

Appendix A

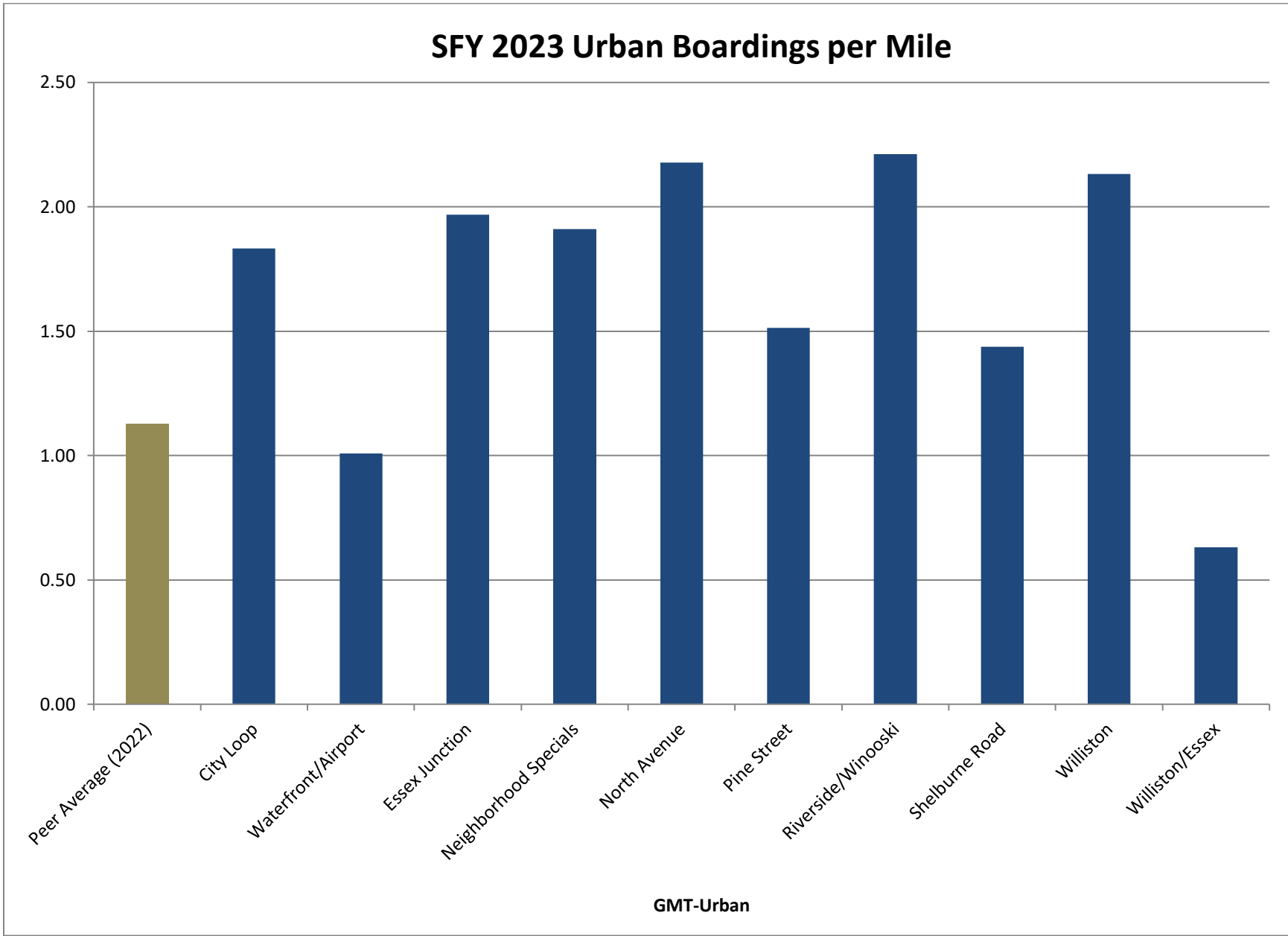
Additional Performance Charts and Tables

The main body of the Route Performance Report contains charts for each route class showing the gross and net cost per passenger by route for SFY 2023. This appendix contains two additional sets of charts showing the ridership efficiency (productivity) and cost efficiency of each route. These charts provide a comparison to the average performance of national peer groups for each class.

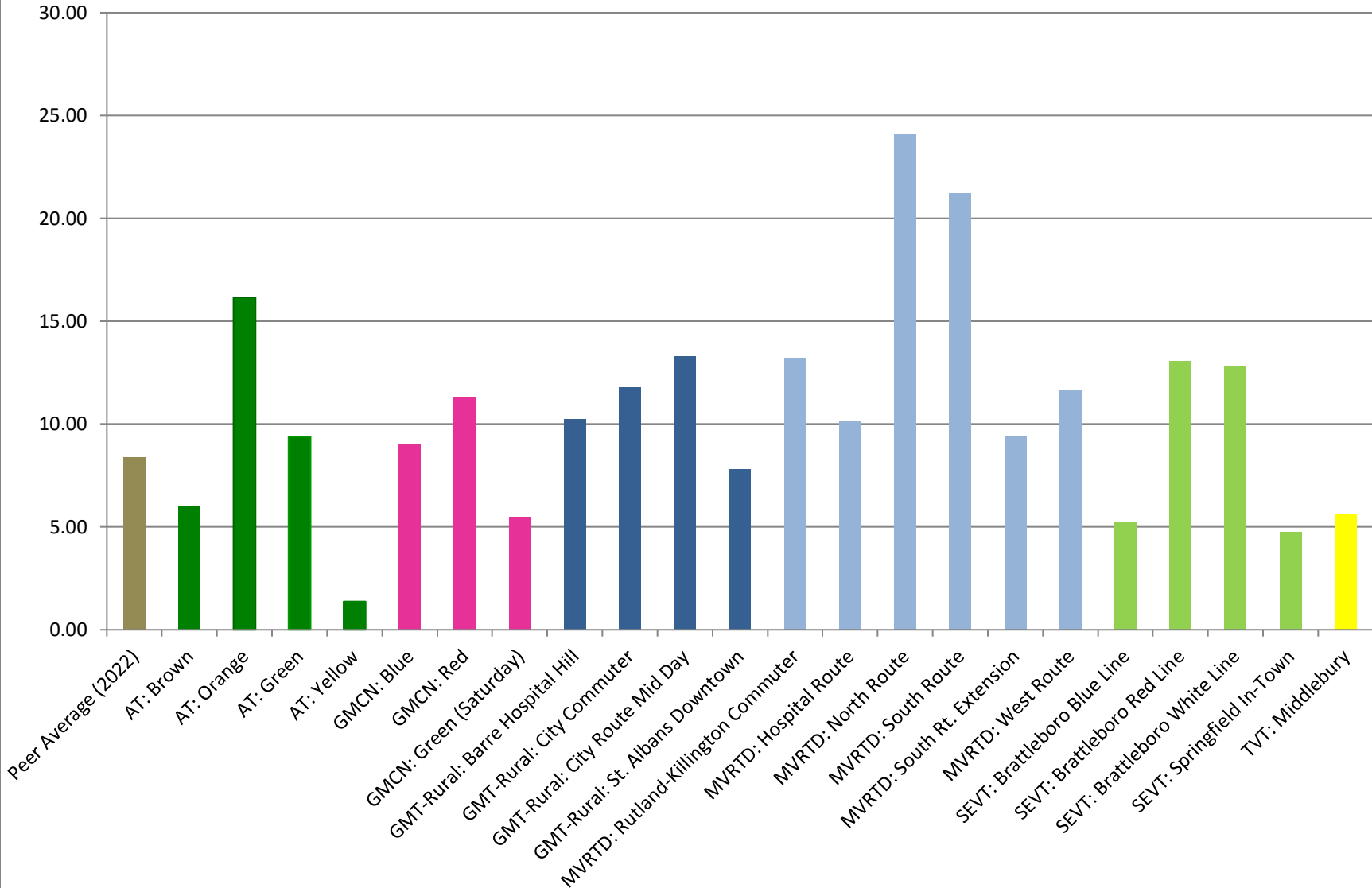
The ridership efficiency charts are directly comparable to the productivity charts of prior years. The peer averages shown on each chart represent data from the 2022 National Transit Database, and thus reflect partial recovery from the pandemic. Thus ridership efficiency for 2023 would be expected to be somewhat higher than peer performance in 2022.

The cost efficiency charts were a new feature of the SFY 2020 performance report. In general, the cost per unit of service tends to be relatively consistent across the various routes offered by a given provider. Differences occur where routes have different operating environments and functions, with commuter routes tending to be more expensive than local routes as they accrue more mileage, and thus greater fuel use and maintenance costs. Differences in costs among different providers reflect the wage scales in different parts of the state, the presence of unions (or not) and the amount of administrative overhead.

Following the charts, all of the data are presented in tabular format.

