
500239546001	Montpelier	16.40	294	10.16	143	0.96	519	4.96	408	6.35	157
500239546002	Montpelier	13.96	376	8.02	382	1.98	468	13.17	94	13.08	72
500239547001	Montpelier	18.34	202	11.72	34	3.03	374	4.55	429	0.00	523
500239547002	Montpelier	17.67	230	7.40	432	8.39	35	17.08	46	7.58	132
500239548001	Montpelier	25.34	39	7.93	393	5.74	131	6.65	322	25.75	14
500239548002	Montpelier	12.49	428	7.08	451	3.82	287	15.47	60	17.26	35
500239549001	Montpelier	34.04	6	7.09	448	7.80	44	5.39	385	9.52	100
500239549002	Montpelier	17.73	225	10.59	105	7.40	57	7.66	285	9.92	95
500239550001	East Montpelier	14.41	364	7.97	389	2.40	436	2.02	498	0.00	513
500239550002	East Montpelier	16.66	275	9.04	274	2.28	451	4.68	424	0.78	472

Table B-3 (Continued)

Census Blockgroups	Town	Elderly (60+)		Youth (12 - 17)		Disability		Below Poverty		Autoless Households	
		Number	Rank	Number	Rank	Number	Rank	Number	Rank	Number	Rank
500239551001	Barre	24.03	63	9.37	236	4.48	221	2.85	482	4.69	204
500239551002	Barre	24.26	58	6.32	483	7.35	60	13.16	95	13.59	70
500239551003	Barre	16.22	302	10.68	100	5.54	148	5.75	364	9.90	97
500239551004	Barre	24.12	62	3.53	523	13.76	5	25.09	22	33.97	5
500239551005	Barre	24.20	60	6.89	461	7.06	69	14.12	80	14.90	52
500239551006	Barre	23.52	70	6.39	480	11.28	9	12.78	107	25.94	13
500239552001	Barre	21.13	105	7.11	444	6.58	85	8.17	266	22.48	20
500239552002	Barre	26.95	30	6.85	463	2.96	378	1.87	503	5.96	167
500239552003	Barre	11.24	452	7.02	455	7.16	67	18.96	36	11.11	83
500239552004	Barre	21.84	88	9.42	231	7.87	42	9.31	228	15.54	49
500239552005	Barre	35.21	3	5.77	495	4.76	196	7.07	310	4.10	227
500239552006	Barre	10.92	461	11.32	50	6.71	81	25.79	18	20.44	29
500239553001	Barre	18.51	191	10.79	90	3.72	299	4.96	409	5.33	183
500239553002	Barre	16.68	274	10.97	72	2.50	430	2.36	490	0.89	464
500239553003	Barre	18.66	187	11.04	67	2.62	418	3.87	450	0.00	511
500239554001	Barre	18.18	210	8.56	332	8.02	41	6.10	344	4.95	195
500239554002	Barre	20.71	120	8.98	280	4.89	191	8.34	261	6.38	156
500239554003	Barre	19.48	159	11.00	70	2.86	384	4.76	418	3.55	256
500239540001	Barre	13.27	402	11.54	46	1.40	501	7.42	296	0.79	471
500239540002	Barre	13.77	381	9.36	239	3.34	338	9.02	236	0.87	465
500239540003	Barre	12.44	430	9.72	183	3.27	346	9.95	205	5.58	176
500239555001	Northfield	10.63	471	5.41	499	4.27	240	5.25	393	6.67	148
500239555002	Northfield	17.80	224	11.23	53	4.87	193	4.87	413	3.13	285
500239555003	Northfield	17.03	256	9.28	250	7.37	58	10.67	180	7.72	130
500239555004	Northfield	20.83	112	9.64	195	2.84	387	3.01	476	4.91	196
500239555005	Northfield	14.66	355	6.91	460	3.46	325	3.34	468	4.98	193
500239557001	Waitsfield	17.12	254	7.56	420	1.55	491	2.91	479	1.03	456
500239557002	Waitsfield	18.00	215	6.24	484	3.39	332	11.59	145	7.41	135
500239558001	Fayston	15.07	337	7.62	411	2.37	443	5.52	376	1.44	429

APPENDIX C

DETAILED EMPLOYER RESPONSES TO SURVEY

Wheels

A & S Collactin Associates

100 Main Street

Williamstown

VT

05679

Contact Person

Ron Satch

fax

802-433-2124

phone

802-433-2160

e-mail

Employees

70

Mode of Transportation

<i>Drive Alone</i>	85	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	10	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	5	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	50	<i>Entry Level</i>	0
	<i>Shift 2:</i>	11:30:00 AM	<i>to</i>	8:00:00 PM	<i>Employees:</i>	10	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	12:00:00 PM	<i>Employees:</i>	70	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

0

Seasonal Employment

No

Peak Months:

Employees:

0

Nonpeak Months:

Employees:

0

Where employees commute from

<i>Town</i>	Barre	<i>Employees</i>	20
	Randolph		9
	Bethel		4
	Northfield		12
	Barre Town		15
	Williamstown		9
			0

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program?

No

Describe:

Familiar with federal tax-free transit pass benefit program

Yes

Interested in participatin

No

Additional Comments:

any government service always costs well in excess of its worth

Thursday, May 22, 2003

Wheels

American Flatbread Company

46 Lareau Rd.

Waitsfield

VT 05673

Contact Person

George Schenk

fax 802-496-8886

phone

802-496-8856

e-mail

flatbread@ameri

Employees

42

Mode of Transportation

Drive Alone	90	Transit	0	Bike	1
Carpool	10	Taxi	0	Motorcycle	0
Vanpool	0	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	7:00:00 AM	to	3:00:00 PM	Employees:	18	Entry Level	8
	Shift 2:	2:30:00 PM	to	10:30:00 PM	Employees:	9	Entry Level	5
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:	4:00:00 PM	to	12:00:00 AM	Employees:	14	Entry Level	2
	Shift 2:	8:00:00 AM	to	3:00:00 PM	Employees:	3	Entry Level	1
	Shift 3:	9:00:00 AM	to	2:00:00 PM	Employees:	3	Entry Level	1

Entry Level Employees

10

Seasonal Employment

Yes

Peak Months: Dec-March

Employees: 42

Nonpeak Months: May-June

Employees: 37

Where employees commute from

Town	Mao River Valley T	Employees	30
	Barre / Montpelier		2
	Northfield		2
	Granville		1
	Roxbury		1
	Waterbury		1
			0

Offer employee transportation program? No Describe:

Employees indicate transportation is a problem Yes

Transportation is an issue in hiring and retaining employees Yes

Transportation to child care a problem

Company has worked with PATH or DET No

Describe transportation problems High costs of INS [sic], fuel, cars, wasted time.

Interested in participating in employee transportation program Yes

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating Yes

Additional Comments:

Affordable housing needs to be clustered on transportation routes and in and around work sites.

Thursday, May 22, 2003

Wheels

Bates and Murray Inc

338 E Monpelier Rd Barre VT 05641
Contact Person Ron York *fax* 802-476-3798
phone 802-479-1066 *e-mail* mgd@batesmurr

Employees 66

Mode of Transportation

<i>Drive Alone</i>	5	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	80	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	15	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	80	<i>Entry Level</i>	5
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 5

Seasonal Employment Yes *Peak Months:* june -nov *Employees:* 80
Nonpeak Months: dec-may *Employees:* 60

Where employees commute from *Town* Barre *Employees* 50
Burlington 8
Orange 4
Rutland 2
Williamstown 2
0
0

Offer employee transportation program? Yes *Describe:* 2 vans

Employees indicate transportation is a problem No
Transportation is an issue in hiring and retaining employees No
Transportation to child care a problem No
Company has worked with PATH or DET No
Describe transportation problems

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

Blue Cross & Blue Shield of Vermont

1 Industrial Lane Montpelier VT 05602
Contact Person Karen Sanders *fax* 802-223-4229
phone 802-371-3234 *e-mail*

Employees 430

Mode of Transportation

<i>Drive Alone</i>	96	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	400	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 0

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from *Town*

Washington Count	<i>Employees</i>	390
Essex Junction		8
South Burlington		8
Williston		8
Richmond		7
Saint Albans		7
Other		11

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem Yes

Transportation is an issue in hiring and retaining employees Yes

Transportation to child care a problem

Company has worked with PATH or DET No

Describe transportation problems Employees living in Chittenden County and commuting to Montpelier have a long commute.

Interested in participating in employee transportation program maybe
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating maybe

Additional Comments:

Thursday, May 22, 2003

Wheels

Brother's Building Co

VT

Contact Person

fax 802-496-6229

phone

e-mail

Employees

40

Mode of Transportation

<i>Drive Alone</i>	98	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	2	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:15:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	40	<i>Entry Level</i>	3
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

3

Seasonal Employment

Yes

Peak Months: ap.-dec

Employees:

Nonpeak Months: jan-mar

Employees:

Where employees commute from

Town

Warren

Employees

Waitsfield

Northfield

Barre

Middlesex

0

0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating No

Additional Comments:

I don't feel that state-subsidized transportation will help in rural areas.

Thursday, May 22, 2003

Wheels

Cabella Waste Management

378 East Mont Road Montpelier VT 05602
Contact Person Gary Green *fax* 802-223-0257
phone 802-223-7045 *e-mail*

Employees 45

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	6:00:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	31	<i>Entry Level</i>	7
	<i>Shift 2:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	14	<i>Entry Level</i>	4
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 11

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from *Town* Barre *Employees* 11
Newport, Middlese 1
Orange, Marshfield 1
Northfield 4
Graniteville, Topsh 2
0
0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No
Transportation is an issue in hiring and retaining employees No
Transportation to child care a problem No
Company has worked with PATH or DET Yes
Describe transportation problems

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

Dept. Of Corrections

276 N. Main St.

Bane

VT 05641

Contact Person

Peter Comant

fax 8024794453

phone 8024794451

e-mail

Employees

9

Mode of Transportation

<i>Drive Alone</i>	88	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	10	<i>Taxi</i>	0	<i>Motorcycle</i>	2
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:45:00 AM	<i>to</i>	4:40:00 PM	<i>Employees:</i>	6	<i>Entry Level</i>	3
	<i>Shift 2:</i>	10:00:00 AM	<i>to</i>	8:00:00 PM	<i>Employees:</i>	3	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>	7:45:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	3	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

0

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Bane	<i>Employees</i>	4
	Northfield		1
	Middlesex		1
	Worcester		1
	Waterbury		1
			0
			0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participatin No

Additional Comments:

Thursday, May 22, 2003

Wheels

Don. Vac Inc

151 Blair Park Rd

Williamstown

VT

05495

Contact Person

Phil Proruches

fax

802-878-6860

phone

802-878-5006

e-mail

Employees

80

Mode of Transportation

Drive Alone

50

Transit

0

Bike

0

Carpool

50

Taxi

0

Motorcycle

0

Vanpool

0

Walk

0

Other

0

Work Shifts

Weekday

Shift 1:

7:00:00 AM

to

3:00:00 PM

Employees:

80

Entry Level

20

Shift 2:

to

Employees:

0

Entry Level

0

Shift 3:

to

Employees:

0

Entry Level

0

Weekend

Shift 1:

to

Employees:

0

Entry Level

0

Shift 2:

to

Employees:

0

Entry Level

0

Shift 3:

to

Employees:

0

Entry Level

0

Entry Level Employees

20

Seasonal Employment

No

Peak Months:

Employees:

0

Nonpeak Months:

Employees:

0

Where employees commute from

Town

come from 40 tow

Employees

0

0

0

0

0

0

0

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program?

No

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

No

Additional Comments:

Thursday, May 22, 2003

Wheels

EF Wall & Associates, Inc.

131 South Main

Barre

VT 05641

Contact Person

Bob Lord, Jr

fax

802-479-1019

phone

802-479-1013

e-mail

Employees

98

Mode of Transportation

<i>Drive Alone</i>	95	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	4	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	98	<i>Entry Level</i>	20
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

20

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Barre	<i>Employees</i>	38
	Northfield		21
	Montpelier		9
	Washington		7
	Morrisville		6
	Williamstown		5
	Other		6

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

Yes

Transportation is an issue in hiring and retaining employees

Yes

Transportation to child care a problem

Don't know

Company has worked with PATH or DET

No

Describe transportation problems

Quality of the transportation infrastructure.

Interested in participating in employee transportation program?

No

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participating

No

Additional Comments:

Thursday, May 22, 2003

Wheels

Houle Brothers Granite

PO Box 787

Barre

VT 05641

Contact Person Susan

fax 8024767358

phone 8024763621

e-mail houlebrothers@a

Employees 24

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	3:30:00 PM	<i>Employees:</i>	24	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 0

Seasonal Employment Yes

Peak Months: March-Dec

Employees:

Nonpeak Months: Jan-Feb

Employees: 0

Where employees commute from

<i>Town</i>	Northfield	<i>Employees</i>	2
	Barre		17
	Orange		2
	W. Topsham		1
	Groton		1
	Randolph		1
			0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

KamTech Plastics

16 Raves St. Suite 1 Montpelier VT 05602

Contact Person Susan Hanlon *fax* 8022236145

phone 8022235012 *e-mail*

Employees 35

Mode of Transportation

<i>Drive Alone</i>	95	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	5	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	24	<i>Entry Level</i>	4
	<i>Shift 2:</i>	4:00:00 PM	<i>to</i>	12:00:00 AM	<i>Employees:</i>	7	<i>Entry Level</i>	5
	<i>Shift 3:</i>	12:00:00 AM	<i>to</i>	8:00:00 AM	<i>Employees:</i>	4	<i>Entry Level</i>	1
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 2

Seasonal Employment No *Peak Months:* Oct *Employees:* 45
Nonpeak Months: July *Employees:* 33

Where employees commute from *Town*

Montpelier	<i>Employees</i> 9
Barre	15
Bethel	2
Washington	1
Morrisville	1
Waterbury	1
Williston	1

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems Only seasonal weather.

