



Transit Success Stories in Montana



**by Lisa Ballard, P.E. & Ted Lange
Current Transportation Solutions**

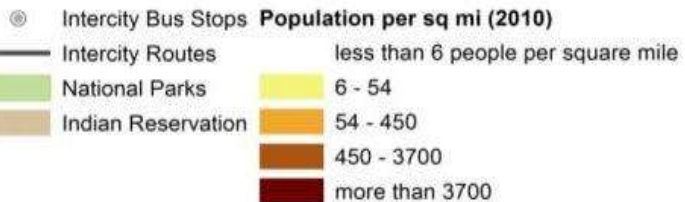
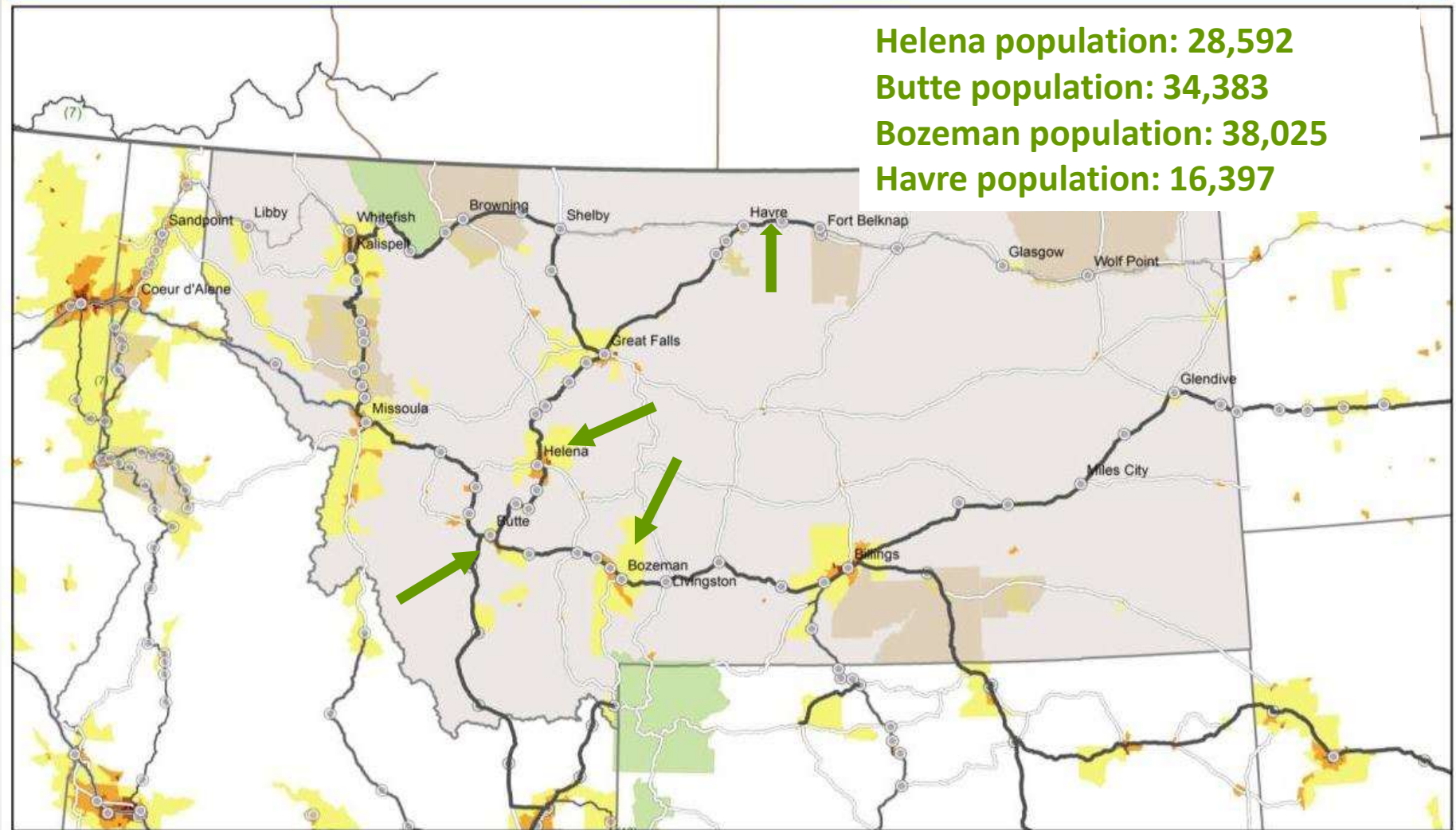
Transit in Montana

- 34 communities have public transportation
 - 13+ communities have fixed or deviated routes
- Almost all Montanans live within 25 miles of bus or rail service connecting to regional hubs and the rest of the country
- 75 non-profit organizations receive capital assistance for elderly and disabled transportation



Montana Population Density

Helena population: 28,592
Butte population: 34,383
Bozeman population: 38,025
Havre population: 16,397



Streamline

Catch the Current!