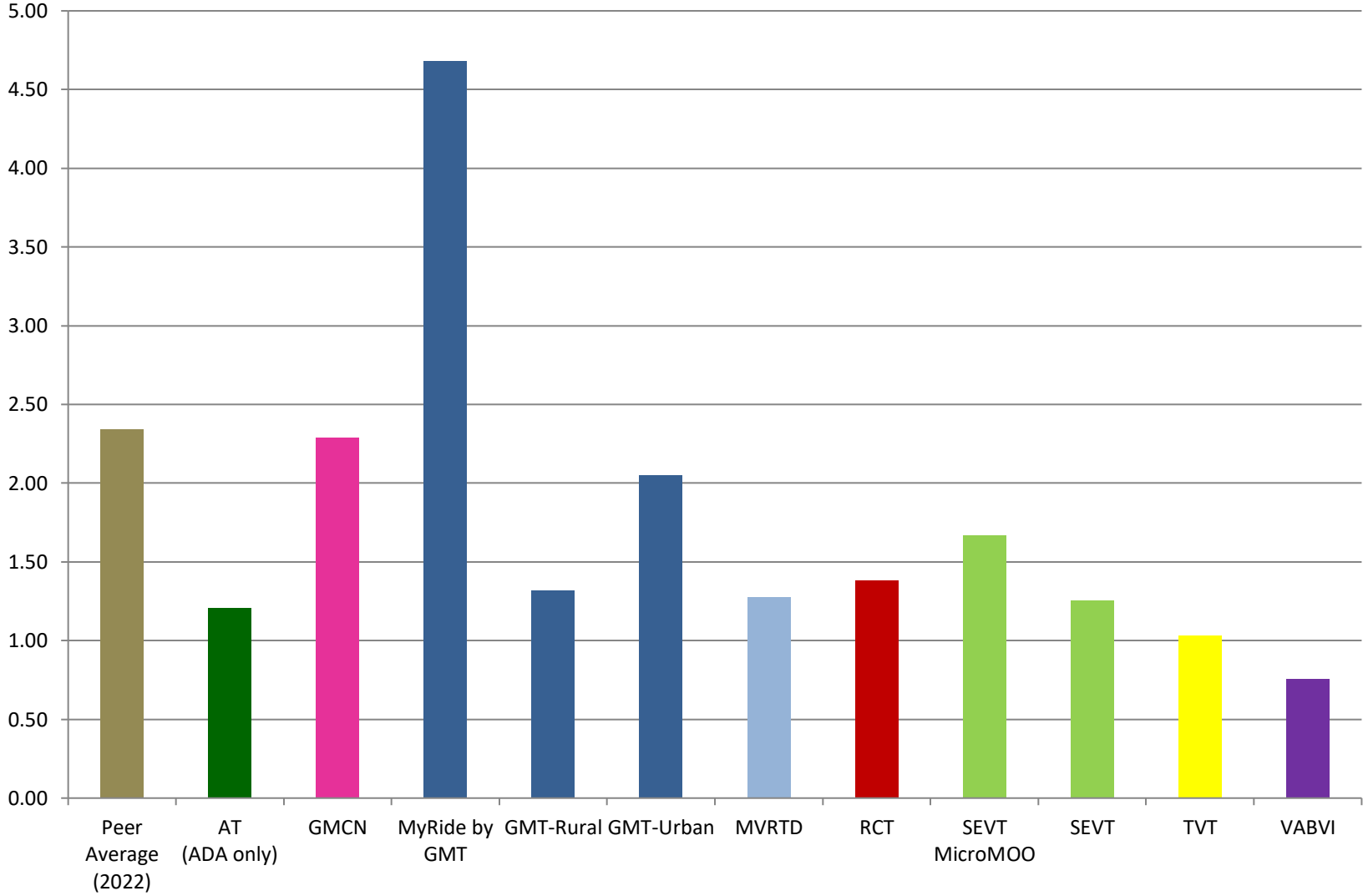


SFY 2023 Small Town Boardings per Hour

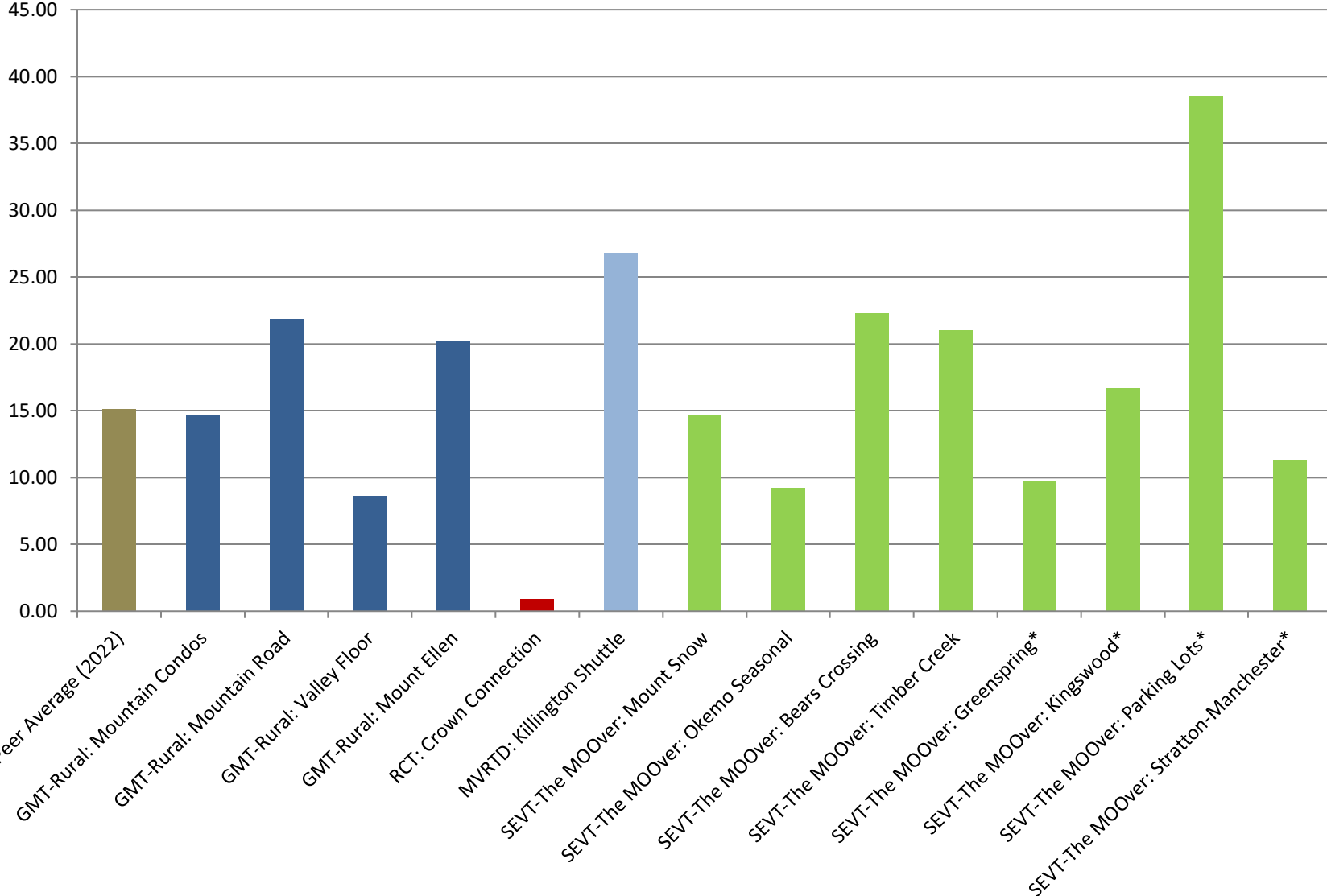


Note: Data for AT routes represent the entire route, even though a portion of the route is in New Hampshire.

