

Green Mountain Transit Service in Mad River Valley

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Overview

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 - ▶ Types of Service
 - ▶ Metrics

Seasonal Bus Service

- ▶ Overview
 - ▶ Changes
- ▶ Partnership with Partners
- ▶ Funding
 - ▶ Current model
 - ▶ Future



E&D Service

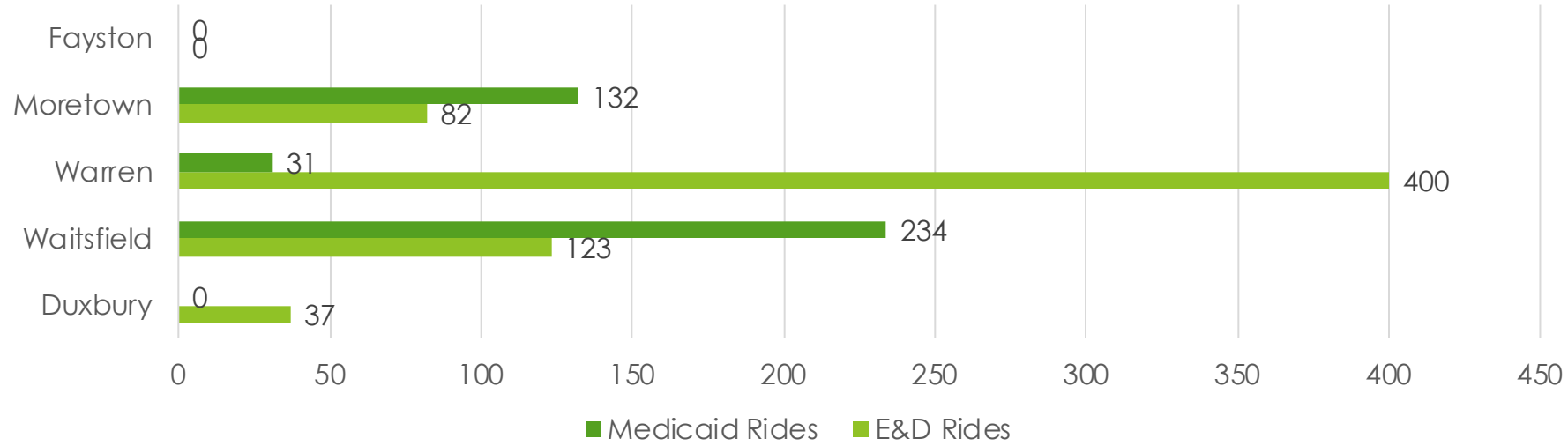
Elderly Passengers

- ▶ E&D Service is provided by Council on Aging
- ▶ Grant-funded Service
- ▶ No financial contribution provided by towns