- ❖ **Operating Budget**
\$1,387,945
- ❖ **Riders**
276,856
- ❖ **Miles Driven**
245,268
- ❖ **Hours of Operation**
14,436
- ❖ **Savings in CO2 Omissions**
1,000,000+ pounds

Upstream to Downtown



STREAMLINEBUS.COM - 406.587.2434



Butte Silver-Bow Transit



- 4 fixed route buses
- ADA demand response service
- \$920,000



Helena Area Transit Service



- Two fixed routes
- Curb-to-curb service
- Trolley to the trail
- Summer youth bus
- Head start
- \$1.3 million per year

One Size Does Not Fit All!



Yurok Tribe

**Jet Boat Transit
& Tourist Service**

Klamath River, CA

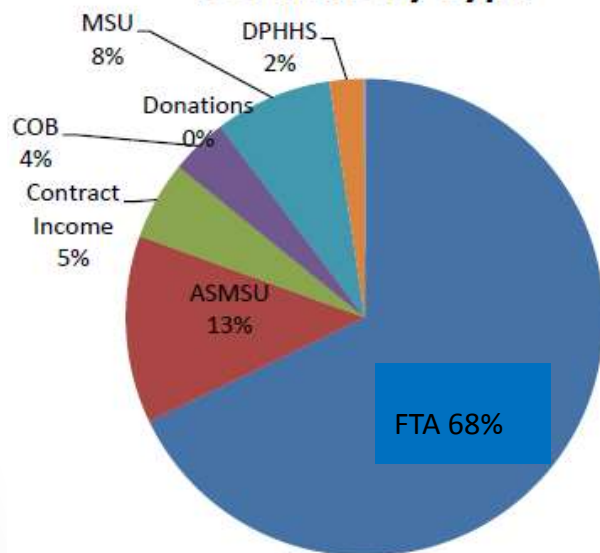
Operations Funding

| | |
|---|---------------------------|
| Bozeman, MT | \$ 1.4 million |
| Butte, MT | \$ 0.9 million |
| Helena, MT | \$ 1.1 million |
| Marquette, MI | \$ 3.2 million |
| Rimrock Trailways (MT & ND intercity) | \$ 3 million |