SFY 2023 Demand Response Boardings per Hour

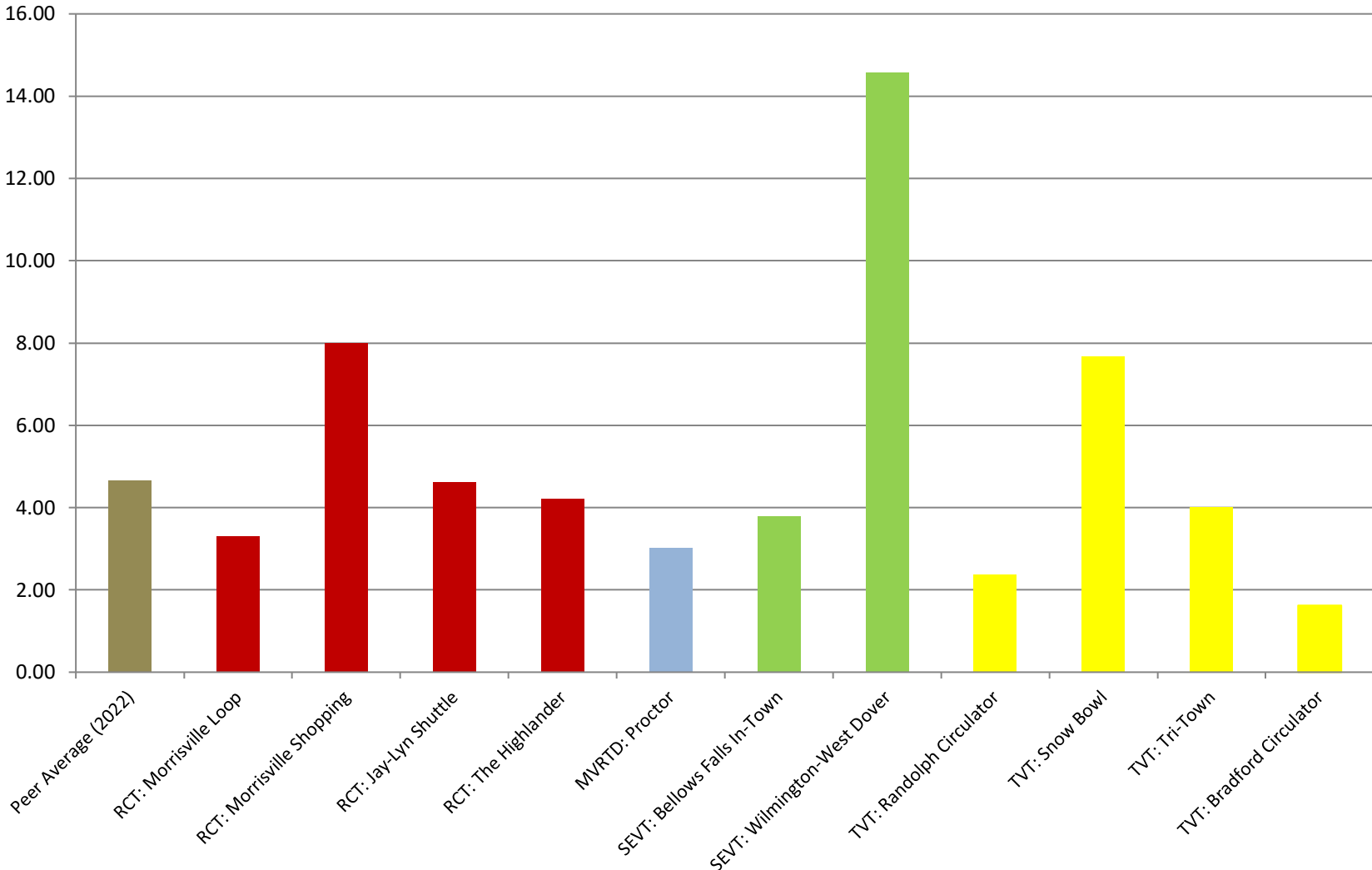


SFY 2023 Tourism Boardings per Hour

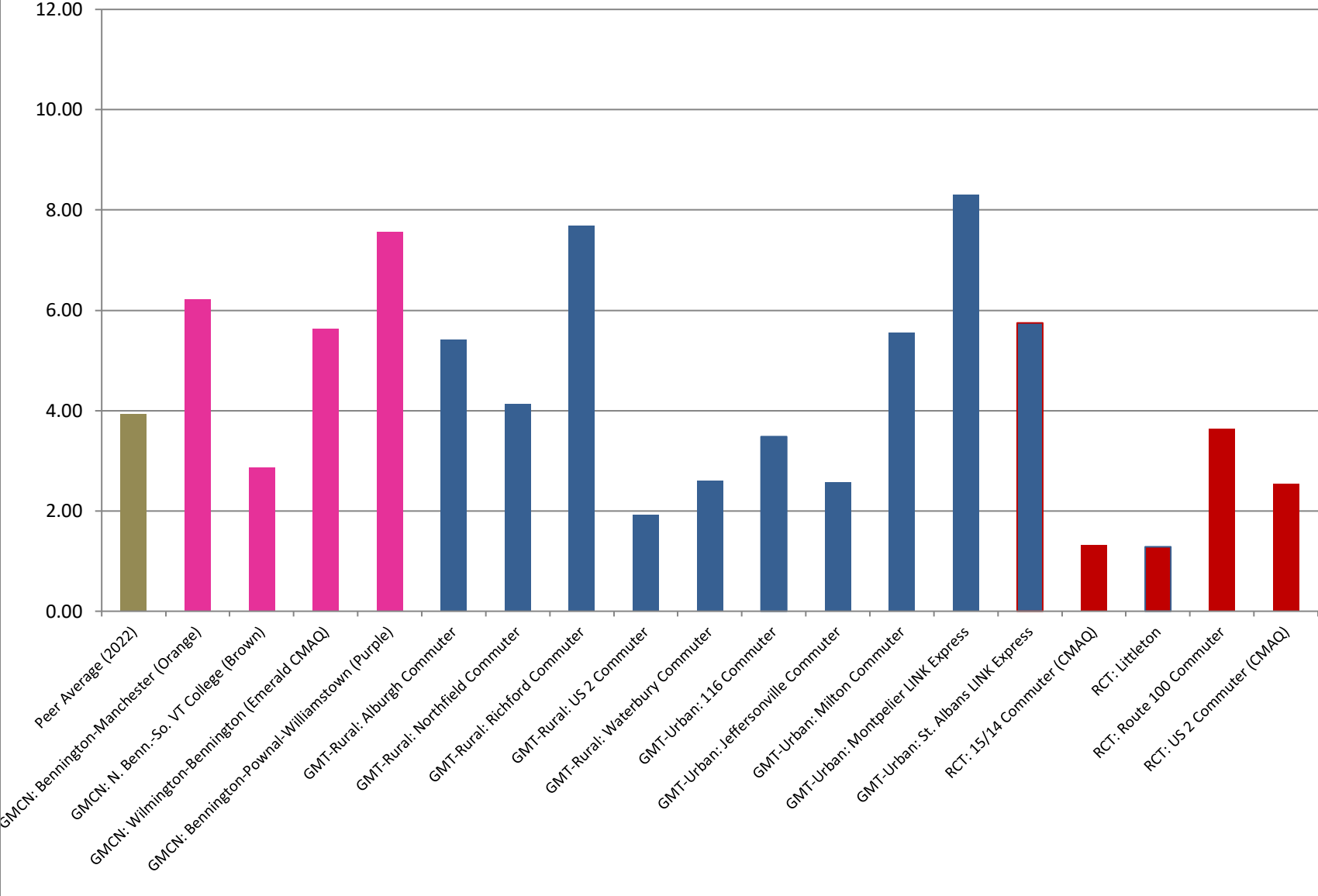


*Privately funded operations; no state or federal funds

