

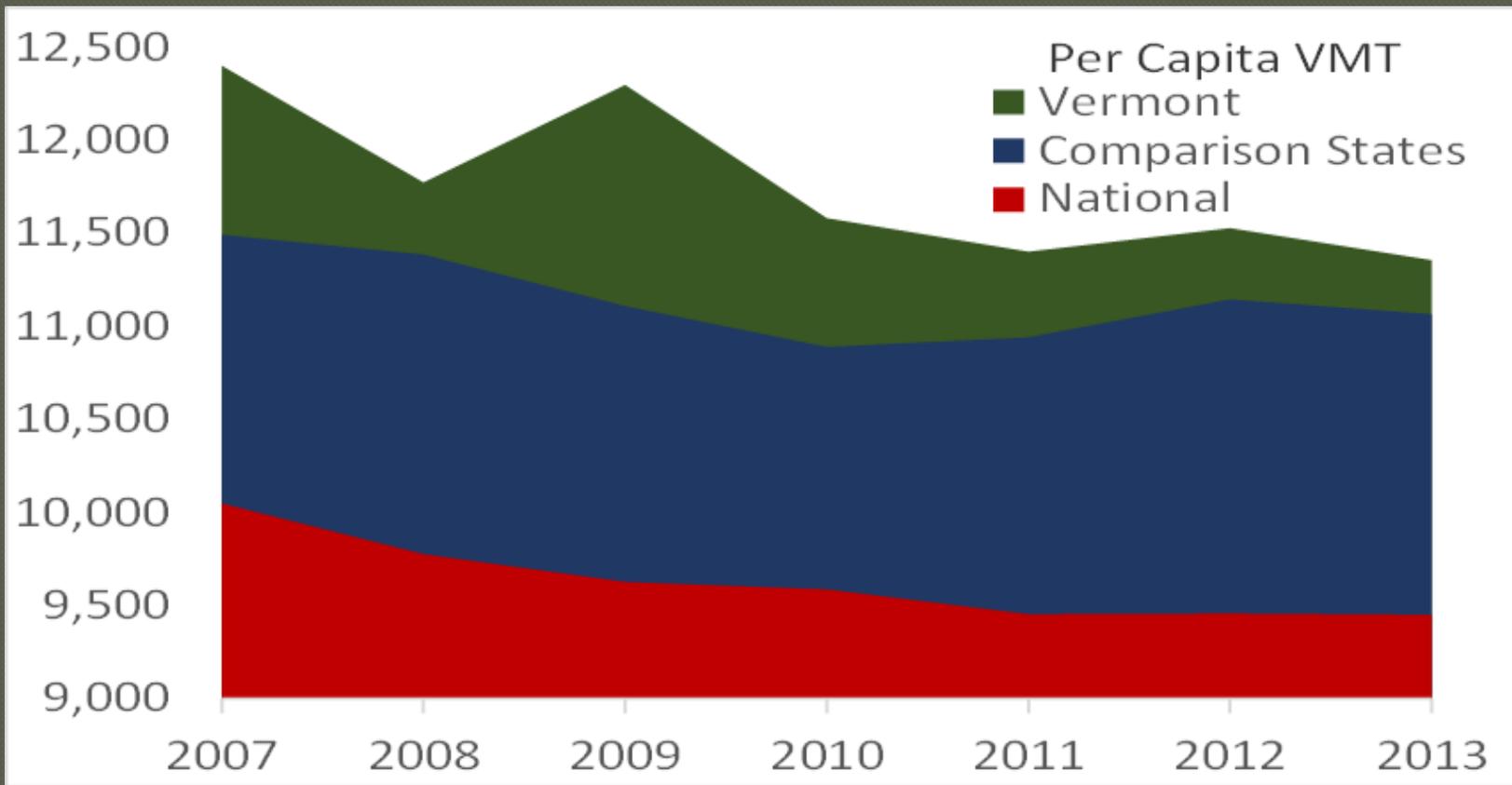
Vermont's Transportation Future

Fall 2015

The Decline of Driving

- ◉ From WWII until 2004, miles driven in the U.S. annually increased.
- ◉ But beginning in 2005, vehicle-miles traveled per capita began to decrease, and has dropped every year.
- ◉ By 2013, the average American drove 6% fewer miles per year than in 2004.
- ◉ This trend holds true in Vermont.
- ◉ In 2007, Vermonters drove an average of 12,400 miles. In 2013, Vermonters drove just 11,356 miles, an 8.4 percent drop.

The Decline of Driving



The Decline of Driving

- Vehicle ratios per person, per licensed driver and per household have all declined since 2006.
- Unlike other past dips in driving, this recent trend has no clear lasting connection to U.S. economic trends or gas prices.

The Decline of Driving

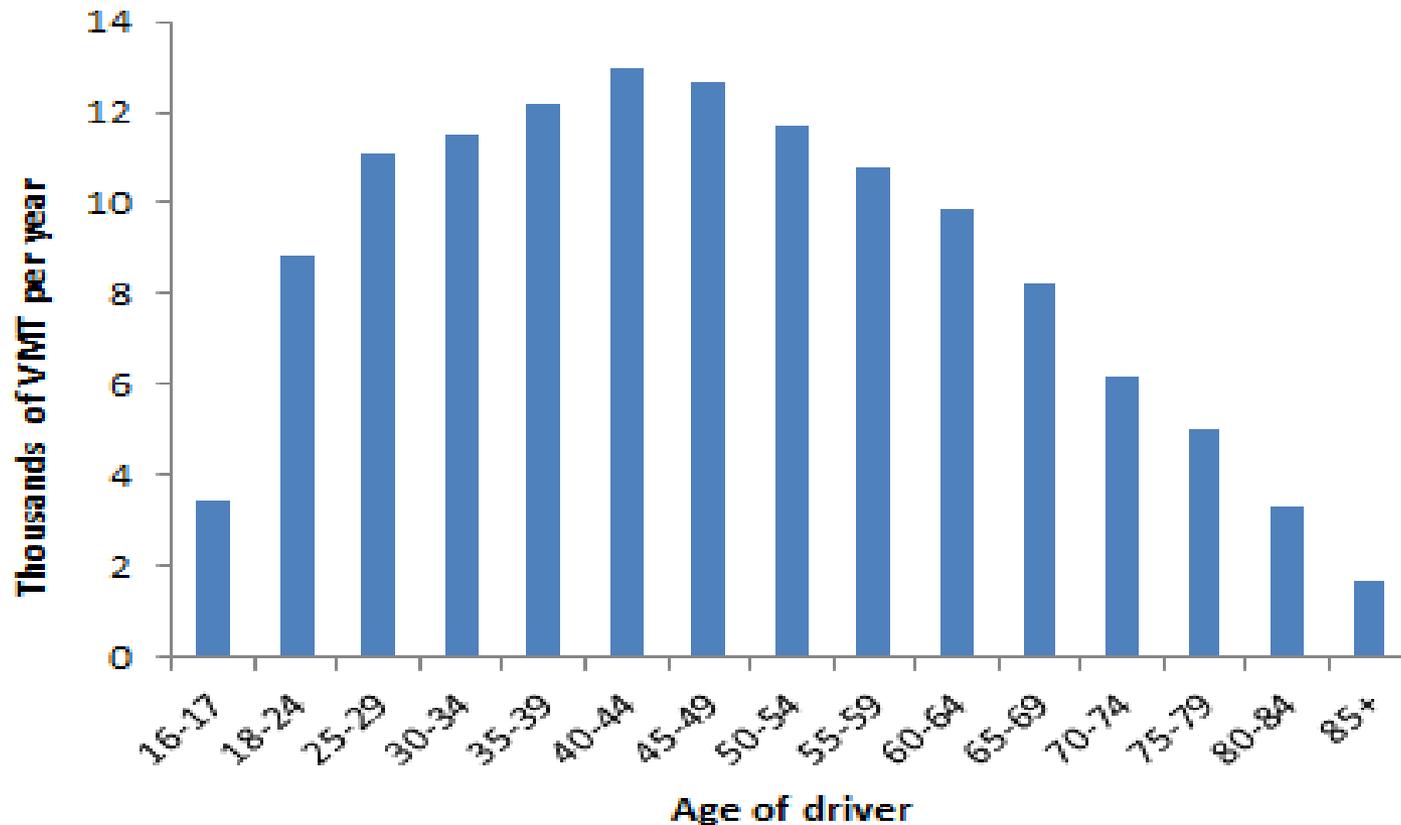
What is likely causing this trend?