Big Differences Between States

Bozeman

Revenue by Type



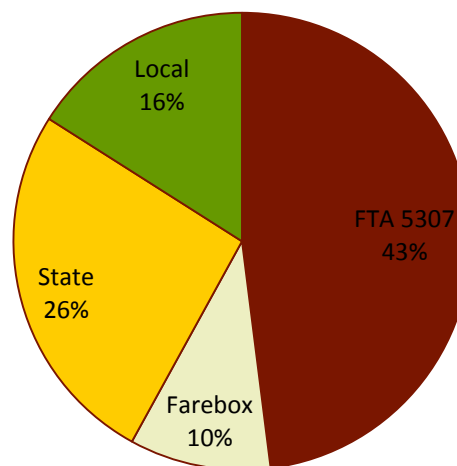
Local 32%

State 0%

Federal 68%

Typical Michigan Small Urban

Operations Funding



Farebox vs. Fare Free

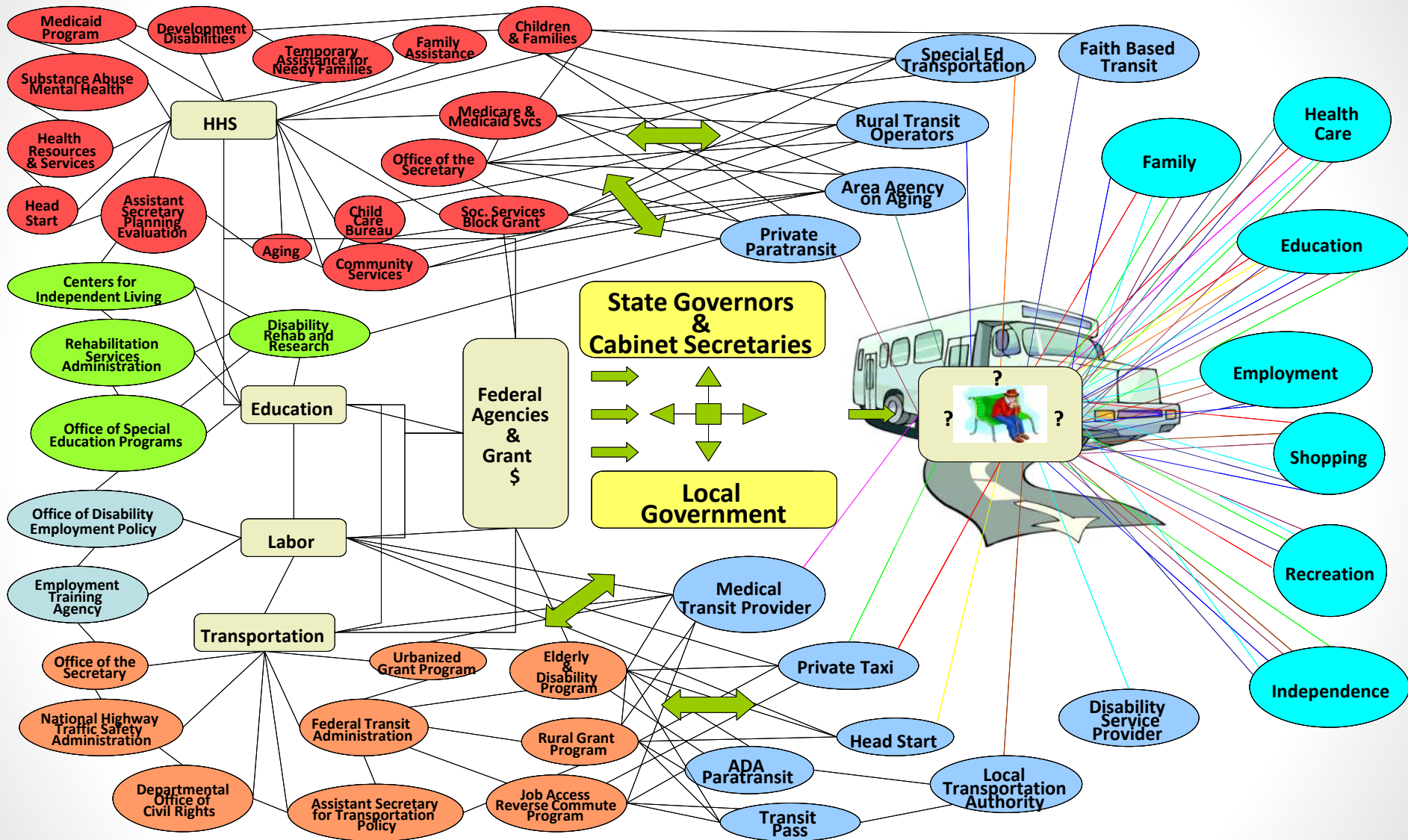
- At best, charging fares produces small amounts of net revenue. In many cases the result is a net loss.
- Collecting fares causes time delays
- Fares suppress ridership
- Fares undermine the safety net for some of the most vulnerable transportation-disadvantaged riders.
- Fares make sense for longer distance routes with relatively few stops – especially intercity
- Some states require fares
- Federal matching funds formula creates an incentive for fares if there is state funding, and against fares for communities without state funding

Local Funding (Government)

| Source | Community | Pros | Cons (potential) |
|-----------------|--|--|--|
| City | Bozeman Butte Helena | Significant, reliable funding Requires building political support | None – If you don't have city support you probably don't have a system |
| County | Butte (combined City/County government) | Significant, reliable funding Requires building political support | It can be hard to build the coalition needed to convince counties that city-based systems benefit them |
| Mil Levy | None of these three communities but common in for many rural systems | Significant, reliable funding Requires extensive outreach to build public and political support | Complacency – reduces motivation to build partnerships Building strong campaign coalition can be daunting and both city and county support usually needed |