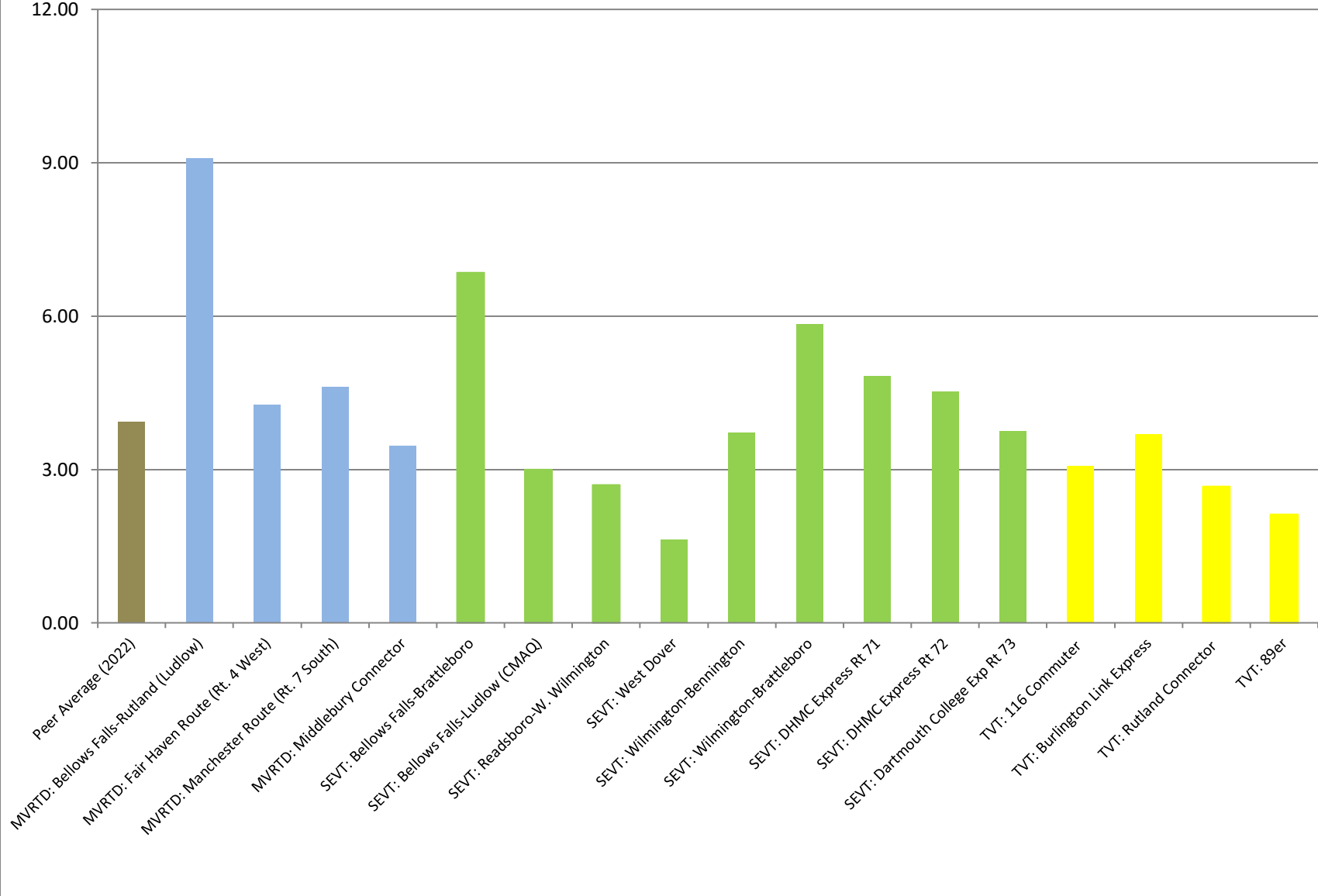
SFY 2023 Rural Boardings per Hour



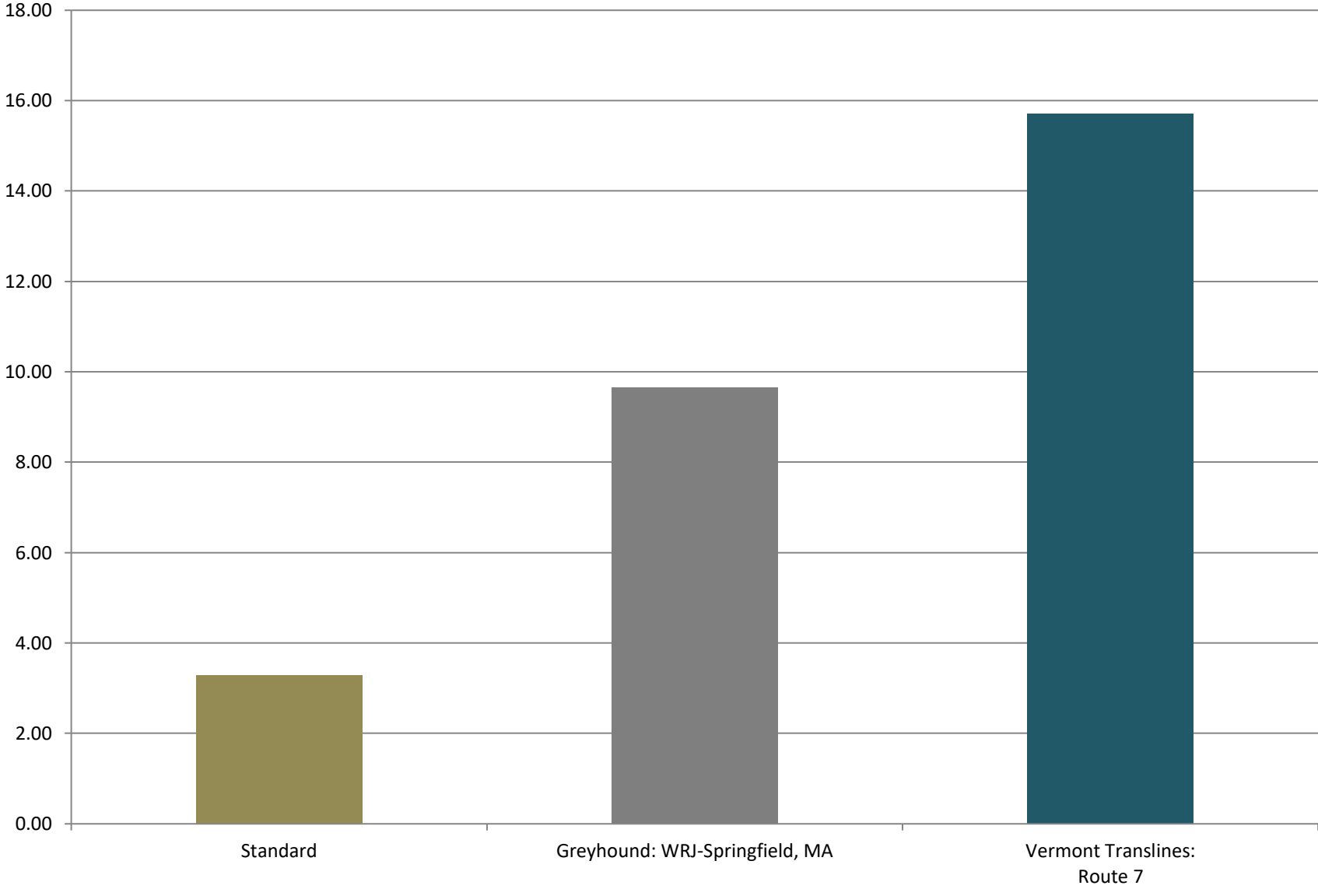
SFY 2023 Commuter Boardings per Hour (page 1)

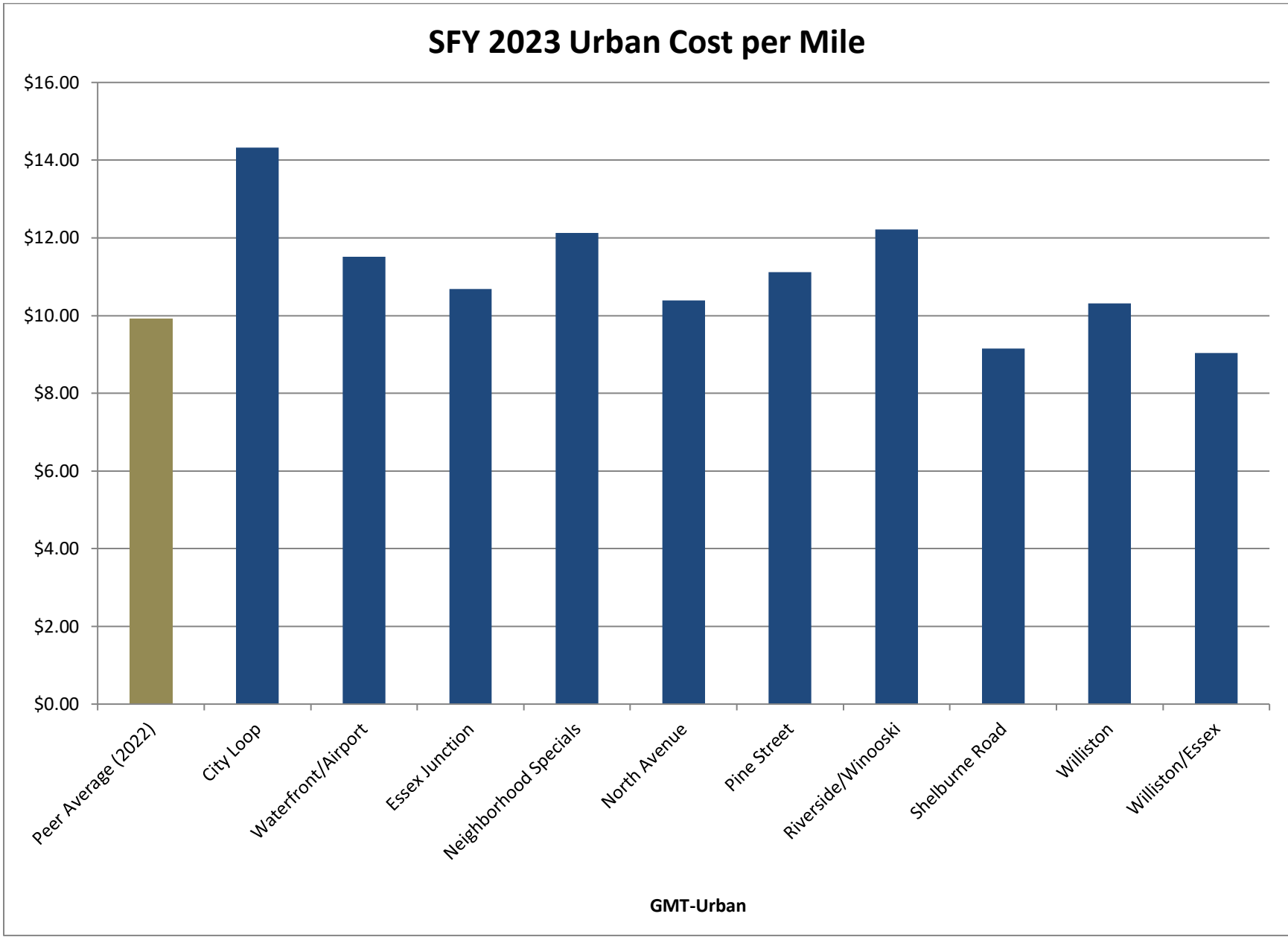


SFY 2023 Commuter Boardings per Hour (page 2)

