U.S. Virgin Islands

2040 Comprehensive Transit Plan Report

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Department of Public Works

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1. Introduction

The United States Virgin Islands (USVI) Department of Public Works Division of Transportation developed a 2008 Mass Transit Improvement Plan that provided an in-depth overview of the existing VITRAN bus system. The 2008 plan also laid out the requirements for addressing the short-term needs of the system.

The U.S Virgin Islands Department of Public Works has also prepared a 2040 USVI Transportation Master Plan as a long-range strategic plan for transportation infrastructure improvements territory wide. An outcome of that strategic planning effort is the development of the USVI Transit Plan to further advance a vision of comprehensive transportation network improvements that result in the betterment of residents, visitors and the economy throughout the Territory.

This study complements and broadens the scope of the 2008 plan by evaluating the long-term transit needs of the Territory, identifies the criteria that need to be established to evaluate the performance of the transit system and provides an analysis of the existing fare systems and potential changes to meet the required service.

1.1. Purpose

The mission of the U.S. Virgin Islands Department of Public Works (USVI/DPW) is to oversee the federal highway engineering program and manage and promote public transit as a viable transportation option within the territory, and to oversee. The Department's aim is to serve the public by providing an integrated highway system that supports the public transportation system and related services.

Over the last two decades VITRAN has experienced various changes to the existing transit system primarily as a result of funding limitations coupled with rising costs of operating transit services. However, when service or capital improvements have been implemented as a result of USVI/DPW effective management or successful pursuit of funding sources, passenger response has been positive as indicative of the increase of ridership in response to these types of improvements.

It is important to have a balanced transit system to address the mobility needs throughout the Territory as well as within each island's geography. Specifically, increased tourism and growth on St. Thomas and St. John has a direct correlation with increased congestion that is occurring on major streets and thoroughfares as well as around employment areas and intermodal centers such as island ferry terminals.

Although St. Croix has experienced a decline due to the departure of HOVENSA, this is considered a temporary situation. There remains a need to assure adequate transit access for the low income and elderly population while providing connections to employment centers.

The intent of this Comprehensive Transit Plan is to further advance previous planning efforts as well as identify existing and future service needs. This plan further defines a roadmap for investment for future VITRAN service and capital improvements that will enhance mobility for all throughout the Territory.

The purpose of the Transit Plan is to recommend transit service and capital infrastructure improvements. This Transit Plan identifies opportunities where VITRAN can meet both local and Territory-wide transportation challenges through the development of viable transit alternatives. The challenge today is to improve transit services by providing reliable service, better transit infrastructure, and improving intermodal connections.

The Department of Public Works manages public transportation services for the Territory, through VITRAN which provides fixed route and demand response or ADA Para Transit services on the islands of St. Thomas, St. Croix and St. John.

This document presents the recommendations of USVI Comprehensive Transit Plan. It provides an overview of demographic, transportation and other data, analysis of the existing system, and other project activities employed in developing these recommendations. The Comprehensive Transit Plan also identifies areas where further study or analysis will be needed to implement these recommendations and refine this plan, as the Department of Public Works charts its course to further develop and enhance public transportation service for the Territory over the next 25 years.

1.2. Setting

From 1980 to 2010, USVI's total population has increased from 96,569 to 106,410 persons. Utilizing these figures, the Territory's population could increase by approximately 12 percent to nearly 120,000 from 2010 to 2040. This estimate accounts for the economic downturn that occurred after 2008 and impact of closing HOVENSA. This estimate assumes a moderately paced recovery process and the limited availability of land for aggressive growth. Other variables were also considered including an aging population, which may be caused by more people living longer, fewer births, or an increase in net adult immigration, must be taken into account.

In addition to growth occurring from population increase, the standing of the Territory as a world class cruise and tourist destination, fosters growth in employment as well. In addition to local residents, the population in the Territory swells during the high season with the influx of seasonal workers and visitors.

A direct effect of this increase in population will be additional vehicles on the roadway network leading to more congestion of the entire network that will occur over longer durations of time. Although transit service cannot significantly reduce traffic congestion it can provide a viable transportation alternative that can reduce the pace at which congestion grows. Moreover, transit supports the development of medium to high density communities around stations, with a greater mix of land uses within a pedestrian-oriented environment. This mixed use development around premium transit stations would decrease the need to drive in congested conditions.

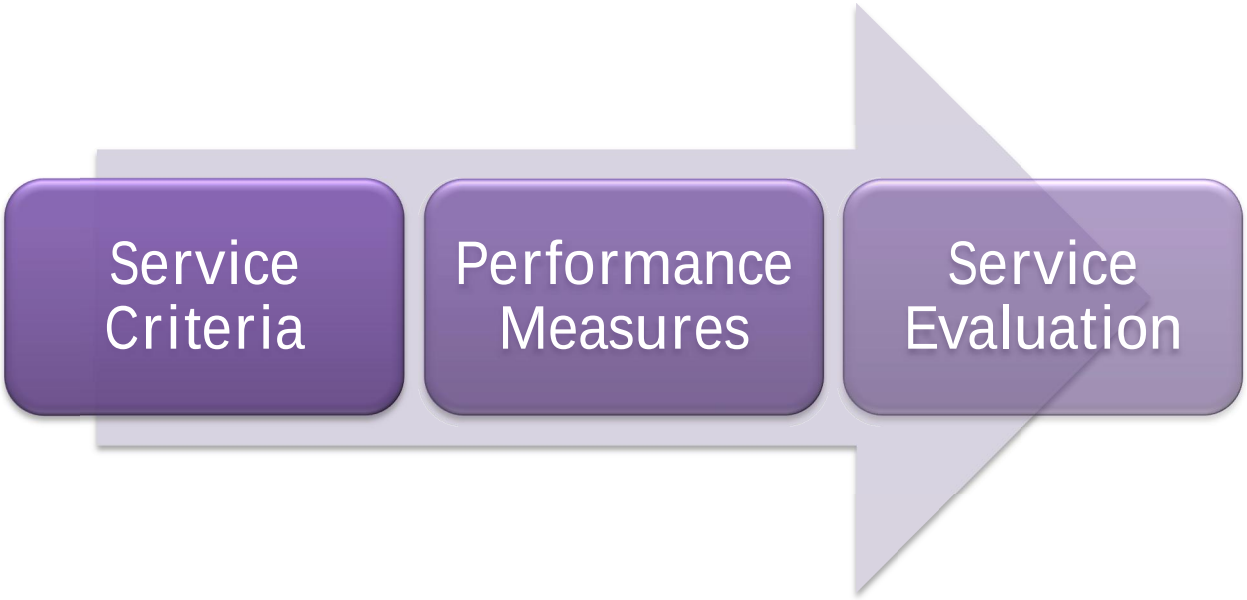
1.3. Plan Organization

The plan documented in this document includes the following components:

- Service Criteria Development – This section describes the criteria to be used to design, measure and evaluate the transit system based on a set of performance measures.
- Service Efficiency Evaluation – In this section, an assessment of the VITRAN services and recommendations for route improvements are presented and discussed.
- Fleet Management and Maintenance Plan – The size of the fleet needed to meet the established criteria as well as an estimated cost are discussed in this section.
- Fare Pricing Analysis – This section includes an analysis of the existing fare system and identification of opportunity and development of framework for adjustments.

2. Service Criteria Development

The ultimate goal of VITRAN is to provide a transit service that caters to the needs of the traveling public. To achieve this role, the transit service must be designed around clear and specific standards that can also be used to assess how well the set goals are achieved. This requires establishing service criteria standards, performance measures and evaluation of the performance of the transit system.



The development of service criteria is intended to measure the effectiveness of current provision of VITRAN services that operate on St. Thomas, St. John and St. Croix. The objectives and resources available necessary to attain these goals and objectives are expected to change over time; and therefore service criteria will need to be revised over time to reflect those changes.

The relationship between the development of service criteria and implementation of service levels to assess the adequacy of existing VITRAN service is dynamic. The level of service VITRAN provides throughout the Territory has a direct impact on maintenance and operating costs which is funded annually by the DPW Public Transportation Fund budgeted amount. Service criteria standards affect the amount of VITRAN service delivered such that these standards should be tempered given what can be realistically accomplished within limited financial resources. Therefore, balancing customer expectations and operational budget constraints remains a continual challenge that requires consideration of various trade-offs between service costs and passenger benefits.

2.1. Goals and Objectives

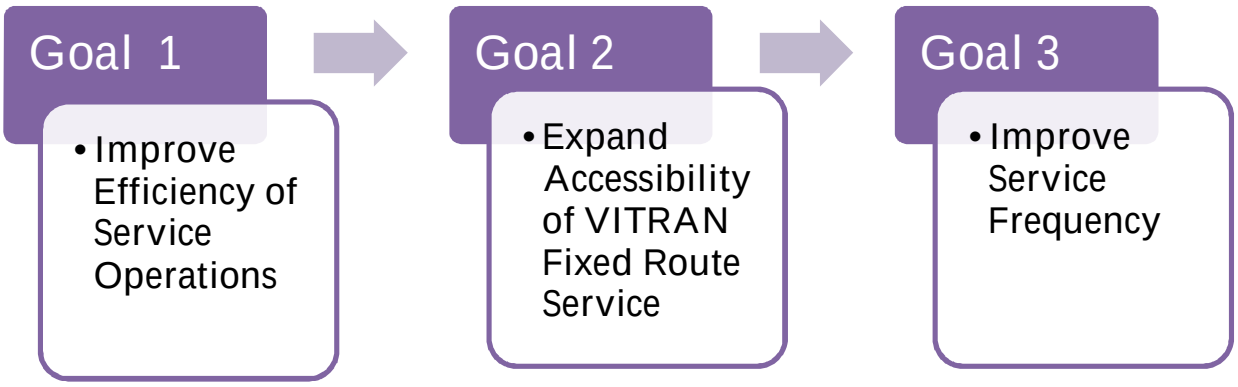
The development of the Vision, Goals and Objectives for the Comprehensive Transit Plan is in line with the ones set for the overall Comprehensive Transportation Master Plan (CTMP) for the Territory. The first step in the development of the CTMP goals and objectives was a review of the Guidelines for Transportation in Executive Order 333-1991. Although much has changed since the adoption of those guidelines, the vision, goals and objectives articulated in 1991 provided a substantive base from which to build the CTMP. Combined with a review of existing conditions, advanced traffic forecasting techniques, and sound engineering practices, the vision, goals, and objectives provide a framework for the eventual evaluation and prioritization of transportation solutions.

This Vision, Mission, Goals and Objectives of the CTMP were presented to the citizens of USVI in draft form on the website, www.usvitransportationplan.com, and in a series of three meetings in July 2009. The public response was positive and supportive of the developed goals as presented at these meetings. The goals and objectives are provided in Table 1.

Table 1: Comprehensive Master Transportation Goals and Objectives

Plan Layer	Definition	Developed By
Vision	Broad, overarching theme that underlies all advancements of the Transportation Master Plan.	USVI DPW leaders Project team Public Involvement
Goals	General statements of direction for the entire transportation system.	USVI DPW leaders Project team Public Involvement
Objectives	Specific outcomes to achieve the goal.	USVI DPW leaders Project team Public Involvement
Vision	An integrated transportation system which serves the needs of the USVI community.	
Mission	Develop, operate and maintain an integrated transportation system that promotes safe, reliable, cost effective and efficient movement of people, services and goods.	

These goals were then used as a platform to develop specific goals and objectives for the 2040 Comprehensive Transit Plan. Guided by the Territory's vision of providing an integrated transportation system that serves the needs of the USVI community, the following goals were established for development of the transit system.



2.2. Service Criteria Methodology

Service criteria standards and performance monitoring are intended to address factors that contribute to the quality, efficiency, and effectiveness of a transit service. There are a variety of performance measures that have been developed to describe different aspects of transit service. At the broadest level, these measures can be organized into particular categories, such as service availability or maintenance and construction. Transit Cooperative Research Board (TCRP) Report 88 (R17) identifies the following categories:

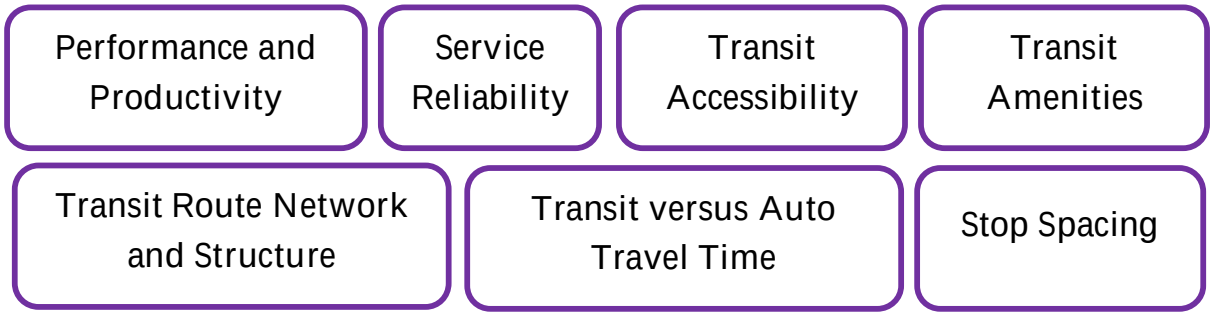
Availability	Measure assessing how easily potential passengers can use transit for various kinds of trips
Service Monitoring	Measure that assesses passengers' day-to-day experiences using transit
Community	Measure of transit's role in meeting broad community objectives, and transit's impact on the community it serves
Transit Route Structure	Measure of route directness, transit versus auto travel time, stop spacing, branching, route loops, and service patterns

An effective performance monitoring system need not include every factor contributing to these goals, but must evaluate the service against the most critical factors. The effectiveness of identifying service criteria standards, which is data driven, is attributed to the availability of transit data and information that is regularly collected for purposes of monitoring performance. Upon a review of available data collected by VITRAN and reported to the National Transit Database the level of data currently available on VITRAN service throughout the territory is limited. Therefore the service criteria proposed at this time are commensurate with the amount of data and information that is available and can reasonably be collected by VITRAN on a regular basis.

2.3. Service Criteria Standards Recommendations

Based upon the fixed route service in operation across the Territory, the service area is representative of suburban to rural areas, with pockets of urbanized centers such as Charlotte Amalie in St. Thomas; Frederiksted and Christiansted in St. Croix; and Cruz Bay in St. John. As a result, various standards could be applied Territory-wide as well as on a route by route basis according to each island. Furthermore the amount of available of data will determine the attributes of a monitoring program as well as how effective performance can be continually assessed. Certainly over time with the purchase of new buses equipped with the latest technology such as passenger counters and Automatic Vehicle Location (AVL)) will enable VITRAN to easily collect data to continually assess service operations and determine necessary service adjustments.

Available data include ridership information, travel time, on-time performance, timed meets with other intermodal services, proximity to various transit trip attractors such as medical facilities, educational facilities, ferry ports, transit dependent (low-income, zero-car households, seniors) as well as residential communities. These data points translate into key factors for the development of service standards and serve the basis for development of a performance monitoring system for VITRAN service that include the following:



Each factor is further discussed below. For each of the factors, existing and/or potential data sources are identified as well as the corresponding performance measure.