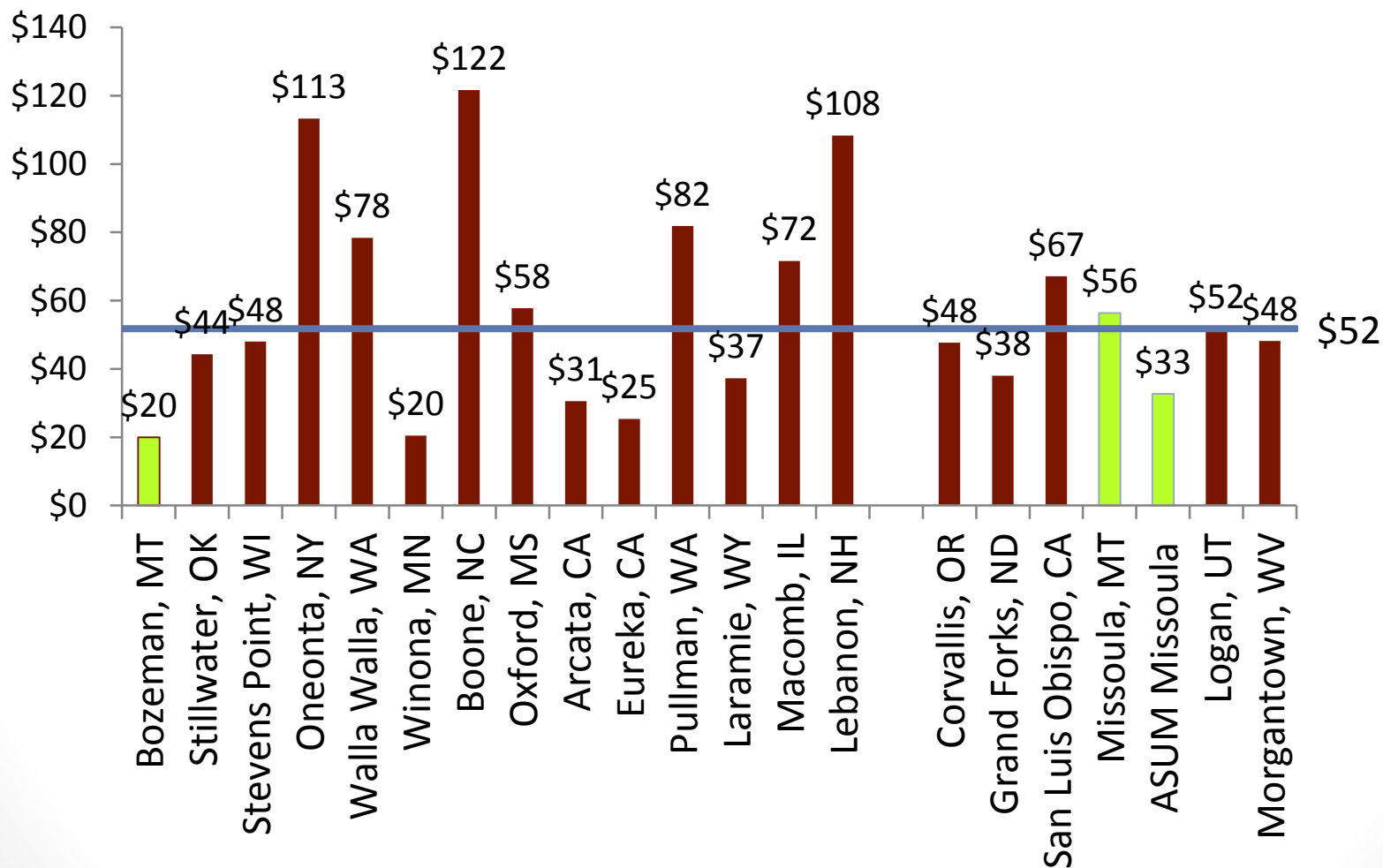
Local Funding (Non-Government)

| Source | Community | Pros | Cons (potential) |
|-------------------|----------------------------|--|--|
| University | Bozeman Butte | Significant, reliable funding Students, staff, faculty ride free | University-centric service that leaves other needs unmet to varying degrees (Bozeman) |
| Contracts | Bozeman Butte Helena | Requires building partnerships with important social service providers, employers and businesses | Could skew priorities as with university funding |
| Donations | Bozeman | United Way supports Streamline. If launching a new system local/regional foundations or donors may help. A foundation helped launch North Central MT Transit. | Rarely a significant or reliable funding source and generally not a good priority for time investment. A rider put Bozeman's paratransit in their will. Don't bank on this happening in your community. |