- Changing demographics
- Saturated highways (though not likely in VT)
- Rising preference to live in compact, mixed use neighborhoods, which reduces the need to drive.

Demographic Factors:

- Millennials from 2001-2009 walked to destinations 10% more often, took 24% more bicycle trips and traveled 40% more by public transportation.
- Vermont has an aging population, and as people age, they drive less.

The Decline of Driving

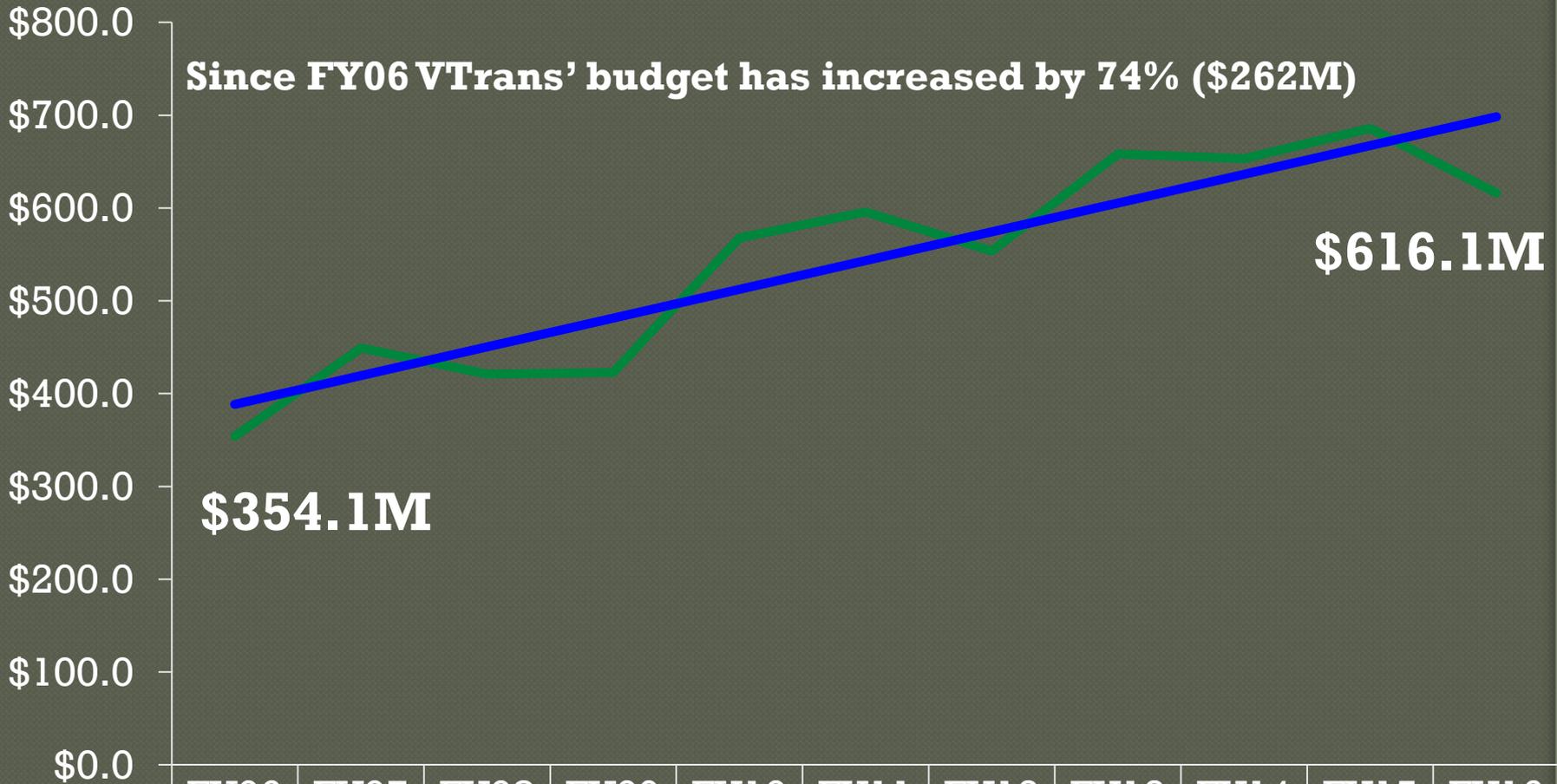


*Source: National Household Travel Survey;
averages for 1995, 2001, and 2009.*

Let's Talk About Us



Transportation Funding



	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16
\$ millions	\$354.	\$449.	\$420.	\$422.	\$567.	\$595.	\$553.	\$658.	\$653.	\$685.	\$616.