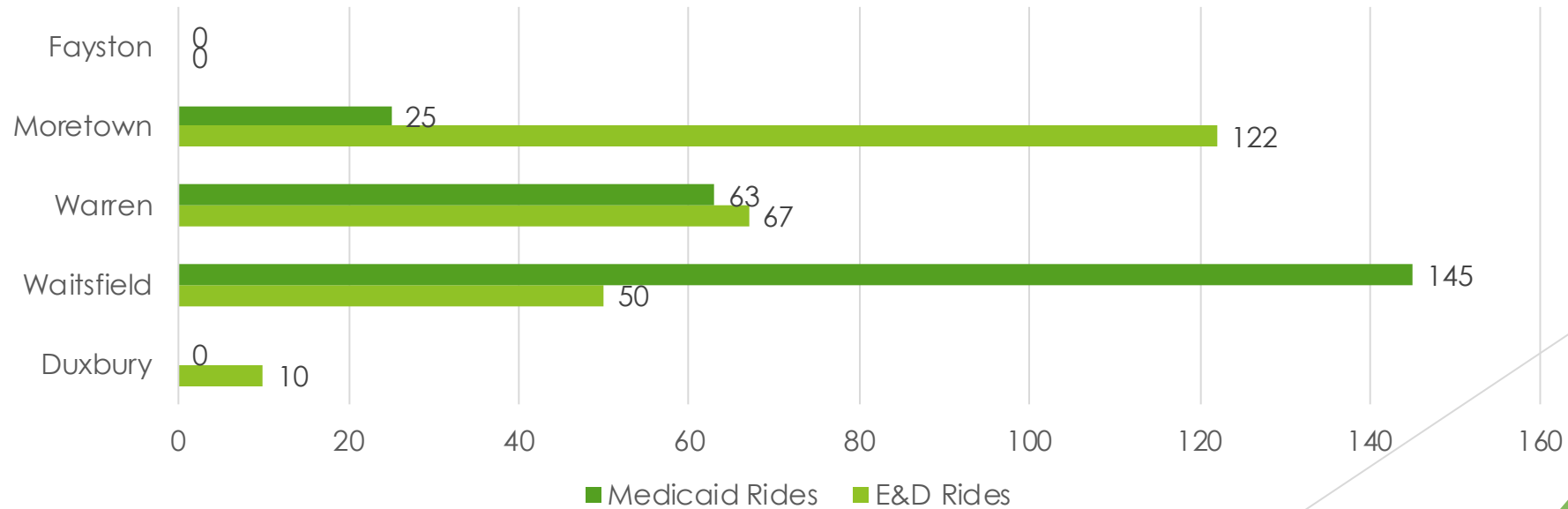
Passengers Under 60 Years

- ▶ Service provided by GMT through a program called Ticket to Ride
 - ▶ Budgeted program based on passenger's location
- ▶ Passengers qualify based on a mobility need that prevents them from using regular fixed-route service
- ▶ Grant-funded Service
- ▶ No financial contribution provided by towns