Source: USDOT Mobility Services for All Americans program

Investment per Capita (Fixed Route)



Safety Net vs. Broad-Based Community Service

Cost per fixed route ride (FY 2010)

- Bozeman: \$2.27
- Helena: \$5.50
- Butte: \$5.00

Cost per demand-response (dial-a-ride) ride (FY 2010)

- Bozeman: \$15.46
- Peer group: \$26

Growing Small City Transit



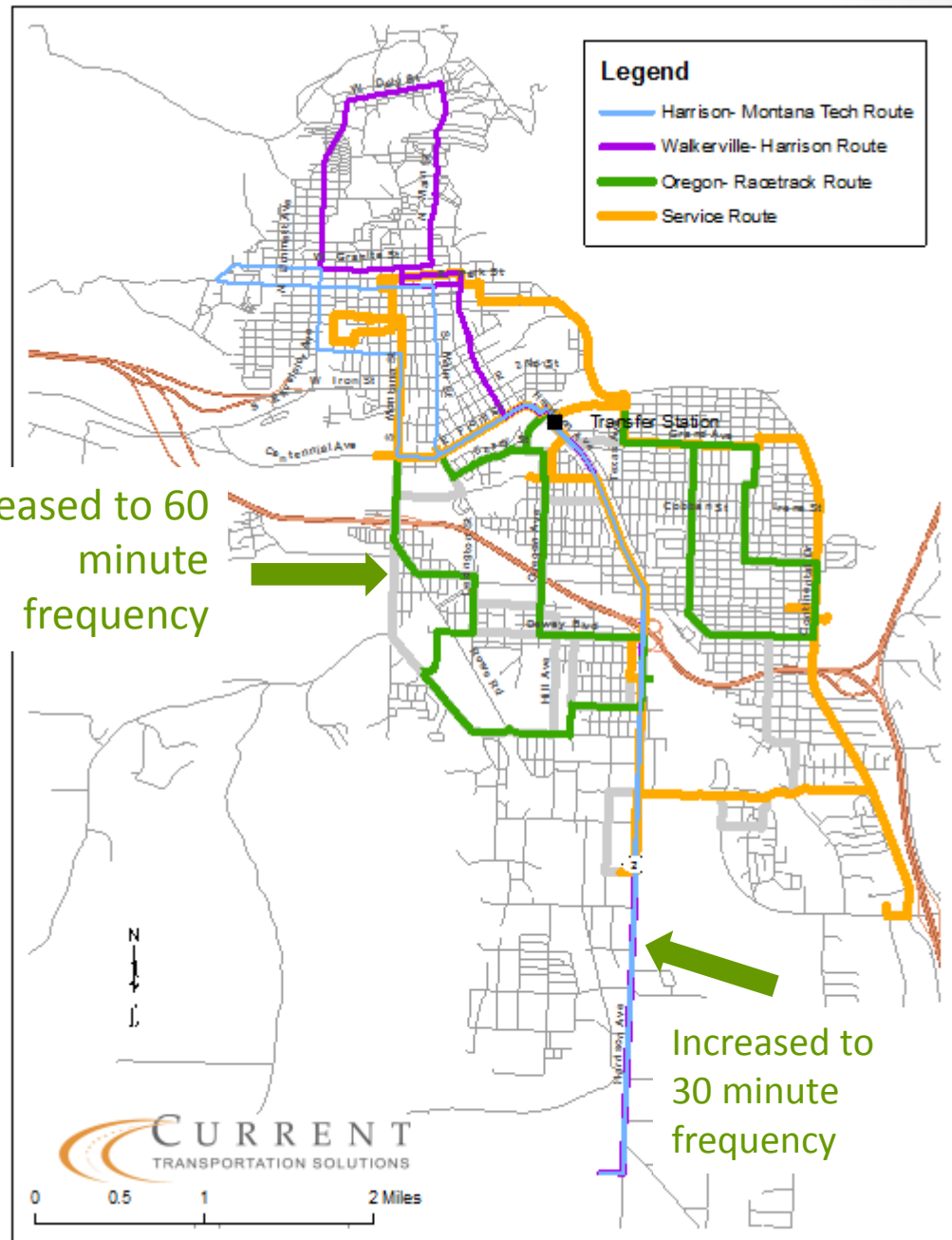
Butte Success: Data-Driven Route Changes