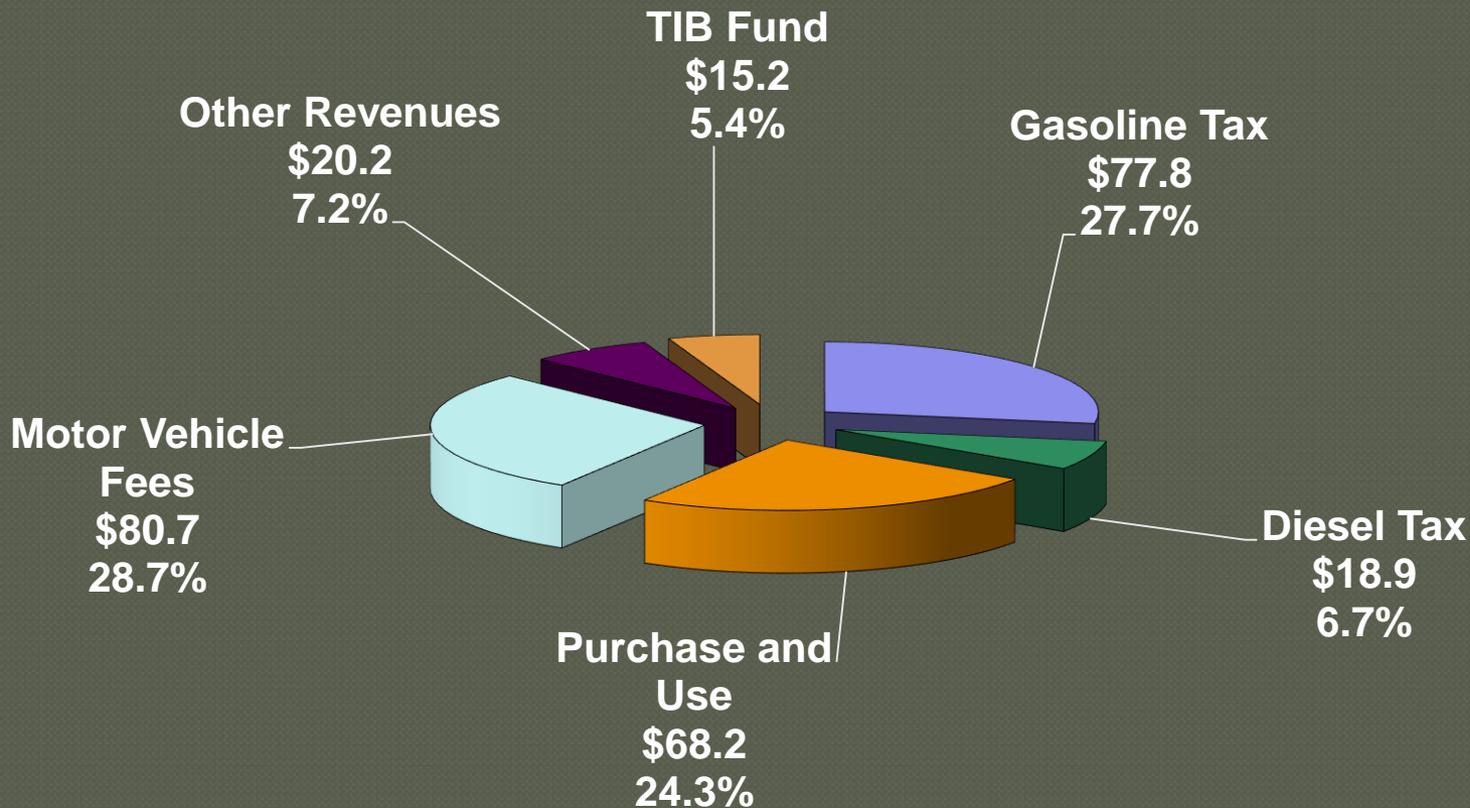
Funding Sources

Transportation Funding Sources FY2016
Total of \$616.1 million



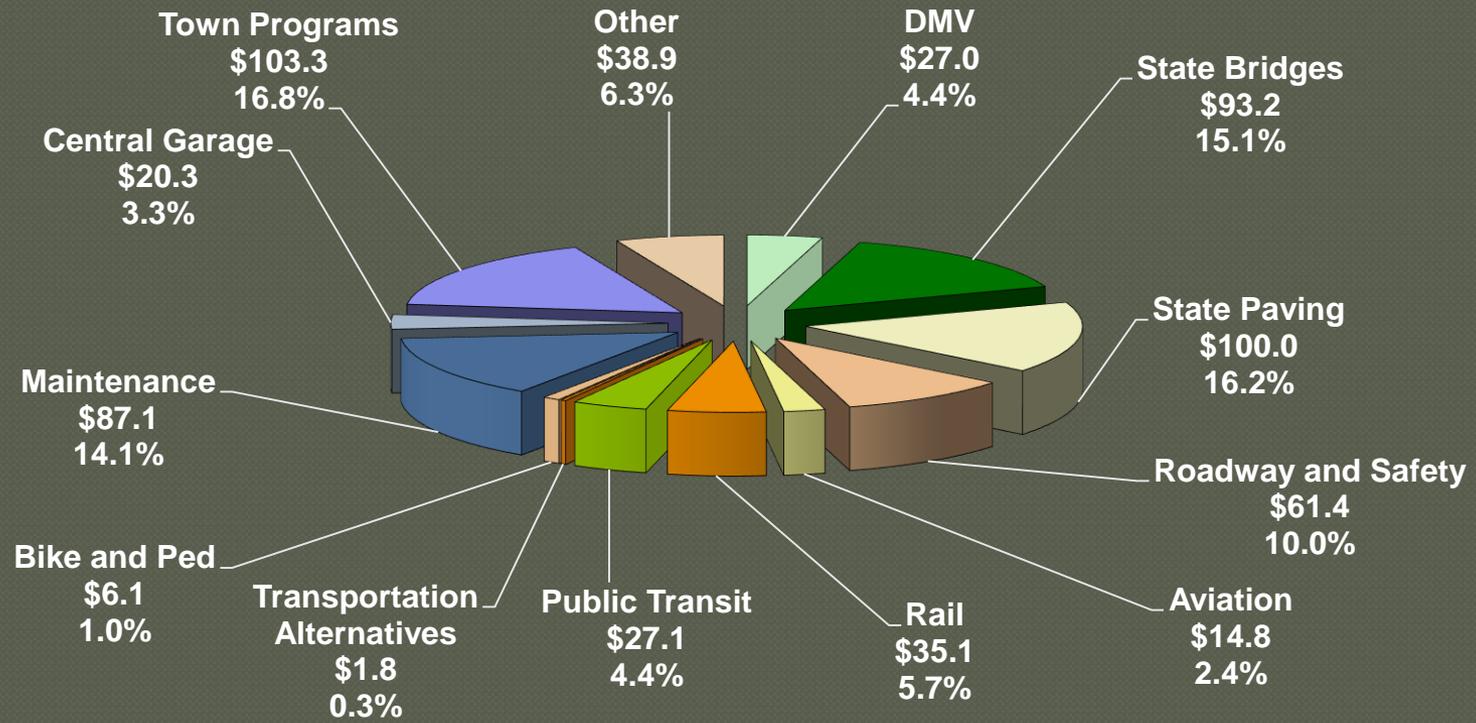
State Transportation Revenue

FY2016 Consensus Revenue Forecast
July 2015



Transportation Fund Allocation (SFY 2016)

FY2016 Transportation Budget \$616.1 million



Transportation Options

What influences your decision when choosing a place to live and work?

- Urban setting?
- Rural seclusion?
- Public transit?
- Bike or walk?
- Short commute?
- Car sharing or car pooling?



Let's Talk Cars



How important is owning a car?

- ◉ **Nationally, Americans in greater numbers are choosing not to purchase cars.**
- ◉ **Do you own a car but wish you did not have to? Do you wish you could use your car less? Plan to divest from two to one?**
- ◉ **What are the reasons?**



Car Sharing

- ◉ Car sharing only available in Burlington (15 cars), Montpelier (2 cars) and Winooski (1 car).
- ◉ How important is car sharing to you?
- ◉ What about ride sharing?



Let's Talk Walking & Biking



Walking and Biking



What does biking or walking mean to you?

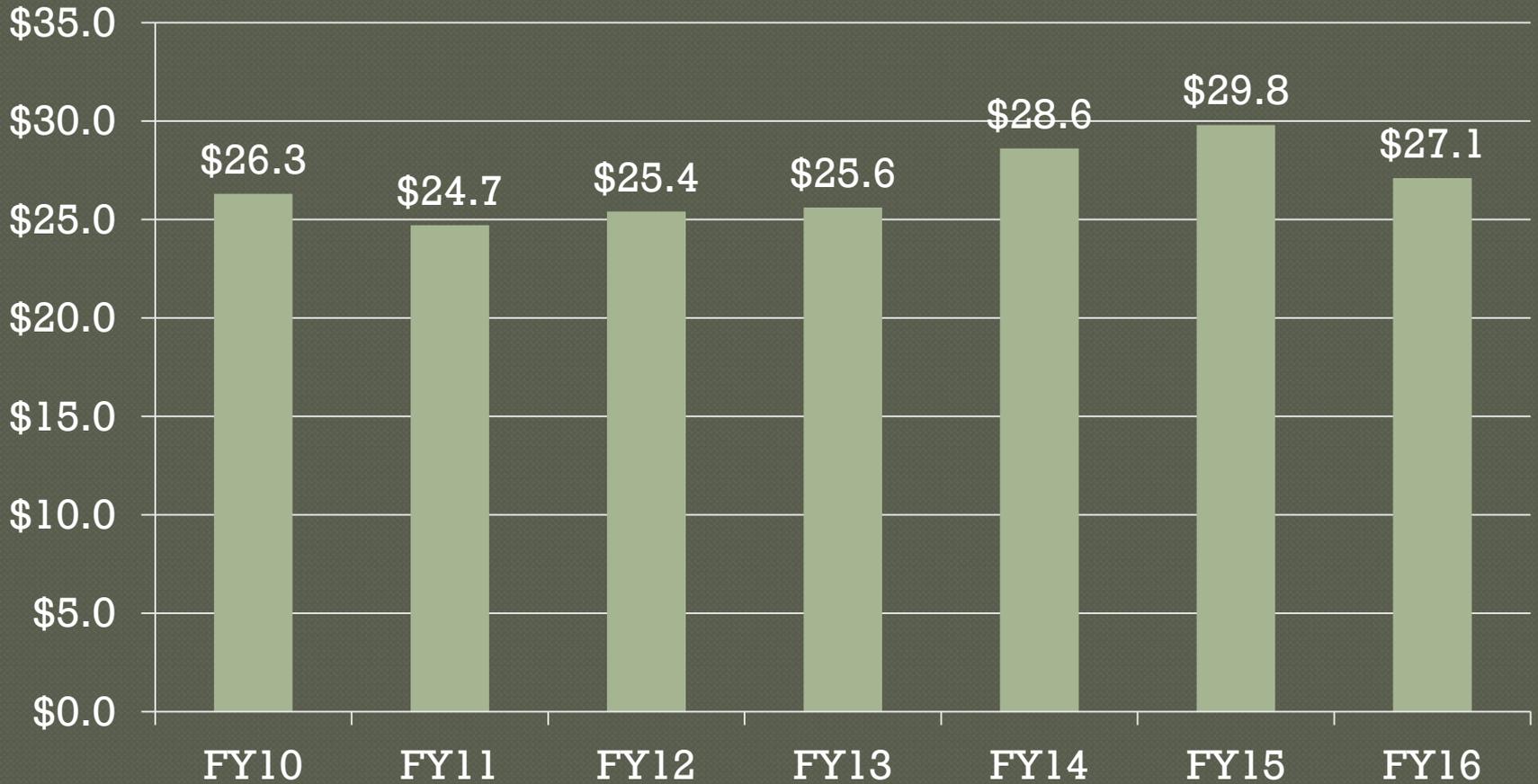
- Streets lined with bike lanes?
- Rural roads have three-foot shoulders?
- Affordable housing within 10-15 mile ride to work?
- Urban setting with sidewalks everywhere?
- Quarter-mile walk to a bus stop?
- Half-mile walk to bus stop?