FY19 Data



FY20 Data



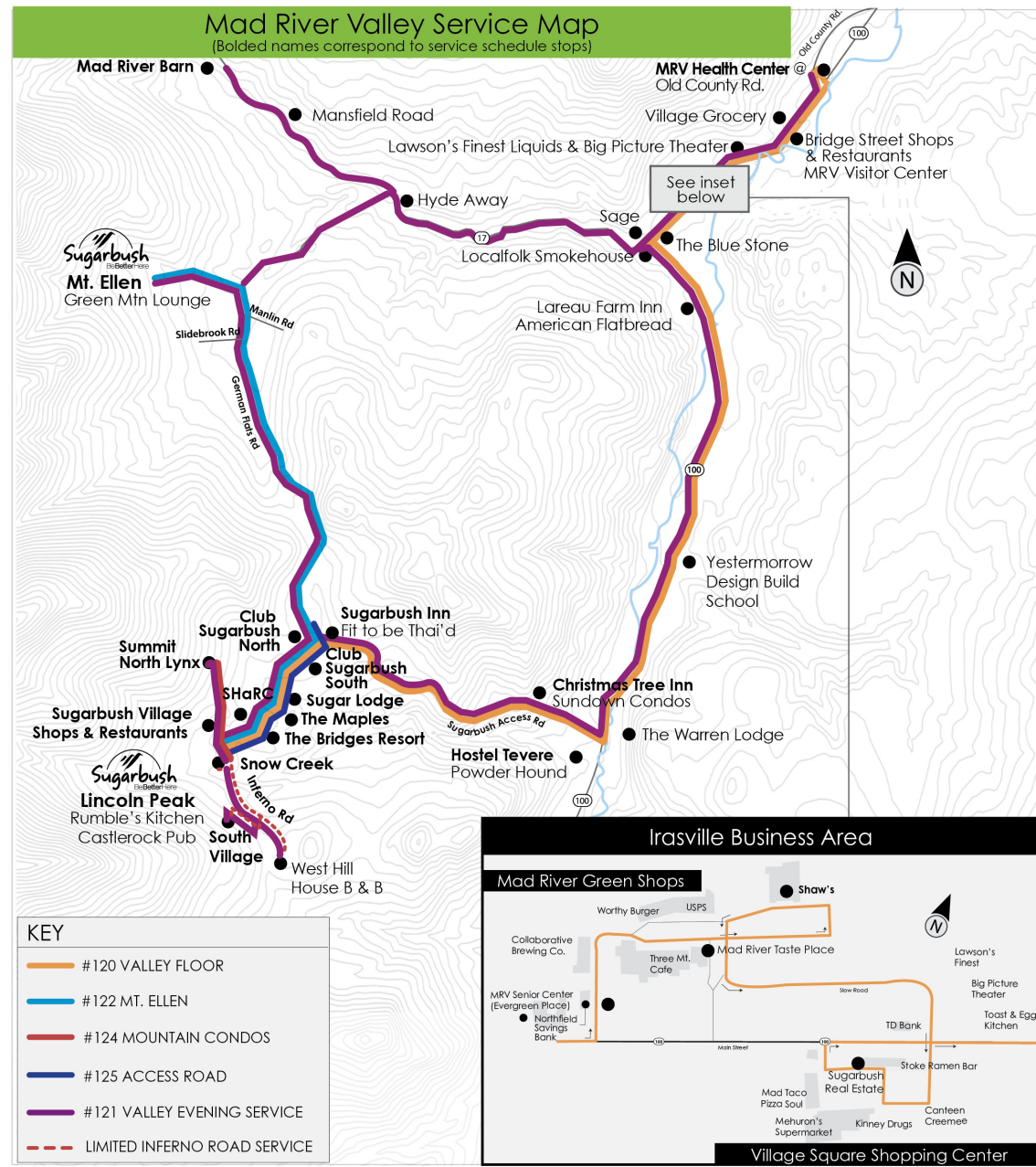
2019-20 Bus Service

Daily Service operates

December 20, 2019 – March 29, 2020

Late service on select routes April 4-5, 2020

- **Valley Floor:** Lincoln Peak to the Valley
 - 60 minute service daily
- **Mt. Ellen:** Lincoln Peak to Mt. Ellen
 - 30 minute service
- **Mountain Condos:** Lincoln Peak to Summit North Lynx, limited service on Inferno Road
 - 40 minute service on Weekdays, 20 minute service on Weekends and select holiday periods
- **Access Road:** Lincoln Peak to Sugarbush Inn
 - 40 minute service on Weekdays, 20 minute service on Weekends and select holiday periods
- **Valley Evening Service:** Entire service area
 - 10 trips operating from Lincoln Peak on Saturday evenings and select holiday periods



Changes this Season

► 2018-19 Ski Season

- Eliminated the Access Road and Mt. Ellen routes and replaced with the Sugarbush Connector (operated every 20 minutes)
- Valley Floor bus travelling from Lincoln Peak to the Valley via Access Road; elimination of German Flats and Route 17

► 2019-20 Ski Season

- Returned to service model from the past, including operating the Access Road and Mt. Ellen routes
- Elimination of the full Town Hill Road loop; this season GMT will pull into the MRV Health Center
- New routing through Mad River Green Shops providing direct access from the MRV Senior Center/Evergreen Place to MRV Health Center
- No dispatch on-site
- Fixed route service on the Valley Evening Service
- Implementation of a fare on Valley Evening Service
- Launching Transit app to track routes, launching Token Transit app for fare payment on VES

GMT and our Partners

- ▶ GMT works directly with MRVPD and Sugarbush to plan seasonal service
- ▶ GMT is an active participant in MRVPD TAC meetings
- ▶ Most service planning occurs as part of the MRVPD TAC meeting to offer other partners (local businesses, MRV Chamber of Commerce) the opportunity to weigh-in on changes

A promotional poster for 'Ride to Ski Mad River Valley'. It features a snowboarder in a red jacket and blue pants performing a jump against a backdrop of snow-capped mountains and evergreen trees under a bright sun. The text on the poster includes the title 'RIDE TO SKI MAD RIVER VALLEY', a description of the free bus service, service improvements for the 2019-20 season, and the GMT logo.

RIDE TO SKI
MAD RIVER VALLEY

Green Mountain Transit offers **FREE** bus service in the Mad River Valley; from condos, shops, and restaurants to Sugarbush's Lincoln Peak and Mount Ellen.