15% Increase in Ridership

Decreased to 60
minute
frequency



Increased to
30 minute
frequency





 Schedules

 Fares

News & Alerts

Test: Expect snow-related delays today, January 31

[See more>>](#)

Your email address

Sign up for News & Alerts

About the Bus

Rider Information

Dial-a-Ride

[Link to this website](#)

PLAN A TRIP

Start: Address, placename, or intersection

e.g. [Holmes Ave. and Harrison Ave. Butte, MT]

End: Address, placename, or intersection


e.g. [Montana Tech]

When: ☒ Depart at or ☐ Arrive by

2/6

6:23pm

Get directions with



[More about transit in Google Maps and on your mobile phone.](#)

Map Overview

Click a route to see its schedule and detail map. The Saturday route is shown on a [separate page](#).



[Around Town](#)

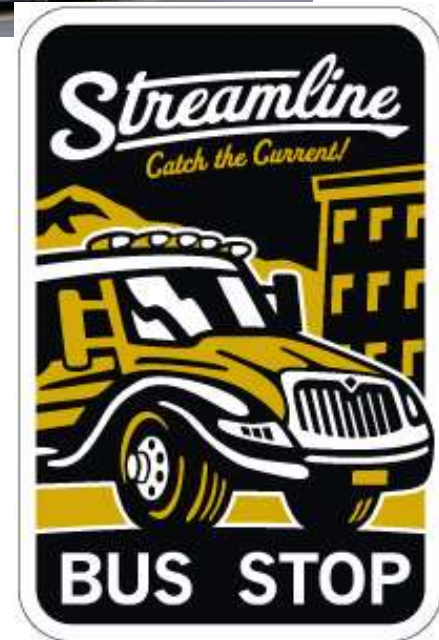
[Montana Tech](#)

[Oregon/Racetrack](#)

[Walkerville](#)

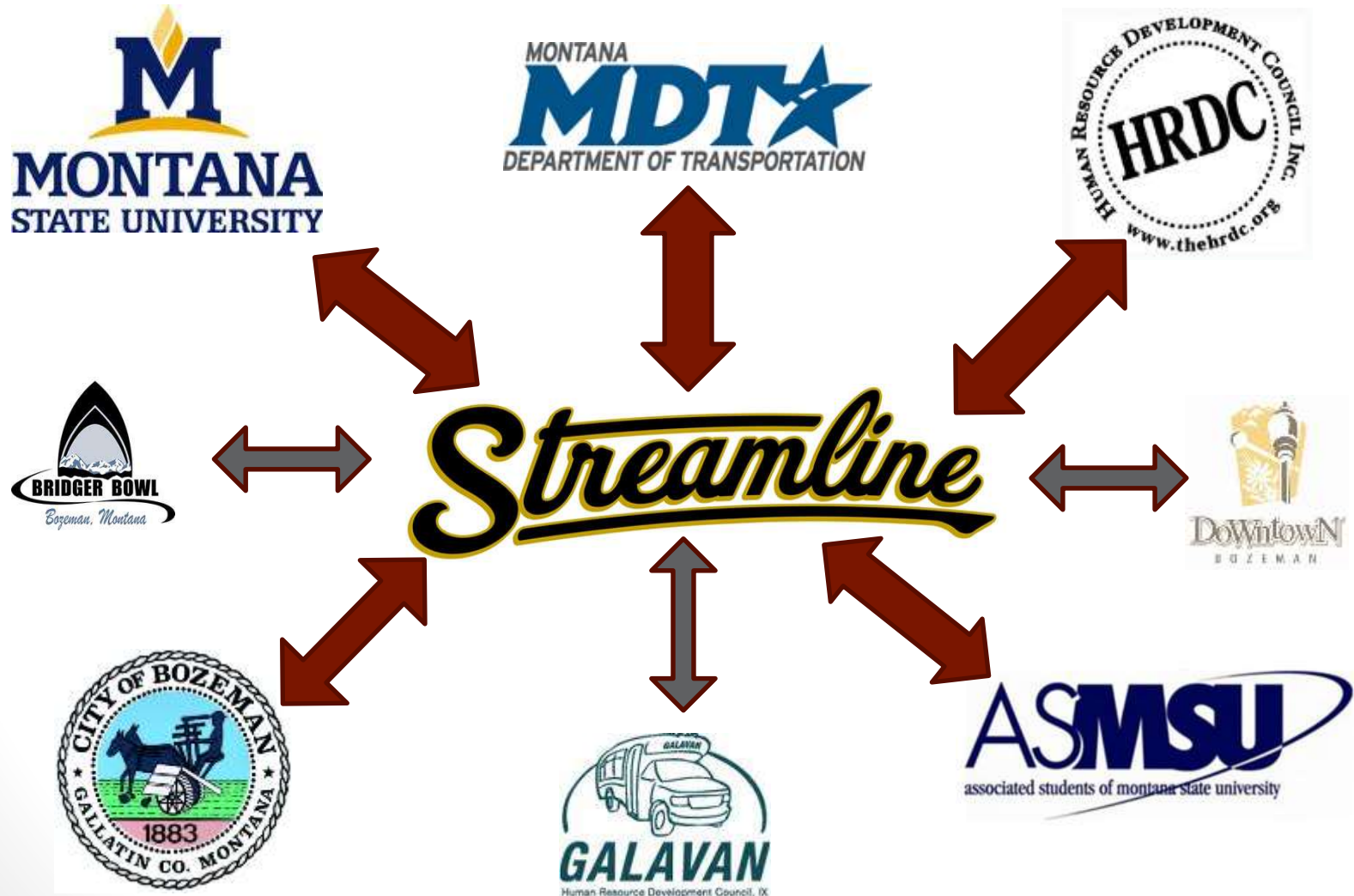
[Harrison](#)