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating Yes

Additional Comments:

Thursday, May 22, 2003

Wheels

Level 9

5 State St. Montpelier VT 05602
Contact Person Shawnnalea Yo *fax* 8022230452
phone 8022292005 *e-mail*

Employees 23

Mode of Transportation

<i>Drive Alone</i>	18	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	2	<i>Taxi</i>	0	<i>Motorcycle</i>	2
<i>Vanpool</i>	0	<i>Walk</i>	1	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>	8:30:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 0

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from	<i>Town</i>	East Montpelier	<i>Employees</i>	2
		Montpelier		8
		Middlesex		3
		Barre		3
		St. Johnsbury		2
		Essex Junction		5
				0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No
Transportation is an issue in hiring and retaining employees No
Transportation to child care a problem No
Company has worked with PATH or DET No
Describe transportation problems

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

Mad River Glen Ski Area

Route 17

Waitsfield

VT 05673

Contact Person

Jamey Wimble

fax 802-496-3562

phone

802-486-3551

e-mail

jamey@madriver

Employees

150

Mode of Transportation

<i>Drive Alone</i>	95	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	5	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	130	<i>Entry Level</i>	20
	<i>Shift 2:</i>	4:00:00 PM	<i>to</i>	12:00:00 AM	<i>Employees:</i>	5	<i>Entry Level</i>	5
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	130	<i>Entry Level</i>	20
	<i>Shift 2:</i>	4:00:00 PM	<i>to</i>	12:00:00 AM	<i>Employees:</i>	5	<i>Entry Level</i>	5
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

50

Seasonal Employment

Yes

Peak Months:

December - March

Employees: 150

Nonpeak Months:

April - November

Employees: 8

Where employees commute from

Town

Waitsfield	<i>Employees</i>	50
Warren		50
Fayston		25
Montpelier		25
		0
		0
		0

Offer employee transportation program?

Yes

Describe: Van for South American workers

Employees indicate transportation is a problem

Yes

Transportation is an issue in hiring and retaining employees

Yes

Transportation to child care a problem

Yes

Company has worked with PATH or DET

Yes

Describe transportation problems

Employees that can not afford a vehicle and have to rely on others

Interested in participating in employee transportation program?

Yes

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

Yes

Additional Comments:

Thursday, May 22, 2003

Wheels

New England Culinary Institute

250 Main St

Montpelier

VT

05602

Contact Person

Kathi Kiernan

fax

802-223-9287

phone

802-223-8025

e-mail

kathik@neci.edu

Employees

300

Mode of Transportation

<i>Drive Alone</i>	95	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	1
<i>Vanpool</i>	0	<i>Walk</i>	4	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	6:00:00 AM	<i>to</i>	3:00:00 PM	<i>Employees:</i>	150	<i>Entry Level</i>	100
	<i>Shift 2:</i>	3:00:00 PM	<i>to</i>	12:00:00 PM	<i>Employees:</i>	150	<i>Entry Level</i>	100
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

200

Seasonal Employment

Yes

Peak Months:

April-Nov

Employees:

Nonpeak Months:

Dec-March

Employees:

Where employees commute from

Town

Albury

Employees

Barre

Williamstown

Hardwick

Stowe

Northfield

Worcester

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

Yes

Describe transportation problems

locations are far apart

Interested in participating in employee transportation program?

Yes

Describe: depends what you mean by this

Familiar with federal tax-free transit pass benefit program

Yes

Interested in participatin

Maybe

Additional Comments:

Thursday, May 22, 2003

Wheels

Northfield Wood Pds

P.O. Box 147

Northfield

VT

05663

Contact Person

Peter Landea

fax

8024556413

phone

8024556411

e-mail

Employees

26

Mode of Transportation

Drive Alone	0	Transit	0	Bike	0
Carpool	0	Taxi	0	Motorcycle	0
Vanpool	0	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	7:00:00 AM	to	4:00:00 PM	Employees:	26	Entry Level	18
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:		to		Employees:	0	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

18

Seasonal Employment

Yes

Peak Months: June-Dec

Employees: 0

Nonpeak Months: Jan-May

Employees: 0

Where employees commute from

Town

Northfield	Employees	19
Barre		2
Berlin		1
Roxbury		1
Brookfield		1
		0
		0

Offer employee transportation program?

No

Describe: Wheels provides basic services.

Employees indicate transportation is a problem

Yes

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program?

Yes

Describe: We provide Van service in emergencies.

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

Maybe

Additional Comments:

Wheels in Montpelier provide basic service.

Thursday, May 22, 2003

Wheels

Norway and Sons, Inc

393 North Main St

Barre

VT 05641

Contact Person

Scott

fax 802-479-3183

phone 802-479-2030

e-mail norway@pshift.n

Employees

60

Mode of Transportation

Drive Alone	1	Transit	0	Bike	0
Carpool	95	Taxi	0	Motorcycle	0
Vanpool	4	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	7:00:00 AM	to	3:00:00 PM	Employees:	60	Entry Level	15
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:		to		Employees:	0	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

15

Seasonal Employment

Yes

Peak Months: jun-aug

Employees:

Nonpeak Months: jan-feb

Employees:

Where employees commute from

Town	Barre	Employees	40
	Williamstown		5
	Plainfield		5
	Montpelier		5
	St Johnbury		5
			0
			0

Offer employee transportation program? No Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

Yes

Transportation to child care a problem

No

Company has worked with PATH or DET

Yes

Describe transportation problems

Barre st. bridge!!! Bridge construction and
detours

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program

Yes

Interested in participatin

No

Additional Comments:

more park and ride areas

Thursday, May 22, 2003

Wheels

Radio Vermont, Inc

9 Stowe St. PO Box 550 Waterbury VT 05676
Contact Person Mary Graves *fax* 8022441771
phone 8022447821 *e-mail* wden@radiover

Employees

14

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	3:00:00 AM	<i>to</i>	11:00:00 AM	<i>Employees:</i>	1	<i>Entry Level</i>	0
	<i>Shift 2:</i>	8:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	10	<i>Entry Level</i>	1
	<i>Shift 3:</i>	6:00:00 PM	<i>to</i>	12:00:00 AM	<i>Employees:</i>	3	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

1

Seasonal Employment

No

Peak Months:
Nonpeak Months:

<i>Employees:</i>	0
<i>Employees:</i>	0

Where employees commute from

<i>Town</i>	Waterbury	<i>Employees</i>	3
	Jericho		2
	Barre		2
	Plainfield		1
	Morrisville		3
	Burlington		1
	Montpelier		1

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem	No
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	No
Company has worked with PATH or DET	No
Describe transportation problems	

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program	Yes
Interested in participating	No

Additional Comments:

Thursday, May 22, 2003

Wheels

Reynolds and Son

47 Bridge St

S Barre

VT 05670

Contact Person

fax 802-479-0135

phone 802-479-0101

e-mail

Employees

34

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	34	<i>Entry Level</i>	5
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

5

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Barre	<i>Employees</i>	16
	Rutland		4
	Northfield		3
	Burlington area		3
	Plainfield		3
	Williamstown		1
	Manchester Center		2

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem	No
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	No
Company has worked with PATH or DET	No
Describe transportation problems	none

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program	No
Interested in participating	No

Additional Comments:

Thursday, May 22, 2003

Wheels

Rock of Ages Corp.

722 Groniteville Rd. Groniteville VT 05561

Contact Person Paul Hutchins *fax*
phone 8024762214 *e-mail*

Employees 330

Mode of Transportation

<i>Drive Alone</i>	95	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	5	<i>Taxi</i>	0	<i>Motorcycle</i>	1
<i>Vanpool</i>	0	<i>Walk</i>	1	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	3:30:00 PM	<i>Employees:</i>	320	<i>Entry Level</i>	5
	<i>Shift 2:</i>	3:30:00 AM	<i>to</i>	11:00:00 PM	<i>Employees:</i>	10	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 5

Seasonal Employment No *Peak Months:* Mar-Dec *Employees:* 330
Nonpeak Months: Jan Feb *Employees:* 250

Where employees commute from *Town*

Barre/Barre Town	<i>Employees</i> 160
Williamstown	25
Montpelier	8
Hardwick	6
Northfield	12
Groton	11
Other	108

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems Employees who lose their licence [sic] for moving violations.

Interested in participating in employee transportation program? No

Describe: In an union shop, we cannot do it for just a few.

Familiar with federal tax-free transit pass benefit program No

Interested in participatin No

Additional Comments:

Thursday, May 22, 2003

Wheels

S.T. Paving, Inc.

123 Pilgrim Pike

Waterbury

Vt

05676

Contact Person

John Reynolds

fax

8022441354

phone

8022447861

e-mail

Employees

20

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	20	<i>Entry Level</i>	3
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

3

Seasonal Employment

Yes

Peak Months:

May-Nov

Employees:

17

Nonpeak Months:

Dec-Apr

Employees:

5

Where employees commute from

Town

Waterbury

Employees

6

Montpelier

3

Moretown

4

Chester

1

0

0

0

Offer employee transportation program? No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

Yes

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

No drivers licence (sic).

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

No

Additional Comments:

Thursday, May 22, 2003

Wheels

State of Vermont Dept of Personnel

110 State St. Montpelier VT 05402
Contact Person Judy Hurley *fax* 8028283409
phone 8028285612 *e-mail* jhurley@perstate

Employees 55

Mode of Transportation

<i>Drive Alone</i>	97	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	1	<i>Taxi</i>	0	<i>Motorcycle</i>	1
<i>Vanpool</i>	0	<i>Walk</i>	1	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:45:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 6

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from *Town*

Barre	<i>Employees</i>	25
Montpelier		25
Jericho		1
Waterbury		3
		0
		0
		0

Offer employee transportation program? Yes *Describe:* Carpool-designated parking spots.

Employees indicate transportation is a problem	Yes
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	Yes
Company has worked with PATH or DET	No
Describe transportation problems	Free parking spaces

Interested in participating in employee transportation program? Yes
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating

Additional Comments:

Thursday, May 22, 2003

Wheels

State of Vermont, Department of Liquor Control

13 Green Mountain Drive Monpelier VT 05620
Contact Person Wendy Hamfin *fax* 802-828-2803
phone 802-828-2345 *e-mail* wendy@dlc.stat

Employees 56

Mode of Transportation

<i>Drive Alone</i>	98	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	2	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:45:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	40	<i>Entry Level</i>	25
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 25

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from	<i>Town</i>	Newport Center	<i>Employees</i>	1
		Northfield, Hardwic		2
		Morrisville		1
		Burlington		1
		Cabot		1
		Woodstock		1
		Richmond / Waterb		2

Offer employee transportation program? *Describe:*

Employees indicate transportation is a problem

Transportation is an issue in hiring and retaining employees

Transportation to child care a problem

Company has worked with PATH or DET

Describe transportation problems

Interested in participating in employee transportation program

Describe:

Familiar with federal tax-free transit pass benefit program

Interested in participatin

Additional Comments:

Thursday, May 22, 2003

Wheels

State Veterans Affairs

120 State Street

Montpelier

VT

05620

Contact Person

Clayton Clark

fax

phone

802-828-3379

e-mail

cclark@va.state.

Employees

4

Mode of Transportation

Drive Alone	100	Transit	0	Bike	0
Carpool	0	Taxi	0	Motorcycle	0
Vanpool	0	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	8:00:00 AM	to	5:00:00 PM	Employees:	4	Entry Level	2
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:		to		Employees:	0	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

2

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

Town

Montpelier

Employees

2

Waterbury

2

0

0

0

0

0

0

Offer employee transportation program? No Describe:

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

The Green Mountain Club

4711 Waterbury Stowe Road Waterbury Center VT 05677

Contact Person Ben Rose, Exec *fax* 802-244-5867
phone 802-244-7037 *e-mail* ben@greenmoun

Employees 40

Mode of Transportation

<i>Drive Alone</i>	70	<i>Transit</i>	0	<i>Bike</i>	5
<i>Carpool</i>	25	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	9:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	14	<i>Entry Level</i>	6
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 6

Seasonal Employment Yes *Peak Months:* jun-sept *Employees:* 40
Nonpeak Months: fall-spring *Employees:* 14

Where employees commute from *Town* Stowe *Employees* 20
Middlesex 2
Montpelier 1
Burlington 2
Williamstown 1
Collen 1
Waterbury 4

Offer employee transportation program? No *Describe:* we are trying to build field staff housing at our headquarters, so that seasonal crew need no

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems getting people to carpool more often

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participatin Yes

Additional Comments:

Thursday, May 22, 2003

Wheels

The World

403 US RTC 302- Berlin Barre VT 05641
Contact Person Deborah William *fax* 80-479-7916
phone 802-479-2582 *e-mail*

Employees 20

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	20	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	1:00:00 PM	<i>Employees:</i>	3	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 2

Seasonal Employment	No	<i>Peak Months:</i>	<i>Employees:</i>	0
		<i>Nonpeak Months:</i>	<i>Employees:</i>	0

Where employees commute from	<i>Town</i>	Bethel	<i>Employees</i>	1
		Hardwick		1
		South Royalton		1
		Woodbury		1
		Waterbury		1
		Barre-Montpelier		15
				0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem	No
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	No
Company has worked with PATH or DET	No
Describe transportation problems	