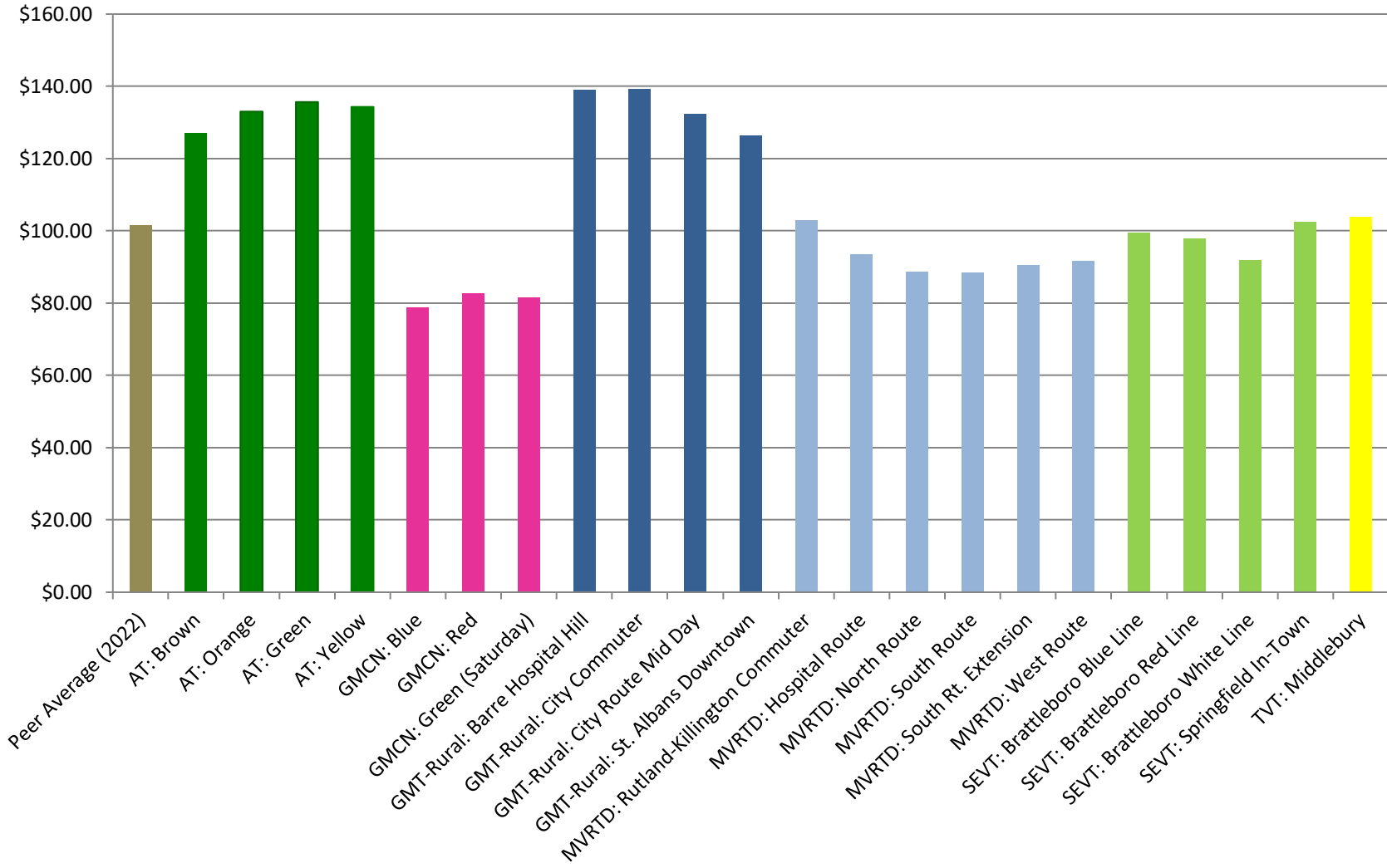


SFY 2023 Intercity Boardings per Bus Trip



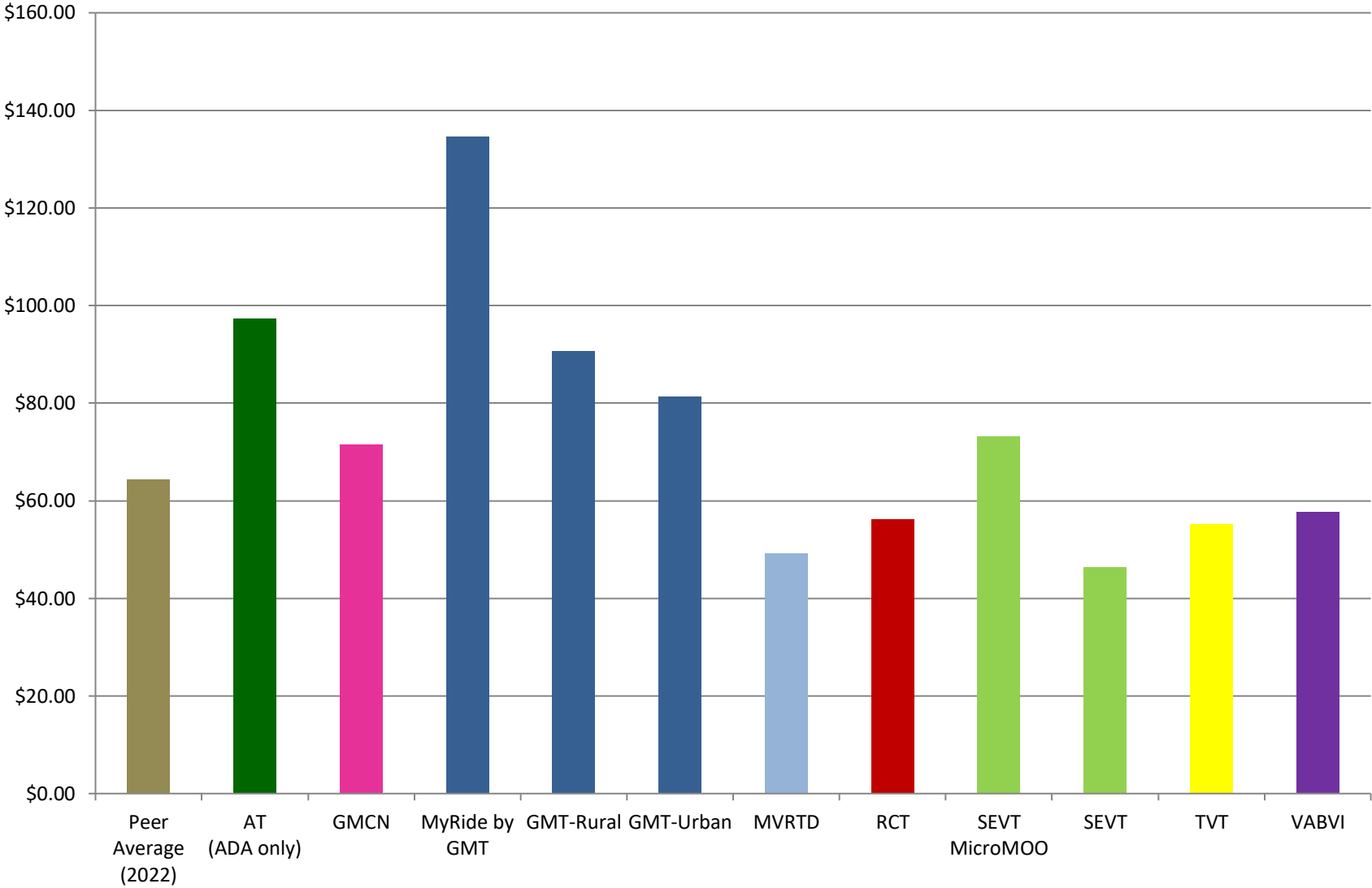


SFY 2023 Small Town Cost per Hour

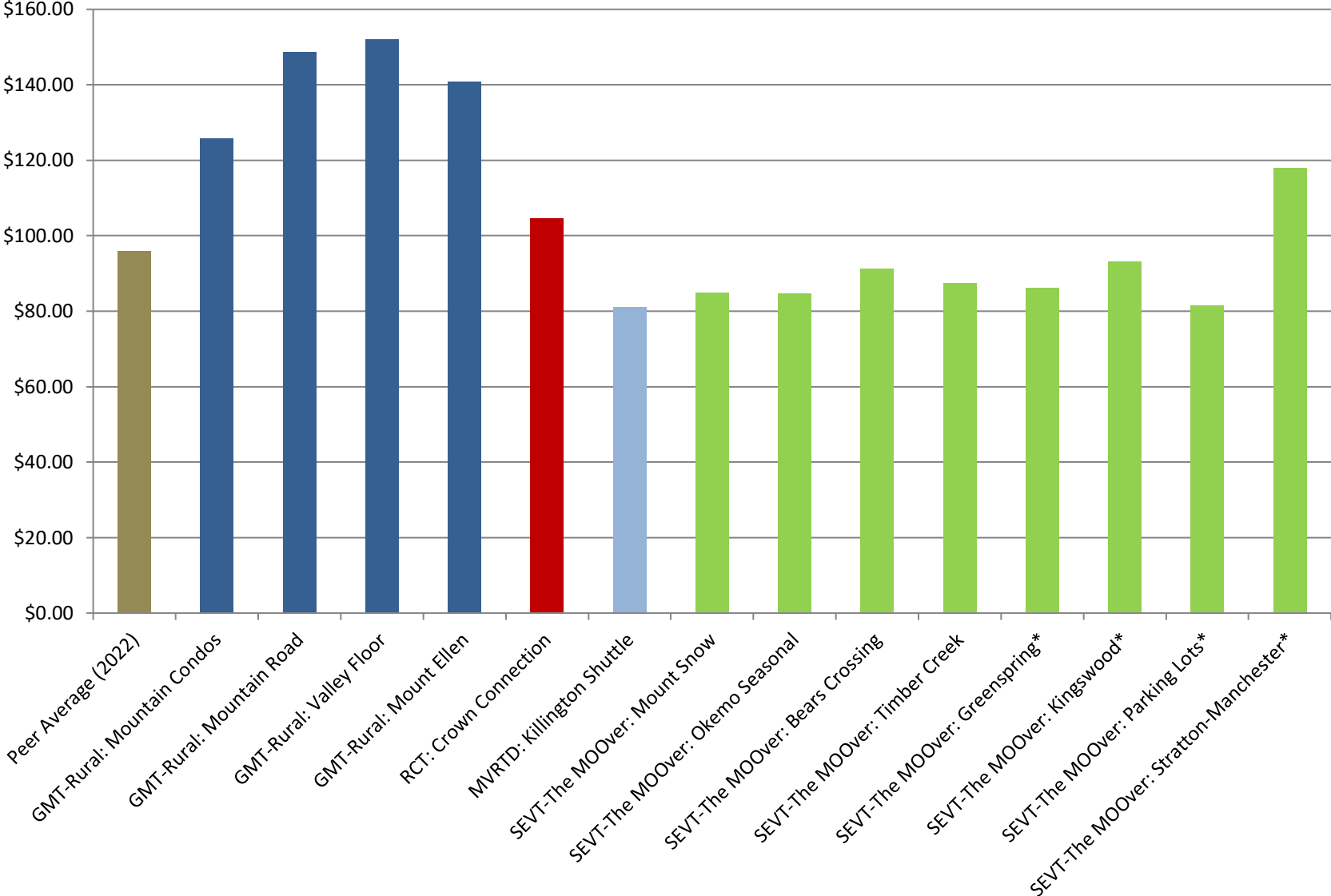


Note: Data for AT routes represent the entire route, even though a portion of the route is in New Hampshire.