SUCCESS: Comprehensive Branding Strategy

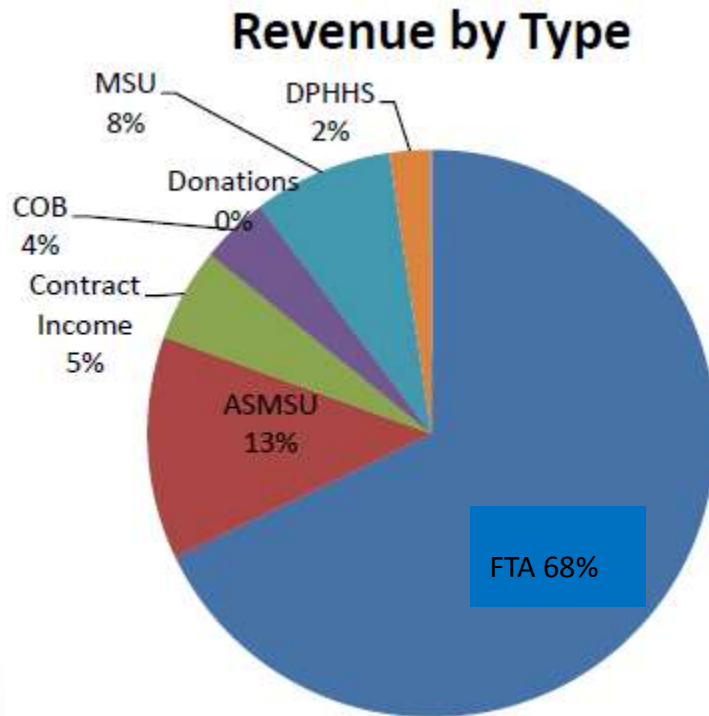


Streamline Transit Success Through Partnerships

Partnerships, Partnerships, More Partnerships



SUCCESS: Diverse Funding Sources



Revenue

| | |
|---------------------------|--------------------|
| FTA 5311 | \$819,604 |
| Montana TransADE | \$57,500 |
| ASMSU | \$117,000 |
| MSU | \$85,000 |
| City of Bozeman | \$122,400 |
| Gallatin County | \$49,000 |
| Contract – Bridger/Bohart | \$12,600 |
| City of Belgrade | \$8,000 |
| Contract - Reach | \$60,000 |
| Contract – Right Now | \$2,500 |
| United Way | \$25,000 |
| Title III | \$20,000 |
| Rider donations | \$18,000 |
| <u>Others</u> | <u>\$35,000</u> |
| Total | \$1,432,604 |

Responding to Community Needs



Contracting to
provide mass transit
to local ski areas



Providing targeted
routes to reduce
drunk driving

Streamline is Integrated into Downtown



Bridger Park Garage incorporates 435 vehicle spaces, 10,000 square feet of commercial space AND a Streamline transfer station.