2.3.1. Performance and Productivity

Performance and productivity form the basis for an evaluation of procedures and standards. Measures of efficiency and effectiveness are used to define performance and productivity of individual routes, both in operational and financial terms. Operational productivity is generally measured in usage per unit of service, e.g., ridership, passengers per revenue hour or revenue mile.

Financial measures include total and net cost (subsidy) per unit of service or per passenger boarding. Farebox recovery ratio, or the percentage of cost recovered through fares, is another standard financial measure.

Data Source: The USVI Department of Public Works prepares monthly supply and demand reports on the territory's public transit system. These reports are completed for each route and record the total number of vehicle hours, vehicle miles, passenger revenue and number of passengers.

Performance Measure: The operational performance of VITRAN routes will be evaluated according to ridership, fare revenue, passengers per revenue hour and passengers per revenue mile.

2.3.2. Service Reliability

Reliability of transit service is a critical factor to retain existing passengers while attracting new riders. Transit customers need to be confident that a bus will arrive on schedule to assure they will reach their destination or a timed transfer on time. On-time performance is typically used as the principal measure of transit service reliability. The standard definition of service reliability is that a given trip is between zero and five minutes late with respect to its scheduled time.

In practice, on-time performance measurement is an example of the scientific phenomenon that the observer affects the observation. Typically, a supervisor will check times at a route terminal or a time point along the route. Operators quickly discover the supervisor's presence, and the route tends to operate closer to schedule. Reports based on this data collection technique often show 95 percent or better on-time performance. When a ride-check is conducted as part of a comprehensive operational analysis or other effort, on-time performance for all time points tends to average 65 to 70 percent. Transit systems that routinely monitor on-time performance with automatic vehicle locator (AVL) or passenger counter (APC) systems have also found this range to be representative of most routes.

Traffic congestion and construction-related street closures have a direct effect on on-time performance. These factors need to be taken into account when establishing a realistic standard for service reliability.

Data Source: No available data has been identified to determine the level of on-time performance of VITRAN fixed route service throughout the territory

Performance Measure: Upon the availability of resources, the Department of Public Works could employ a program to measure on-time performance based upon specific locations or time points from the published service schedule through manual field surveys. Certainly, through new vehicle replacement, automated systems could also be installed for continuous monitoring of route level performance.

2.3.3. Transit Accessibility

Transit access refers to how close a fixed route is to residents, schools, hospitals, businesses and/or other destinations within a service area. Furthermore it is the ease and convenience of which various desired origins and destinations can be reached by transit. Standard measures are the percentage of the population and/or activity centers within a given distance to a transit route, maximum distance to a transit route, and spacing between transit routes.

Transit access raises the long-standing issue in the transit industry of coverage versus frequency. Is it better to focus on service coverage to ensure that all or most residents are within reasonable distance of the transit network? Or is it preferable to focus on service frequency to attempt to match level of service to demand?

Data Source: GIS analysis of U.S Census data was referenced to identify various demographics and socioeconomic information of the population as distributed territory wide in proximity to existing VITRAN fixed route service. Transit accessibility was assessed based upon the existing service coverage according to the following travel markets and destinations:

- Education facilities: Since no public school bus system exists throughout the territory, school-aged children rely on various transportation alternatives to and from class. An option that students commonly use to access school is the opened air Safari Taxi which has the flexibility to circulate throughout neighborhoods and residential complexes while also utilizing existing VITRAN station stops to pick up passengers. However, Safari Taxis present safety concerns given the open–aired passenger cabin as well as random stopping for passenger pick-up/drop offs in the middle of a roadway with little or no pedestrian connection or refuge.

- Low Income Population: The lower income population is defined as the population that is below the poverty level in annual household income for St. Thomas, St. John and St. Croix.

- Senior Citizen population: The senior citizen population is defined as those who are 65 or older.

- Zero car households: Lower income populations also fall within the zero car household group and rely on various transportation options such as seeking rides with other family members, using VITRAN service or riding in Safari Taxis. These tend to be the only mobility options of this population to access employment opportunities, education facilities as well as reaching medical facilities and grocery stores.

- Location of Public Housing Complexes: These types of housing complexes are scattered throughout the territory while additional public housing areas are currently in the planning and construction phases. Often these housing developments are built outside the main activity areas of Charlotte Amalie and Christiansted. Therefore, these developments result in a high level of passenger demand due to location, limited vehicle availability and low income. Inhabitants of these low income communities typically do not have access to a private vehicle, and in most cases are not served by other public transit services. Therefore provision of VITRAN service represents the one if not only option for many to reach places of employment as well as running daily errands.

- Medical facilities: The main hospitals, health clinics and out-patient care facilities are trip generators that serve as an employment nodes and activity centers for residents.

- Airports: Serve as an employment node and activity center that generates and attracts tourist trips. Access to the airport via public transit is an indicator of good transit service however will also rely on the level of connectivity with tourist destinations such as hotels, retail, recreational and entertainment areas.

- Seaports: A critical intermodal connection for each of the islands is the connection between cruise ports, seaplanes and passenger ferries with VITRAN fixed route service. Specifically, a timed connection is necessary to facilitate the intermodal connection to the VITRAN routes, once a ferry vessel docks. Furthermore, the limited amount of available parking at ferry ports requires alternative travel options to provide an accessible connection to these facilities.

- Commercial Hubs: These locations serve as activity centers to include places of employment as well as destinations for residents to obtain goods and services and for tourists to stack up on groceries or merchandises. Places such as La Reine, Havensight, and the downtown areas fall into this category.

Performance Measure: An evaluation of accessibility to these populations and destinations based upon the proximity of VITRAN fixed route service.

2.3.4. Transit Travel Time

Consideration of route design takes place at a very fine, disaggregate level, while transit network issues are more aggregate in nature (transit access, discussed above, could have also be considered under this topic). Among the issues here are route directness and transit versus auto travel time. Simplicity and ease of understanding are major objectives in the development of recommended policies and standards in this area.

Data Source: As part the Comprehensive Transit Plan, development transit travel time on VITRAN fixed route service was recorded on each island throughout the territory. Travel time was also observed for Safari Taxis that serve the same destinations as existing VITRAN fixed route service.

Performance Measure: An assessment of the amount of travel time on a VITRAN bus in comparison with time on a Safari Taxi operating between same or similar destinations.

2.3.5. Transit Stop Spacing and Amenities

Stop spacing is often used as a design standard for the implementation of new routes or for consolidating bus stops on existing fixed route service. General guidelines call for bus stops in urban areas approximately every 700 feet, or between six to eight stops per mile. Stops can obviously be spaced more closely in high-activity areas or areas which serve special needs such as medical facilities, schools or an elderly population. A review of U. S. transit systems found that most used a standard of six to eight bus stops per mile outside of a central business district. In less densely developed suburban areas, bus stops at approximately every 1,500 feet or three to five stops per mile are considered suitable.

Amenities electively placed at bus stops can increase the demand for transit by increasing the passenger's comfort, perception of safety, and image of system attractiveness. For example, passenger seating and/or shelters reduce the inconvenience of waiting at the stop, while lighting can make the passenger feel safer when utilizing the system at night. In addition, amenities such as route maps, way-finding, and bus bays convey the stability of the system and its presence in the community to both existing and potential new riders.

Data Source: As part the geographic information systems (GIS) database developed under the Multimodal Transportation Master Plan, VITRAN fixed route bus stop locations were recorded throughout the territory. These locations were also identified as either a stop with a shelter or transit sign.

Performance Measure: An assessment of stop spacing and sheltered locations for existing VITRAN service coverage.

2.4. Performance Monitoring Program

The final piece of the puzzle is to construct a methodology to evaluate routes and establish the time frame for the evaluation. Many systems tend to use rankings and/or an index to evaluate routes, as opposed to setting absolute standards. Routes falling below a certain percentage of the system or service type average are then identified for further analysis and/or corrective action. The typical time frame for evaluation is annually, particularly if route data is collected through ride-checks. Internal evaluations are sometimes conducted quarterly or monthly in conjunction with the preparation of ridership reports.

While additional effort will need to be expended to produce data not currently being collected through the implementation of ride-checks and recording of travel timing as well as passenger boarding counts.

3. Service Efficiency Evaluation

The purpose of the service efficiency evaluation is to measure the effectiveness of the current transit service in the Territory, using the service criteria standards developed in the previous section. Based on this evaluation, potential modifications and consolidation of routes, and changes to alignments and/or service schedule will be identified.

3.1. Assessment of VITRAN Services

The existing transit service in the Territory consists of 14 routes over the three islands as illustrated on Figures 1, 2, and 3 and Table 2 below.

Table 2: Bus Routes in St. Thomas, St. John and St. Croix

Route	St. Thomas	Route	St. John	Route	St. Croix
101	City / UVI / Sub Base	Rte 10, 108	Cruz Bay / Coral Bay / Salt Pond	101	Christiansted to Frederiksted *Eastbound/Westbound*
102	City / Airport / Sub Base	109	Salt Pond / Coral Bay / Cruz Bay	103	Frederiksted to Christiansted *Eastbound/Westbound*
201	Bordeaux			2A	La Reine to Sunshine *Eastbound/Westbound*
301-302	Donoe / Hidden Valley	107	Gift Hill	301	La Reine to Tide Village *Eastbound/Westbound*
401-402	Red Hook / Nadir				
501-502	Bovoni				
601-602	Old Tutu / New Tutu				

An extensive transit ridership survey was conducted in 2009 for the CTMP. In Table 4.3, the cumulative number of transit boardings per island is reported. Table 3 shows that St. Thomas'

totals were approximately four times that of the other islands, given that the transit service provided is more frequent and extensive than on St. Croix or St. John[1].

Table 3: VITRAN Observed Boardings

Island	VITRAN Observed Daily Boardings (by Island)
St. John	316
St. Croix	334
St. Thomas	1,330
Total	1,980

Source: Transit On-Board Survey Spring 2009 – NuStats, Inc.

3.1.1. St. John

A total of three routes provide transit service on St. John. VITRAN buses, Routes 108 and 109, run along Centerline Road. The buses travel from the Cruz Bay ferry dock, through to Coral Bay and then to Salt Pond Bay. From Cruz Bay the bus leaves at 6:00 am, 7:00 am and then 25 minutes past the hour until 7:25 pm. From Salt Pond Bay the bus leaves at 5:00 am, 6:00 am, 7:00 am, 8:00 am and then 10 minutes after the hour until 8:10 am. Route 107 was recently reinstated to provide service to the Gift Hill area. The fare is $1.00 a person. Senior Citizens receive a discounted fare of $.55. Figure 1 shows the current transit routes on St. John[2].

3.1.2. St. Croix

The VITRAN Public Bus System covers various areas of the island via four bus routes. Air-conditioned buses run between Christiansted and Frederiksted every two hours daily (except Sundays) from 5:30 am to 9:00 pm. From Christiansted, buses travel along Route 75 to Golden Rock shopping center. They continue on Route 70 with stops at Sunny Isle Shopping Center, La Reine Shopping Center, St. George's Botanical Gardens and Whim Plantation before getting to Frederiksted. Bus service is also available from the airport to Christiansted and Frederiksted. The fare is $1.00 a person and senior citizens receive a discounted fare of $.55. Students pay $.75 discounted fare and people with disability ride free of charge with an ID. Figure 2 shows the current transit routes on St. Thomas. [3].

[1] *St. Thomas Island Guide*. VInow.com Virgin Islands Transportation Guide & Community Transportation. Web. 15 Apr. 2009. < http://www.vinow.com/stthomas/getting_around_stt/>.

[2] *St. John Island Guide*. VInow.com Virgin Islands Transportation Guide & Community Transportation. Web. 15 Apr. 2009. < http://www.vinow.com/stjohn/getting_around_stj/>.

[3] *St. Croix Island Guide*. VInow.com Virgin Islands Transportation Guide & Community Transportation. Web. 15 Apr. 2009. <http://www.vinow.com/stcroix/getting_around_stx/>.

3.1.1. St. Thomas

Through a total of seven routes, both city and county buses run on the island of St. Thomas. County buses run from 5:30 am until 7:00 pm, servicing the area between "town" (Charlotte Amalie) and Red Hook once every hour. There are also buses that travel west of the airport toward Bordeaux. City buses travel between the Schneider Regional Medical Center bus stop to town starting at 6:15 am and running until 8:00 pm. The first bus from the Airport to town is at 6:00 am and the last is 8:00 pm. The city bus fare is $0.75, slightly less than the county bus, at $1.00. Figure 3 shows the current transit routes on St. Thomas.

3.1. Service Assessment

Service recommendations were developed based on how well the existing routes serve the transportation needs of the existing population. The existing transit service was compared to major community indicators including population, employment, education, and transit dependant population. The following sections provide a brief discussion about each of the indicators and how they were used to identify recommended improvements as presented in Section 3.2.

All of the maps referred to in this section are included in Appendix A by island.

3.1.1. Population

To gauge how well the existing transit service serves the population, both household density and overall population density maps were used. Modifications to the routes were recommended to serve the most densely populated sections of each island.

3.1.2. Employment

Land use was used as a parameter to evaluate how well the existing transit service provides the mobility necessary to support the economy of the island. Modifications to the routes were identified to provide transit access to the employment centers and central business districts on each island.

Figure 1: Transit System – St. John

Figure 2: Transit System – St. Croix

Figure 3: Transit System – St. Thomas

3.1.1. Schools

A large number of school-age children use transit as their mode of transportation to schools. Modifications to the transit service were identified to serve existing schools.

3.1.2. Transit Dependant

Five parameters were used to identify needed modifications to the transit service in order to serve the sector of the population who depends on transit for their daily activities. These sectors are:

- Zero-Car Household, households where car availability is non-existent or restricted.
- Location of public housing.
- Low income population.
- Population of residents 16 years and younger or 62 years and older.

For each island each route was evaluated on how well they serve these areas and modifications recommended if necessary.

3.1.3. Multimodal Connectivity

Using Exhibits 3, 4, and 5 illustrating the transportation network on the islands including location of seaports and ferry docks, each route was evaluated based on how well they provide connection to other modes of transportation. Modifications to the routes were identified accordingly.

3.1.4. Recreational Facilities Connectivity

With an economy where tourism plays a major role and a very active local population, connectivity to recreational areas is an important factor. Each route on each island was evaluated to gauge how well they serve major recreational facilities and modifications identified when warranted. Modifications to routes were identified based upon accessibility and connectivity to the existing land uses throughout the territory.

3.2. Recommended Service Improvements

The type of service improvements are focused on more frequent service and service expansion. Decreasing headways, the time interval in minutes between two successive departures of a transit route at a bus stop, improves the convenience, comfort, and reliability of transit service for VITRAN passengers. While service expansion seeks to provide new and additional service within locations throughout the territory to provide improved access and connectivity between residential areas and activity centers such as employment, education and medical facility locations.

3.2.1. Route Modifications and New Routes

Route extensions and new routes of fixed route service are proposed to provide transit service to existing and emerging areas and trip generators not presently served. The Transit Plan recommends the extension of three routes and the creation of two new routes:

- Route 2A, St Croix, provides existing service between Christiansted and the Le Reine Terminal. This route would be extended to service the Spanish Town community as well as the public housing complex on Ramirez Street as well as the neighboring residential community before returning to the Le Reine Terminal.