Let's Talk Public Transit



Public Transit

(\$ MILLIONS)



Public Transit

- ◉ Vermont public transit providers logged 4.6 million riders in 2011. This total grew to 4.84 million riders in 2014.
- ◉ The 2014 total likely would have been about 5 million had CCTA not lost an estimated 140,000 to a driver's strike.

Public Transit

- New buses cost between \$50,000 and \$500,000 depending on size.
- A new bus route averages \$25,000 annually per round trip, not counting the vehicle cost.
- Fare revenue collected in 2014 totaled \$2.96 million, or about 13% of total cost.
- Fare revenues combined with contributions from towns and other local sources make up about 28 percent of total cost.

Public Transit

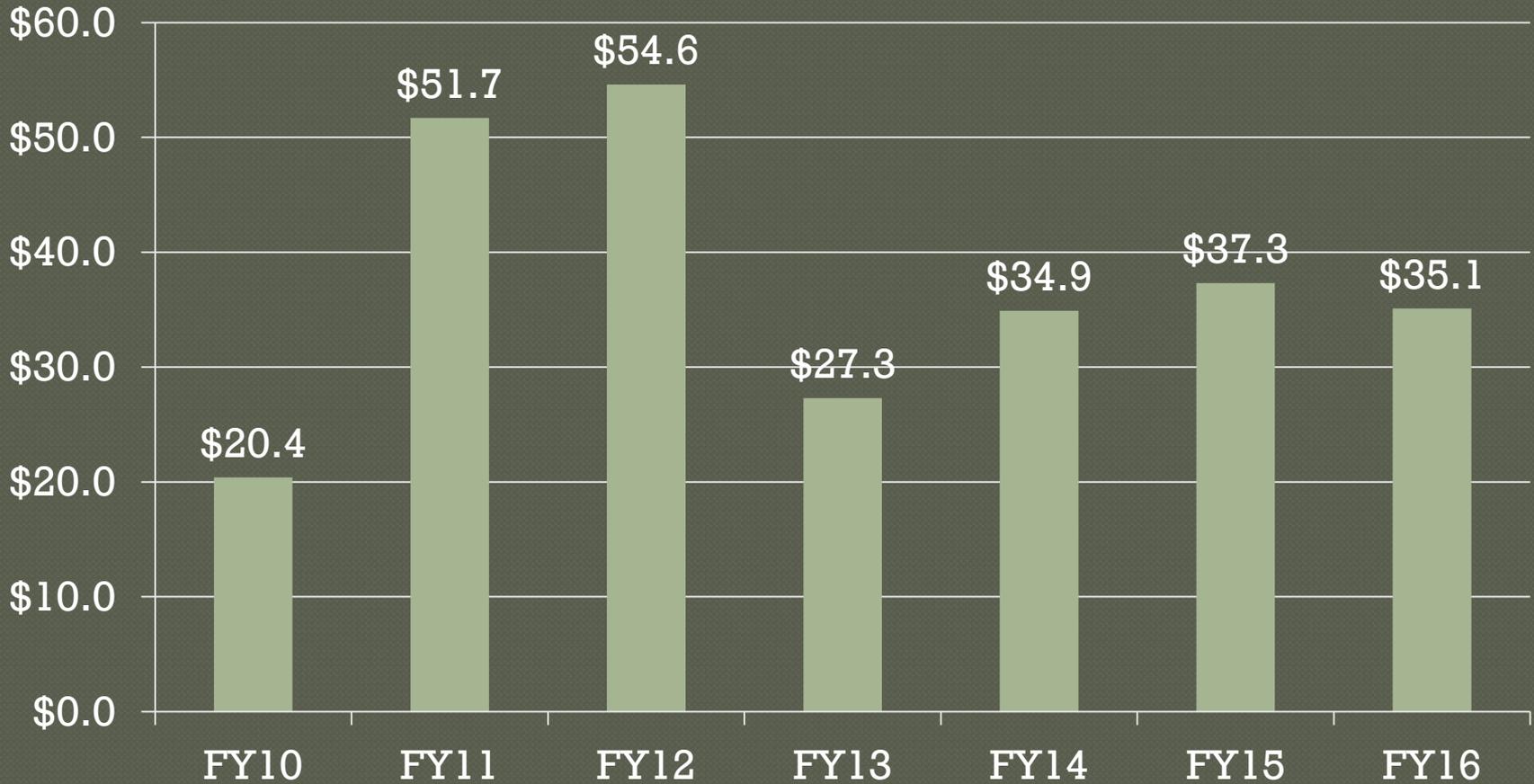
- What is your ideal for public transit?
- What is your perception of public transit in Vermont?
- What can Vermont reasonably do to improve service?