The Downtown Bozeman Improvement Plan places emphasis on complete streets, environmental sustainability and public transportation.



Streamline Transit Success Through Partnerships

Streamline provides downtown transportation alternatives...

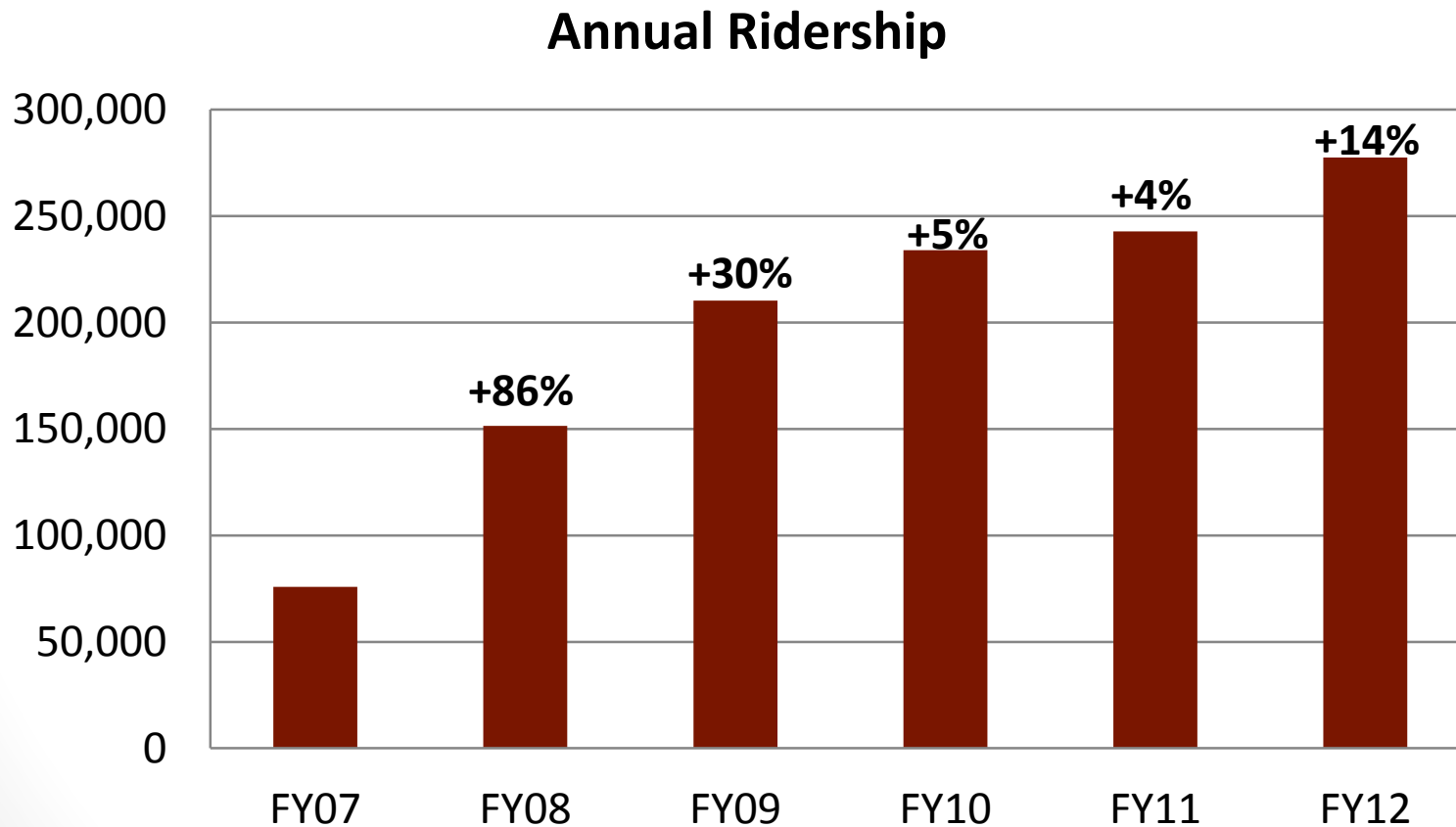


...for high attendance
special events

and for late night revelry.



SUCCESS: Strong and Growing Ridership



North Central Montana Transit Video

- Program of Opportunity Link, a poverty reduction non-profit
- Produced by MSU graduate student
- You Tube Channel: [opportunitylink1](#) (4 videos)



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