- Route 301, St Croix, provides existing service between Sunshine Mall and the La Reine Terminal. This route would be extended further west on Queen Mary Highway and return to Midland Road to provide connectivity with an existing school.

- Christiansted Circulator, St Croix, is a proposed new route that would increase VITRAN's service coverage northwest and southwest of Christiansted. The proposed service area would provide transit access and connect Christiansted to residential neighborhoods, public schools and a public housing complex not currently served by VITRAN. This new circulator route would operate via Pepper Tree Road to connect with the Sunny Isles Shopping Center and return to Christiansted via Highway 66.

- Fredriksted Circulator, St Croix, is a proposed new route that would extend VITRAN service coverage to provide transit access and connect Fredriksted to residential neighborhoods, public schools and public housing complexes not currently served by VITRAN. The proposed service would connect the Sunshine Mall with Fredriksted via Concordia Road and Melvin H. Evans Highway and Tranberg Road Route 701, St Thomas, which would extend service to Magens Bay. This service would operate for special events as well as coincide with the passenger cruise ship schedule. Service would connect through TUTU Mall to the Charlotte Amalie Port.

- Route 108/109, St John provides existing service between Cruz Bay and Concordia. In an effort to reduce travel time it is proposed that this route terminate at the public housing complex just south of Johns Folly Bay.

These recommendations are illustrated on Figures 4, 5, and 6.

3.2.2. Service Frequency Improvements

In addition to improving reliability and timeliness, the proposed frequency improvements further the functional objectives of serving activity centers and residential areas within the community as well as other trip generators to improve transit connectivity of the VITRAN system. The VITRAN fixed routes with proposed service frequency improvements include.

- Route 101, St Croix, improve service frequency from 90-minute headways to 45-minutes.
- Route 103, St Croix, improve service frequency from 90-minute headways to 45 minutes.
- Route 108, St John, improve service frequency from 60-minute headways to 30-minutes during peak weekday travel periods (6:00 – 8:00 AM and 4:00 – 6:00 PM).
- Route 109, St John, improve service frequency from 960-minute headways to 30-minutes during peak weekday travel periods (6:00 – 8:00 AM and 4:00 – 6:00 PM).
- Route 102, St Thomas, improve service frequency from 70-minute headways to 45-minutes during peak weekday travel periods (6:00 – 9:00 AM and 4:00 – 7:00 PM). Modify schedule to result in a timed meet with ferry service at
- Route 401 / 402, St Thomas, improve service frequency from 80-minute headways to 40-minutes during peak weekday travel periods (6:00 – 9:00 AM and 4:00 – 7:00 PM). Schedule modified to result in a timed meet with ferry schedule at Red Hook.
- Route 501 / 502, St Thomas, improve service frequency from 120 minute headways to 60 minutes.

Figure 4: Recommended Service Improvements -- St Croix

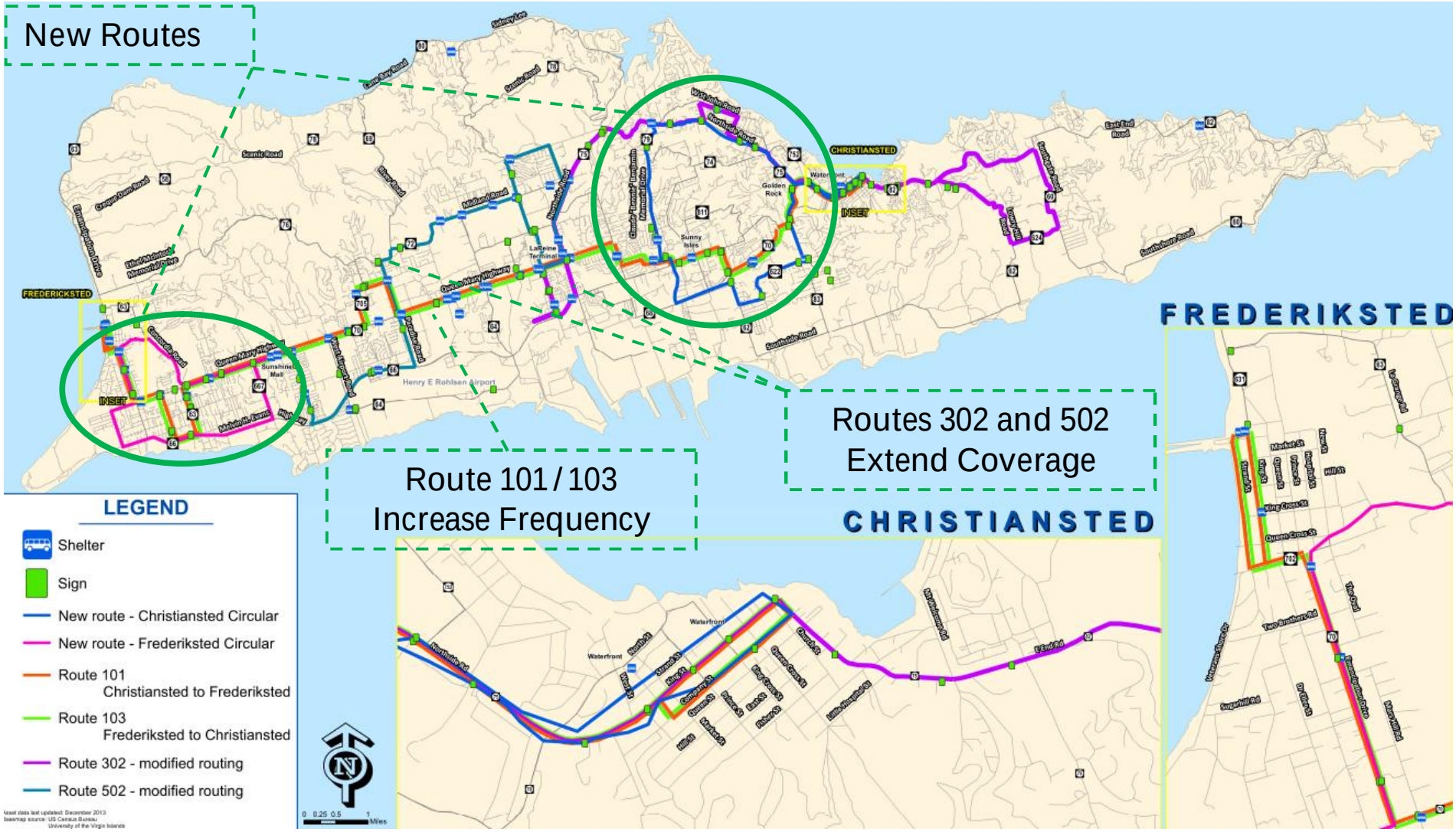


Figure 5: Recommended Service Improvements -- St John

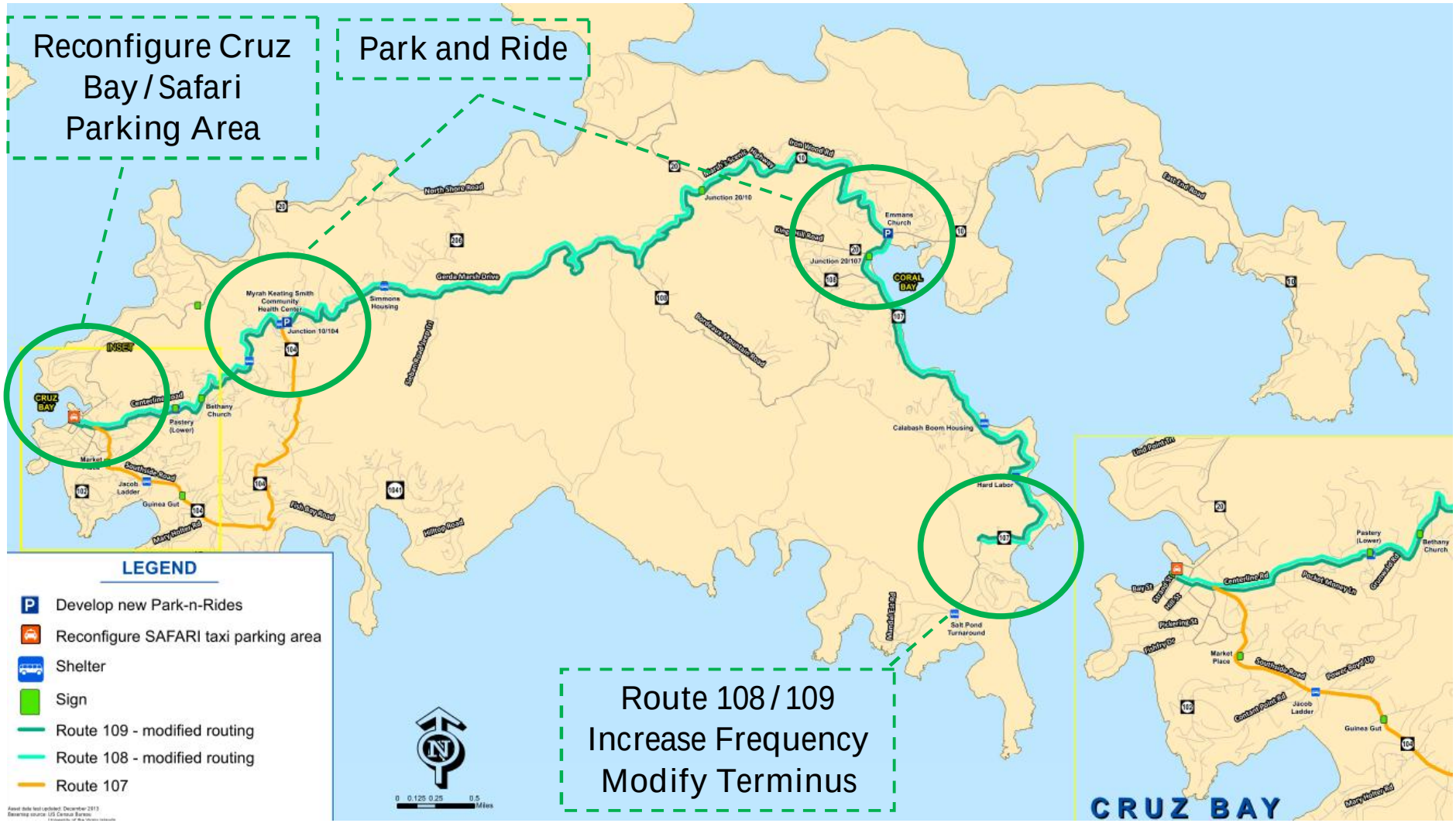
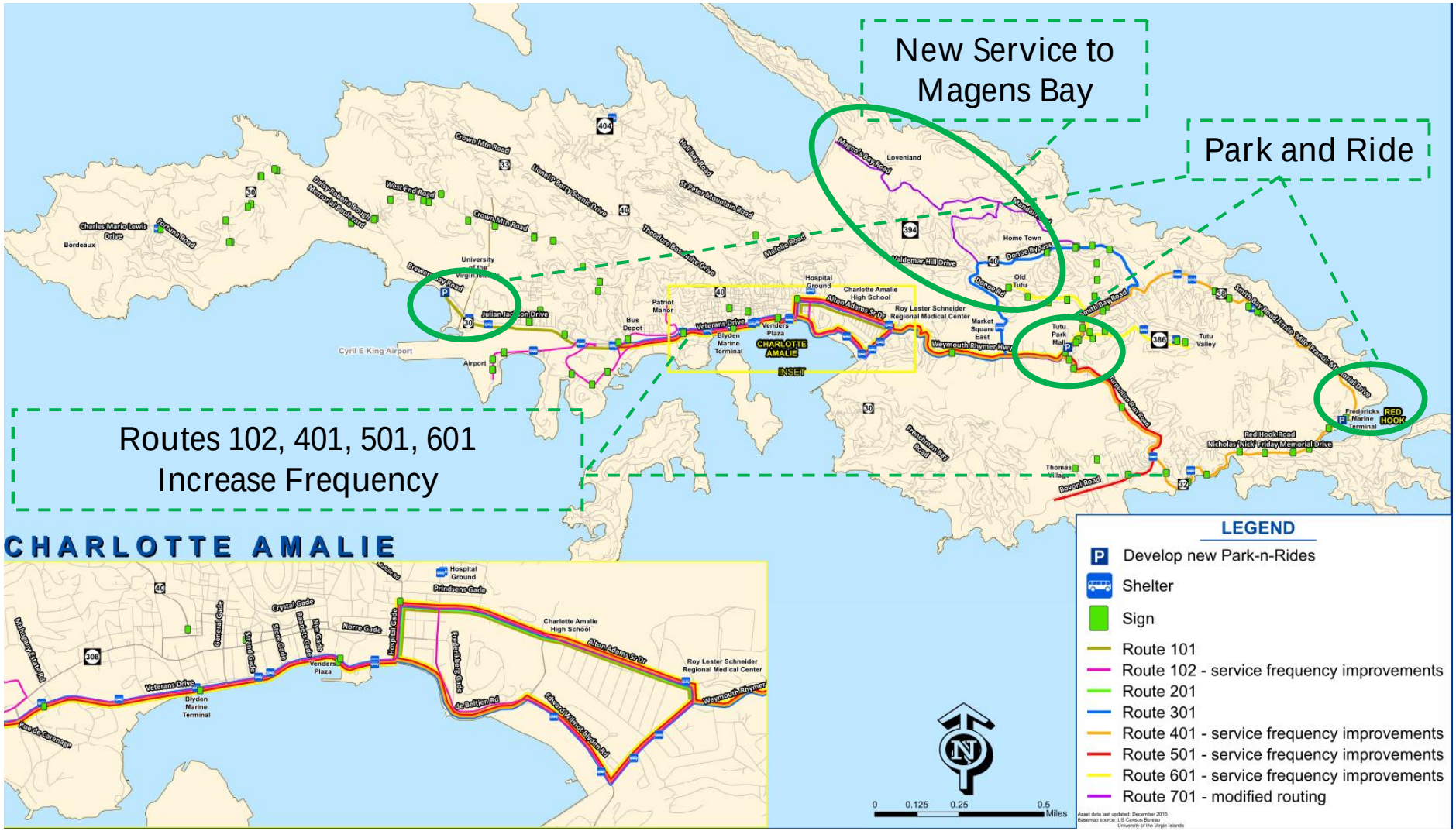


Figure 6: Recommended Service Improvements -- St Thomas



3.2.3. Park-and-Ride Facility Assessment and Location Recommendations

Potential park-and-ride locations were identified throughout the territory to serve as an initiative to further expand VITRAN's service coverage. These park-and-ride facilities seek to attract transit riders who own or have access to an automobile that are willing to drive a short distance and avoid traffic congestion and parking costs. These facilitates will also provide an access point to VITRAN service for those who do not live within the immediate service area of a VITRAN bus route.

The objective for the park-and-ride lot site selection is to identify a designated intermodal terminal to capture passengers by intercepting auto trips by establishing a drop-off and parking area for VITRAN services. Site selection for park-and-ride lots included identifying locations according to a set of criteria that considered land use type, vehicle accessibility, visibility, and proximity to VITRAN service. The evaluation was performed through a review of aerial photography and from field observations.