Significant service improvements for 2019-20 ski season.

Mount Ellen & Access Routes returning.

More info : RideGMT.com | 802.864.2282

GMT

Current Funding Model

- ▶ The current funding model used in the rural system, the fair share equation, is flawed.
 - ▶ It relies heavily on census data
 - ▶ Doesn't account for actual service provided
 - ▶ Doesn't factor in capital match for vehicles or full overhead costs of the organization
- ▶ GMT's goal is to eventually receive the full 20% local match contribution
- ▶ The process to request additional funding is often is cumbersome and GMT doesn't have the staff capacity to meeting petitioning requirements

GMT Funding Overview

Green Mountain Transit (GMT) is a municipality and is the first and only transit authority in the State of Vermont, serving the communities of Chittenden, Washington, Lamoille, Franklin, and Grand Isle Counties. GMT is currently governed by a 13-member Board of Commissioners.

GMT operates 50 routes serving communities across 5 counties in Northwest Vermont.

In Chittenden County, GMT's urban district offers:

- Fixed routes
- Local commuter routes
- LINK Express routes
- ADA paratransit services
- Shuttles from senior housing complexes to local supermarkets
- Neighborhood specials for student transportation to Burlington schools

GMT ridership represents fifty percent (50%) of Vermont's public transit network – with the remaining provided by 7 other regional transit agencies spread across Vermont.

GMT is considered a municipality and is the first and only transit authority in the State of Vermont.

GMT services in Washington, Lamoille, Franklin, and Grand Isle Counties provide:

- Deviated fixed routes
- Commuter routes
- LINK Express Routes
- Demand response medical shuttles
- Service to elders and persons with disabilities.



RideGMT.com | 802.864.2282
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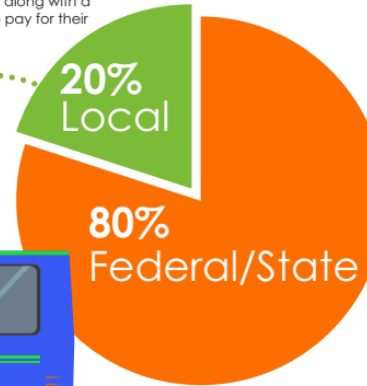
To learn more about GMT's funding structure, please click on the QR code.



GMT's Funding Goal: The goal is a 20% local share for operating funds as part of the statewide transit plan. GMT urban communities have signed on as members, and are assessed annually along with a 3% increase per year for what they are required to pay for their local share through the power of taxation.



- Fare Revenue
- Private Contributions
- Institution Contributions
- Businesses Contributions
- Municipalities
- Contracts with outside agencies



Vermont Transit Statistics:

GMT ridership represents 50% of Vermont's public transit network – with remaining provided by seven other regional transit agencies spread across Vermont.

Public Transit's total budget in FY19 was just over \$32 million, down \$3 million from FY18. The State contribution to that total budget was \$7.8 million.

255 municipalities served with an average of 16,100 riders per day.

There are 625 public transit employees in Vermont.

\$19,000,000 in transit payroll.

Approx. 420 buses with replacement value of \$80,000,000

GoVT/ Connecting Commuters provides many free benefits such as reimbursement for having to travel for an emergency after using transit and thus, not having your car readily available.

What's Next?

- ▶ GMT recently hired a new Community Relations and Public Affairs Manager, Jenn Wood
- ▶ Jenn's role is to meet with and educate local communities on services provided and GMT's status as a municipality
 - ▶ The goal: In meeting with local select boards/town administrators, GMT's hope is that towns will include transit funding in their general budget
 - ▶ In educating select boards/town administrators on GMT's status as a municipality, we are hoping to be exempt from petitioning requirements
- ▶ In addition to education surrounding funding, GMT is working on a service guidelines document that will help staff and the GMT Board of Commissioners evaluate, design, and modify transit services allowing for a transparent and objective decision-making process

The background features abstract, overlapping green geometric shapes in various shades of green, creating a modern and dynamic look. The shapes are primarily located on the right side of the image, with some extending towards the left.

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