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program	No
<i>Interested in participating</i>	No

Additional Comments:

Thursday, May 22, 2003

Wheels

Town of Barre Department of Public Works

129 Websterville Rd. PO Box 11 Websterville VT 05678
Contact Person Carl Rogers, T M *fax* 8024799332
phone 8024799331 *e-mail* crogers@barreto

Employees 17

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	3:30:00 PM	<i>Employees:</i>	24	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 0

Seasonal Employment Yes *Peak Months:* May-August *Employees:* 7
Nonpeak Months: Sept.-April *Employees:* 17

Where employees commute from *Town*

Barre Town	<i>Employees</i>	8
Williamstown		6
Barre City		2
Plainfield		1
		0
		0
		0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems Young people filling summer positions do not always have sole access to vehicles or

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

Town of Barre EMS

4 McLaughlin Rd PO Box 116 Websterville VT 05678
Contact Person Carl Rogers, T. *fax* 8024799332
phone 8024799331 *e-mail* crogers@barreto

Employees 13

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	7:00:00 AM	<i>Employees:</i>	4	<i>Entry Level</i>	0
	<i>Shift 2:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	1	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 0

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from	<i>Town</i>	Northfield	<i>Employees</i>	4
		Topsham		2
		Orange		1
		Barre City		1
		Williamstown		2
		Berlin		1
		Barre Town		1

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem	No
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	No
Company has worked with PATH or DET	No
Describe transportation problems	

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program	No
<i>Interested in participating</i>	No

Additional Comments:

Thursday, May 22, 2003

Wheels

Town of Barre Municipal Offices

149 Websterville Rd. Websterville VT 05678
Contact Person Carl Rogers, T M *fax* 8024799332
phone 8024799331 *e-mail* crogers@barreto

Employees

14

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	14	<i>Entry Level</i>	2
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

2

Seasonal Employment

Yes

<i>Peak Months:</i>	May-August	<i>Employees:</i>	1
<i>Nonpeak Months:</i>	Sept-April	<i>Employees:</i>	13

Where employees commute from

<i>Town</i>	East Montpelier	<i>Employees</i>	1
	Washington		1
	Barre Town		9
	Williamstown		1
	Corinth		1
	Montpelier		1
			0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems Young people working summer jobs sometimes don't have sole access to a vehicle or a ride to

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participating No

Additional Comments:

Thursday, May 22, 2003

Wheels

Town of Barre Police Dept.

149 Websterville Rd. PO Box 11 Websterville VT 05678
Contact Person Carl Rogers, T M *fax* 8024799332
phone 8024799331 *e-mail* crogers@barreto

Employees

9

Mode of Transportation

<i>Drive Alone</i>	100	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	3	<i>Entry Level</i>	0
	<i>Shift 2:</i>	4:00:00 PM	<i>to</i>	2:00:00 AM	<i>Employees:</i>	1	<i>Entry Level</i>	0
	<i>Shift 3:</i>	10:00:00 PM	<i>to</i>	8:00:00 AM	<i>Employees:</i>	1	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

0

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Barre City	<i>Employees</i>	2
	Brookfield		1
	Barre Town		2
	Ryegate		1
	Northfield		1
			0
			0

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET No

Describe transportation problems

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program No

Interested in participatin No

Additional Comments:

Thursday, May 22, 2003

Wheels

Union Mutual Fire Ins. Company	139 State St.	Montpelier	Vt	05602
	<i>Contact Person</i>	Bill Robie	<i>fax</i>	8022295580
	<i>phone</i>	8022295510	<i>e-mail</i>	brobie@umfic.co

Employees 78

Mode of Transportation

<i>Drive Alone</i>	99	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	1	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:50:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	78	<i>Entry Level</i>	18
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 18

Seasonal Employment	No	<i>Peak Months:</i>	<i>Employees:</i>	0
		<i>Nonpeak Months:</i>	<i>Employees:</i>	0

Where employees commute from	<i>Town</i>	Barre	<i>Employees</i>	24
		Montpelier		12
		Williamstown		4
		Waterbury		3
		Northfield		3
		East Barre		3
		South Barre		2

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem	No
Transportation is an issue in hiring and retaining employees	No
Transportation to child care a problem	Yes
Company has worked with PATH or DET	No
Describe transportation problems	

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program	Yes
<i>Interested in participating</i>	No

Additional Comments:

Thursday, May 22, 2003

Wheels

USDA Rural Development

89 Main St. City Center, 3rd Flo Montpelier VT 05602
Contact Person Susan Boucher *fax* 8028286096
phone 8028286044 *e-mail* susan.boucher@

Employees

32

Mode of Transportation

<i>Drive Alone</i>	98	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	1	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	1	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	6:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	6	<i>Entry Level</i>	0
	<i>Shift 2:</i>	7:30:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	20	<i>Entry Level</i>	8
	<i>Shift 3:</i>	8:00:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	21	<i>Entry Level</i>	2
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

10

Seasonal Employment

No

Peak Months: *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from

<i>Town</i>	Burlington	<i>Employees</i>	3
	Montpelier		10
	Barre		5
	Waterbury		3
	Hardwick		2
	Randolph Area		3
	White River Junctio		2

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem Yes

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET Yes

Describe transportation problems No public transportation in outlying areas.

Interested in participating in employee transportation program? No

Describe:

Familiar with federal tax-free transit pass benefit program Yes

Interested in participatin

Additional Comments:

Local train service from St. Albans to WRJ with local stops and varied schedule.

Thursday, May 22, 2003

Wheels

Vermont Department of Motor Vehicles

120 State Street Montpelier VT 05603-000
Contact Person Jeri Mullins *fax* 802-828-2826
phone 802-821-2019 *e-mail*

Employees 232

Mode of Transportation

<i>Drive Alone</i>	97	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	3	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:45:00 AM	<i>to</i>	4:30:00 PM	<i>Employees:</i>	195	<i>Entry Level</i>	20
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	17	<i>Entry Level</i>	12
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees 32

Seasonal Employment No *Peak Months:* *Employees:* 0
Nonpeak Months: *Employees:* 0

Where employees commute from *Town*

Barre	<i>Employees</i>	43
Montpelier		41
Northfield		12
Waterbury		11
Burlington		8
Williamstown		8
Other		101

Offer employee transportation program? No *Describe:*

Employees indicate transportation is a problem No
Transportation is an issue in hiring and retaining employees No
Transportation to child care a problem No
Company has worked with PATH or DET Yes
Describe transportation problems

Interested in participating in employee transportation program? No
Describe:

Familiar with federal tax-free transit pass benefit program No
Interested in participating Maybe

Additional Comments: May participate in transit program, need additional information.

Thursday, May 22, 2003

Wheels

Vermont League of Cities and Towns

89 Main St Suite 4

Northfield

VT 05602

Contact Person

fax 802-229-2211

phone 802-229-9111

e-mail sjeffrey@vlct.org

Employees

36

Mode of Transportation

Drive Alone	97	Transit	0	Bike	0
Carpool	0	Taxi	0	Motorcycle	0
Vanpool	0	Walk	3	Other	0

Work Shifts

Weekday	Shift 1:	8:00:00 AM	to	4:30:00 PM	Employees:	36	Entry Level	2
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:		to		Employees:	0	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

2

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

Town	Plainfield	Employees	1
	Barretown		3
	Barre City		4
	Montpelier		3
	Northfield		5
	Williamstown		2
	Marshfield		1

Offer employee transportation program?

Yes

Describe: Free Parking in garage

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

parking in Montpelier

Interested in participating in employee transportation program?

No

Describe: in lieu of amount paid for parking?

Familiar with federal tax-free transit pass benefit program

No

Interested in participating maybe

Additional Comments:

Thursday, May 22, 2003

Wheels

Vermont Youth Conservation Corps

92 S. Main St.

Waterbury

VT

05676

Contact Person

Amy

fax

8022413909

phone

8022413699

e-mail

www.vycc.org

Employees

16

Mode of Transportation

Drive Alone	68	Transit	0	Bike	1
Carpool	5	Taxi	5	Motorcycle	0
Vanpool	1	Walk	20	Other	0

Work Shifts

Weekday	Shift 1:	8:00:00 AM	to	5:00:00 PM	Employees:	1	Entry Level	1
	Shift 2:	8:00:00 AM	to	9:00:00 PM	Employees:	14	Entry Level	0
	Shift 3:	8:00:00 AM	to	6:00:00 PM	Employees:	1	Entry Level	0
Weekend	Shift 1:		to		Employees:	0	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

1

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

Town	Montpelier	Employees	3
	Waterbury		7
	Duxbury		2
	Waitsfield		2
	Hinesburg		1
			0
			0

Offer employee transportation program? No Describe:

Employees indicate transportation is a problem No

Transportation is an issue in hiring and retaining employees No

Transportation to child care a problem No

Company has worked with PATH or DET Yes

Describe transportation problems No public transit in most of state.

Interested in participating in employee transportation program Yes

Describe: Not sure how.

Familiar with federal tax-free transit pass benefit program No

Interested in participating Yes

Additional Comments:

?

Thursday, May 22, 2003

Wheels

Walker Mortars Inc

265 River St

Montpelier

VT

05602

Contact Person

Diane Isabelle

fax

phone

e-mail

Employees

77

Mode of Transportation

<i>Drive Alone</i>	90	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	10	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>		<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	8:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	13	<i>Entry Level</i>	0
	<i>Shift 2:</i>	7:00:00 AM	<i>to</i>	5:00:00 PM	<i>Employees:</i>	12	<i>Entry Level</i>	1
	<i>Shift 3:</i>	7:30:00 AM	<i>to</i>	4:30:00 AM	<i>Employees:</i>	51	<i>Entry Level</i>	4
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

5

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Barre City and To	<i>Employees</i>	0
	Williamstown		0
	Montpelier		0
	Bradford		
	Berlin		0
	East Montpelier		
	Brookfield		0

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program?

No

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

No

Additional Comments:

Thursday, May 22, 2003

Wheels

Washington Electric Cooperative, Inc.

RT 14, PO Box 8

East Montpelier VT 05651

Contact Person

Janet LaRochell

fax 8022236780

phone 8022235245

e-mail janet@washingo

Employees

36

Mode of Transportation

<i>Drive Alone</i>	0	<i>Transit</i>	0	<i>Bike</i>	0
<i>Carpool</i>	0	<i>Taxi</i>	0	<i>Motorcycle</i>	0
<i>Vanpool</i>	0	<i>Walk</i>	0	<i>Other</i>	0

Work Shifts

<i>Weekday</i>	<i>Shift 1:</i>	7:00:00 AM	<i>to</i>	3:30:00 PM	<i>Employees:</i>	19	<i>Entry Level</i>	2
	<i>Shift 2:</i>	7:30:00 AM	<i>to</i>	4:00:00 PM	<i>Employees:</i>	17	<i>Entry Level</i>	5
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
<i>Weekend</i>	<i>Shift 1:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 2:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0
	<i>Shift 3:</i>		<i>to</i>		<i>Employees:</i>	0	<i>Entry Level</i>	0

Entry Level Employees

0

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

<i>Town</i>	Groton	<i>Employees</i>	2
	Barre Town		7
	Cabot		2
	Waterbury		2
	Barre		3
	Worcester		2
	Orange		1

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

No

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program

No

Describe:

Familiar with federal tax-free transit pass benefit program

No

Interested in participatin

No

Additional Comments:

Thursday, May 22, 2003

Wheels

Wayside Restaurant

Berlin

VT 05602

Contact Person

Karen or Brian

fax 802-223-1003

phone

802-223-6611

e-mail

Employees

75

Mode of Transportation

Drive Alone	60	Transit	20	Bike	2
Carpool	18	Taxi	0	Motorcycle	0
Vanpool	0	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	6:00:00 AM	to	2:00:00 PM	Employees:	30	Entry Level	0
	Shift 2:	2:00:00 PM	to	10:00:00 PM	Employees:	15	Entry Level	5
	Shift 3:	4:00:00 AM	to	9:00:00 AM	Employees:	30	Entry Level	15
Weekend	Shift 1:	6:00:00 AM	to	2:00:00 PM	Employees:	30	Entry Level	0
	Shift 2:	2:00:00 PM	to	10:00:00 PM	Employees:	15	Entry Level	5
	Shift 3:	4:00:00 AM	to	9:00:00 AM	Employees:	30	Entry Level	15

Entry Level Employees

20

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

Town	Barre	Employees	45
	Northfield, Williamst		2
	Hardwick		2
	Groton		1
	Montpelier		16
	Cabot		2
	Orange		3

Offer employee transportation program?

Describe:

Employees indicate transportation is a problem

Transportation is an issue in hiring and retaining employees

Transportation to child care a problem

Company has worked with PATH or DET

Describe transportation problems

Interested in participating in employee transportation program

Describe:

Familiar with federal tax-free transit pass benefit program

Interested in participatin

Additional Comments:

Thursday, May 22, 2003

Wheels

Woodbury

660 Elm St

Montpelier

VT 05602

Contact Person

Pam Kinniburgh

fax 802-229-2141

phone

802-229-0516

e-mail

pamk@woodbur

Employees

33

Mode of Transportation

Drive Alone	95	Transit	0	Bike	1
Carpool	4	Taxi	1	Motorcycle	0
Vanpool	0	Walk	0	Other	0

Work Shifts

Weekday	Shift 1:	7:30:00 AM	to	9:00:00 PM	Employees:	20	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0
Weekend	Shift 1:	7:30:00 AM	to	9:00:00 PM	Employees:	13	Entry Level	0
	Shift 2:		to		Employees:	0	Entry Level	0
	Shift 3:		to		Employees:	0	Entry Level	0

Entry Level Employees

1

Seasonal Employment

No

Peak Months:

Employees: 0

Nonpeak Months:

Employees: 0

Where employees commute from

Town	Quechee	Employees	1
	Strafford		1
	Worcester		3
	Barre		3
	Woodbury		2
	Hardwick		1
	Stowe		1

Offer employee transportation program?