1.) Available Land/Capacity: Potential park-and-ride sites were identified based upon the following types of land use:

- Property with adjoining surface parking lots such as recreational centers, shopping centers, and places of worship will be evaluated for purposes of identifying potential joint use opportunities where these areas could accommodate commuters from the AM peak travel period until the PM peak travel period otherwise referred to as the weekly workday commuting periods.
- Vacant or undeveloped private parcels of land.
- The size of the property/parcel will be a minimum of a ½ acre or an existing surface lot with capacity of at least 25 parking spaces. The land area of a ½ acre is based upon preliminary research that determined to be adequate for 25 parking spaces, landscaping, ingress and egress points as well as traffic circulation for automobiles and transit.

2.) Accessibility: Roadway connectivity that allows easy accessibility to/from a park-and-ride lot location for both automotive and transit traffic was evaluated. The preference for access points will occur on either major or secondary arterials. Based on preliminary research it has been determined that the maximization of inbound traffic into a parking lot is more effective to attract users than improving flow for exiting or evening traffic.

3.) Parking Lot Visibility Criteria (Marketing and Security): This criterion includes an assessment of how visible the park-and-ride site would be from the nearest roadway. This will assist in the assessment of how attractive the site is for marketing. Recommendations will be provided on how to improve park-and-ride visibility e.g., implementation of way finding signage.

This will also serve as a determination of existing site security for both personal and vehicle safety based on the level of visibility from surrounding development.

4.) Transit Criteria: The proximity of existing VITRAN service will be assessed to include the availability of local bus service. The service frequency and service span will also be reviewed to ensure adequate transit connection is provided specifically for the peak AM and PM travel periods.

Upon evaluation, five sites were selected as potential park-and-ride sites throughout the Territory to include:

1. Brewers Bay Road (University of Virgin Islands), St. Thomas
2. TUTU Mall, St. Thomas
3. Red Hook, St. Thomas
4. National Park, St. John
5. Centerline Road and Gift Hill Road, St. John

Tutu Mall – St. Thomas

This location would serve as a VITRAN multimodal facility where the TUTU Mall provides shared usage of parking spaces. This location would also serve as an intercept location and transfer point for transit passengers with a final destination of Red Hook, Charlotte Amalie and the Cyril E. King Airport. This park-and-ride lot location provides good accessibility and visibility from adjacent roadways.

Brewers Bay – St. Thomas

This park-and-ride lot would serve as the western terminus of the VITRAN service on St Thomas and is adjacent to the University of the Virgin Islands. There is potential for shared use with existing parking lot. This location would seek to attract commuters that travel to Charlotte Amalie and Red Hook.

Smith Bay Road, Red Hook – St. Thomas

Currently, cars are being parked along the shoulder of Smith Bay Road. The proposed park-and-ride lot would serve as an intercept lot for those commuters traveling to Charlotte Amalie, the Cyril E. King Airport, or the University of the Virgin Islands.

This location is easily accessible form Smith Bay Road and could also serve as a parking area for passengers of the new VITRAN ferry service.

Centerline Road/Gift Hill Road – St. John

Input received from public outreach identified the need to identify a park-and-ride location within the vicinity of Center Line Road and Gift Hill Road. The existing health center was identified as a potential location to designate shared use parking for purposes of establishing a VITRAN park-and-ride lot.

This location has immediate access to the junction of Gift Hill Road and Centerline and could serve as an intercept point for travelers continuing on to Crux Bay while also potentially alleviating parking demand at Cruz Bay.

3.2.4. Cruz Bay Intermodal Terminal Improvements

Currently, VITRAN service on St John does not encounter much congestion throughout the island with the exception of Cruz Bay where high parking demand and congested traffic circulation persist.

The USVI Port Authority commissioned a study to identify recommendations for the development of the port area in Cruz Bay. The findings of the 2010 study confirmed that traffic congestion at the Cruz Bay ferry dock remains as one of the main transportation issues to be resolved on St John. Upon the arrival of a passenger ferry, automotive and pedestrian traffic significantly increases as passengers seek mobility options as well as disperse through the adjoining area.

The staging of taxis, safari's, and car rental pick-ups and a VITRAN bus overwhelms the area with resulting traffic congestion.

Specific study recommendations suggest the taxi franchise and safari buses be relocated to the tennis court area, which is north of their existing location, to be dispatched from a small office for the franchisee to locate. Six taxi parking stalls should be reserved to accommodate arriving ferry passengers. While six other parking spaces should be reserved for villa rental vehicles and one handicapped parking space should be allocated. Local residents should be allowed to perform drive by pick-ups for family and friends. The area adjacent to the Loredon Boynes dock monument is proposed to serve as a designated luggage and passenger pick up location that would be covered and weather protected. Further study should include a feasibility assessment to identify a location of a parking facility adjacent to Cruz Bay. The parking facility will also need to include adequate pedestrian connections and access to transit and the ferry terminal.

Due to the amount of St John residents and students who work and attend school on St Thomas the coordination of transfers between VITRAN buses and the ferry schedule is critical to travel time. The alleviation of parking demand and traffic congestion at Cruz Bay will benefit transit operations in the form of schedule adherence to assure timed transfers with ferries is achieved.

Therefore, with the exception of addressing parking demand and traffic circulation to improve transit access at Cruz Bay existing VITRAN route service should remain unchanged. There has been reported overcrowding of VITRAN buses along Center Line Road and one cause could be the length round trip time for Route 108/109. One option to consider is to relocate the existing turn around location for Route 108/109 to Calabash from the existing Salt Pond location.

This route modification would result in travel and operational savings while also seeking to address the existing overcrowding of passengers occurring on Centerline Road. However, consideration needs to be given to the trade-off of the level of passenger demand along this segment versus the potential travel time and operational savings that would occur. One other modification would be to operate this shorter route service during the morning and afternoon peak travel periods as coordinated with the Cruz Bay ferry schedule. Once additional buses are available to be placed into service this would enable VITRAN to operate a high more frequent bus service and reduce passenger wait times while also expanding service area based upon passenger demand.

4. Fleet Management and Maintenance Plan

The following sections provide an overview of a fleet management and maintenance plan from an inventory of the existing fleet to identification of required fleet size and potential costs.

4.1. Vehicle Inventory

The existing VITRAN fleet consists of 11 buses and 13 paratransit vehicles. The expected service life of a standard transit bus is typically 12 years. However, due to the operational demands resulting from the Territory's temperate climate, narrow curved roadways and steep grades VITRAN's medium-duty transit buses and paratransit vans typically have an expected service life of seven years. As presented in the following table a majority of the VITRAN service fleet has reached and exceeded their current useful service life. But due to budgetary constraints bus rehabilitation and the acquisition of new replacement vehicles has not kept pace with the VITRAN's service needs to keep their medium-duty transit bus fleet in a state of good repair. The existing VITRAN bus fleet (Table 4) is of the same vehicle make with an average age of nine years and all exceed 200,000 miles. Two buses were rebuilt in 2010 to help extend their service life.

Table 4: VITRAN Transit Bus Inventory

BLUE BIRD BUSES								
No.	Bus#	Tag#	Make	Year	Age	Size	Seats	Mileage
1	45	PW 48	Blue Bird	2005	9	31'	30	433,743
2	46	PW 62	Blue Bird	2005	9	31'	30	418,905
3	47	PW 68	Blue Bird	2005	9	31'	30	259,910
4	48	PW 78	Blue Bird	2005	9	31'	30	431,396
5	49	PW 169	Blue Bird	2005	9	31'	30	308,724
6	50	PW 167	Blue Bird	2005	9	31'	30	221,831
7	51	PW 215	Blue Bird	2005	9	31'	30	254,525
8	52	PW 55	Blue Bird	2005*	9	31'	30	268,253
9	53	PW 95	Blue Bird	2005*	9	31'	30	341,315
10	54	PW 171	Blue Bird	2005	9	31'	30	306,500
11	55	PW 45	Blue Bird	2006	9	31'	30	256,315
Average Age of Fleet (years)					8.9			

*Bus was rebuilt in 2010
Source: FY 2012 Federal Transit Administration, National Transit Database

The VITRAN existing paratransit fleet (Table 5) is also all the same vehicle make with an average age of seven and a half years. A majority of these vehicles have between 130,000 and 200,000 service miles with the exception of several newer vehicles that were acquired in 2009.

Table 5: VITRAN Paratransit Vehicle Inventory

ADA PARATRANSIT								
No.	Model	Tag#	Make	Year	Age	Size	Seats	Mileage
1	15 Express	PW 38	Chevy	2005	9	18'	8	203,152
2	15 Express	PW 76	Chevy	2005	9	18'	6	190,367
3	35 Express	PW 86	Chevy	2007	7	18'	11	136,600
4	35 Express	PW 88	Chevy	2007	7	18'	11	151,097
5	25 Express	PW 198	Chevy	2009	5	18'	8	158,998
6	25 Express	PW 199	Chevy	2009	5	18'	9	82,297
7	25 Express	PW 200	Chevy	2009	5	18'	9	79,802
8	15 Express	PW 53	Chevy	2006	9	18'	9	113,883
9	15 Express	PW 57	Chevy	2007	8	18'	7	147,489
10	15 Express	PW 141	Chevy	2006	9	18'	9	151,189
11	15 Express	PW 157	Chevy	2005	10	18'	6	149,361
12	15 Express	PW 213	Chevy	2005	10	18'	6	155,732
Average Age of Fleet (years)					7.6			

Source: FY 2012 Federal Transit Administration, National Transit Database

In 2014, VITRAN will receive 10 heavy-duty buses and 12 medium-duty buses that are ADA compliant. The acquisition of these new vehicles will mainly go towards replacing the aged VITRAN fleet of transit and paratransit vehicles. As a result, the average age will be significantly lowered and reliability greatly improved. Those older vehicles taken out of service could also be maintained to serve as spare vehicles to prevent any disruption during routine maintenance or unanticipated mechanical issues that may occur with fixed route buses.

4.2. Fleet Sizing Needs

VITRAN's fleet sizing needs is based upon planning of proposed systemwide improvements as part of the 2040 Transit Plan. This document provides a projection for fleet growth with the understanding that such projection is subject to many variables and uncertainties.

4.2.1. Spare Bus Ratio

Spare buses are defined as those vehicles of a transit fleet that are available for routine maintenance, and those that are unavailable for service each day due to unexpected mechanical problems.

The Federal Transit Administration guidelines state that for bus fleets, the basis for determining a reasonable spare ratio takes local circumstances into account. The FTA formula for calculating a spare ratio is:

Spare Ratio = [Vehicles Available for Maximum Service (VAMS)]
– Vehicles Operated in Maximum Service (VOMS) / VOMS

FTA specifies that the number of spare buses in the active fleet for grantees operating 50 or more fixed route revenue vehicles is not to exceed 20% of the number vehicles. However, smaller transit (25 - 99) vehicles have been found to have a spare ratio lower than between 15% and 20%[4]. Bus reliability history and preventive maintenance practices also determine the number of spare buses for a transit operator. FTA also allows agencies to keep buses that have reached the end of their service lives and taken out of revenue service in an inactive contingency fleet. These vehicles must be properly stored and maintained but contingency fleet buses are not included in the FTA spare ratio formula. It is recommended that VITRAN maintain a spare ratio of at least 15 percent of the vehicle fleet.

4.3. Fleet Sizing Needs

To meet the service improvement and expansion recommendations proposed under this Transit Plan, VITRAN would need to expand its existing vehicle fleet by 21 additional buses for a total fleet of 32 transit buses.

4.3.1. Estimated Costs

Capital and operating cost estimates were prepared utilizing available cost information as obtained from VITRAN. Operating costs were estimated by applying a cost by revenue hour factor as obtained from the latest FTA NTD reports. An operating cost model was created using existing VITRAN service schedules as well as average speeds as observed in the field.

Capital cost estimates are based upon the latest available capital costs for new vehicles as obtained from the 2011 US Virgin Islands Intermodal Connectivity Improvement Program. Unit vehicle costs were escalated to 2014 dollars and applied to the number of vehicles determined according to each proposed service improvement. The following Tables 6, 7, and 8, provide estimated costs and vehicle requirements for the proposed service improvement needs as presented in this Transit Plan.

[4] TCRP Synthesis 109 System Specific Spare Ratios, 1995

Table 6: St Thomas – Estimated Service Improvement Costs

Route	Route Miles	Existing Headway (minutes)	Proposed Headway (minutes)	Additional Buses Required	Estimated Additional Operating Cost	Estimated Capital Cost
St Thomas 101	11.52		0	0	$ -	$ -
St Thomas 102	14.84	75	45	1	$ 943,785	$ 437,377
St Thomas 201	12.76		0	0	$ -	$ -
St Thomas 301	19.54	120	0	0	$ -	$ -
St Thomas 401	27.14	140	40	3	$ 3,685,741	$ 1,312,132
St Thomas 501	16.86	120	60	1	$ 1,082,315	$ 437,377
St Thomas 601	16.52	120	45	2	$ 1,580,523	$ 874,754
			TOTAL	7	$ 7,292,364	$ 3,061,640

Table 7: St John – Estimated Service Improvement Costs

Route	Route Miles	Existing Headway (minutes)	Proposed Headway (minutes)	Additional Buses Required	Estimated Additional Operating Cost	Estimated Capital Cost
St John 107			0			
St John 108/109	22.66	60	30	2	$ 2,418,403	$ 874,754
			TOTAL	2	$ 2,418,403	$ 874,754

Table 8: St Croix – Estimated Service Improvement Costs

Route	Route Miles	Existing Headway (minutes)	Proposed Headway (minutes)	Additional Buses Required	Estimated Additional Operating Cost	Estimated Capital Cost
St Croix 101	37.60	90	45	2	$ 2,217,394	$ 874,754
St Croix 103	37.60	90	45	2	$ 3,353,399	$ 874,754
St Croix 301	19.11	90	45	1	$ 1,350,001	$ 437,377
St Croix 2A	23.30	90	45	3	$ 3,260,597	$ 1,312,132
Christiansted Circulator (New)	12.57	0	45	2	$ 2,292,317	$ 874,754
Fredriksted Circulator (New)	8.48	0	45	2	$ 1,546,448	$ 874,754
			TOTAL	12	$ 14,020,156	$ 5,248,526

The existing economic conditions constrain the level of funding to acquire additional buses for service improvements and expansion. VITRAN will need to continue to identify funding sources beyond the existing federal sources that are received today.

5. Fare Pricing Analysis

Periodic long-range planning efforts provide an opportunity to examine overall transit operations and fare policy to improve the organization's performance. A component of the United States Virgin Islands (USVI) Comprehensive Transit Plan is the evaluation of VITRAN's existing fare structure and the development of recommendations to adjust passenger fares and otherwise suggest strategies to increase revenue and reduce the cost of providing transit services. VITRAN has a somewhat unique set of opportunities and challenges to address related to its customer base, service area geography, and competing modes of transport.

This analysis evaluated the impact of different fare and operating scenarios on overall ridership and revenue for the VITRAN fixed route network. Using historical ridership and revenue figures as well as other supporting data provided by the USVI Department of Public Works (DPW) Office of Public Transportation as a "base case", the analysis tested scenarios to demonstrate how fare changes may help DPW achieve its target metrics pertaining to evaluation criteria, including but not limited to the following:

- Ridership
- Passenger revenue
- Farebox recovery ratio
- Passenger equity
- Overall cost of travel

The goal of this analysis is to provide the DPW with one or more options for improving the above criteria by adjusting bus routes, fares, operating policies, or a combination thereof.