Let's Talk Rail



Vermont Rail Budget



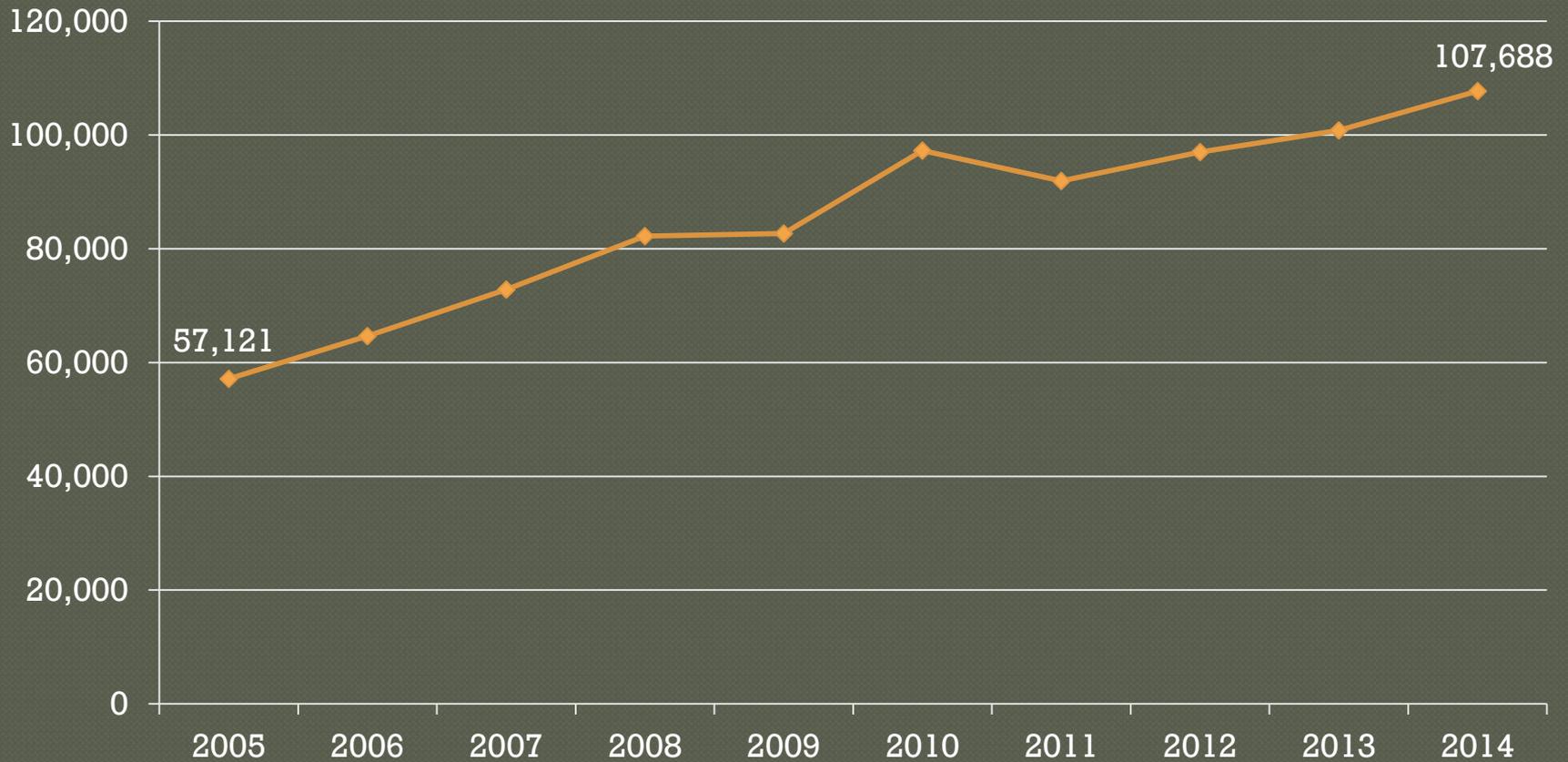
Passenger Trains

- Vermont annually pays \$8.1 million to subsidize two passenger routes.
- Nearly all ridership on the Ethan Allen is interstate.
- The Vermonter has significant intra-state trips, which have increased from 3% in 2004 to 12% in 2013, for a total of 8,400 riders.



Passenger Train Ridership

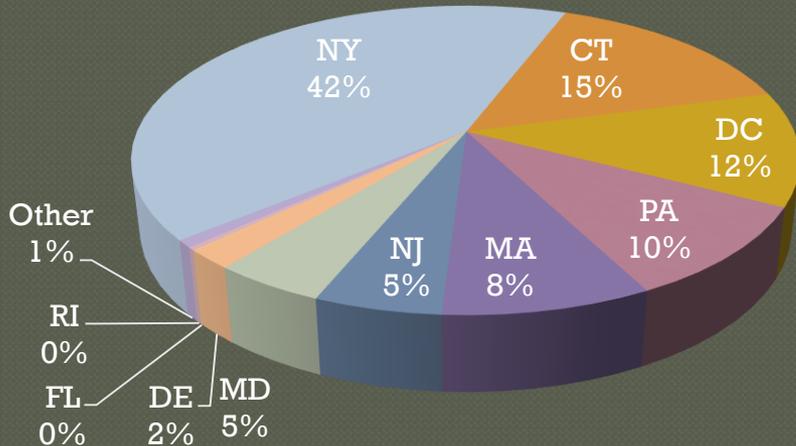
Rail Ridership at Vermont Stations, 2005-2014



Where Passengers Travel To

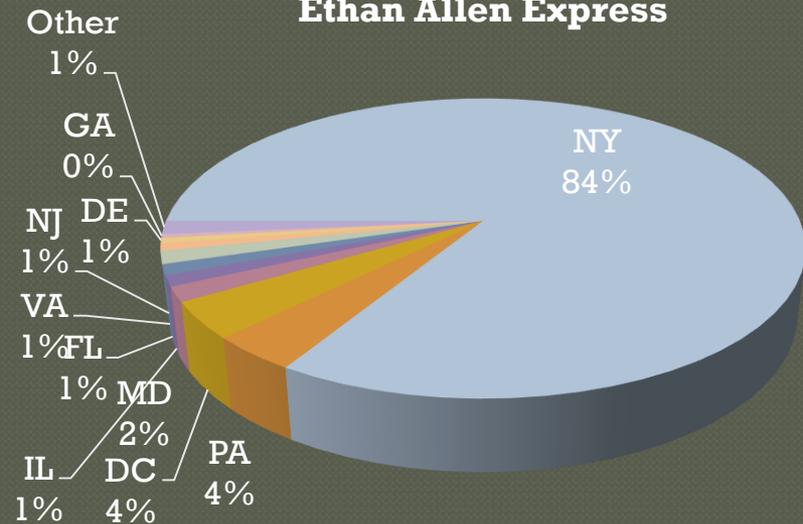
**Total Trips:
79,803 (VT
Stations, 2013)**

Vermont



**Total Trips:
21,026
(VT Stations,
2013)**

Ethan Allen Express

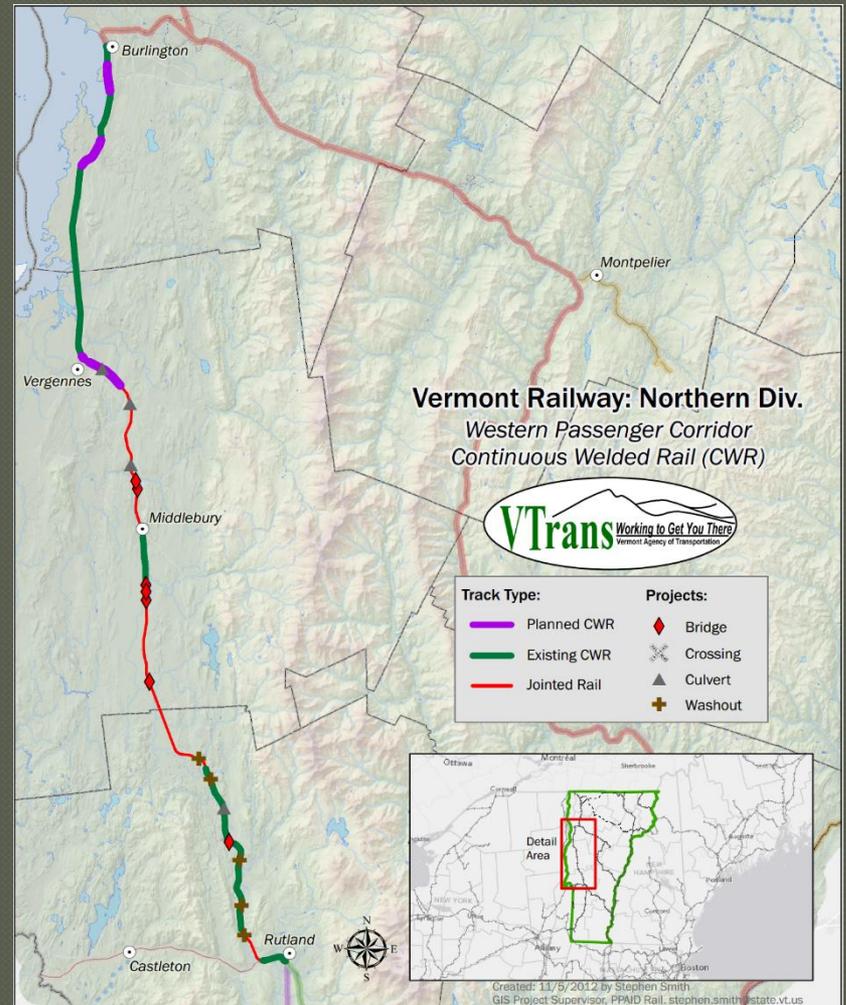


Future Rail Goals

- ◉ Vermont Energy Plan has goal of 400,000 rail passengers by 2030.
- ◉ VTrans priorities:
 - Extend Ethan Allen Express to Burlington.
 - Extend Vermonter to Montreal.
 - Establish service between Albany, NY and Burlington through Bennington and Manchester.
 - Add second roundtrip to Vermonter.