No

Describe:

Employees indicate transportation is a problem

No

Transportation is an issue in hiring and retaining employees

Yes

Transportation to child care a problem

No

Company has worked with PATH or DET

No

Describe transportation problems

Interested in participating in employee transportation program?

Yes

Describe: not financially, we're a nonprofit

Familiar with federal tax-free transit pass benefit program

No

Interested in participating

Yes

Additional Comments:

Any form of real public transportation would be great. Get those trains running again

Thursday, May 22, 2003

APPENDIX D

TRANSIT ROUTE PROFILES

**Figure D-1
CITY WHEELS**

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Fixed-Route	Annual Boardings	69,577
Service Description	Town-to-Town	Annual Revenue Hours	8,984
Area Description	Small Town	Annual Revenue Miles	133,673
Hours of Service	5:25 am - 7 pm; 5:25 am - 10 pm; 7:55 am - 10 pm	Annual Operating Cost	\$379,528
		Boardings per Revenue Hour	7.74
		Boardings per Revenue Mile	0.52
Days of Service	M-Thurs; Friday & Sat.	Operating Cost per Revenue Hour	\$42.24
Seasons of Operation	Year Round	Operating Cost per Revenue Mile	\$2.84
Headways	30 min	Operating Cost per Boarding	\$5.45
Fares	\$1.25 one-way		
Round Trip Miles	16.28		
Round Trip Hours	1 hour		

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Barre Courthouse	Shaws
Burger King	National Life of Vermont
Cabot Creamy	Northfield Savings Bank
Chittenden Bank	RGIS Inventory Specialist
City of Barre	Subway
City of Montpelier	Symquest
Community College of VT	Times Argus
DMV	Union Elementary School
EF Wall & Assoc.	Vermont College
Grand Union (Barre)	VT Mutual Insurance Co.
Interstate Maint. Cleaning Co.	VT State Credit Union
Main Street School	VT State House
Merchant Bank	VT State Offices
Montpelier Courthouse	Wayside Restaurant
Montpelier High School	Woodbury College
New England Culinary Inst.	

High Density Housing

Heaton Woods	North Barre Manor
Highgate Apartments	Tilden House
Lane Shop Apartments	Washington Apts.
Lincoln House	

Human Service Agencies

Assoc. for Cerebral Palsy	Project Independence
Barre Senior Center	VT Assoc. for the Blind and Visually Impaired
CVCAC	VT Center for Indep. - Living
CVCOA	Washington County - Mental Health
Easter Seal	
Galley Senior Meals	Woodridge Nursing Home
Green Mountain Rehab	
Montpelier Meals Program	
Montpelier Sr. Center	

Shopping Destinations

Ames
Cumberland Farms Food Store
Downtown Barre
Downtown Montpelier
Family Dollar Store
Food Co-op
Grand Union
Homer Fitts Company
Kinney Drugs
Price Chopper
Shaws

Medical Facilities

Barre Health Center

Educational Facilities

Community College of VT
Montpelier High School
Main Street School
Union Elementary School
Vermont College - Union Institute
Woodbury College

Park-and-Ride Lot

Montpelier

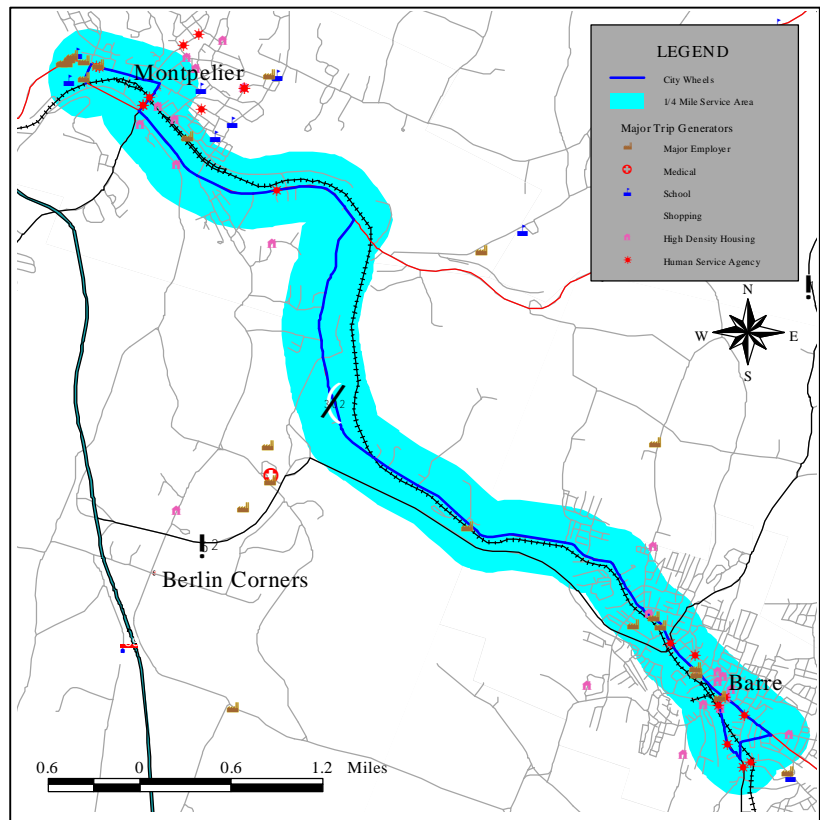


Figure D-2
BARRE HOSPITAL WHEELS

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Deviated Fixed-Route	Annual Boardings	13,776
Service Description	Town-to-Town	Annual Revenue Hours	3,679
Area Description	Small Town	Annual Revenue Miles	41,894
Hours of Service	8 am - 6:05 pm	Annual Operating Cost	\$125,801
	8 am - 9:05 pm	Boardings per Revenue Hour	3.74
	9 am - 9:05 pm	Boardings per Revenue Mile	0.329
Days of Service	Mon-Thurs, Fri, Sat	Operating Cost per Revenue Hour	\$34.19
Seasons of Operation	Year Round	Operating Cost per Revenue Mile	\$3.00
Headways	60 min.	Operating Cost per Boarding	\$9.13
Fares	\$1.25 one-way		

Round Trip Miles 10.9
Round Trip Hours 1 hour

MAJOR TRIP GENERATORS

Major Employers

Barre City Elementary/ - Middle School	EF Wall & Associates Everett J Prescott Inc.
Berlin Health & Rehab Ctr.	Grand Union
Berlin Mall (JcPenney, Walmart)	McDonald's
BlueCross/BlueShield of VT	Merchant Bank
Burger King	RGIS Inventory Specialists
Capital City Press	Spaulding High School
Central VT Home Health - & Hospice	Times Argus
Central Vermont Medical Center	UPS
City of Barre	Wayside

High Density Housing

Fairground Apartments
Highgate Apartments
Lincoln House
North Barre Manor
Tilden House
Washington Apartments

Human Service Agencies

Barre Senior Center	VT Assoc. for the Blind and Visually Impaired
CVCAC	VT Center for Indep. - Living
CVCOA	Washington County - Mental Health
Easter Seal	
Galley Senior Meals	
Green Mountain Rehab Our House	

Shopping Destinations

Ames
Berlin Mall (JcPenney, Walmart)
Champlain Farms
Cumberland Farms Food Store
Downtown Barre
Family Dollar Store
Grand Union
Homer Fits Company
Meadow Mart
Price Chopper

Medical Facilities

Central Vermont Medical Center
Barre Health Center

Educational Facilities

Barre Adult Learning
Barre City Elementary/Middle School
Barre Regional Vocational/Tech Center
CCV - Satellite
Spaulding High School
UVM Extension

Park-and-Ride Lots

none

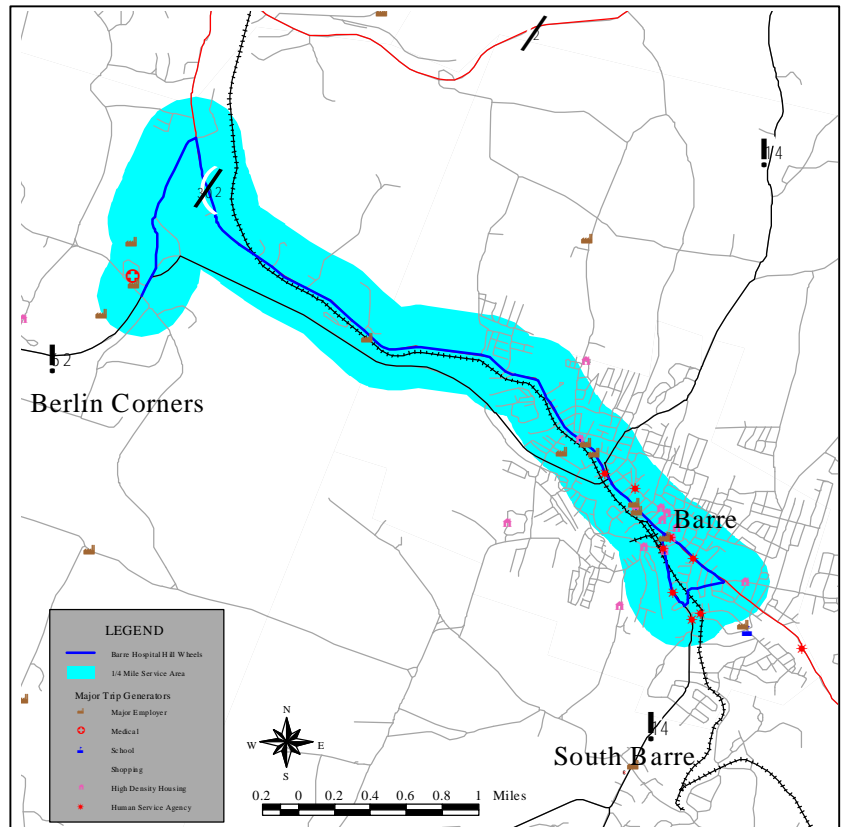


Figure D-3
MONTPELIER HOSPITAL HILL WHEELS

SERVICE DESCRIPTION		PRODUCTIVITY DATA	
Service Type	Deviated Fixed-Route	Annual Boardings	17,980
Service Description	Town-to-Town	Annual Revenue Hours	4,190
Area Description	Small Town	Annual Revenue Miles	40,718
Hours of Service	7:15 am - 6:05 pm;	Annual Operating Cost	\$140,835
	7:15 am - 9:05 pm;	Boardings per Revenue Hour	4.29
	9:05 am - 9:05 pm	Boardings per Revenue Mile	0.442
Days of Service	Mon-Thurs, Fri, Sat	Operating Cost per Revenue Hour	\$33.61
Seasons of Operation	Year Round	Operating Cost per Revenue Mile	\$3.46
Headways	60 min.	Operating Cost per Boarding	\$7.83
Fares	\$1.25 one-way		
Round Trip Miles	18.1		
Round Trip Hours	1 hour		

MAJOR TRIP GENERATORS

Served by Route

Major Employers

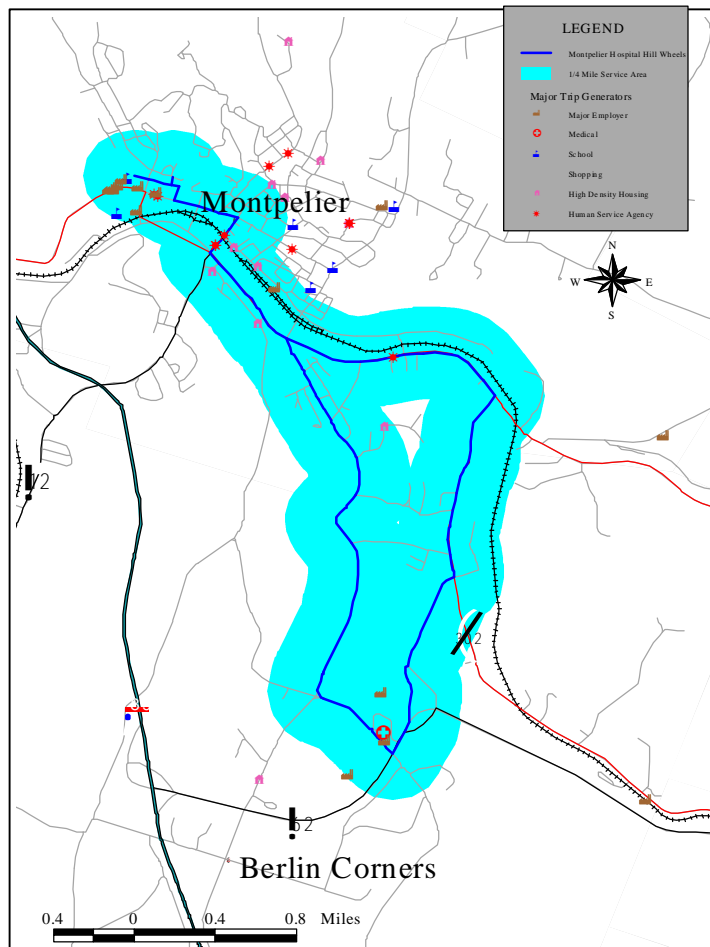
Auto Dealers	New England Culinary -
Berlin Health & Rehab Ctr.	Institute
Berlin Mall (JcPenney, -	Northfield Savings Bank
Walmart)	Shaws
Blue Cross/Blue Shield of VT	State Offices
Capital City Press	Symquest
Central VT Medical Center	Times Argus
Central VT Home Health -	Union Elem. School
& Hospice	Vermont College
Chittenden Bank	VT Mutual Insurance Co.
City of Montpelier	VT State House
Community College of VT	VT State Employee -
DMV	Credit Union
Everett J Prescott Inc.	VT State Offices
Main Street School	Wayside
Montpelier Courthouse	Woodbury College
Montpelier High School	
National Life of Vermont	