5.1. Background

The DPW recognizes that creating a more efficient and equitable fare structure and operational plan for VITRAN bus service is an important step towards reaching the U.S. Virgin Islands' long-term transportation needs through year 2040. Currently, the DPW Office of Public Transportation provides fixed route bus and paratransit service to residents and visitors within the three islands of St. Croix, St. Thomas, and St. John, as well as ferry service between these islands. Since the inception of VITRAN fixed bus route operations passenger fares have remain unchanged throughout the territory.

5.2. Existing Fare Policy Evaluation

The following table presents the existing VITRAN fare structure.

Ticket Type	St. Thomas	St. John	St. Croix
	Fare Price		
Regular Fare	$1.00	$1.00	$1.00
Transfers	$ .25	$ .25	$ .25
Students (City –w/ID)	$ .56	$ .75	$ .75
Students (Country – w/ID)	$ .75		
Seniors Citizens	Free	Free	Free
Disabled	Free	Free	Free

In addition to VITRAN, residents and visitors have the option of using private taxis and "safari" taxi to travel within the islands. The USVI Taxi Commission regulates the number of private taxi medallions granted on each island as well as the fixed fares between major destinations; however, safari taxi are largely unregulated, run many of the same routes as VITRAN bus service while using existing public bus stops, and charge a fare similar to the basic VITRAN fare. The fares charged are $1.00 for short trips and $2.00 for longer cross-island trips.

Currently the DPW operational plan assumes that VITRAN service is designed primarily to serve local residents, with the assumption that a majority of visitors will use some form of private transportation. As such, VITRAN does not currently serve many popular tourist destinations including most beaches. This operating model means that VITRAN is not serving a significant portion of the territory's sizable tourist market, which totaled 2.2 million from cruise ships alone in 2009.

Moreover, unreliable and/or infrequent VITRAN bus service encourages greater use of private transportation – especially safari taxi – among local residents, which further dampens VITRAN ridership. It is reasonable to expect that alternatives to public transit will continue to impede VITRAN bus ridership as long as fares remain competitive and service/frequency remains superior. VITRAN will need a creative strategy to successfully meet the goals established in the 2040 USVI Transportation Master Plan. The strategy should involve an evaluation of operations (fares, routes, reliability, and efficiency) to improve service to the VITRAN's target markets, as well as governance / regulatory changes that address the competitive framework within which VITRAN must operate.

5.3. Fare Pricing Evaluation Methodology

5.3.1. Fare Pricing Model Development

An MS Excel-based fare model to estimate the impacts of changes in fare on current and expected ridership and revenue was developed based upon data inputs and scenarios obtained from the DPW. The fare pricing model basic structure is as follows:

Base Fare * Discount Factor = Average Fare * Ridership = Revenue

Specific information on the discount factor for VITRAN service was not available for the analysis; whereas ridership was adjusted based on research on the average number of senior and disabled passengers territory-wide. These passengers ride VITRAN buses for free as a result of a new law enacted in 2009. Based on the analysis, approximately 38,800 free trips per year were estimated for this customer group between 2009 and 2011, amounting to 12.7 percent of total annual ridership during this time period. Therefore, a factor of 12.7 percent was applied to calibrate full fare paying customers as a percent of total VITRAN ridership in order to calculate the average fare.

5.3.2. Ridership Elasticity

A key component of the pricing model is the elasticity assumption. Elasticity is defined as the percentage change in ridership resulting from a one-percent change in fare price, i.e., increasing the average fare by XX percent results in an YY percent drop in ridership. This model is most applicable to transit systems with large populations of riders and many travel alternatives. In the case of VITRAN, the population of potential riders changes with cruise ship cycles, and many residents do not have multiple alternative transportation options. This means that some market segments are "captive," and may not behave as expected within the framework of a standard elasticity model using "industry average" assumptions.

Another important factor to note with regard to fare elasticity is that it may change over time. For instance, in the short-term, people may not have other transportation options and could be forced to endure fare increases. But in the longer-term, over several years for instance, new modes of transportation like safari taxis, or new routes may be expanded to fill a competitive service gap, and people will slowly migrate toward less expensive options.

Typically, commuters have a lower elasticity than others, and surveys have shown that transit fare elasticity is lower in larger cities (above one million in population).[5] This may be due to factors such as the greater cost of parking or the relatively higher incomes in larger cities. This American Public Transit Association (APTA) study showed that cities with a population lower than one million averaged about -0.43, meaning that a one percent fare increase would result in a 0.43 percent decrease in ridership.

Many planning-level fare policy studies assume a fare elasticity of -0.33 based on statistical analyses by John Curtin (the Simpson-Curtin rule), however it is widely understood that elasticity vary greatly from system to system, based on a variety of factors. The analysis presented herein uses the Simpson-Curtin estimate of -0.33 to estimate ridership changes resulting from fare increases.

5.4. Fare Policy Scenario Evaluation

Scenario evaluation and sensitivity testing was conducted using the fare model to evaluate the range of fare revenue impacts that could result from different fare level price increases for VITRAN service.

The latest available ridership and revenue data was obtained from VITRAN spanning several years, from 2009 to the present. This data was provided according to each of the three islands and for the VITRAN routes that operated on a specific island.

The following two separate analyses were conducted on VITRAN ridership and revenue data:

1) Competitive Analysis of Bus Routes – this analysis organized the fixed route data to provide insight into the relative volumes and revenues from each route.

2) Enterprise Fare Sensitivity Analysis – this analysis applies industry standard (Curtin-Simpson) elasticity factors to ridership to estimate the optimal bus fare that maximizes revenue.

These analyses were performed at a high level based on the latest available data collected from VITRAN. Further analysis could be performed to refine the conclusions with regard to each respective island and fixed bus routes and would include the following required data:

- Details of discounts provided to customers and related fare structures
- Ridership data by fare type (basic, student, senior, etc.) and ideally by date and route
- Demographic and socioeconomic characteristics of VITRAN riders
- Locations of major residential, employment, and tourist centers

[5] Fare Elasticity and Its Application to Forecasting Transit Demand, American Public Transit Association, August, 1991.

The last two items of the list were collected as part of the travel surveys and overall planning analysis as part of the Transportation Master Plan. However, the additional detailed data identified in the first two bullets was not available at the time of the analysis. The analysis results still provide valuable guidance on how VITRAN can best manage its fixed route bus operations through fare pricing changes and potential modifications to the service area.

5.5. Competitive Analysis of Bus Routes

The goal of this analysis was to evaluate VITRAN's competitive environment to help determine whether appropriate routes and markets are being served. Using information from VITRAN service records, including monthly ridership and revenue generation, the analysis considers how VITRAN might increase ridership/revenue or potentially decrease costs through operational adjustments.

A review of practices for providing transit service in similar markets has revealed that VITRAN's challenges with regard to private transportation operators are not new. In other markets where safari taxis and other private interests operate, government organized co-ops or other franchise structures have often been installed to improve competition and connectivity. One of the major issues with private operators is that they do not provide adequate service to smaller segments such as the elderly, disabled, or areas with fewer riders. If appropriate and funded, the oversight agency could provide incentives to private operators such as reduced franchise fees to provide service in less profitable areas. Regulation of private operators can also be effective in reducing congestion in busy areas and, if properly structured, keep private operators away from public bus routes. Such oversight is not necessarily recommended at this time, but should be explored as a potential way to harmonize public and private transportation services.

Regardless of any effort to coordinate with private operators, VITRAN should develop an operating strategy that identifies the most appropriate routes for VITRAN bus service. The service network should be sized to the fleet, so that headways are adequate to assure schedule adherence and service reliability. Reliable service is critical, as it provides VITRAN the opportunity to capture more commuters and tourists beyond the transit dependent, who typically have higher incomes and a lower elasticity of demand. Station modernization, express service on certain primary routes, bus tracking system for mobile devices, and consistent service will all contribute positively to the use of VITRAN service while improving passenger revenue.

Historical data for 17 bus routes were analyzed. These routes are listed in Table 9 by island. The "# of Records" shows how many months of ridership and revenue data were available out of the total number of months reported by VITRAN. The reasons for incomplete data could be attributed to routes being taken out of service (either permanently or temporarily) or operators incorrectly recording data.

Table 9: Bus Routes and Respective Monthly Service Records

St. Thomas	# of Records (of 36)	St. John	# of Records (of 27)	St. Croix	# of Records (of 22)
PW35	23	PW200	22	PW38	18
PW53	30			PW76	11
PW57	36			PW86	21
PW65	8			PW88	21
PW76	3			PW198	21
PW141	33				
PW157	36				
PW189	1				
PW199	21				
PW200	13				
PW213	33				

As noted above, the ability of VITRAN to make their service more reliable is critical to building market share. The table shows that only two of the 17 routes reported all of the months' data for the period examined. Throughout the territory, St. Croix had the best overall record for reporting, while four of the eleven routes on St. Thomas reported fewer than half the months of service.

It is understood that the bus fleet (the number and condition of buses in operating condition) and driver availability are two challenges that VITRAN faces in providing service. To the extent possible, it is good practice to have redundancy built into the bus fleet to replace vehicles that must undergo maintenance. To address this, VITRAN recently acquired 10 heavy duty and 12 medium duty vehicles which will start operating and providing service in the fall of 2014. While this address some of the immediate needs, it may not be sufficient enough to build in the desired redundancy to efficiently operate the system. In that case, VITRAN's option is to adjust its service (either headways, routes, or both) so that the existing fleet provides 10 percent to 20 percent additional capacity over normal daily service requirements.

If service reductions are determined to be a preferable tactic to improve VITRAN's service consistency and reliability, there are certain routes that, based on the ridership data provided, should be considered for elimination or reduction in service. Specifically, St. Thomas has four VITRAN routes (PW35, PW65, PW76, and PW189) that recorded less than 50 riders per month on average Elimination of service should take into account the area and demographic served. For example, if a route currently serves elderly or low income areas, a potential alternate to a regular fixed scheduled bus route could be the use of Special Transportation Services which is one of the services currently provided by VITRAN.

Appendix B provides a series of summary tables that show the route profiles for the time periods of data examined. These tables show simple statistics that provide relative rider volumes, revenue realization, and average fare information. It is important to note that average fare estimates were made based on the data as presented. No reductions for discounted fares were made, therefore average fare figures should be used for relative comparison purposes only.

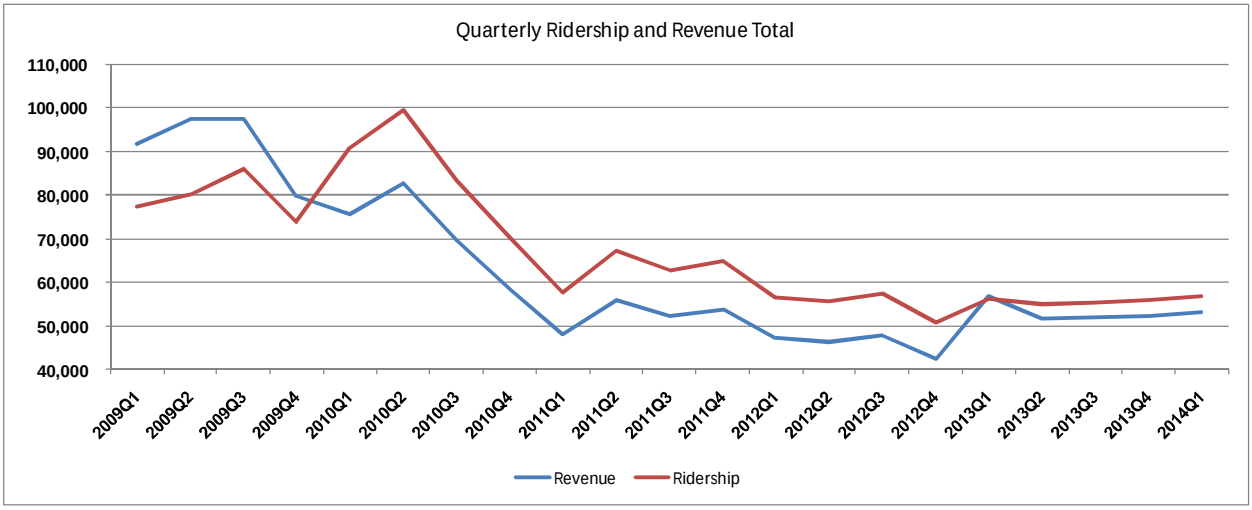
5.6. Enterprise Fare Sensitivity Analysis

The second part of the analysis relates to the potential for fare increases and overall revenue impacts resulting from fare changes. An extensive analysis of the historical ridership and revenue between 2004 and 2014 was performed and included in Appendix C.

The following Figures 7 and 8 show ridership and revenue territory-wide and by island. Note that the scale on the left of each exhibit is for both riders and revenue (which coincidentally have very similar levels).

Figure 7 shows that total ridership and revenue decreased markedly between mid-2010 and mid-2011 but remained relatively stable over the past three years. Interestingly, the ridership line rose above the revenue line beginning in 2010, a reflection of the change in policy allowing seniors and patrons with disabilities to ride free of charge. Thereafter, the ridership trend line remained above revenue line, indicating an average fare of less than $1.00. In 2013, the gap between the revenue and ridership lines has narrowed, reflecting an average fare approaching $1.00.

Figure 7: Historical Total Ridership and Revenue

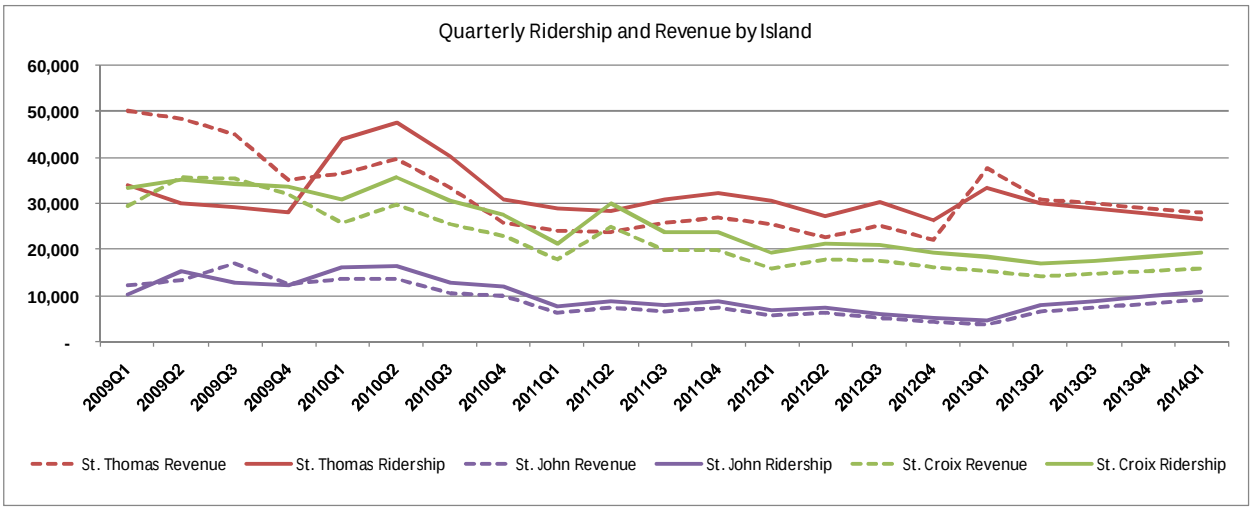


Source: USVI Department of Public Works, 2009 - 2014

It is important to reiterate that the above analysis includes patrons who ride for free (seniors and persons with disabilities), who account for approximately 38,800 persons per year (12.7percent on average between 2009 and 2011)[6]. Removing these riders from the calculation pushes the average rate realized between 2009 and 2013 to $1.06.