SFY 2023 Demand Response Cost per Hour

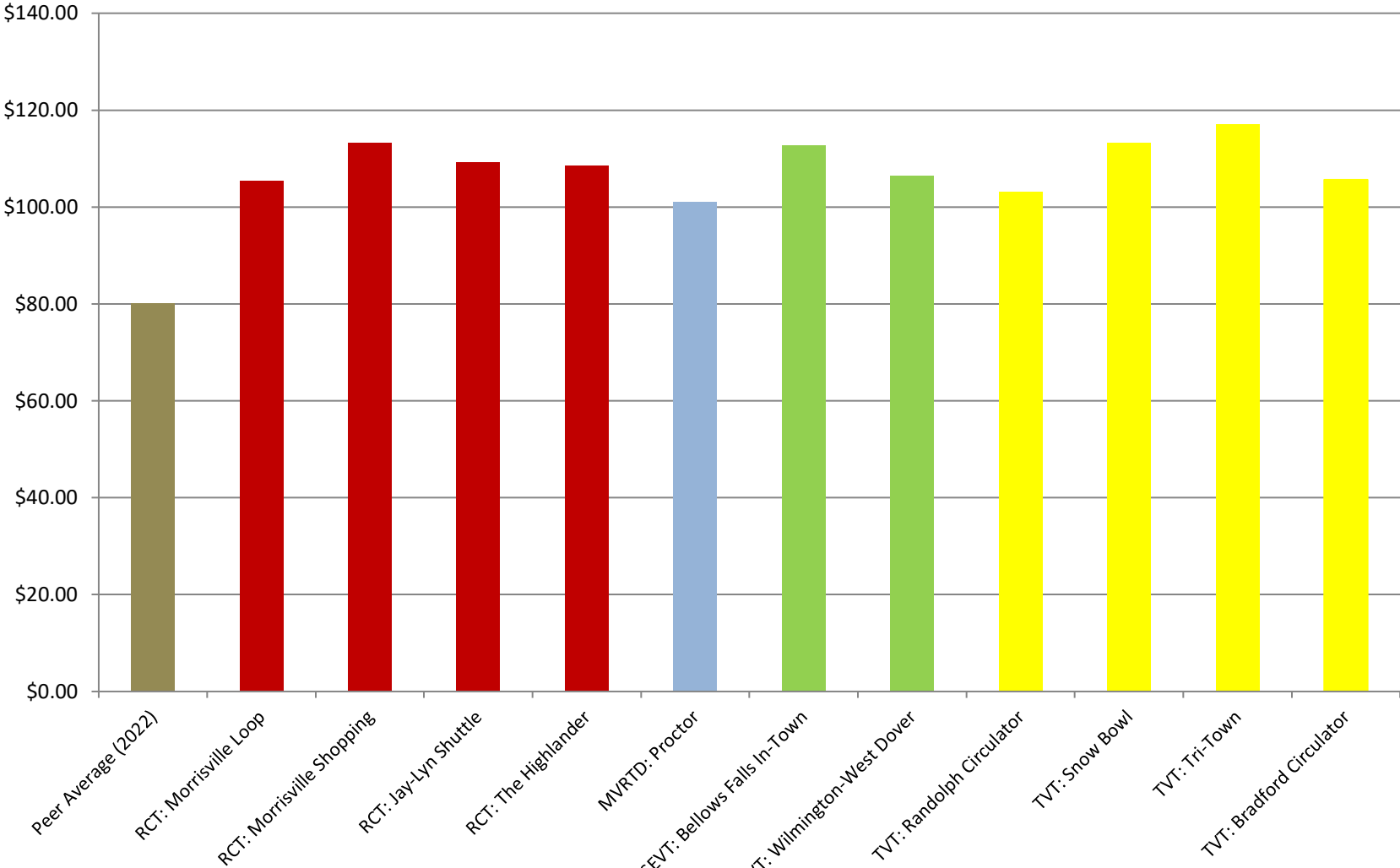


SFY 2023 Tourism Cost per Hour

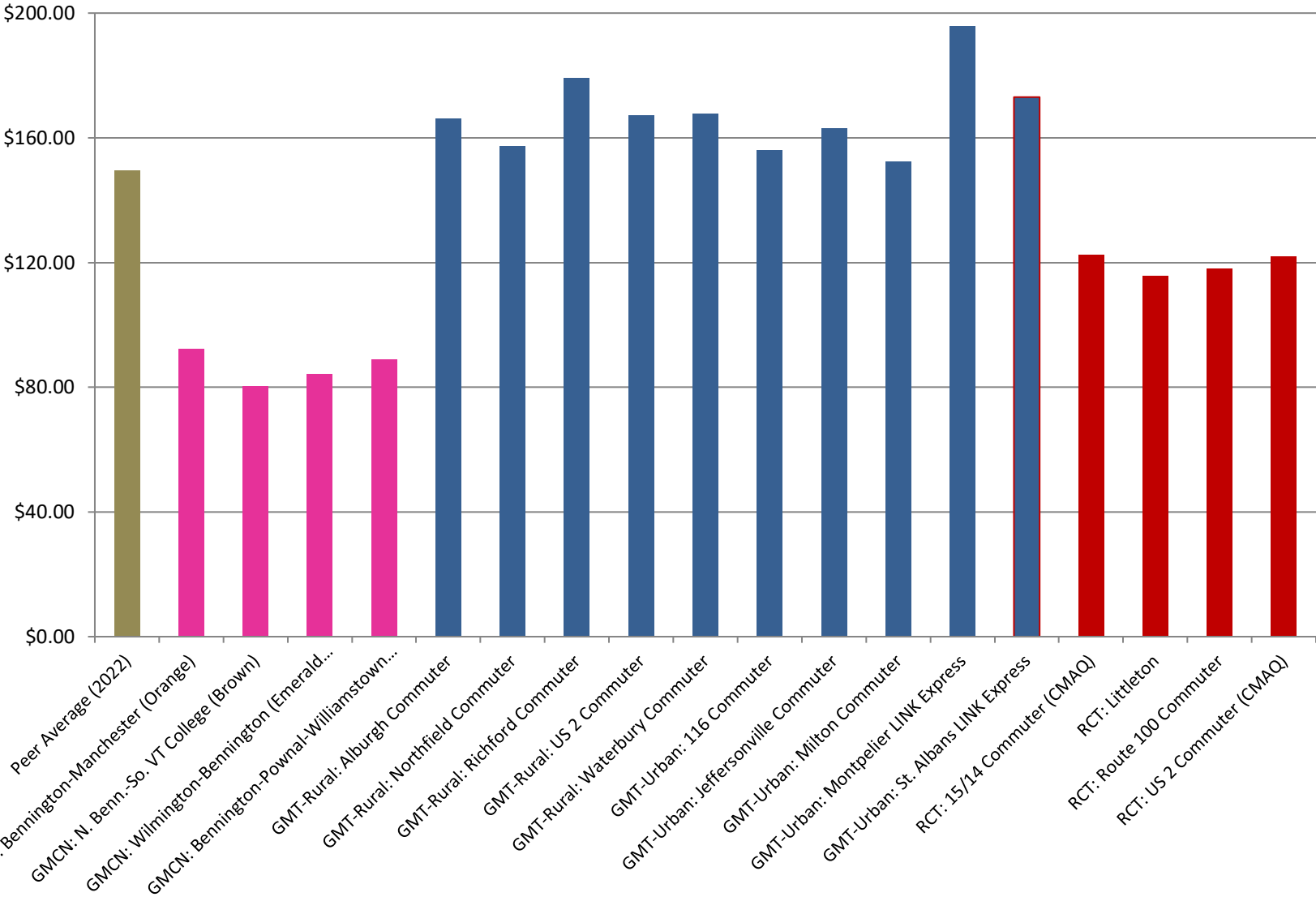


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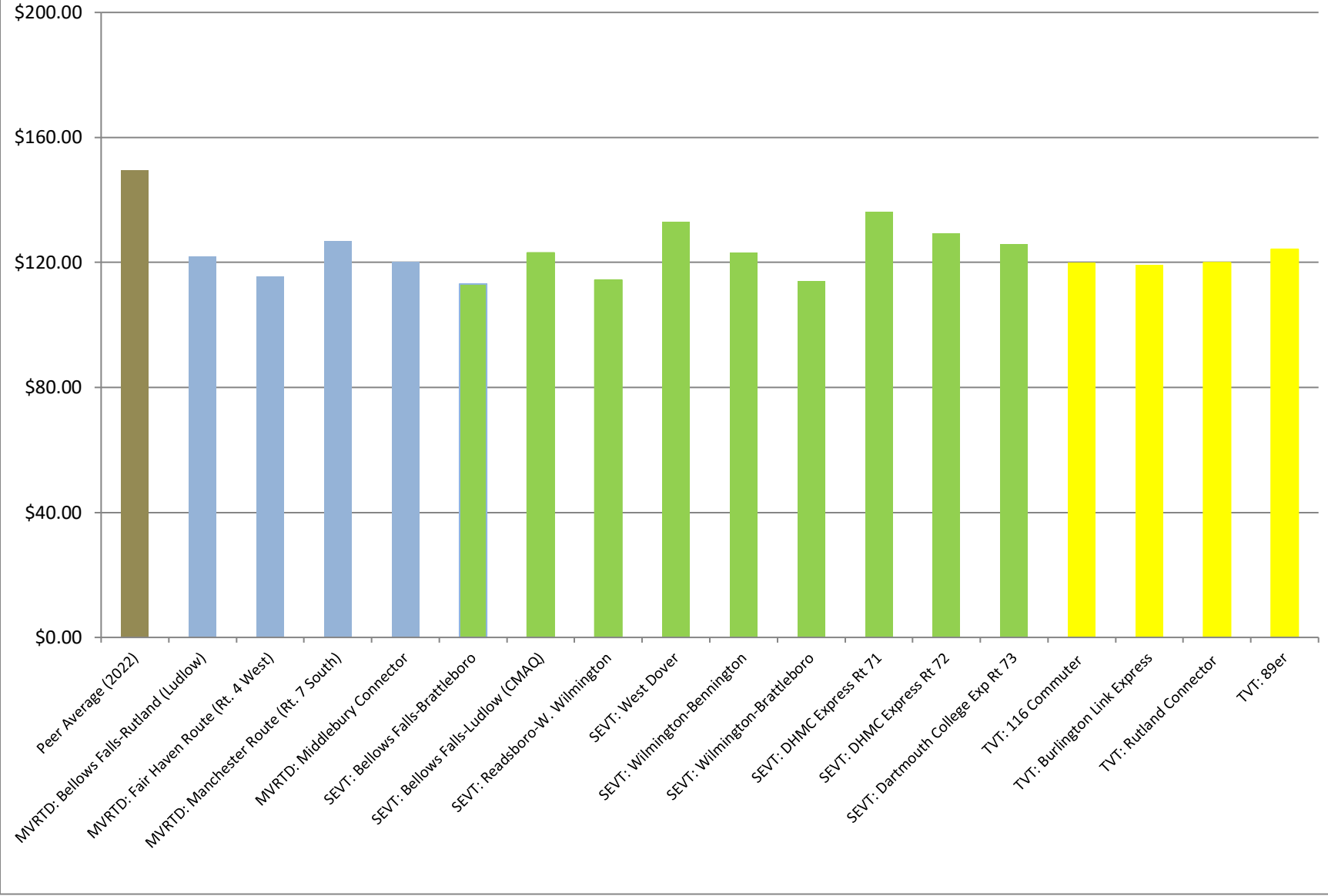
SFY 2023 Rural Cost per Hour

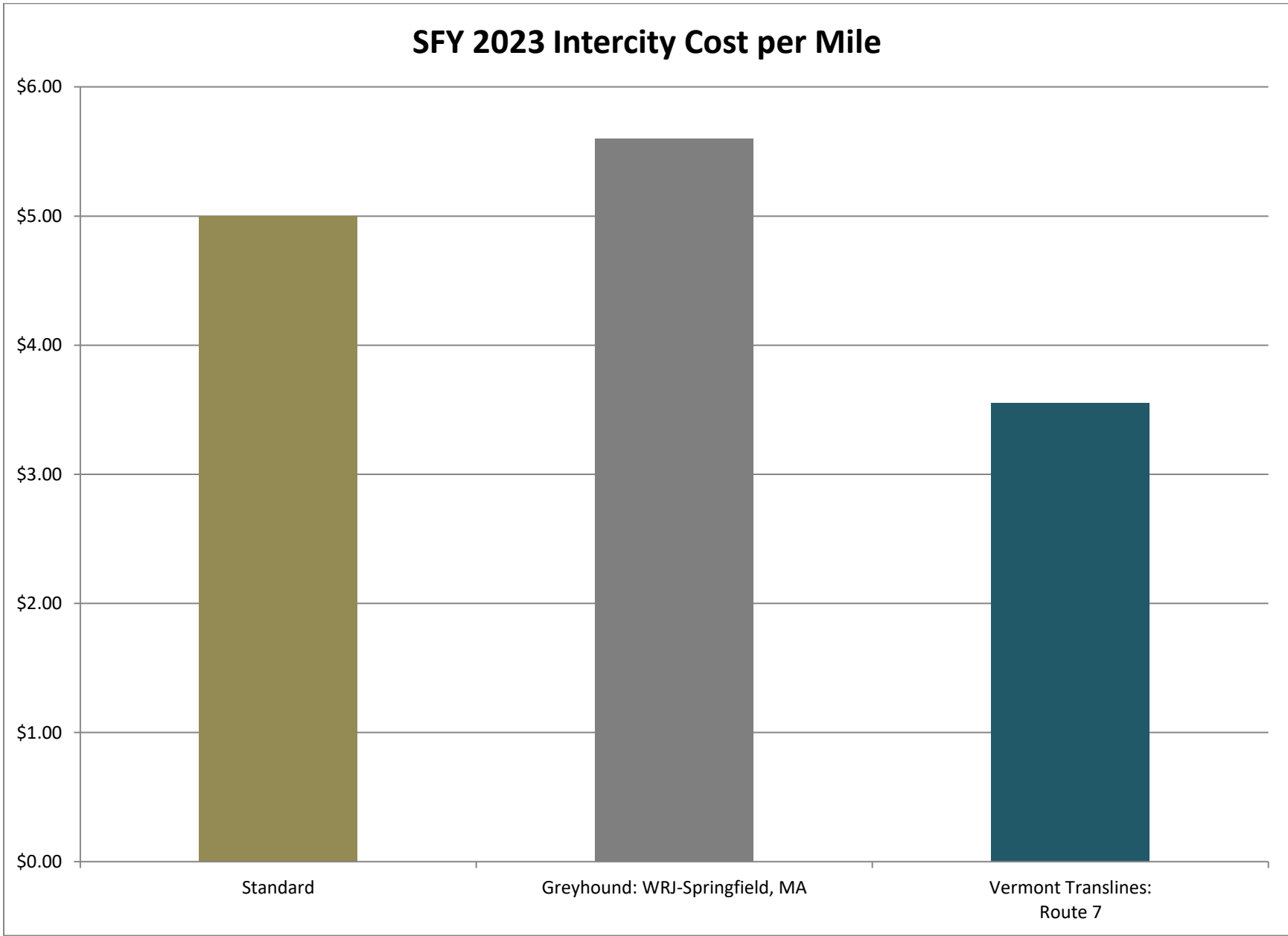


SFY 2023 Commuter Cost per Hour (page 1)



SFY 2023 Commuter Cost per Hour (page 2)





SFY 2023 Performance Data by Route and Service Category

KEY

123 Cost-effectiveness measures in green were successful.

123 Cost-effectiveness measures in red did not meet the acceptable threshold this year.

URBAN	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
	Peer Average		\$9.91		Acceptable	\$11.13
	Rank	Boardings per Rev. Mile	Rank	Cost per Revenue Mile	Successful	\$4.94
				Rank	Cost/Passenger	
City Loop	6	1.83	10	\$14.33	8	\$7.81
Airport	9	1.01	7	\$11.51	9	\$11.41
Essex Junction	4	1.97	5	\$10.69	3	\$5.43
Neighborhood Specials	5	1.91	8	\$12.12	5	\$6.35
North Avenue	2	2.18	4	\$10.39	1	\$4.77
Pine Street	7	1.51	6	\$11.12	7	\$7.35
Riverside/Winooski	1	2.21	9	\$12.21	4	\$5.52
Shelburne Road	8	1.44	2	\$9.15	6	\$6.37
Williston	3	2.13	3	\$10.31	2	\$4.84
Williston/Essex Center	10	0.63	1	\$9.04	10	\$14.32