High Density Housing

Heaton Woods	North Branch Apts.
Herbert Farms	Pioneer Apts.
Lane Shop Apartments	Prospect Place

Human Service Agencies

Assoc. for Cerebral Palsy	VT Center for Indep. -
Green Mountain Rehab	Living
Montpelier Meals Program	Washington County -
Montpelier Senior Center	Mental Health
VT Assoc. for the Blind	Woodridge Nursing Home
and Visually Impaired	



Shopping Destinations

Berlin Mall (JcPenney, Walmart)
Champlain Farms
Cumberland Farms Food Store
Downtown Montpelier
Food Co-op
Grand Union
Meadow Mart
Shaws

Medical Facilities

Central Vermont Medical Center

Educational Facilities

Community College of Vermont
Main Street School
Montpelier High School System
Union Elementary School
Vermont College
Woodbury College

Park-and-Ride Lots

Montpelier

Figure D-4
NORTHFIELD REGIONAL SERVICE

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Deviated Fixed-Route	Annual Boardings	11,023
Service Description	Town-to-Town	Annual Revenue Hours	4,727
Area Description	Rural	Annual Revenue Miles	95,636
Hours of Service	6:26 am - 6:30 pm	Annual Operating Cost	\$147,664
Days of Service	M-Friday	Boardings per Revenue Hour	2.33
Seasons of Operation	Year Round	Boardings per Revenue Mile	0.12
Headways	60 min. (fixed-route)	Operating Cost per Revenue Hour	\$31.24
Fares		Operating Cost per Revenue Mile	\$1.54
	Fixed-Route	Operating Cost per Boarding	\$13.40
	Demand-Response		
Round Trip Miles	24 miles (fixed-route)		
Round Trip Hours	1 hour (fixed-route)		

Fixed-Route

\$2 one-way

Demand-Response

\$4 one-way/Seniors free

Round Trip Miles

24 miles (fixed-route)

Round Trip Hours

1 hour (fixed-route)

MAJOR TRIP GENERATORS

Served by Route

Major Employers

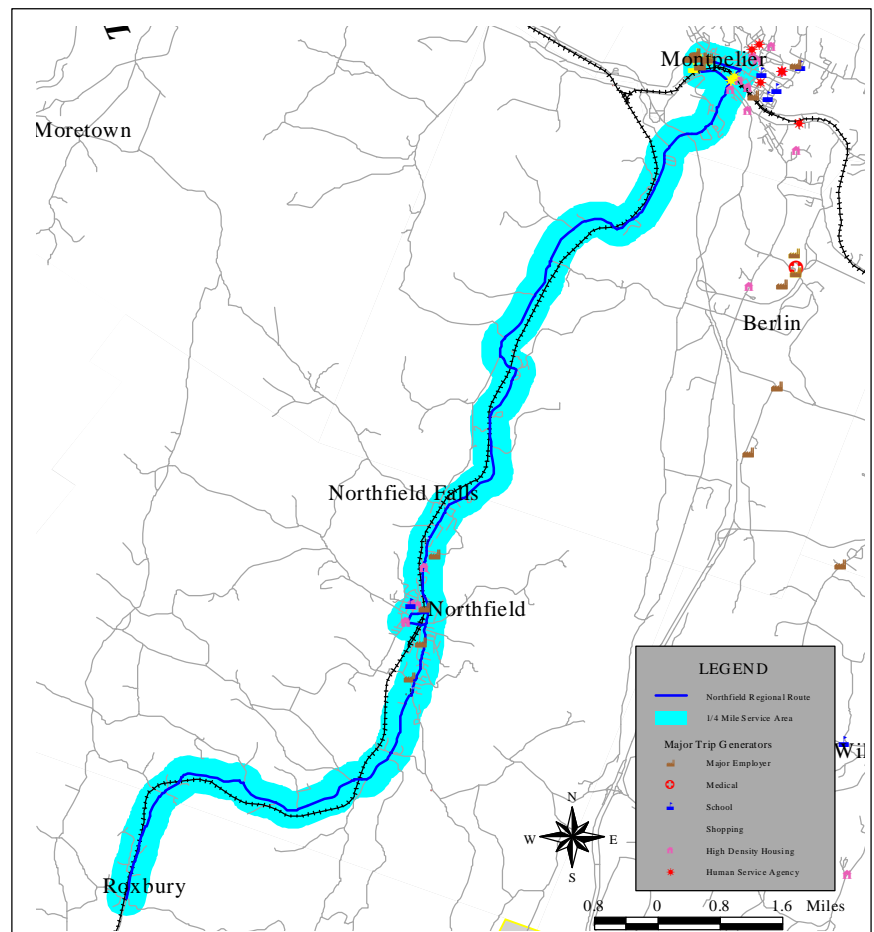
Cabot Hosiery	Northfield Middle School
Chittenden Bank	Northfield High School
Chouinards T-Shirts	Northfield Savings Bank
City of Montpelier	Norwich University
DMV	Vermont College
Main Street School	Vermont DET
Merchant Bank	VT Mutual Insurance Co.
Montpelier Courthouse	VT State Credit Union
Montpelier High School	VT State House
New England Culinary Inst.	VT State Offices
Shaws	Woodbury College
National Life of Vermont	

High Density Housing

Dogwood Glen Elderly Apts.
Dogwood Glen Family Apts.
Four Season's Community Care Home for the Elderly
Heaton Woods
Mayo Healthcare
Northfield Sr. Center Housing

Human Service Agencies

Assoc. for Cerebral Palsy	Montpelier Sr. Center
CVCAC	VT Assoc. for the Blind
CVCOA	and Visually Impaired
Green Mountain Rehab	
Montpelier Meals Program	



Shopping Destinations

Champlain Farms
Cumberland Farms Food Store
Downtown Montpelier
Grand Union
Homer Fitts Company
Shaws
Village Common

Medical Facilities

Northfield Health Center

Educational Facilities

Montpelier High School
Main Street School
Union Elementary School
Vermont College - Union Institute
Woodbury College

Park-and-Ride Lot

none

Figure D-5
WATERBURY REGIONAL SERVICE

SERVICE DESCRIPTION

Service Type	Deviated Fixed-Route
Service Description	Town-to-Town
Area Description	Rural
Hours of Service	6:55 am - 6 pm
Days of Service	M-Friday
Seasons of Operation	Year Round
Headways	60 min. (fixed-route)
Fares	
Fixed-Route	\$2 one-way
Demand-Response	\$4 one-way; \$2 seniors
Round Trip Miles	27.5 (fixed-route)
Round Trip Hours	1 hour (fixed-route)

PRODUCTIVITY DATA

Annual Boardings	14,834
Annual Revenue Hours	4,862
Annual Revenue Miles	71,783
Annual Operating Cost	\$155,175
Boardings per Revenue Hour	3.05
Boardings per Revenue Mile	0.21
Operating Cost per Revenue Hour	\$31.92
Operating Cost per Revenue Mile	\$2.16
Operating Cost per Boarding	\$10.46

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Ben & Jerry's	National Life of Vermont
Chittenden Bank	Northfield Savings Bank
Cold Hollow Cider Mill	Union Elementary School
City of Montpelier	Vermont College
DMV	VT Mutual Insurance Co.
Green Mt. Coffee Roasters	VT State Complex
Main Street School	VT State Credit Union
Montpelier Courthouse	VT State House
Montpelier High School	VT State Offices
New England Culinary Inst.	Woodbury College
Shaws	

High Density Housing

Butler Apartments
Heaton Woods
Highgate Apartments
Stimson Graves Building
Wells House

Human Service Agencies

Assoc. for Cerebral Palsy	Montpelier Sr. Center
CVCAC	VT Assoc. for the Blind and Visually Impaired
CVCOA	Waterbury Sr. Center
Green Mountain Rehab	
Montpelier Meals Program	

Shopping Destinations

Downtown Montpelier
Grand Union
Shaws
Village Green
Vincent Drugs

Medical Facilities

Waterbury Health Center

Educational Facilities

Community College of VT
Montpelier High School
Main Street School
Union Elementary School
Vermont College - Union Institute

Park-and-Ride Lot

Montpelier

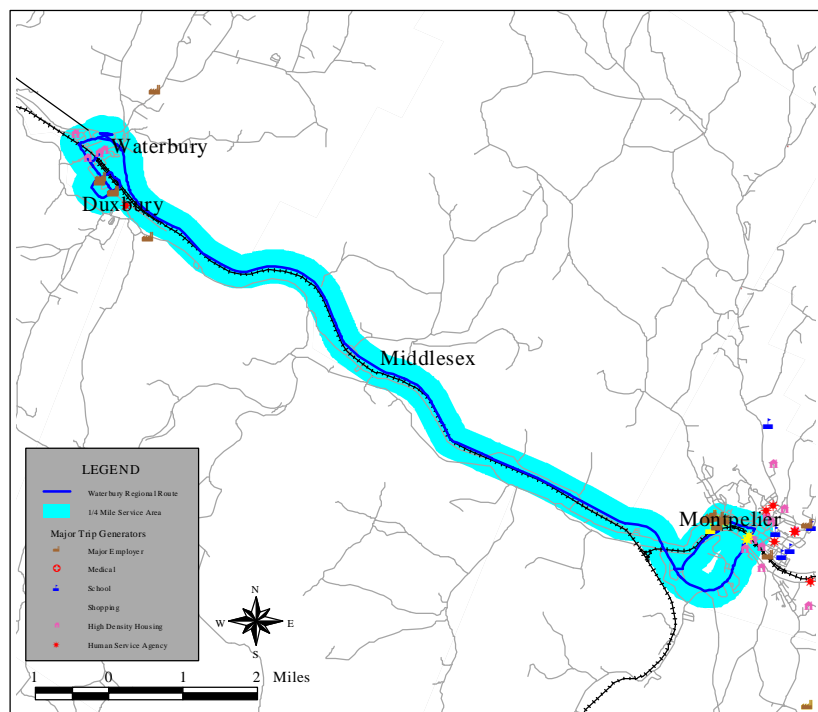


Figure D-6 VALLEY REGIONAL SERVICE

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Deviated Fixed-Route	Annual Boardings	5,433
Service Description	Town-to-Town	Annual Revenue Hours	2,893
Area Description	Rural	Annual Revenue Miles	68,521
Hours of Service	5:57 am - 7:15 pm	Annual Operating Cost	\$94,341
Days of Service	M-Sun	Boardings per Revenue Hour	1.88
	Fixed Route	Boardings per Revenue Mile	0.08
	Demand Response	Operating Cost per Revenue Hour	\$32.61
Seasons of Operation	Tuesday & Thursday	Operating Cost per Revenue Mile	\$1.38
	Year Round	Operating Cost per Boarding	\$17.36
Headways	120 min (fixed-route)		
Fares			
	Fixed Route	\$2 one-way	
	Demand Response	\$4 one-way	
Round Trip Miles	25.5 (fixed-route)		
Round Trip Hours	2 hours (fixed-route)		

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Chittenden Bank	Shaws
City of Montpelier	Sugarbush Ski Resort
Community College of VT	Union Elementary School
DMV	Vermont College
Main Street School	VT Mutual Insurance Co.
Montpelier Courthouse	VT State Credit Union
Montpelier High School	VT State House
P&C Food Mart	VT State Offices
National Life of Vermont	Waitsfield & Champlain -
Northfield Savings Bank	Valley Telecom

High Density Housing

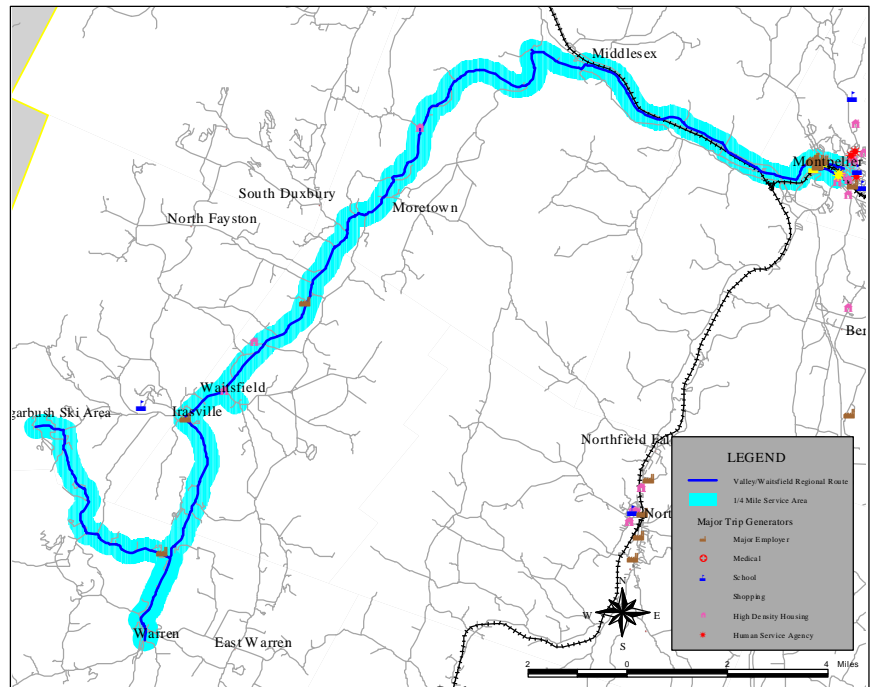
Fairgrounds Apts.
Heaton Woods
Herbert Farms
Highgate Apartments
Mad River Meadows