Figure 8 shows ridership and revenue by island. St. Thomas, which has the most robust ridership, is shown in red. In early 2013, St. Thomas revenue increased above ridership, indicating an average fare that is higher than $1.00. St. John and St. Croix both had average fares of less than $1.00 in early 2014; however both fares and ridership have trended upward in the past year, while St. Thomas has trended downward.

Figure 8: Historical Ridership and Revenue by Island



Source: USVI Department of Public Works, 2009 - 2014

Table 10 shows historical total and paid ridership between 2009 and 2013 for the territory, as well as revenue during that period. Ridership forecast between 2014 and 2020 are based on the growth rate calculated from the historical data, which was negative during this period (-8.50 percent). If this ridership trend continues and fares are unchanged, revenue will continue to decline territory-wide to nearly $110,000 per year by 2020.

6 http://stjohnsource.com/content/news/local-news/2011/08/30/free-rides-popular-hurting-vitran-finances

Table 10: Historical and Forecast Ridership and Revenue Trend (Historical Rate Forecast)

	Total Ridership	Paid Ridership	Revenue	Avg. Fare
2009	317,615	277,181	365,970	1.32
2010	343,713	299,957	286,480	0.96
2011	252,380	220,251	210,336	0.95
2012	220,512	192,440	183,786	0.96
2013	222,663	194,317	212,785	1.10
2014	*203,744*	*177,807*	*189,100*	*1.06*
2015	*186,433*	*162,699*	*173,033*	*1.06*
2016	*170,592*	*148,875*	*158,331*	*1.06*
2017	*156,097*	*136,225*	*144,878*	*1.06*
2018	*142,834*	*124,651*	*132,568*	*1.06*
2019	*130,698*	*114,060*	*121,304*	*1.06*
2020	*119,593*	*104,368*	*110,997*	*1.06*
Projected based on 2009-2013 CAGR---		*-8.50%*		

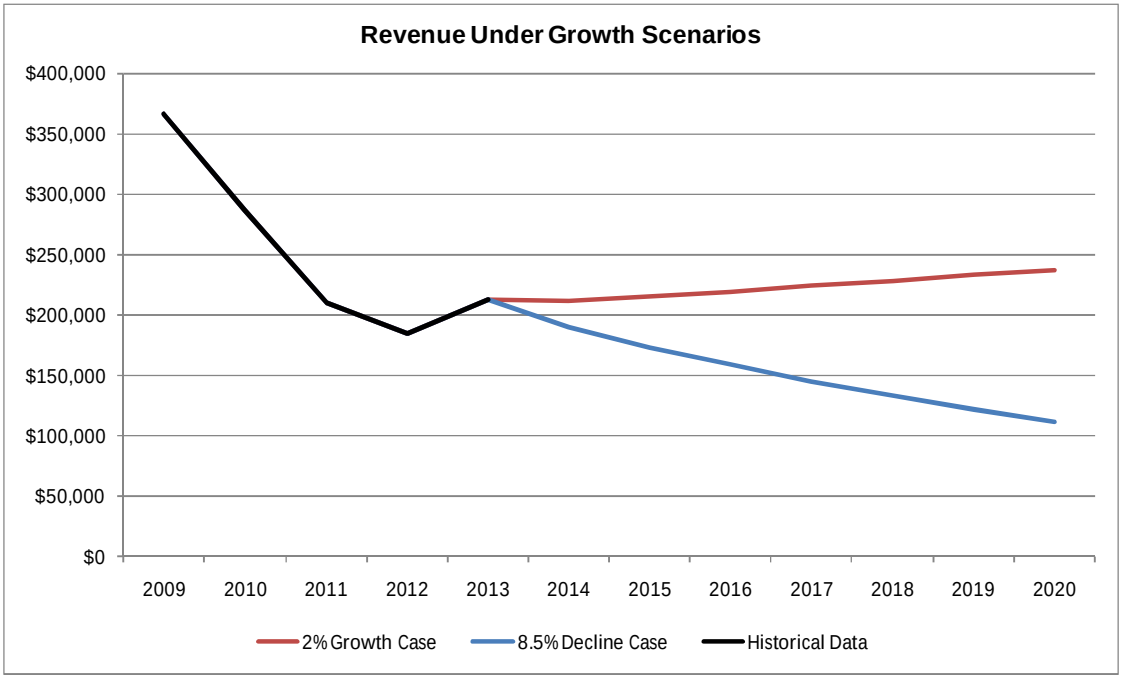
Table 11 shows an alternative forecast of ridership that assumes VITRAN management applies strategies to reverse the trend of declining growth that occurred between 2009 and 2013 and increase ridership between 2014 and 2020 by 2.0 percent annually. In this scenario, total ridership increases to over 250,000 riders in 2020. Assuming the same average fare, revenue grows to almost $237,500 annually in 2020.

Table 11: Historical and Forecast Ridership and Revenue (2 % Rate Forecast)

	Total Ridership	Paid Ridership	Revenue	Avg. Fare
2009	317,615	277,181	365,970	1.32
2010	343,713	299,957	286,480	0.96
2011	252,380	220,251	210,336	0.95
2012	220,512	192,440	183,786	0.96
2013	222,663	194,317	212,785	1.10
2014	*227,116*	*198,203*	*210,792*	*1.06*
2015	*231,659*	*202,167*	*215,008*	*1.06*
2016	*236,292*	*206,211*	*219,308*	*1.06*
2017	*241,018*	*210,335*	*223,694*	*1.06*
2018	*245,838*	*214,542*	*228,168*	*1.06*
2019	*250,755*	*218,833*	*232,732*	*1.06*
2020	*255,770*	*223,209*	*237,386*	*1.06*
Projected based on 2% annual ridership growth				

Figure 9 shows the revenue data from Tables 10 and 11 in graphical format. The historical data showing a decline in revenue between 2009 and 2012 is followed by a rebound in 2013 (black). Forecast data starting in 2014 showing a continued decline at the average rate of the historical period is in blue, and the two percent growth scenario is shown in red.

Figure 9: Historical Ridership and Revenue by Island



As noted above, the analysis used the Simpson-Curtin elasticity estimate of -0.33 to evaluate ridership changes resulting from fare increases. Again, the elasticity factor estimates the percent decrease in ridership that can be expected by a percent increase in the fare. Hence, the Simpson-Curtin estimate suggests that a 10 percent increase in the fare will result in a 3.3 percent decline in ridership.

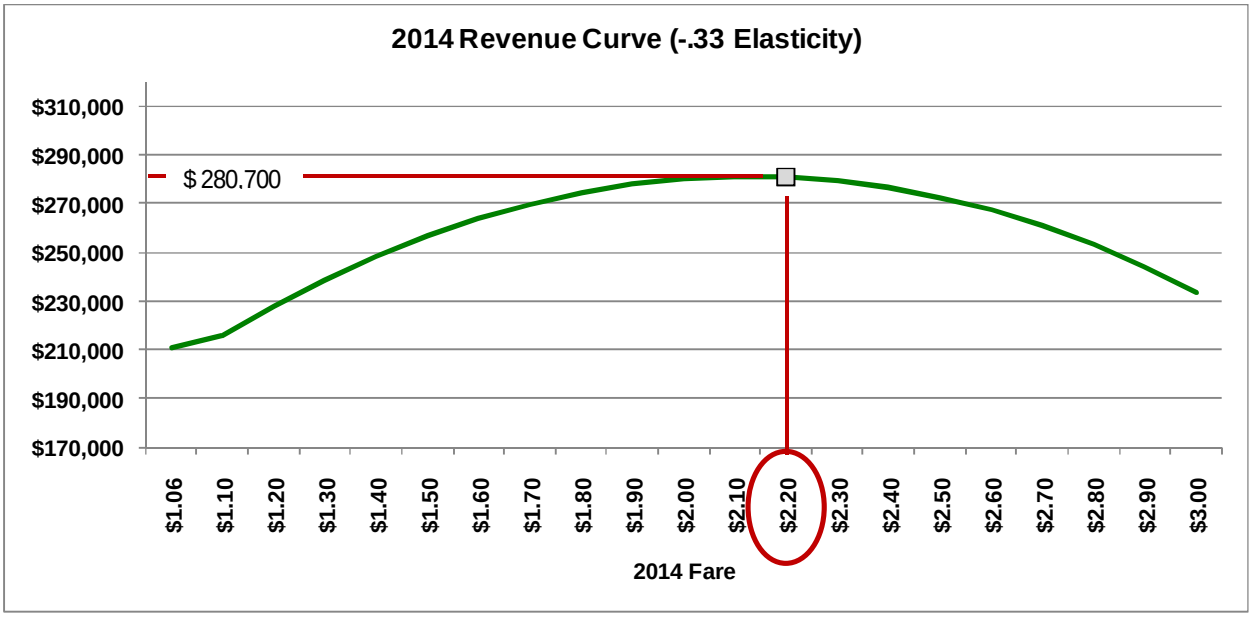
This algorithm was applied to the two percent ridership growth scenario outlined in Exhibit 5 using ten cents incremental fare increases. Fares were increased from the $1.06 calculated average fare up to $3.00 to identify the rate at which (in theory) revenue would be maximized. Table 12 shows these calculations.

Using the Simpson-Curtin elasticity estimate and the other ridership and revenue parameters noted above, the impact of the elasticity factor on ridership begins to outpace the impact of the increasing fare at average rates above $2.20. Revenue is therefore maximized at an average fare of approximately $2.20, which would be a 107 percent increase from the current average rate. At this conceptual rate, annual revenue would be $280,700 in 2014, nearly $70,000 (33 percent) more than is expected to be realized under the current pricing structure. Figure 9 illustrates the revenue curve presented in Table 12.

Table 12: Projected 2014 Ridership and Revenue (Various Rates)

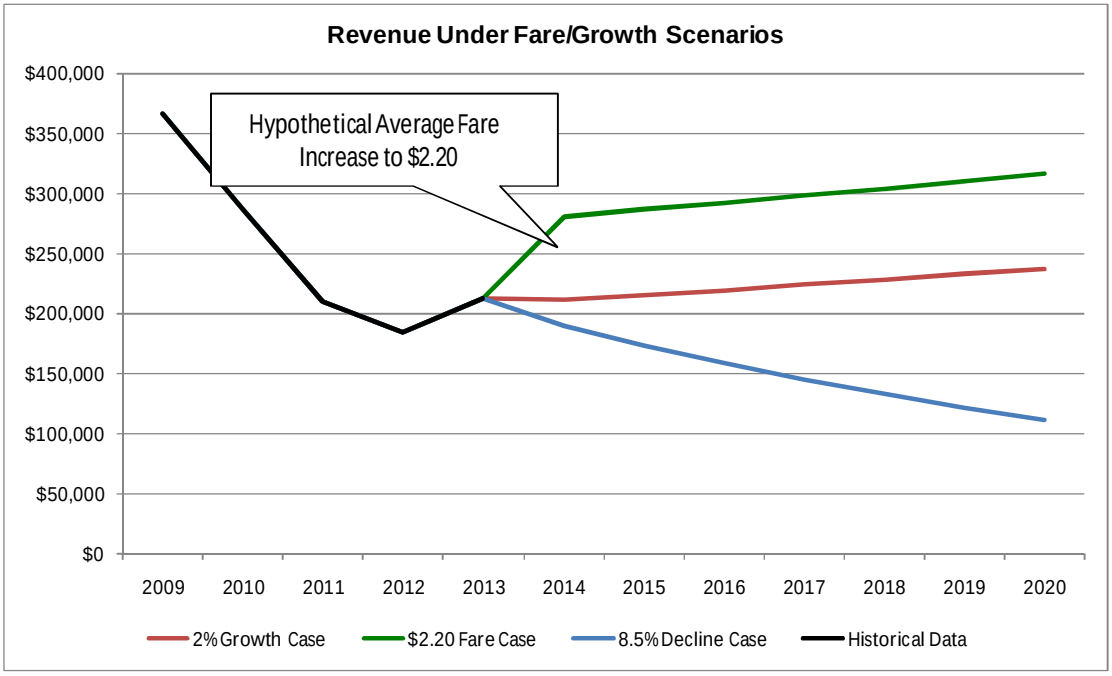
Ridership	Revenue	2014 Fare	% Fare Increase	% Ridership Decrease
198,203	$ 210,800	$ 1.06	0.0%	0.0%
195,937	$ 215,500	$ 1.10	3.4%	1.1%
189,725	$ 227,700	$ 1.20	12.8%	4.3%
183,512	$ 238,600	$ 1.30	22.2%	7.4%
177,300	$ 248,200	$ 1.40	31.6%	10.5%
171,088	$ 256,600	$ 1.50	41.0%	13.7%
164,876	$ 263,800	$ 1.60	50.4%	16.8%
158,664	$ 269,700	$ 1.70	59.8%	19.9%
152,451	$ 274,400	$ 1.80	69.3%	23.1%
146,239	$ 277,900	$ 1.90	78.7%	26.2%
140,027	$ 280,100	$ 2.00	88.1%	29.4%
133,815	$ 281,000	$ 2.10	97.5%	32.5%
127,602	$ 280,700	$ 2.20	106.9%	35.6%
121,390	$ 279,200	$ 2.30	116.3%	38.8%
115,178	$ 276,400	$ 2.40	125.7%	41.9%
108,966	$ 272,400	$ 2.50	135.1%	45.0%
102,754	$ 267,200	$ 2.60	144.5%	48.2%
96,541	$ 260,700	$ 2.70	153.9%	51.3%
90,329	$ 252,900	$ 2.80	163.3%	54.4%
84,117	$ 243,900	$ 2.90	172.7%	57.6%
77,905	$ 233,700	$ 3.00	182.1%	60.7%

Figure 10: Projected 2014 Ridership and Revenue (Various Rates)



Assuming that VITRAN bus ridership and revenue relationships hold according to the Simpson-Curtin elasticity rule, the revenue maximizing rate identified in Tables 11 and 12 could be applied to the forecasts of ridership estimated above. Figure 11 provides an additional revenue projection trend line that assumes average fares are increased to $2.20 in 2014 and then grow at two percent thereafter (similar to the red two percent Growth Case).

Figure 11: Revenue Forecast Assuming Hypothetical Fare Increase



6. Conclusions and Recommendations

The preliminary analysis previously presented including a review of current VITRAN operations, a study of best practices in peer markets, and fare analysis given assumptions of ridership behavior in response to fare adjustments, produced the following conclusions and suggested recommendations for VITRAN to consider:

Link Activity Centers

Develop a strategy to provide transit service to link activity centers such as tourist attractions, recreation areas and hotels to ports of entry, including the cruise port, airport, and ferry terminals. The level of service provided would be tailored to the seasonal demand based on both local residents and visitors' activities. For example provide a shuttle service between the Port areas on St Thomas and downtown Charlotte Amalie.