SMALL TOWN	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
	Peer Average		\$101.45		Acceptable	\$17.32
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Successful	\$7.70
				Rank	Cost/Passenger	
AT: Brown	17	5.99	16	\$126.96	20	\$21.18
AT: Orange	3	16.16	18	\$133.02	8	\$8.23
AT: Green	14	9.39	20	\$135.67	15	\$14.45
AT: Yellow	22	1.37	19	\$134.31	22	\$97.72
GMCN: Blue	15	8.99	1	\$78.66	9	\$8.75
GMCN: Red	10	11.27	3	\$82.62	4	\$7.33
GMCN: Green (Saturday)	19	5.51	2	\$81.40	16	\$14.79
GMT-Rural: Barre Hospital Hill	11	10.25	21	\$138.86	14	\$13.55
GMT-Rural: City Commuter	8	11.78	22	\$139.10	13	\$11.81
GMT-Rural: City Route Mid Day	4	13.28	17	\$132.38	12	\$9.97
GMT-Rural: St. Albans Downtown	16	7.80	15	\$126.39	17	\$16.21
MVRTD: Rutland-Killington Commuter	5	13.20	13	\$102.92	6	\$7.80
MVRTD: Hospital Route	12	10.13	9	\$93.49	10	\$9.23
MVRTD: North Route	1	24.08	5	\$88.65	1	\$3.68
MVRTD: South Route	2	21.20	4	\$88.38	2	\$4.17
MVRTD: South Rt. Extension	13	9.41	6	\$90.51	11	\$9.62
MVRTD: West Route	9	11.66	7	\$91.67	7	\$7.86
SEVT: Brattleboro Blue Line	20	5.23	11	\$99.45	19	\$19.03
SEVT: Brattleboro Red Line	6	13.07	10	\$97.79	5	\$7.48
SEVT: Brattleboro White Line	7	12.85	8	\$91.90	3	\$7.15
SEVT: Springfield In-Town	21	4.73	12	\$102.44	21	\$21.64
TVT: Middlebury	18	5.59	14	\$103.85	18	\$18.56

RURAL	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
Peer Average	4.65		\$80.09		Acceptable	\$43.43
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Successful	\$19.30
					Rank	Cost/Passenger
RCT: Morrisville Loop	8	3.30	3	\$105.36	8	\$31.94
RCT: Morrisville Shopping	2	8.00	10	\$113.29	2	\$14.17
RCT: The Highlander	5	4.22	6	\$108.50	5	\$25.72
RCT: Jay-Lyn Shuttle	4	4.62	7	\$109.22	4	\$23.64
MVRTD: Proctor	9	3.02	1	\$101.09	9	\$33.52
SEVT: Bellows Falls In-Town	7	3.79	8	\$112.67	7	\$29.72
SEVT: Wilmington-West Dover	1	14.57	5	\$106.44	1	\$7.30
TVT: Randolph Circulator	10	2.38	2	\$103.16	10	\$43.43
TVT: Snow Bowl	3	7.67	9	\$113.19	3	\$14.75
TVT: Tri-Town	6	4.01	11	\$117.01	6	\$29.15
TVT: Bradford Circulator	11	1.62	4	\$105.62	11	\$65.12

DEMAND RESPONSE	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
Peer Average	2.34		\$64.39		Acceptable	\$73.31
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Successful	\$32.58
					Rank	Cost/Passenger
AT (ADA only)	9	1.20	10	97.35	11	\$80.84
GMCN	2	2.29	6	71.56	2	\$31.30
MyRide by GMT	1	4.68	11	134.57	1	\$28.74
GMT-Rural	6	1.32	9	90.67	9	\$68.88
GMT-Urban	3	2.05	8	81.32	5	\$39.63
MVRTD	8	1.28	2	49.17	4	\$38.50
RCT	5	1.38	4	56.13	6	\$40.58
SEVT MicroMOO	4	1.67	7	73.18	7	\$43.82
SEVT	7	1.28	1	46.45	3	\$36.16
TVT	10	1.03	3	55.20	8	\$53.58
VABVI	11	0.76	5	57.65	10	\$76.12

TOURISM	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
Peer Average	15.12		\$95.78		Acceptable	\$10.74
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Successful	\$4.77
					Rank	Cost/Passenger
GMT-Rural: Mountain Condos	8	14.72	10	125.64	9	\$8.54
GMT-Rural: Mountain Road	4	21.86	12	148.71	7	\$6.80
GMT-Rural: Valley Floor	12	8.62	13	151.90	12	\$17.62
GMT-Rural: Mount Ellen	6	20.23	11	140.70	8	\$6.96
RCT: Crown Connection	13	0.88	8	104.48	13	\$118.42
MVRTD: Killington Shuttle	2	26.78	1	81.02	2	\$3.03
SEVT-The MOOver: Mount Snow	9	14.67	3	84.94	6	\$5.79
SEVT-The MOOver: Bears Crossing	3	22.29	6	91.26	3	\$4.09
SEVT-The MOOver: Timber Creek	5	21.04	5	87.42	4	\$4.15
SEVT-The MOOver: Greenspring*	11	9.74	4	86.14	10	\$8.84
SEVT-The MOOver: Kingswood*	7	16.68	7	93.07	5	\$5.58
SEVT-The MOOver: Parking Lots*	1	38.58	2	81.56	1	\$2.11
SEVT-The MOOver: Stratton-Manchester*	10	11.32	9	117.91	11	\$10.41

COMMUTER	Ridership Efficiency		Cost Efficiency		Cost Effectiveness	
	Peer Average		\$149.48		Acceptable	\$59.31
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Successful	\$26.36
	Rank	Boardings per Rev. Hour	Rank	Cost per Revenue Hour	Rank	Cost/Passenger
GMCN: Bennington-Manchester (Orange)	6	6.22	4	92.16	3	\$14.83
GMCN: N. Benn.-So. VT College (Brown)	26	2.86	1	80.38	12	\$28.08
GMCN: Wilmington-Bennington (Emerald CMAQ)	9	5.64	2	84.16	4	\$14.92
GMCN: Bennington-Pownal-Williamstown (Purple)	4	7.57	3	88.94	1	\$11.75
GMT-Rural: Alburgh Commuter	11	5.41	32	166.10	16	\$30.69
GMT-Rural: Northfield Commuter	16	4.14	30	157.27	22	\$37.99
GMT-Rural: Richford Commuter	3	7.69	35	179.09	7	\$23.29
GMT-Rural: Waterbury Commuter	29	2.61	33	167.79	32	\$64.40
GMT-Urban: 116 Commuter	21	3.48	29	156.04	27	\$44.82
GMT-Urban: Jeffersonville Commuter	30	2.58	31	162.95	31	\$63.18
GMT-Urban: Milton Commuter	10	5.55	28	152.39	10	\$27.46
GMT-Urban: Montpelier LINK Express	2	8.30	36	195.78	8	\$23.58
GMT-Urban: St. Albans LINK Express	8	5.75	34	173.06	15	\$30.11
RCT: 15/14 Commuter (CMAQ)	34	1.33	17	122.42	35	\$92.22
RCT: Littleton	35	1.28	9	115.67	34	\$90.03
RCT: Route 100 Commuter	20	3.65	10	117.87	18	\$32.33
RCT: US 2 Commuter (CMAQ)	31	2.55	16	121.83	29	\$47.84
MVRTD: Bellows Falls-Rutland (Ludlow)	1	9.09	15	121.78	2	\$13.40
MVRTD: Fair Haven Route (Rt. 4 West)	15	4.27	8	115.46	9	\$27.01
MVRTD: Manchester Route (Rt. 7 South)	13	4.61	23	126.82	11	\$27.50
MVRTD: Middlebury Connector	22	3.47	14	120.23	21	\$34.69
SEVT: Bellows Falls-Brattleboro	5	6.85	5	113.11	5	\$16.51
SEVT: Bellows Falls-Ludlow (CMAQ)	25	3.00	18	123.05	25	\$41.06
SEVT: Readsboro-W. Wilmington	27	2.70	7	114.36	26	\$42.40
SEVT: West Dover	33	1.63	26	132.89	33	\$81.78
SEVT: Wilmington-Bennington	18	3.73	19	123.16	19	\$33.03
SEVT: Wilmington-Brattleboro	7	5.84	6	114.01	6	\$19.53
SEVT: DHMC Express Rt 71	12	4.83	27	136.26	13	\$28.20
SEVT: DHMC Express Rt 72	14	4.53	25	129.27	14	\$28.56
SEVT: Dartmouth College Exp Rt 73	17	3.75	22	125.81	20	\$33.53
TVT: 116 Commuter	24	3.06	13	119.96	23	\$39.14
TVT: Burlington Link Express	19	3.70	11	119.24	17	\$32.26
TVT: Rutland Connector	28	2.67	12	119.94	28	\$44.97
TVT: 89er	32	2.12	20	124.19	30	\$58.69
TVT: River Route	23	3.12	21	124.67	24	\$39.92
TVT: Thetford Connector	36	1.22	24	126.93	36	\$103.63

INTERCITY	Productivity Measure		Cost Efficiency Measure		Cost-Effectiveness Measure	
	Rank	Boardings per One-Way Trip	Rank	Gross Cost per Mile	Rank	Subsidy per Passenger (Trip)
Performance Standard		3.28		\$5		\$60.00
Greyhound: White River Junction-Springfield, MA	2	9.65	2	\$5.60	2	\$28.51
Vermont Translines: Route 7	1	15.71	1	\$3.55	1	\$22.50

VANPOOL	Boardings per Revenue Hr	Cost per Revenue Hour	Subsidy per Passenger Trip
Statewide vanpool program	5.67	\$88.69	\$8.07