

MVRTD Public Meeting  
July 23, 2008

Bill Evans of Milligan & Company opened the meeting with welcoming remarks, explaining the purpose of the meeting. Evans provided the overview of the meeting and the Short-Range Public Transportation Plan process. Evans discussed the state's transit map, explaining that the demand response routes are not indicated it.

Evans continued with the trends in federal and state funding for operations of public transit, which shows continuous increase, commenting that Vermont is on top tiers of providing funding in this area in the nation. Evans provided an overview of MVRTD's governance, operations, the service area and types of services provided fares, fleet and facility location. Evans discussed MVRTD's ridership and operating budget, pointing out the various funding (revenue) sources.

Evans highlighted the next steps of the process and availability of materials on the project website. Evans added that comments can also be sent in through the website or postal mail to be included in the plan. Evans opened the discussion.

The following is a list of questions and comments from the audience:

- There was a question from a person from the public about scaling back on the size of vehicles utilized by MVRTD. The vehicles look empty. MVRTD should use smaller vehicles to save on road conditions.
- MVRTD should do additional marketing to get more riders onto the bus. Would like additional late night service
- Provide more service after 5:15 pm.
- Vermont 211 has reports that detail many transportation service requests.
- There was a drop in ridership after the \$.50 fare was put into place. Fare levels make it too expensive to take the whole family to the mall by bus.
- Provide a new stop at the Northeast School, High School and/or Price Chopper.
- The Rutland Chamber of Commerce's Public Policy Committee recognizes that transit is an integral part of the area's overall transportation system. Transit service to surrounding areas is very important. The Chamber endorses the following:
  - Support and grow service from Poultney to Rutland
  - Expand service along routes 7 and 4
  - Provide service between Rutland and the Vermont Southern Airport
  - Provide connections to the Amtrak Station.

- Grateful for the bus. Should be additional publicity with bus riders of all public meetings in the County. Would like to see MVRTD board members ride the buses. Change the schedules of Saturday routes. With present schedules, it can take up to an hour to make connections to different routes (both directions). Drivers should communicate with one another if one bus is behind schedule to arrange for the connector bus to wait to make the service more efficient.
- The transit system should allow free transfers.
- Disabled individuals who are obtaining jobs do not have the normal 8-5 work shifts. It is very difficult for many of them to use transit because the bus schedules do not meet their shift times or ½ day schedule. Would like on-demand service for persons with disabilities work trips.
- A disabled individual indicated the difficulty of traveling to work (Vermont Country Store) along Route 3 in Proctor from 10:00 am to 12:00 pm due to the current bus schedule. Persons with disabilities want to be independent.
- Killington's mission is to hire locally. There are between 350 and 1,700 people employed by Killington currently. The bus helps to reduce the carbon footprint with the existing service contracted through Killington. Summer demand is also growing. Bicycle racks on the buses are a wonderful thing. You can help the environment and improve your health by riding a bicycle and then using transit.
- Provide additional service to Casselton State College. Would have to leave Rutland at 5:52 AM for a 9:00 AM start time at CSC. There are 1,100 commuting students and 700 of them are from Rutland. Bus schedule needs to be reviewed; two additional bus runs suggested with return trips. Should address part-time students as well. CSC is very supportive of public transportation.
- It is also difficult to get to the College of St. Joseph by transit.
- Explore ways to make all the different types of service operated by MVRTD work better together to become more efficient.
- A company that will be manufacturing biodeisel fuel will be locating to Rutland. MVRTD should look into using this fuel to save money.
- Provide an express bus going north-south from mall to the Hospital versus one hour trip during peak demand commuter times (current schedule).
- Expand service to Poultney. There are 4,000 residents in Poultney and many of them work in Rutland. The town is very interested in getting this service started.
- Post bus schedules at all bus stops and shelters.

- Redo the existing schedules as they are too complicated to interpret.
- The MVRTD staff is very dedicated and is doing a wonderful job. Tourist service very important to the region; continuity to Killington and outlying areas.
- Provide after school activity transportation with limited economic resources.
- Re-design the bus services so that not all the buses return to the downtown terminal. Does it make sense to travel to the transit center for a roundtrip each time?
- Establish a Riders Advisory Committee or rider participation on MVRTD's Board of Directors.
- Should establish a punch card with 10% savings for purchase; use as a marketing tool to increase ridership.

The meeting adjourned.