Human Service Agencies

Assoc. for Cerebral Palsy	VT Assoc. for the Blind
Green Mountain Rehab	and Visually Impaired
Montpelier Meals Program	Waitsfield Senior Center
Montpelier Sr. Center	

Park-and-Ride Lot

Montpelier



Shopping Destinations

Champlain Farms
Cumberland Farms Food Store
Downtown Montpelier
Grand Union
Homer Fitts Company
Mad River Green
Moretown Village
Shaws
Sugarbush Ski Area
Village Square
Waitsfield Village

Medical Facilities

Waitsfield Health Center

Educational Facilities

Community College of VT
Fayston School
Green Mt. Valley School
Montpelier High School
Main Street School
Moretown School
Union Elementary School
Vermont College - Union Institute

Figure D-7
PLAINFIELD REGIONAL SERVICE

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Deviated Fixed-Route	Annual Boardings	15,298
Service Description	Town-to-Town	Annual Revenue Hours	3,723
Area Description	Rural	Annual Revenue Miles	73,279
Hours of Service	6:00 am - 5:00 pm	Annual Operating Cost	\$112,044
Days of Service	Mon, Wed, Fri	Boardings per Revenue Hour	4.11
Seasons of Operation	Year Round	Boardings per Revenue Mile	0.209
Headways	n/a	Operating Cost per Revenue Hour	\$30.10
		Operating Cost per Revenue Mile	\$1.53
Fares	\$4 one-way/Seniors Free	Operating Cost per Boarding	\$7.32
	Seniors Free		
Round Trip Miles	n/a		
Round Trip Hours	n/a		

MAJOR TRIP GENERATORS

Major Employers

Goddard College

Twinfield School

Union 32 High School

High Density Housing

School Street Apartments

Human Service Agencies

Twin Valley Senior Center

Central Vermont Community Action Council

Central Vermont Council on Aging

Shopping Destinations

Plainfield Village Shops

Medical Facilities

Plainfield Health Center

Educational Facilities

Goddard College

Institute for Social Ecology

Maplehill School

Twinfield School

Park-and-Ride Lots

none

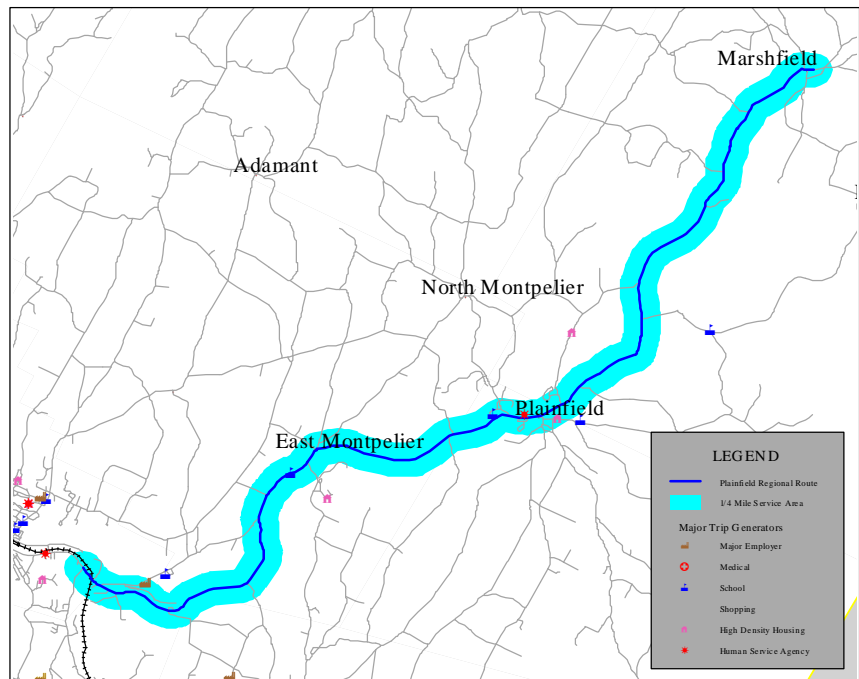


Figure D-8
AIRPORT WHEELS

SERVICE DESCRIPTION

PRODUCTIVITY DATA

Service Type	Demand-Response	Annual Boardings	1,132
Service Description	Airport Shuttle	Annual Revenue Hours	1,268
Area Description	Rural & Small Town	Annual Revenue Miles	39,688
Hours of Service	5 am - 10 pm	Annual Operating Cost	\$43,136
Days of Service	M-Sun	Boardings per Revenue Hour	0.89
Seasons of Operation	Year Round	Boardings per Revenue Mile	0.03
Headways	n/a	Operating Cost per Revenue Hour	\$34.02
Fares	\$20 one-way	Operating Cost per Revenue Mile	\$1.09
Round Trip Miles	n/a	Operating Cost per Boarding	\$38.11
Round Trip Hours	n/a		

Pick-Up Locations

Berlin: Wheels Facility
 Montpelier: I-89 Exit 8 Park & Ride Lot
 Front of Grand Union
 Middlesex: I-89 Exit 9 Park & Ride Lot
 Northfield: In town & Norwich Library
 Waterbury: I-89 Exit 10 Billings Mobil
 Richmond: I-89 Exit 11 Park & Ride Lot
 Burlington Airport

Note: Additional pick-up locations available upon request.

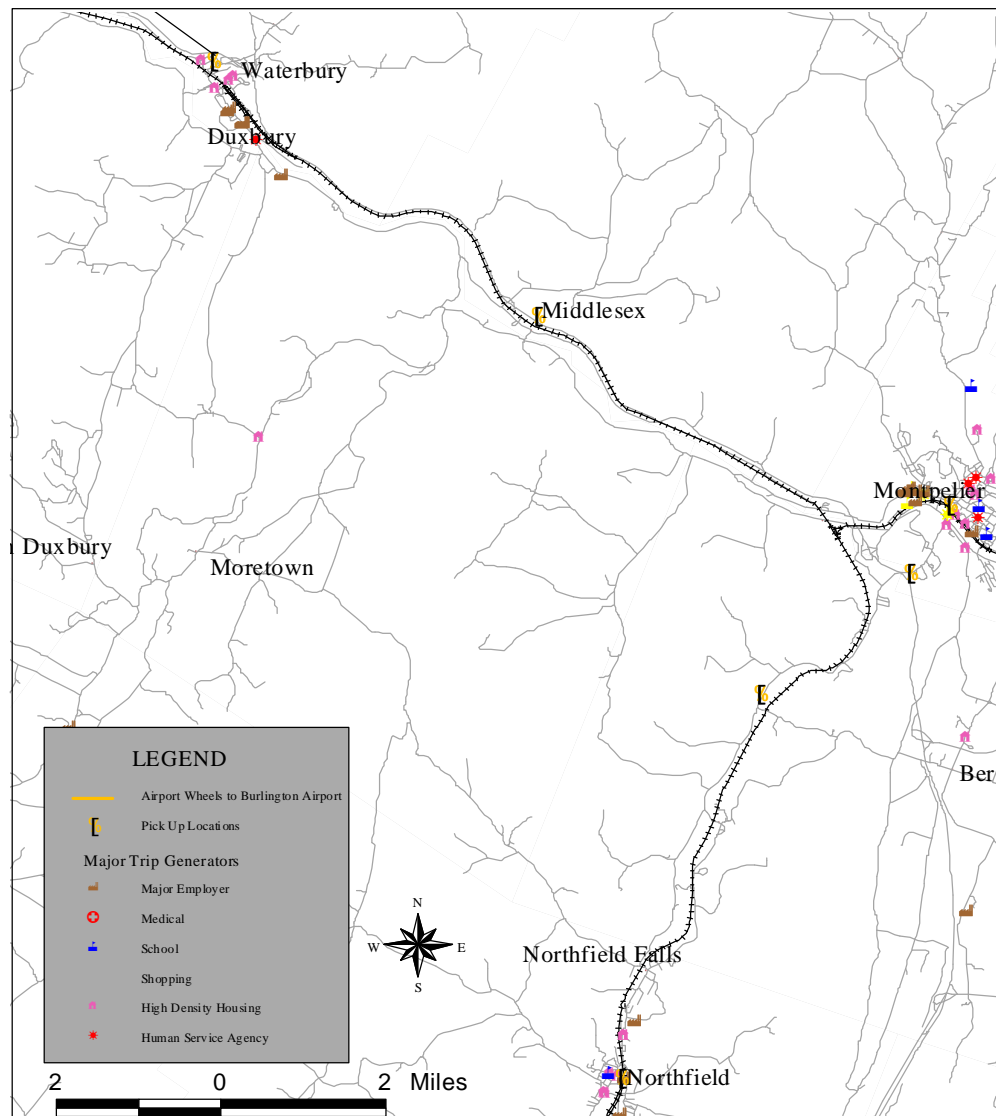


Figure D-9
GREEN ROUTE

SERVICE DESCRIPTION

Service Type	Fixed-Route
Service Description	Ski-Shuttle
Area Description	Rural
Hours of Service	
Peak Season	8 am - 6pm; 8 am - 1:30 am; 8 am - 4 pm
Non-Peak Season	8:50 am - 3:36 pm
Days of Service	
Peak Season	M-Fri.; Saturday & Sunday
Non-Peak Season	M-Fri.
Seasons of Operation	Year Round
Headways	60 min.
Fares	Free
Round Trip Miles	12.5
Round Trip Hours	1 hour

PRODUCTIVITY DATA

Annual Boardings	6,485
Annual Revenue Hours	2,451
Annual Revenue Miles	39,303
Annual Operating Cost	\$96,580
Boardings per Revenue Hour	2.65
Boardings per Revenue Mile	0.17
Operating Cost per Revenue Hour	\$39.40
Operating Cost per Revenue Mile	\$2.46
Operating Cost per Boarding	\$14.89

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Bridges Family Resort	Sugar Lodge
Controlled Energy	Sugarbush Inn
Mac's Store	Sugarbush Ski Resort
Mad River Glen Ski Area	Sugarbush Village Condominiums
North Linx Condominiums	Sugartree Country Inn
Northern Powers Systems	Waitsfield & Champlain Valley -
Pepper's Lodge	Telecom
Southface Condominiums	

Medical Facilities

Waitsfield Health Center

Educational Facilities

Green Mountain Valley School

Shopping Destinations

Mad River Green
Sugarbush Village
Village Square

High Density Housing

none

Human Service Agencies

Senior Center

Other Trip Generators

American Flatbread	New American Grill
Arvad's	Paradise
Bridge St. Bakery	South Village
Chez Henri Restaurant	Spotted Cow
Gallaghers	Taipan
Jay's	The Bass Restaurant
John Egan's Big World -	The Blue Tooth
Lodge, Pub & Inn	The Den
Mad Mountain Tavern	The Glades
Miguel's Restaurant	The Warren House

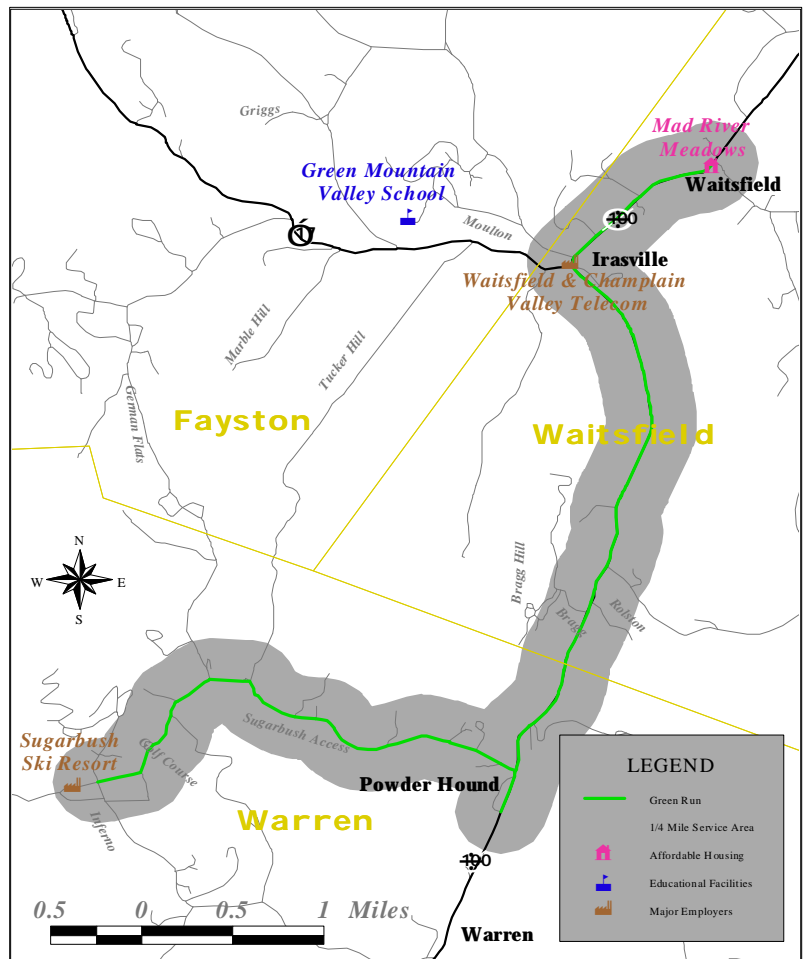


Figure D-10
BLUE ROUTE

SERVICE DESCRIPTION

Service Type	Fixed-Route & On-Demand
Service Description	Ski-Shuttle
Area Description	Rural
Hours of Service	8 am - 5 pm
Days of Service	M-Sun
Seasons of Operation	Winter
Headways	30 min/15 min
Fares	Free
Round Trip Miles	4.4
Round Trip Hours	30 min