Ferry Boat Schedule Coordination

Coordinate VITRAN service with ferry boat arrival and departure schedules on both St Thomas (Route 401/402) at Red Hook and St John (Routes 108/109) at Cruz Bay. Specifically, operate service the serves Red Hook ferry terminal to connect to Charlotte Amalie and the Cyril E. King Airport. Consideration must be given to scheduling VITRAN service with the flexibility to maintain scheduled service in response to fixed route buses incurring schedule delays resulting from traffic congestion in reaching the Red Hook ferry terminal or delayed ferry arrivals.

High Passenger Demand Routes

Consider focusing service on high passenger demand routes such as routes on St Thomas that serve cruise ship terminals, ferry terminals and downtown Charlotte Amalie. This strategy has to be balanced with service to other important markets and identification of specific services to special markets (STS). There are several routes that have highly variable or low ridership and the buses that service these routes would provide more value as spare vehicles that ensure service is maintained consistently on the most important routes. Building a reputation for reliability is critical to developing a strong customer base.

Publish/Post VITRAN Schedule

Publish the VITRAN service schedule and route numbers in print and make available on-line for both fixed route service and ADA paratransit services. VITRAN service schedules and route information should be posted at all bus stops. A service area map should also be posted at stations and major hubs such as

Airports and ports and ferry docks to illustrate route coverage as well as identify connecting service routes.

Maximize Marketing Opportunities

Increase revenue by maximizing marketing space opportunities through sale of spaces at the bus shelters and on the transit vehicles.

Serve Educational Facilities

Include transit connections to University of the Virgin Islands campuses on St Thomas and St Croix.

Cater to Special Events

Consider potential schedule adjustments during special events to encourage the use of VITRAN as a viable alternative.

Address Major Employers' Needs

Coordinate VITRAN's service schedule with major employers during holidays throughout the calendar year.

Local Residents Fares/Plans

Consider commuter and/or local resident fares or plans, giving favorable rates to locals or frequent riders. Some studies have shown that economically disadvantaged people often do not have the cash flow to purchase monthly passes or multi-ticket books. Survey work would be needed to test the utility of this strategy and better understand the market's acceptance of discount programs.

Improve Reliability

Analyze current fleet operations to improve reliability of service and the overall passenger experience, including amenities at passenger stations (i.e., adequate lighting, seating, trash receptacles, published route information and service schedule), and operating technology, in an effort to increase ridership.

Improve Maintenance Facilities

Identify grant opportunities for improvement of the existing maintenance facilities, in St. John in particular.

Devise Marketing Campaigns

Develop and launch a marketing campaign aim at increasing awareness of the service and its benefits. Such program could include initiatives such as "Ride Transit to Work" and "Ride Transit to School" days. The campaign would also include establishing a VITRAN website allowing residents and non-residents access to information about the service, routes, and schedule; coordinating with the Bureau of Tourism to include transit as an option for getting around the Territory; and promoting the service to major employers and the Chamber of Commerce.

Consider Staged Fare Increase

Carefully consider major fare increases and package fare structure changes within a framework that includes many of recommendations noted herein together. It is important to avoid making fare structure changes that have long-term negative impacts on ridership. Case studies showed several experiences in certain regions where fare increases deteriorated ridership to the point where operations could not be recovered and the transit agency ceased to exist. Expending 10 percent to 15 percent of income on transportation is considered a tolerable amount for lower income people. While the elasticity analysis suggests a substantial increase (to $2.20 average fare) would increase revenue, this analysis was based on industry standard assumptions that may not apply in the USVI markets. Our recommendation is to implement any fare policy (be those fare increases, adjustments to discounts, or other) changes in small increments to test the reaction of VITRAN users and avoid shocking the system. Fare policy changes should be made in coordination with service (route, amenities, or new vehicles) improvements to match the increases with value to the customer.

Evaluate Discount Policies

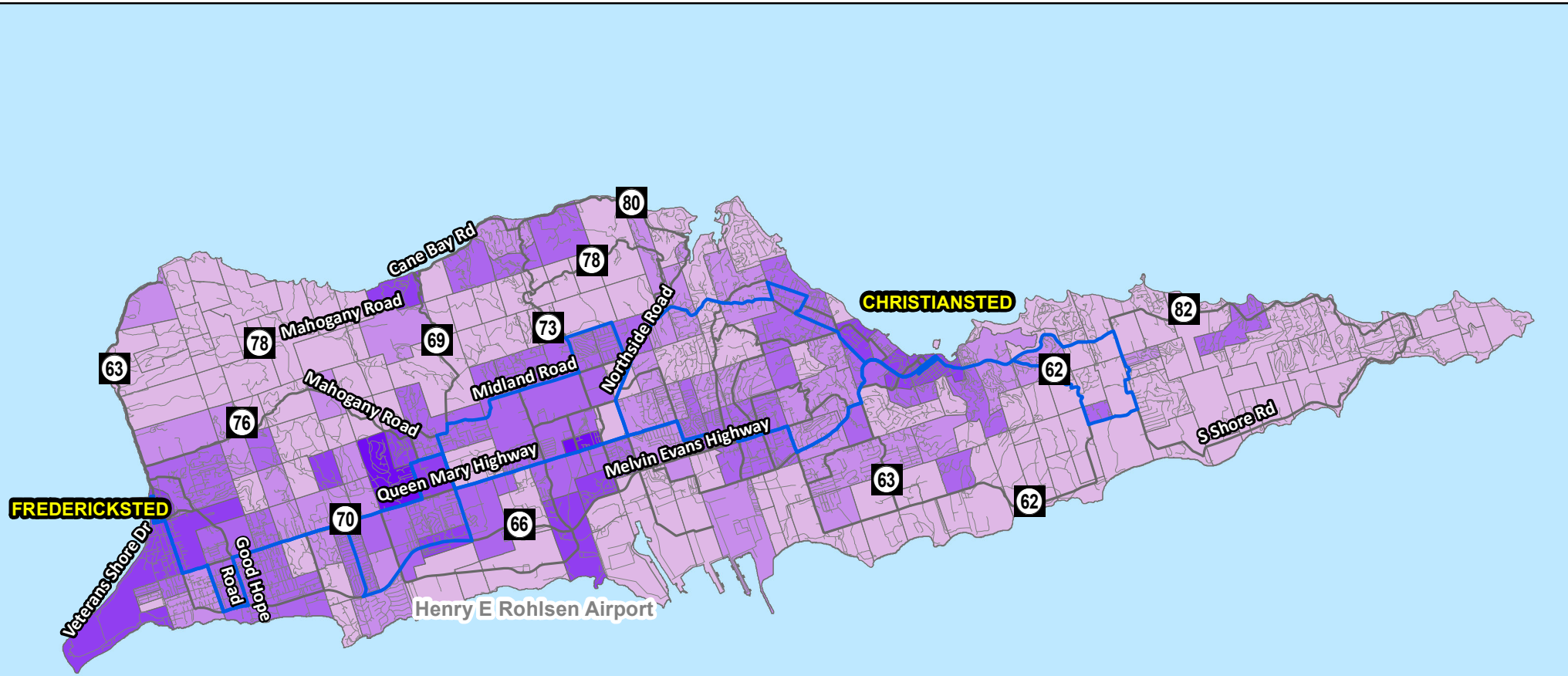
Consider discount policies, for instance the policy of allowing seniors and disabled persons to ride for free. If these passengers were instead charged half the base fare, a common policy among other U.S. transit agencies, this could increase revenue by roughly $13,700 in 2014, or 7.3 percent of the annual revenue.

Identify Potential Local Funding

Consider other local funding mechanisms to supplement fare revenues, such as sales taxes, rental car surcharges, or other tourism related fees. These would be similar to most U.S. transit agencies that have supplemental local funding sources that are matched with federal operating revenues and fares.

Appendix A
Community Characteristics

St. Croix



Legend

VITRAN Routes

Vehicle Access

Percent Households with 0 or 1 vehicle

- 0 - 5.0%
- 5.1 - 10%
- 10.1 - 20%
- 20.1 - 40%
- 40.1 - 60%

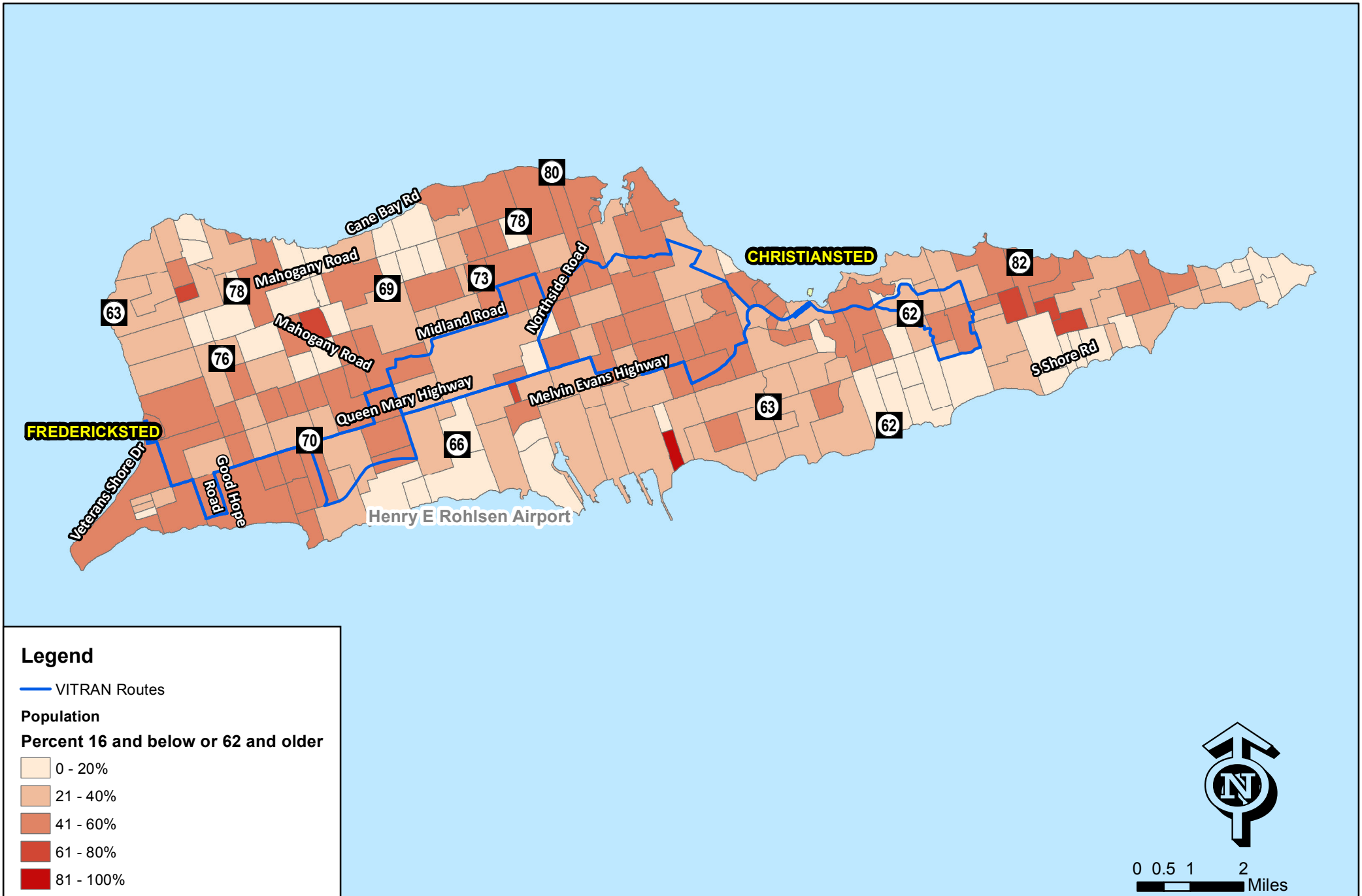
N

0 0.5 1 2 Miles

St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

HOUSEHOLDS - Percent with 0 or 1 vehicle



St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

POPULATION - Percent 16 years and below or 62 years and older

Legend

- VITRAN Routes

Household Density (Households per sq. mi.)

- 0 - 500
- 501 - 1,000
- 1,000 - 2,500
- 2,501 - 5,000
- 5,000 - 7,500

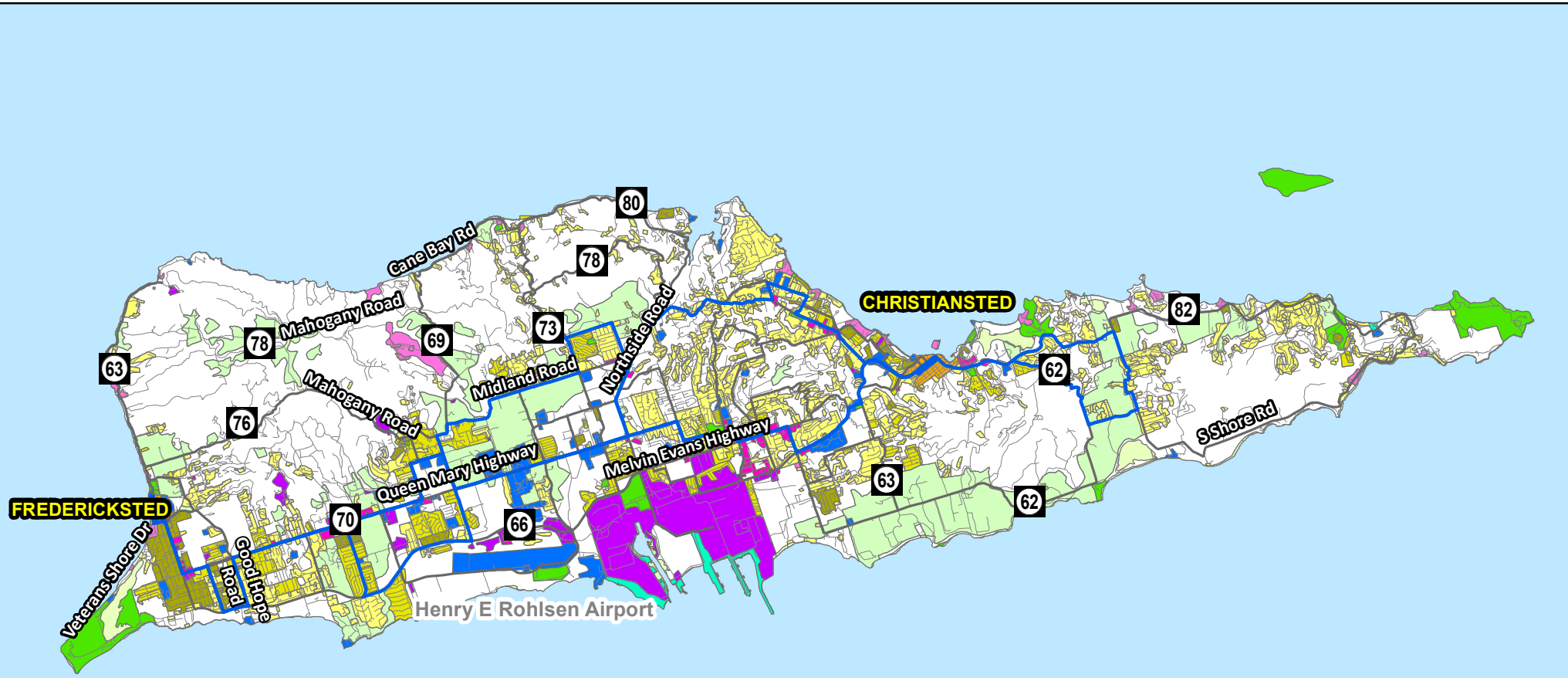
N

0 0.5 1 2 Miles

St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

HOUSEHOLDS - Density



Legend

VITRAN Routes

Land Use

CATEGORY

- Agriculture
- Industrial/Manufacturing
- Parks/Recreation
- Public Facility
- Residential (High Density)
- Residential (Low Density)
- Residential (Medium Density)
- Resort/Hotel
- Retail/Commercial
- Rock
- Undeveloped
- Urban
- Waterfront/Marine