Ethan Allen Extension to Burlington

- Work to upgrade track to FRA Track Class 3 (59 mph maximum) performed in stages
- \$26.4 million capital cost estimate
- Incremental annual subsidy @ \$350K - \$1 million/year



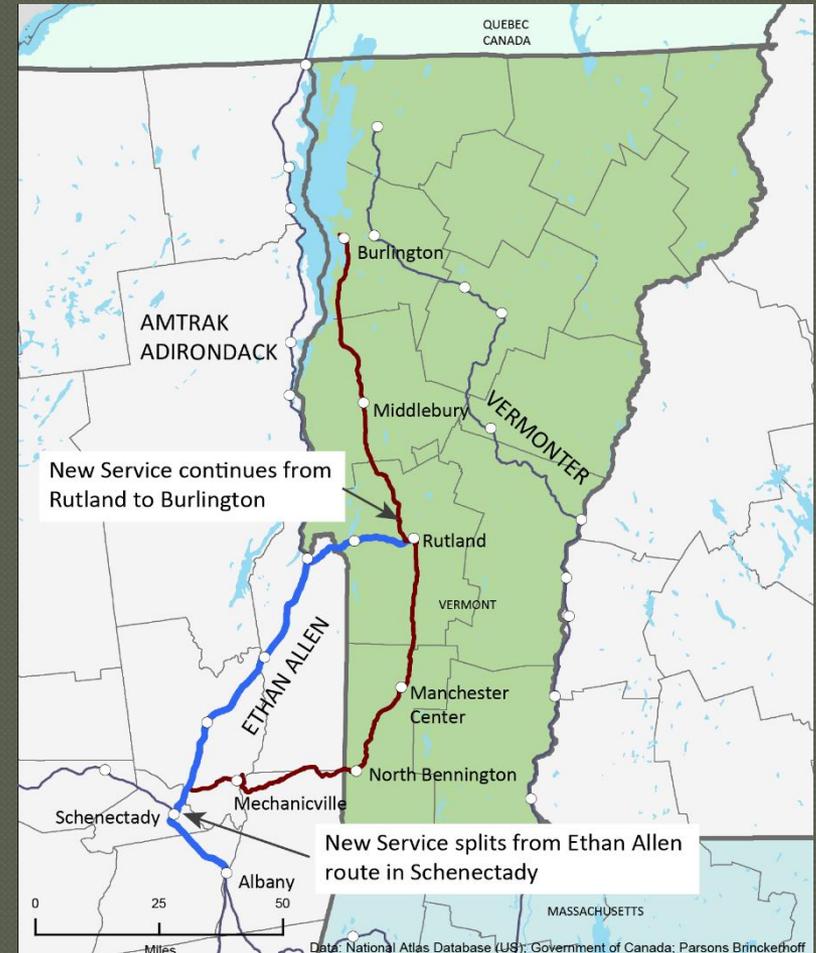
Vermont Extension to Montreal

- No capital costs to begin operating service (Class 3, 59 MPH track ready).
- High-Speed Rail & TIGER grants + railroad invested over \$90 million along corridor.
- Estimated incremental annual subsidy @ \$2 million for existing single round trip per day.

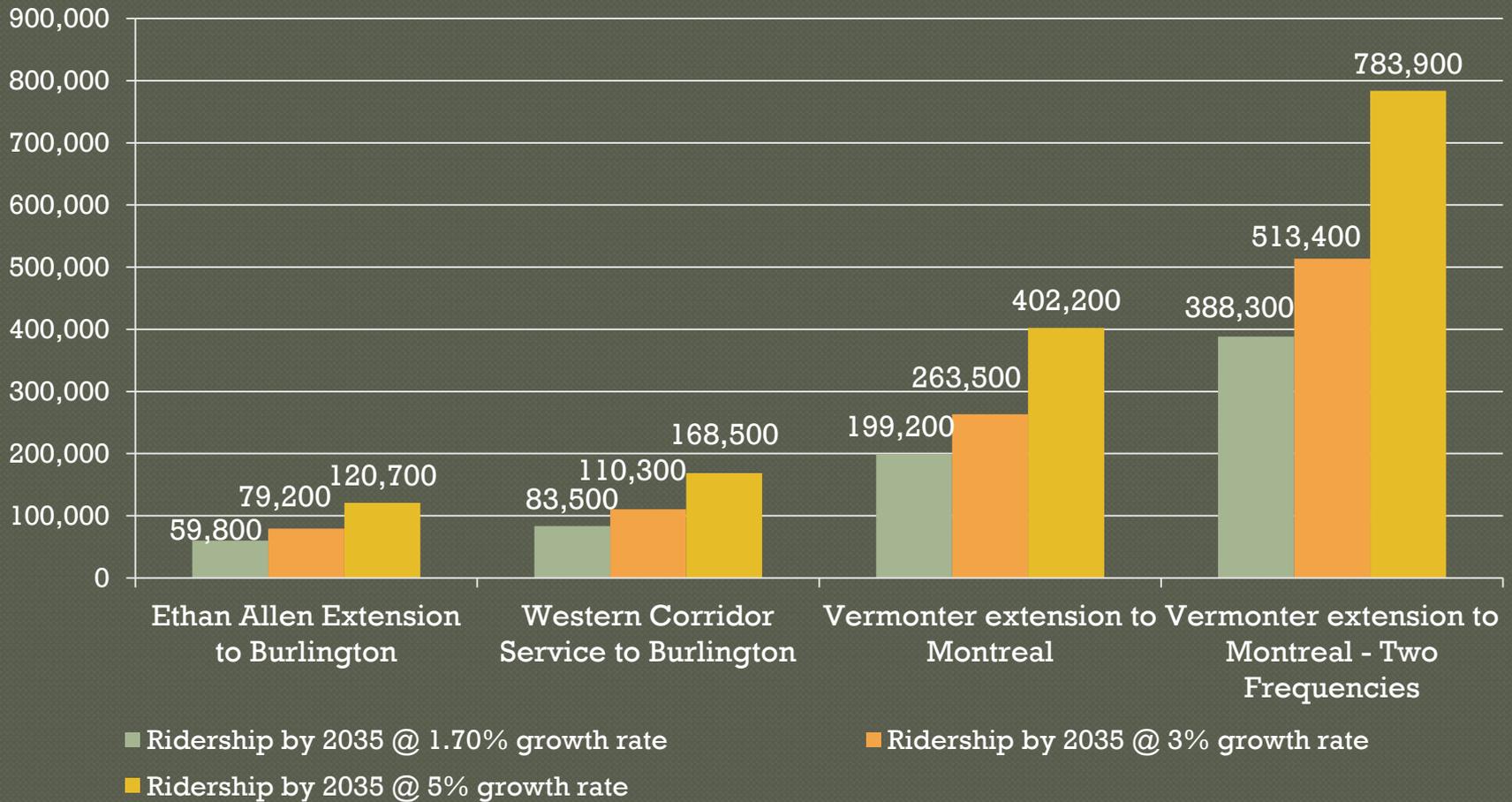


Albany to Burlington through Bennington and Manchester

- \$88 million capital cost for the Vermont portion of the route.
- Requires parallel investments in New York
- Operating subsidy estimated at \$4.1 million /year