PRODUCTIVITY DATA

Annual Boardings	39,868
Annual Revenue Hours	3,284
Annual Revenue Miles	26,649
Annual Operating Cost	\$140,454
Boardings per Revenue Hour	12.14
Boardings per Revenue Mile	1.50
Operating Cost per Revenue Hour	\$42.77
Operating Cost per Revenue Mile	\$5.27
Operating Cost per Boarding	\$3.52

MAJOR TRIP GENERATORS

Major Employers

Bridges Family Resort	Southface Condominiums
Controlled Energy	Sugar Lodge
Mad River Glen Ski Area	Sugarbush Inn
North Linx Condominiums	Sugarbush Ski Resort
Northern Powers Systems	Sugarbush Village Condominiums
Pepper's Lodge	Sugartree Country Inn

Medical Facilities

none

Educational Facilities

none

Shopping Destinations

Mad River Green

Sugarbush Village

Village Square

High Density Housing

none

Human Service Agencies

none

Other Trip Generators

American Flatbread	New American Grill
Arvad's	Paradise
Bongiorno's	South Village
Bridge St. Bakery	Spotted Cow
Chez Henri Restaurant	Taipan
Hyde Away	The Bass Restaurant
Jay's	The Blue Tooth
John Egan's Big World -	The Den
Lodge, Pub & Inn	The Glades
Michael's Restaurant	The Pitcher Inn & Restaurant
Millbrook	The Steak Place
Miguel's Restaurant	The Warren House

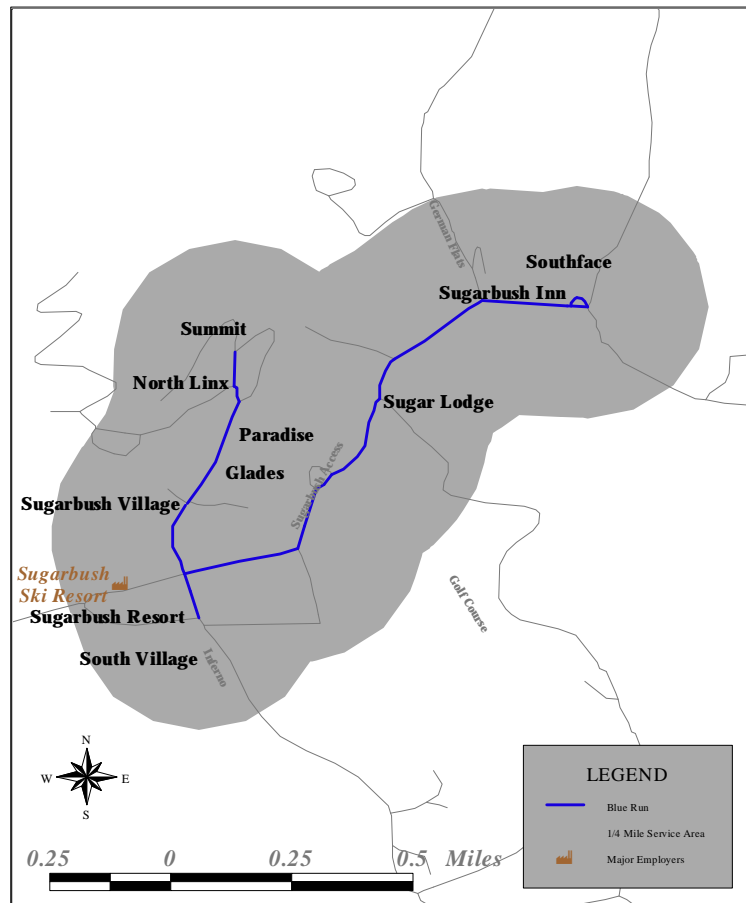


Figure D-11
RED ROUTE

SERVICE DESCRIPTION

Service Type	Fixed-Route
Service Description	Ski-Shuttle
Area Description	Rural
Hours of Service	8:45 am - 4:30 pm
Days of Service	M-Sun
Seasons of Operation	Winter
Headways	30 min.
Fares	Free
Round Trip Miles	5.2
Round Trip Hours	30 min.

PRODUCTIVITY DATA

Annual Boardings	12,565
Annual Revenue Hours	543
Annual Revenue Miles	17,358
Annual Operating Cost	\$23,058
Boardings per Revenue Hour	23.14
Boardings per Revenue Mile	0.72
Operating Cost per Revenue Hour	\$42.46
Operating Cost per Revenue Mile	\$1.33
Operating Cost per Boarding	\$1.84

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Battleground	Sugar Lodge
Bridges Family Resort	Sugarbush Inn
Controlled Energy	Sugarbush Ski Resort
Mad River Glen Ski Area	Sugarbush Village Condominiums
Mill Brook Inn	Sugartree Country Inn & Restaurant
Mountain View Inn	The Garrison
North Linx Condominiums	Tucker Hill Inn
Northern Powers Systems	Waitsfield Champlain Valley Telecom
Pepper's Lodge	Weathertop Lodge
Southface Condominiums	White Horse Inn

Medical Facilities

none

Educational Facilities

none

Shopping Destinations

Sugarbush Ski Area

Affordable Housing

none

Human Service Agencies

none

Other Trip Generators

Chez Henri
Miguel's Restaurant
New American Grill
The Common Man
The Warren House

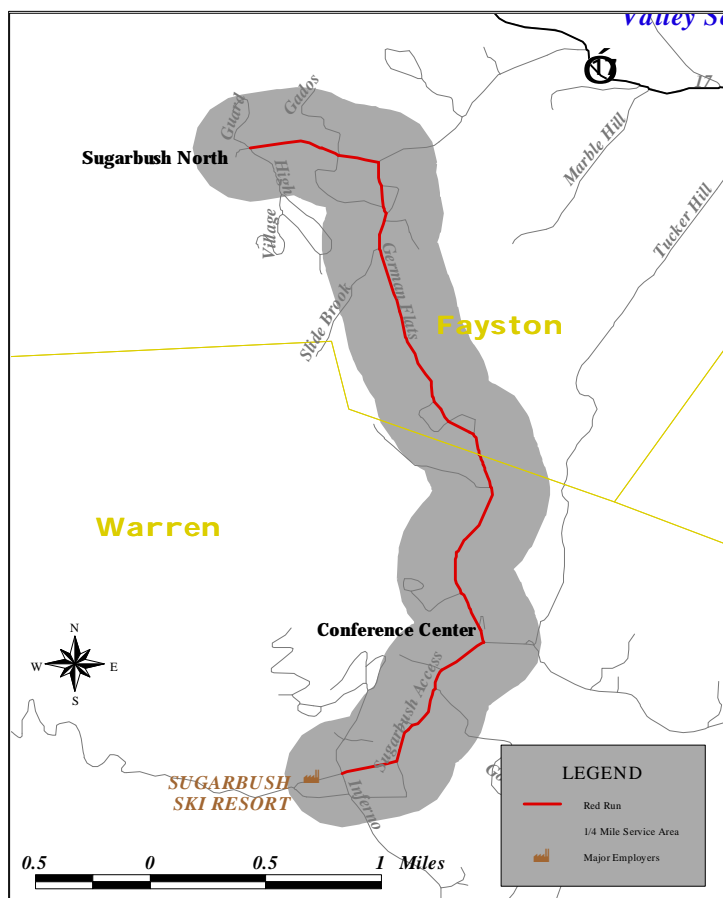


Figure D-12
ORANGE ROUTE

SERVICE DESCRIPTION

Service Type	Fixed-Route
Service Description	Ski Shuttle
Area Description	Rural
Hours of Service	8:30 am - 5:30 pm
Days of Service	M-Sun
Seasons of Operation	Winter
Headways	60 min.
Fares	Free
Round Trip Miles	18
Round Trip Hours	1 hour

PRODUCTIVITY DATA

Annual Boardings	5,106
Annual Revenue Hours	1,303
Annual Revenue Miles	8,106
Annual Operating Cost	\$53,876
Boardings per Revenue Hour	3.92
Boardings per Revenue Mile	0.63
Operating Cost per Revenue Hour	\$41.35
Operating Cost per Revenue Mile	\$6.65
Operating Cost per Boarding	\$10.55

MAJOR TRIP GENERATORS

Served by Route

Major Employers

Battleground	Sugar Lodge
Bridges Family Resort	Sugarbush Inn
Controlled Energy	Sugarbush Ski Resort
Hyde Away Inn & Restaurant	Sugarbush Village Condominiums
Mad River Glen Ski Area	Sugartree Country Inn & Restaurant
Mill Brook Inn	The Garrison
Mountain View Inn	Tucker Hill Inn
North Linx Condominiums	Waitsfield Champlain Valley Telecom
Northern Powers Systems	Weatherstop Lodge
Pepper's Lodge	White Horse Inn
Southface Condominiums	

Medical Facilities

none

Educational Facilities

Green Mountain Valley School

Shopping Destinations

Sugarbush Ski Area

High Density Housing

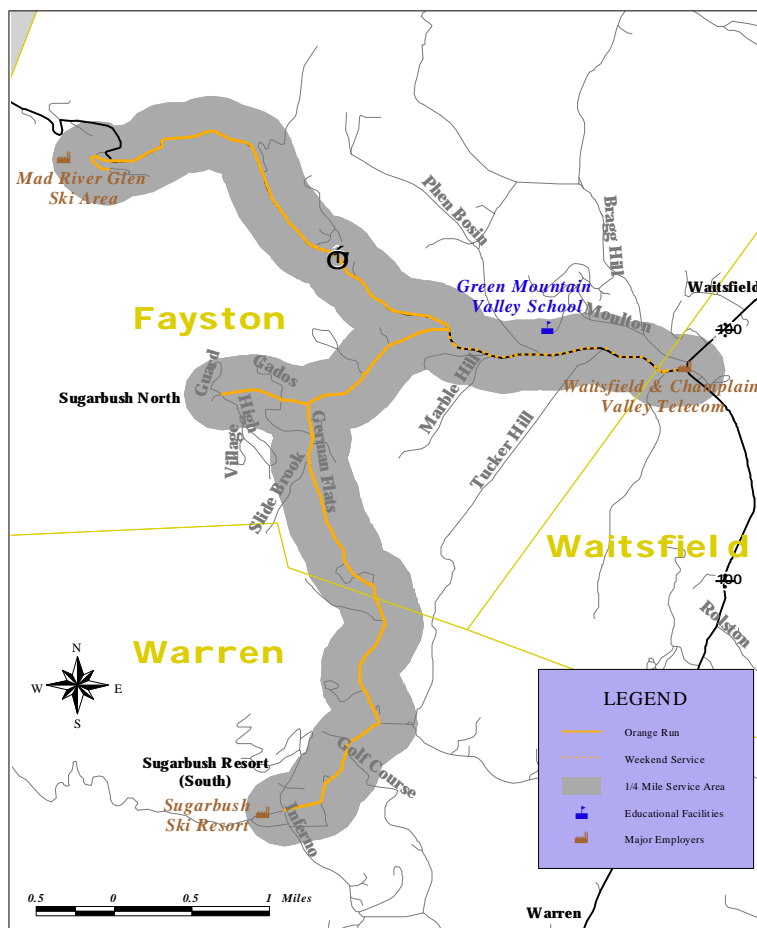
none

Human Service Agencies

none

Other Trip Generators

Bongiorno's
 Chez Henri
 Miguel's Restaurant
 Millbrook
 New American Grill
 The Common Man
 The Steak Place
 The Warren House



APPENDIX E

HUMAN SERVICE AGENCIES SURVEYED

APPENDIX E

HUMAN SERVICE AGENCIES SURVEYED

Central Vermont Council on Aging
30 Washington St.
Barre, VT 05641
(802) 479-0531

Project Independence
420 Washington St.
Barre, VT
(802) 476-3630

Washington County Mental Health
700 N Main St.
Barre, VT
(802) 479-4083

Association for Cerebral Palsy
73 Main St. #402
Montpelier, VT
(802) 223-5161

Central Vermont Community Action Council
107 N Main St
Barre, VT
(802) 479-0167

Central Vermont Medical Center
130 Fischer Road
Berlin, VT 05602
(802) 371-4100

DELTA
9 Heaton St.
Montpelier, VT
(802) 229-4283

Galley Senior Meals
4 Humbert St.
Barre, VT
(802) 479-9175

Montpelier Meals Program
155 Main St.
Montpelier, VT
(802) 223-6357

Our House
38 Summer St.
Barre, VT
(802) 476-8825

Out and About Adult Day Care
11 Court St.
Morrisville, VT
(802) 888-7045

Retired Senior Volunteer Program
142 Woodridge Rd.
Montpelier, VT
(802) 828-4770

Vermont Association for Mental Health
43 State St.
Montpelier, VT
(802) 223-6263

Vermont Association for the Blind and Visually Impaired
10 Main St.
Montpelier, VT
(802) 828-2762

Vermont Center for Independent Living
11 E State St.
Montpelier, VT
(802) 229-0501