Ridership Estimates for Vermont Stations in Year 2035



Passenger Trains

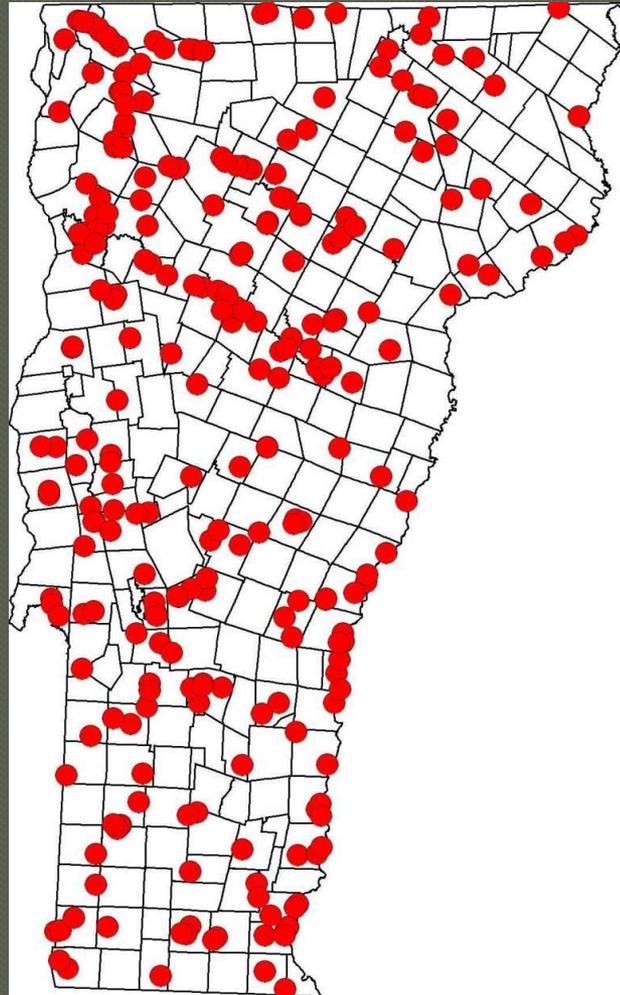
- ◎ The Legislature in 2015 asked VTTrans to study the feasibility of commuter rail running from St. Albans and Montpelier to Burlington.
- ◎ Timeline of 18 months to complete the feasibility study.

Highway Safety

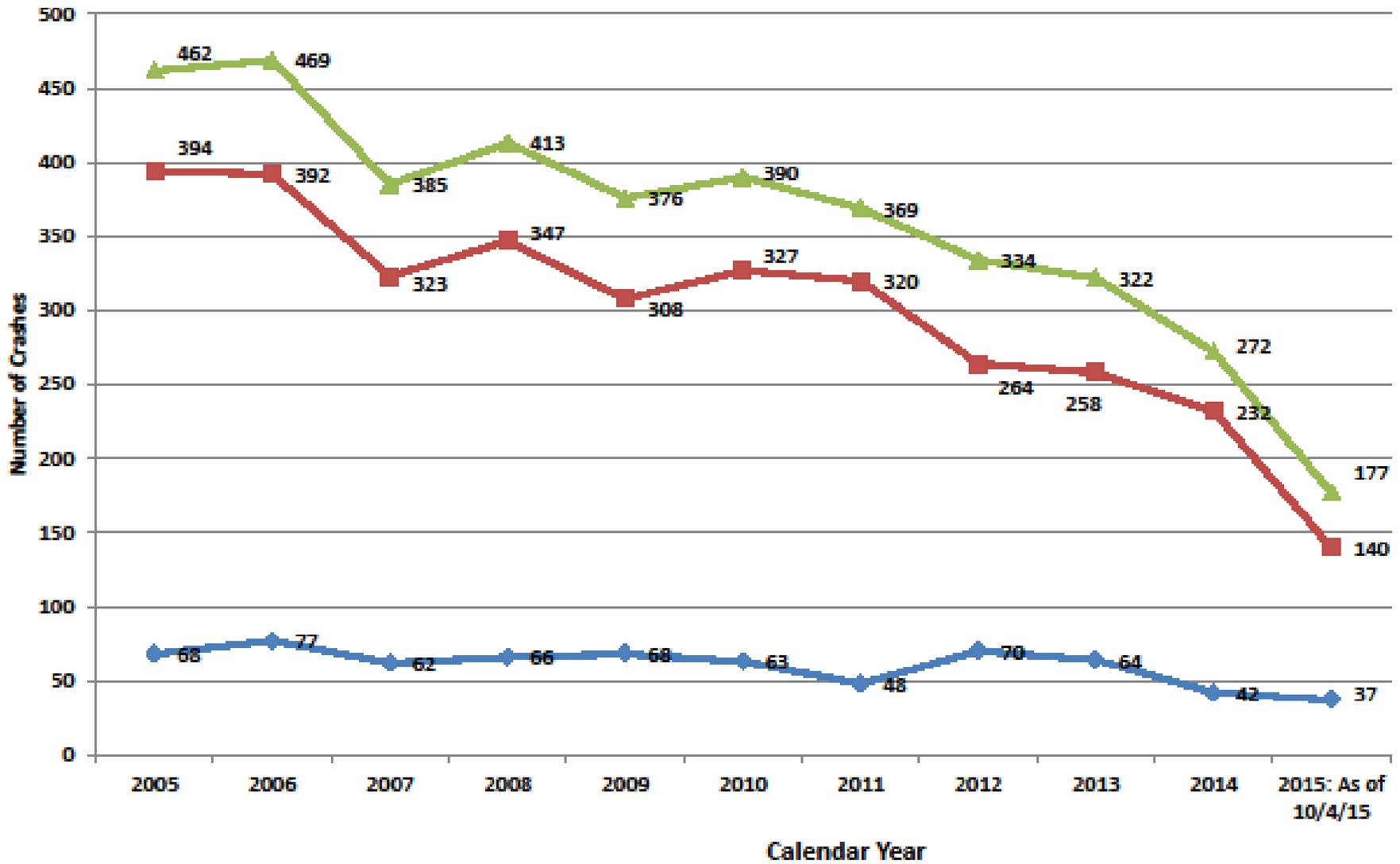


Statewide Issue

- **13,000 annual crashes**
- **375 are major crashes**
- **314 are incapacitating injury crashes**
- **61 are fatal crashes**
- **68 annual deaths**



Vermont: Major Crashes



◆ Fatal Crashes

■ Incapacitating Injury Crashes

▲ Total # of Major Crashes

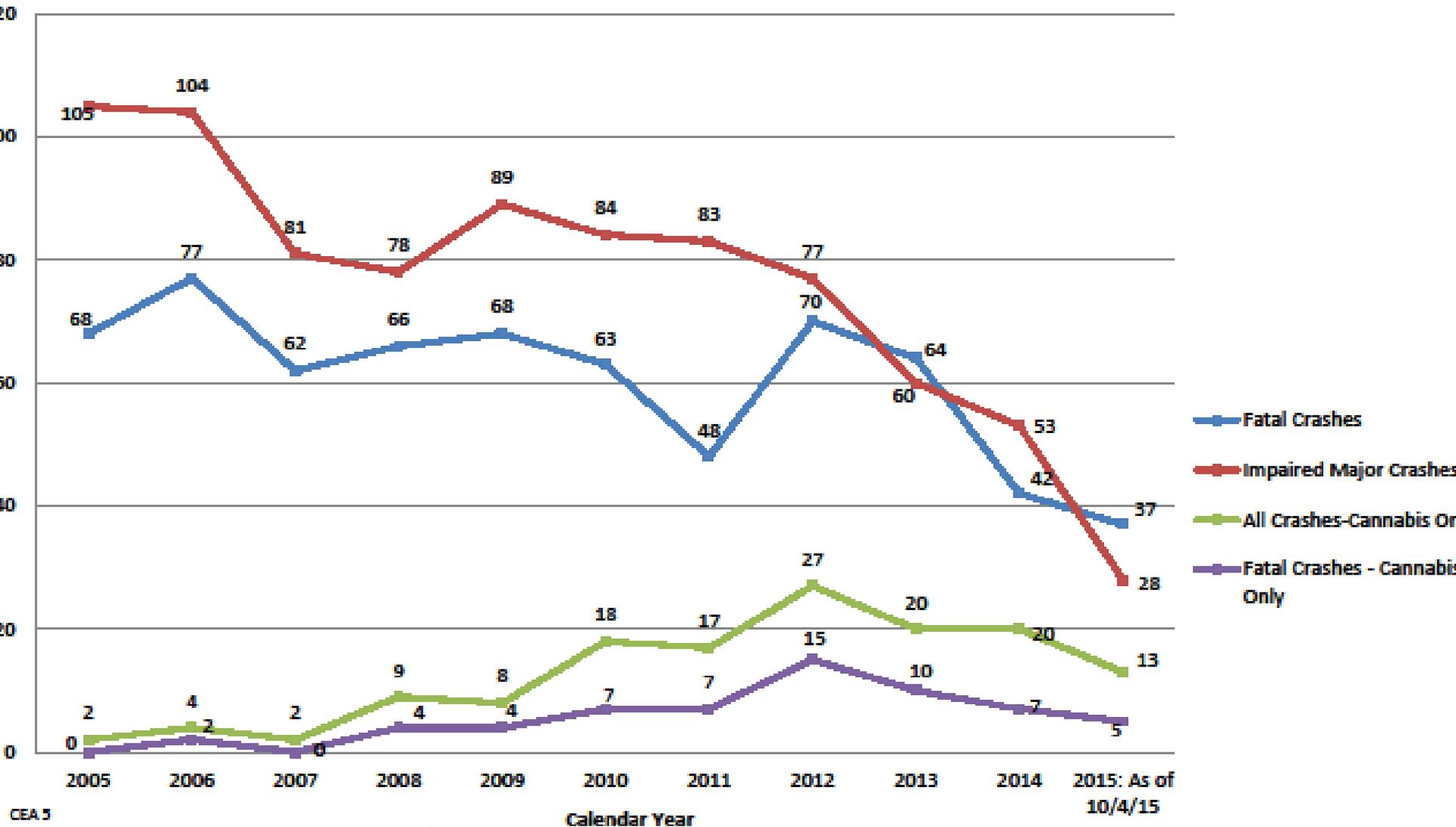
Source: VTrans in-house VCSG dbase and FARS. Data reflected as submitted by law enforcement.

Crash involves Fatality and/or Incapacitating Injury.

mw 10/5/15

Major Crashes: Reduce Impaired Driving

Crash Comparison vs. Cannabis Crashes 2005-2015 (to date)



CEA 5

Data Source: VTrans VCSG dbase and FARS. Data as submitted by law enforcement.

*ALCOHOL &/OR DRUGS - INDICATED: For data years 2004-2013 this filter is used: Major Crashes where ContribCircum1 or 2 is "Under the influence" or AppOperCond 1 or 2 was "Under the Influence" or "Had Been Drinking" or Operator BAC = 0.01+ or Drug Test Results indicate positive findings.

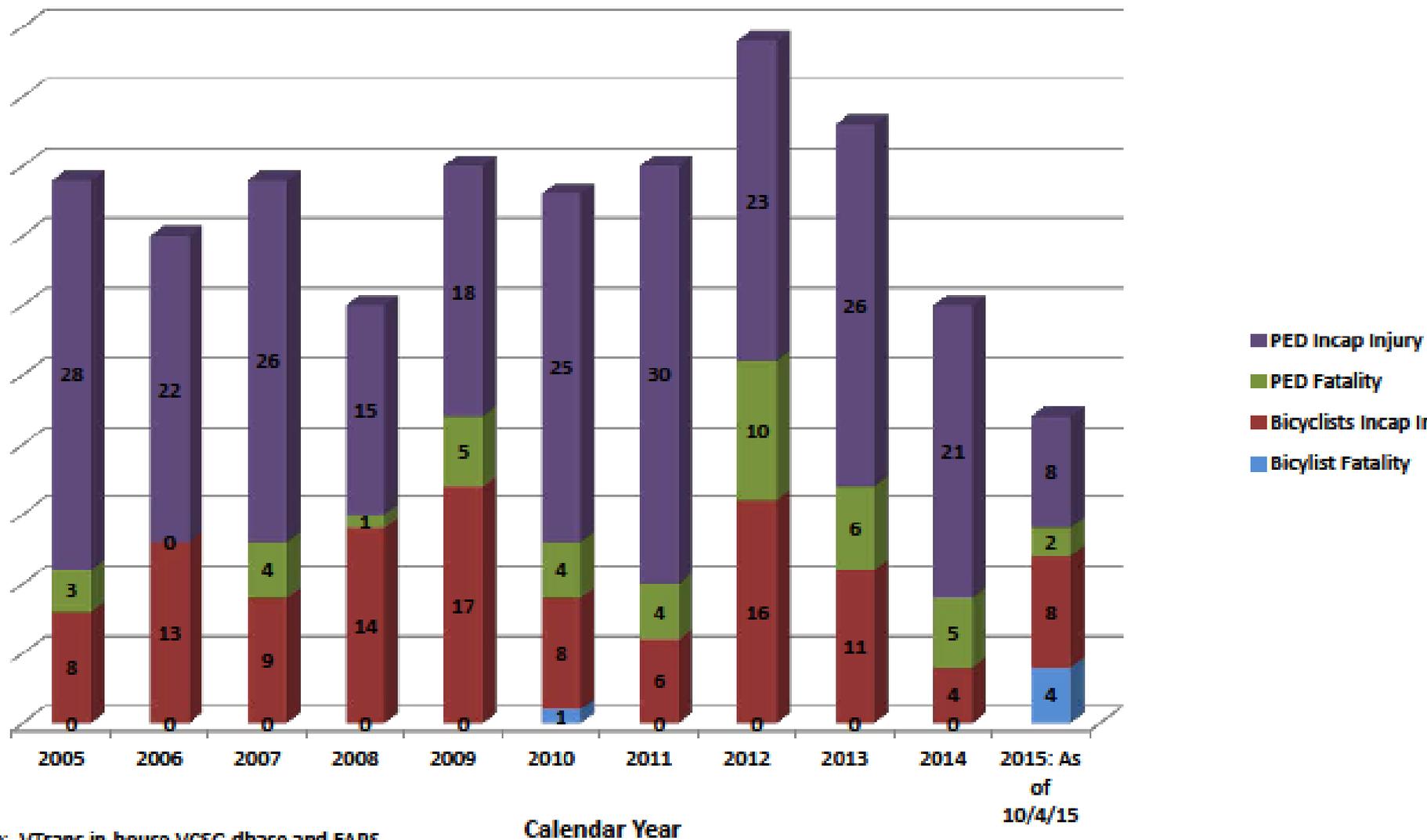
ALCOHOL &/OR DRUGS - IMPAIRMENT: For data years 2014+ this filter is used: Operator BAC => 0.08 OR AppOperCond 1 or 2 = "Under the Influence" AND Drug Test Results = Positive OR ContribCircum 1 or 2 = "Under the Influence" AND Drug Test Results = Positive.

**Drug Test - Positive Results = 8-14

***Major Crash involves Fatality and/or Incapacitating injury.

mw 10/3/13

Bicyclist and Pedestrians: Fatality and Incapacitating Injuries (People)



Source: VTrans in-house VCSG dbase and FARS.

0 = Pedestrian.

Data as submitted by law enforcement.

mw 10/5/15

Critical Emphasis Areas

Young Drivers

Alcohol & Drugs

Driver Inattention

Safety Belts

Lane Departure

Aggressive Driving

Intersections

Speed & Inattention

- Are we doing enough to curb cellphone use and texting?
- How do we get you to slow down and pay attention?
- Will legalizing marijuana negatively affect highway safety?



Naming Transportation Facilities

- ◎ The Board has been charged with naming of state owned, operated or controlled transportation facilities.
- ◎ Draft rules posted on tboard.vermont.gov.

Vermont's Transportation Future

Thanks for
participating!