Vocational Rehabilitation Dept.
103 S Main St.
Waterbury, VT
(802) 241-2186

Washington County Diversion Program
73 Main St. #400
Montpelier, VT
(802) 229-0536

Washington County Mental Health
700 N Main St.
Barre, VT
(802) 479-4083

Washington County Youth Services
38 Elm St.
Montpelier, VT
(802) 229-9151

APPENDIX F

VERMONT STATUTES FOR THE CREATION OF TRANSIT AUTHORITIES AND DISTRICTS (24VSA127)

The Vermont Statutes Online

Title 24: Municipal and County Government

Chapter 127: Mass Transit Authorities

§ 5101. Definitions

As used in this chapter:

- (1) "Municipalities" means a town, a city, or an incorporated village;
- (2) "Legislative body" means the selectmen in the case of a town, the council or mayor and board of aldermen in the case of a city, and the trustees in the case of an incorporated village. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5102. Area of operation

The area of operation for an authority created under the provisions of this chapter shall be the area of the member municipalities. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5103. Membership in the authority

Two or more municipalities may form a mass transportation authority. Membership in the authority shall consist of those municipalities which elect to join the authority by majority vote of its voters present and voting on the question at an annual or special meeting duly warned for that purpose. The initial meeting of a municipality called to determine whether or not to join the authority shall be warned in the manner provided by law, except that for such meeting only, any warning need not be posted for a period in excess of 30 days, any other provision of law or municipal charter to the contrary notwithstanding. Membership may be terminated only in the manner provided in section 5109 of this title. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5104. Purposes and powers

- (a) The authority may purchase, own, operate or provide for the operation of land transportation facilities, and may contract for transit services, conduct studies and contract with other governmental agencies, private companies and individuals.
- (b) The authority shall be a body politic and corporate with the powers incident to a municipal corporation under the laws of the state of Vermont consistent with the purposes of the authority, and may exercise all powers necessary, appurtenant, convenient or incidental to the carrying out of its functions, including, but not limited to, the following:

- (1) to sue and be sued;

- (2) to adopt, use and alter at will a corporate seal;
- (3) to acquire, purchase, hold, lease as a lessee and use any franchise, property, real, personal or mixed, tangible or intangible, or any interest therein, necessary or desirable for carrying out the purposes of the authority, and to sell, lease as lessor, transfer or dispose of any property or interest acquired by it;
- (4) to fix, alter, charge and establish rates, fares and other charges for the services and facilities within its area of operation, which rates, fees and charges shall be equitable and just;
- (5) to acquire and operate, or provide for the operation of local transportation systems, public or private, within its area of operation;
- (6) to make contracts of every name and nature and to execute all instruments necessary or convenient for the carrying on of its business;
- (7) To enter into management contracts with any person or persons for the management of a public transportation system or controlled by the authority for such period or periods of time, and under such compensation and other terms and conditions as shall be deemed advisable by the authority;
- (8) to accept gifts or grants or loans of money or other property, and to enter into contracts, leases or other transactions with any federal agency, the state, any agency of the state, or with any other public body of the state, including municipalities, school districts and other authorities;
- (9) to borrow money and issue evidence of indebtedness as provided by chapter 53 of this title;
- (10) to develop transportation plans, and to coordinate its planning and programs with those of appropriate municipal, county, and state agencies and other political subdivisions of the state;
- (11) within its area of operation, to acquire by the exercise of the power of eminent domain any real property which it may have found necessary for its purposes, in the manner provided for the condemnation of land or rights therein as set forth in sections 221-233 of Title 19;
- (12) to prescribe and promulgate necessary rules and regulations;
- (13) to do all things necessary or convenient for the conduct of its business and the general welfare of the authority in order to carry out the powers granted to it by this chapter or any other law.
- (14) to enter into joint compacts with transportation authorities of other states provided that the compact has been approved by the general assembly of that state and the congress of the United States. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5105. Grand list; debt limit

The grand list of the authority shall be deemed to be the total of the grand lists of member municipalities, and the debt limit of the authority shall not be diminished by any obligation incurred by a member municipality alone. Obligations incurred under chapter 53 of this title shall be the joint and several obligations of the authority and of each member municipality but shall not affect any limitation on indebtedness of a member municipality. The cost of debt service shall be included in the annual budget of the authority as provided in section 4108 of this title, and shall be allocated among the member municipalities as provided in that section. Where voter approval is required pursuant to chapter 53 of this title, the board of commissioners shall determine the number and location of polling places, and when a majority of all the voters present and voting on the question from all of the member municipalities at the meeting vote to authorize the issuance of bonds, the board of commissioners shall be authorized to issue the bonds as provided in chapter 53 of this title. The counting of ballots shall be conducted by the board of commissioners together with the town or city clerk from each member municipality or his designee. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5106. Exemption from regulation

The public transportation systems and facilities operating under this authority are exempt from any of the regulatory provisions of Title 30, except that the public service board may impose any regulatory provisions of Title 30 that it may determine from time to time to be necessary. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5107. Government and organization

(a) The powers, duties and responsibilities of the authority shall be exercised by a board of commissioners, consisting of two commissioners from each member municipality. The commissioners shall be appointed by and serve at the pleasure of the legislative body of the member municipality for terms of three years. Any vacancies on the board of commissioners shall be filled by the legislative body of the respective member municipality, but in the event that the legislative body fails to appoint a commissioner within two months from the date of the occurrence of the vacancy, the vacancy shall be filled by the board of commissioners. Commissioners shall serve without pay.

(b) Annually, the board of commissioners shall elect from among its members a chairman, vice-chairman, treasurer and secretary, and such other officers that are necessary for the conduct of its business.

(c) The board of commissioners may appoint a transit director, and such other personnel as is necessary for the conduct of the business of the authority. The board of commissioners shall have the power to prescribe their duties, fix their compensation, and delegate to them such responsibilities for the management and control of the operation of the authority, as its interest may require. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5108. Annual budget and assessments

(a) On or before February 15 in each year the board of commissioners shall prepare a budget for the authority for the next fiscal year, which shall include an estimate of the revenue of the authority from fares and other sources, except membership assessments, and the expenses for the next fiscal year, including debt service. The board of commissioners

shall call a meeting of the residents of its member municipalities for the purpose of presenting the proposed budget. The meeting shall be held at a place within the area of operation and shall be warned by a notice published in a newspaper of general circulation in the area of operation at least 15 days prior to the meeting, which notice shall contain a copy of the proposed budget. Members of the legislative body of each member municipality shall be notified of the meeting by certified mail.

(b) Annually, following the meeting provided in subsection (a) of this section, the board of commissioners shall review the proposed budget of the authority in light of any discussion, and shall then adopt the budget with or without changes.

(c) The treasurer of the authority, following adoption of the budget, shall apportion the sums required to be contributed by each member municipality according to the average number of weekly miles of service for the 12 month period preceding the adoption of the budget, for each member community, as compared to the average number of weekly miles of service for all member communities for the same period. The formula for apportionment may be changed by the board of commissioners with the concurrence of each of the legislative bodies of the member municipalities. The treasurer of the authority shall immediately notify the treasurer of each member municipality and the chairman of the legislative body in each member municipality, of the amount of such assessment, and the member municipality shall add such assessment to its own budget and shall assess such tax as is necessary to raise the amount of the assessment. The amount of the assessment in each member municipality shall be paid to the treasurer of the authority on or before July 15 in each year.

(d) In the event that the budget of the authority in any year becomes insufficient to support the operations of the authority, the board of commissioners may assess the member municipalities for additional sums, apportioned in the manner provided in this section. The additional assessment shall require the approval of each of the legislative bodies of the member municipalities. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5109. Termination of membership

(a) A member municipality may withdraw from membership in the authority, if notification of withdrawal is given more than one year after the member municipality joined such authority. The withdrawal shall take effect at the end of the first full fiscal year following a notification of withdrawal. The notification shall be in the form of a resolution duly adopted by the legislative body of the withdrawing member and delivered to the board of commissioners at a regular meeting.

(b) Notwithstanding subsection (a) of this section, upon giving notice as required by subsection (a), a member municipality may withdraw from the authority after the authority has voted to bond itself in accordance with the provisions of chapter 53 of this title, but shall continue to be liable for its share of all existing indebtedness incurred under chapter 53 of this title at the time notice of its withdrawal is given. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5110. Miscellaneous provisions

(a) The authority shall prepare an annual report of its activities, including a financial

statement, and submit the report to the legislative bodies of the member municipalities.

(b) The fiscal year of the authority shall commence July 1 in each year. (Added 1975, No. 153 (Adj. Sess.), § 1, eff. March 10, 1976.)

§ 5121. Definitions

As used in this subchapter:

(1) "Municipality" means a town, city or incorporated village.

(2) "Legislative body" means the selectmen in the case of a town, the council or mayor and board of aldermen in the case of a city, and the trustees in the case of an incorporated village. (Added 1981, No. 195 (Adj. Sess.), § 1.)

§ 5122. Creation of regional transit districts

A regional transit district may be created at any time by the act of the voters of each of two or more municipalities upon the written approval of the agency of transportation. Approval shall be based upon the results of studies carried out by the agency of transportation and by representatives of the municipalities to determine whether the municipalities involved constitute a reasonable transit district. Evidence shall be shown that funding will be adequate to provide a continuing transit program. (Added 1981, No. 195 (Adj. Sess.), § 1; amended 1995, No. 60, § 27, eff. April 25, 1995.)

§ 5123. Regional transit district membership

A regional transit district shall contain at least one representative appointed from each member municipality. All representatives may be compensated and reimbursed by their respective municipalities for necessary and reasonable expenses. (Added 1981, No. 195 (Adj. Sess.), § 1.)

§ 5124. Appointment; term and vacancy; rules

(a) Representatives to a regional transit district representing each participating municipality shall be appointed and any vacancy filled by the legislative body of such municipality.

(b) A regional transit district shall elect a chairman and a secretary, and, at its organization meeting, shall by a two-thirds vote of those representatives present and voting at the meeting, adopt such rules and create and fill such offices as it deems necessary or appropriate for the performance of its functions, including, without limitation, the number and qualification of members, terms of office, provisions for municipal representation and voting and provisions for termination of membership.

(c) A regional transit district may also have other members, who may be elected or appointed in the manner the regional transit district prescribes by rule. (Added 1981, No. 195 (Adj. Sess.), § 1.)

§ 5125. Purposes and powers

(a) The district may purchase, own, operate or provide for the operation of land transportation facilities, and may contract for transit services, conduct studies and contract with other governmental agencies, private companies and individuals.

(b) The district may exercise all powers necessary, appurtenant, convenient or incidental to the carrying out of its functions, including, but not limited to, the following:

(1) to sue and be sued;

(2) to acquire, purchase, hold, lease as a lessee and use any franchise, property, real, personal or mixed, tangible or intangible, or any interest therein, necessary or desirable for carrying out the purposes of the district, and to sell, lease as lessor, transfer or dispose of any property or interest acquired by it;

(3) to fix, alter, charge and establish rates, fares and other charges for the services and facilities within its area of operation, which rates, fees and charges shall be equitable and just;

(4) to acquire and operate, or provide for the operation of local transportation systems, public or private, within its area of operation or in a municipality not already a member of a district, with which it contracts to furnish transit service;

(5) to make contracts of every name and nature and to execute all instruments necessary or convenient for the carrying on of its business;

(6) to accept gifts or grants or loans of money or other property, and to enter into contracts, leases or other transactions with any federal agency, the state, any agency of the state, or with any other public body of the state, including municipalities and school districts;

(7) to prescribe and promulgate necessary rules and regulations;

(8) to do all things necessary or convenient for the conduct of its business and the general welfare of the district in order to carry out the powers granted to it by this subchapter or any other law. (Added 1981, No. 195 (Adj. Sess.), § 1.)

§ 5126. [Reserved for future use.].

§ 5127. Exemption; regulation; taxes

(a) The public transportation systems and facilities operated by a regional transit district are exempt from any of the regulatory provisions of title 30 except that the transportation board may impose any regulatory provisions of title 30 that it may determine from time to time to be necessary.

(b) A regional transit district and its systems and facilities shall be exempt from the sales, purchase and use taxes and from motor vehicle registration fees except those registration fees applicable to municipalities. (Added 1981, No. 195 (Adj. Sess.), § 1.)

§ 5128. Annual budget and assessments

(a) Each year the board of commissioners shall prepare a proposed budget for the district for the next fiscal year, which shall include an estimate of the revenue of the district from fares and other sources, except municipal contributions, and the expenses for the next fiscal year, including debt service. The proposed budget shall be sent to the legislative branch of any member municipality by certified mail. The board of commissioners may call a meeting or meetings of the residents of its member municipalities for the purpose of presenting the proposed budget. Any meeting called shall be warned by a notice published in a newspaper of general circulation in the area of operation at least seven days prior to the meeting containing the date, time and place at which the meeting is to be held and a statement of the purpose of the meeting.

(b) Annually, following the distribution provided in subsection (a), the board of commissioners shall review the proposed budget of the district in light of any discussion, and shall then adopt the budget with or without changes and determine the contributions to be requested from member municipalities. (Added 1981, No. 195 (Adj. Sess.), § 1; amended 1983, No. 120 (Adj. Sess.).)

§ 5129. Liability of district

(a) Members of the regional transit district board shall not be held personally liable for any actions taken in their capacity as members of the board.

(b) No tort liability shall attach to individual municipal members of regional transit districts.

(c) Tort liability of the regional transit district shall be limited to \$1,000,000.00 for each accident. (Added 1981, No. 195 (Adj. Sess.), § 1.)