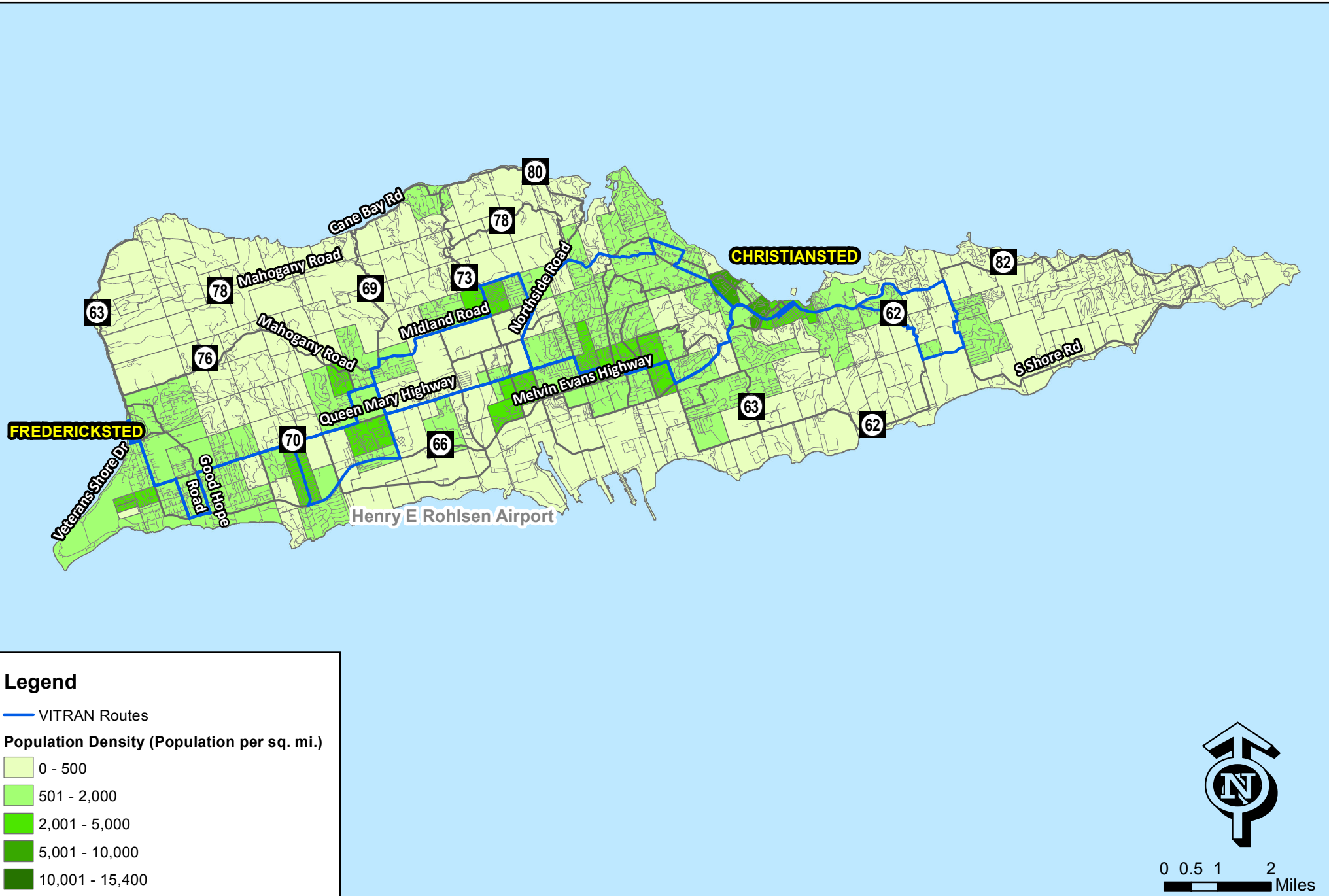
N

0 0.5 1 2 Miles

St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

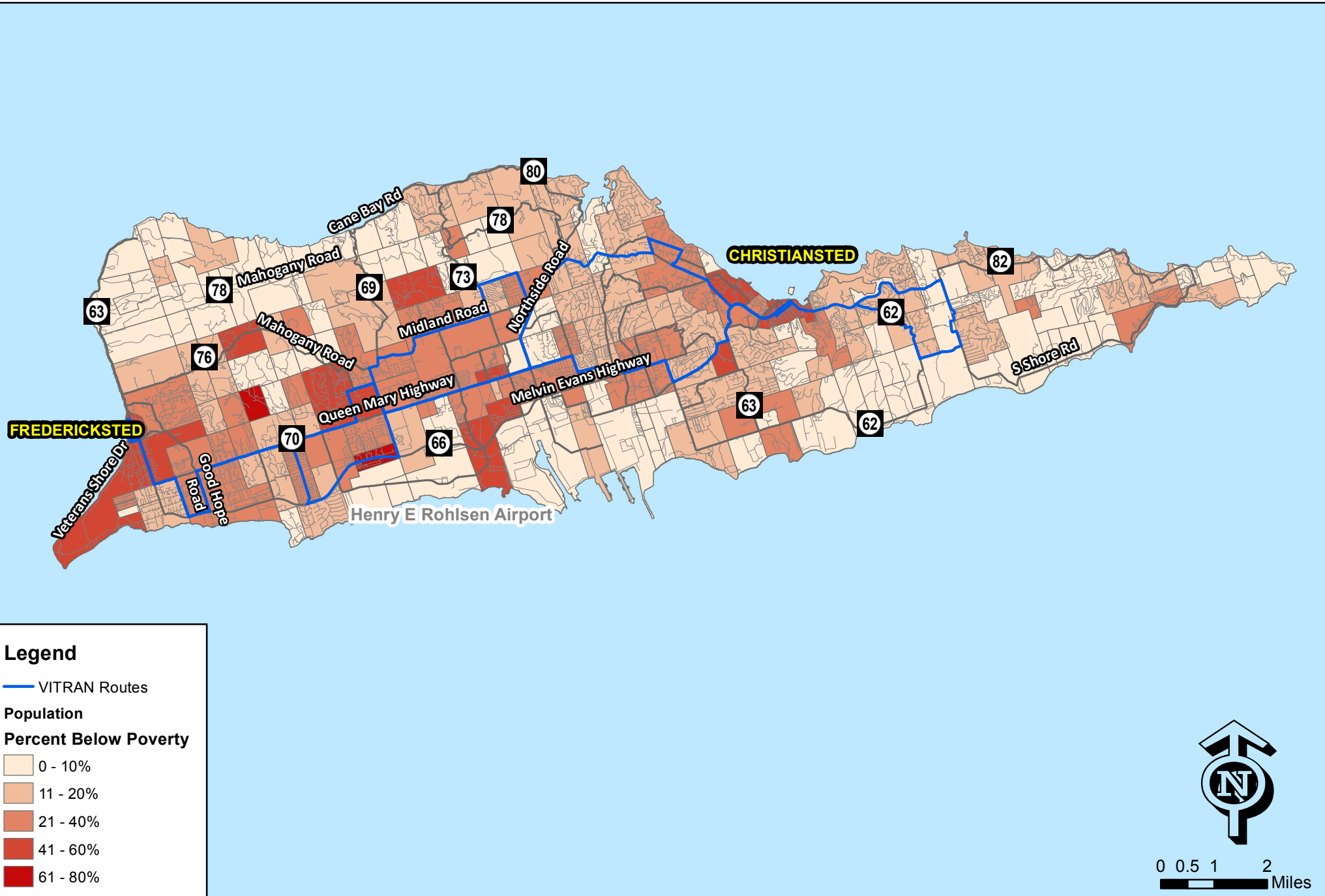
LAND USE



St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

POPULATION - Density



St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

POPULATION - Percent below poverty

Legend

- Public Housing Community
- VITRAN Routes

0 0.5 1 2 Miles

St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

PUBLIC HOUSING

Legend

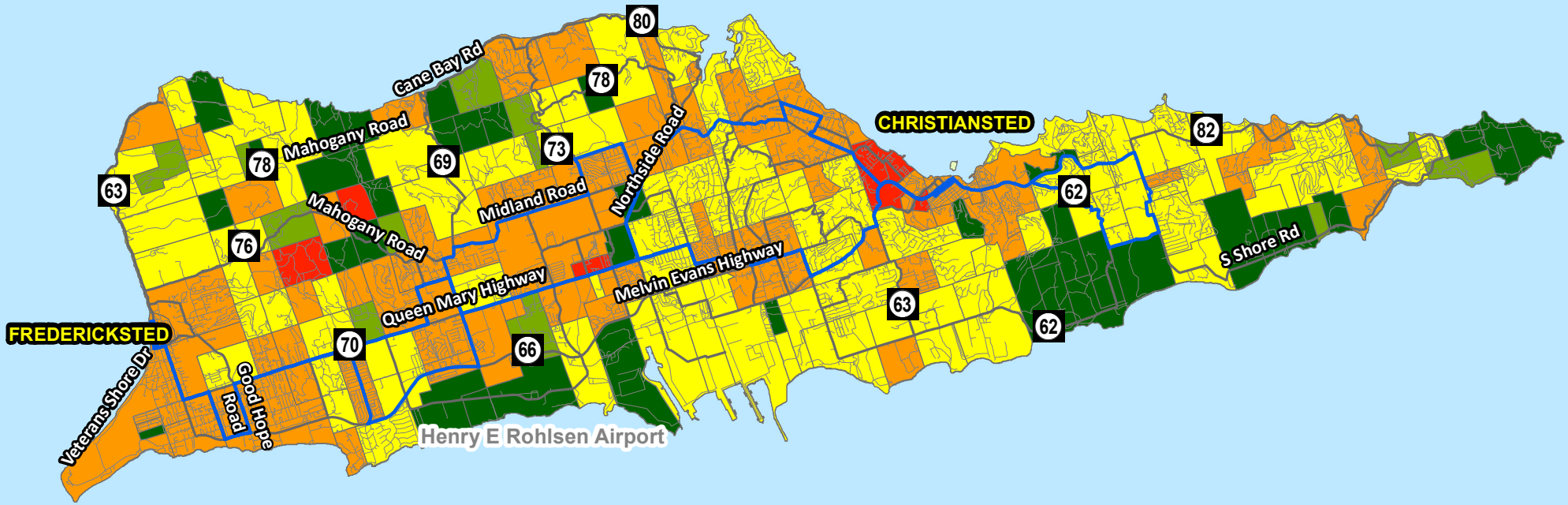
- Schools
- VITRAN Routes

0 0.5 1 2 Miles

St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

SCHOOLS



Legend

- VITRAN Routes

Transit Dependent Population

- Low
- Below Average
- Average
- Above Average
- High

N

0 0.5 1 2 Miles

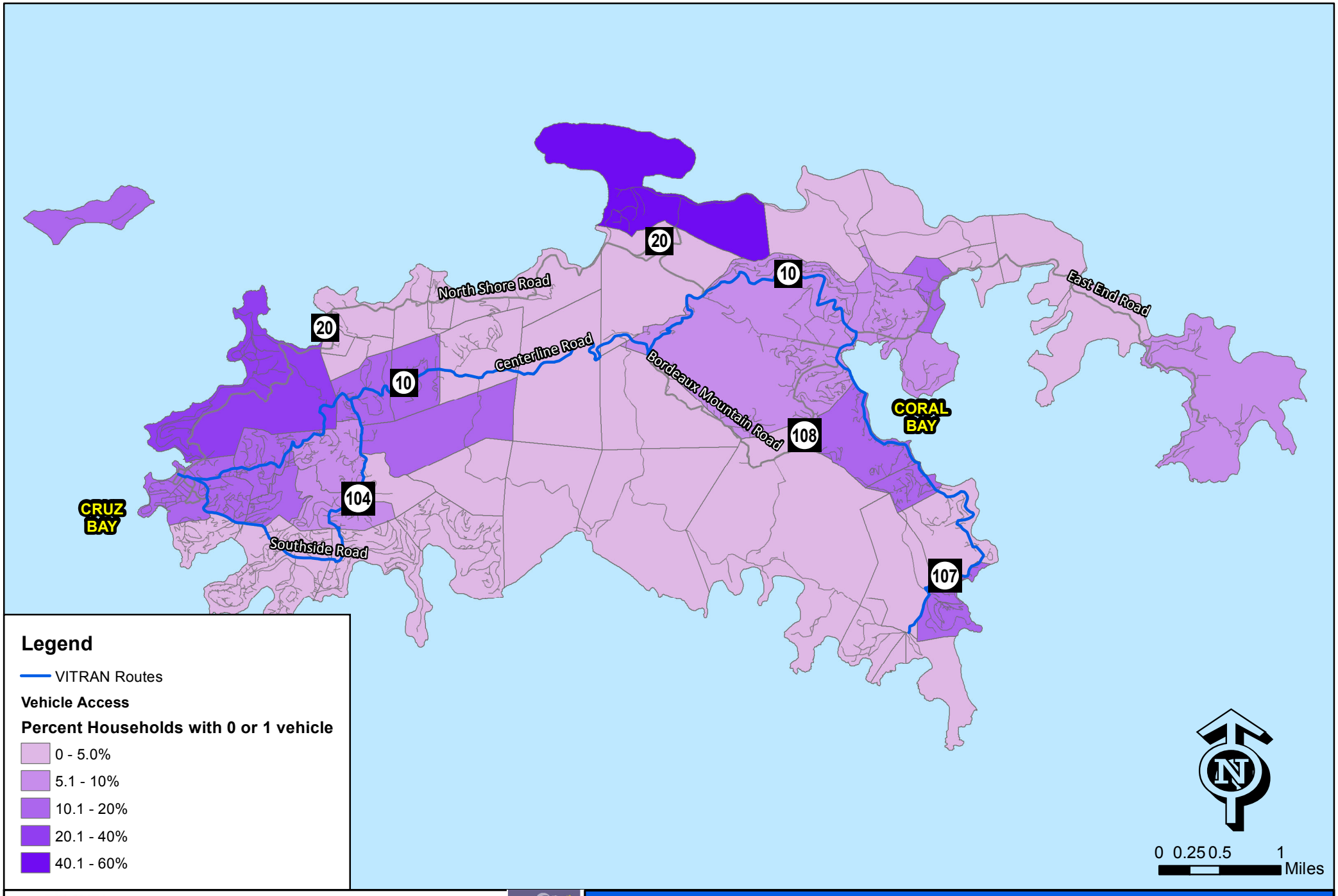
St. Croix, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

TRANSIT DEPENDENT POPULATION

Appendix A
Community Characteristics

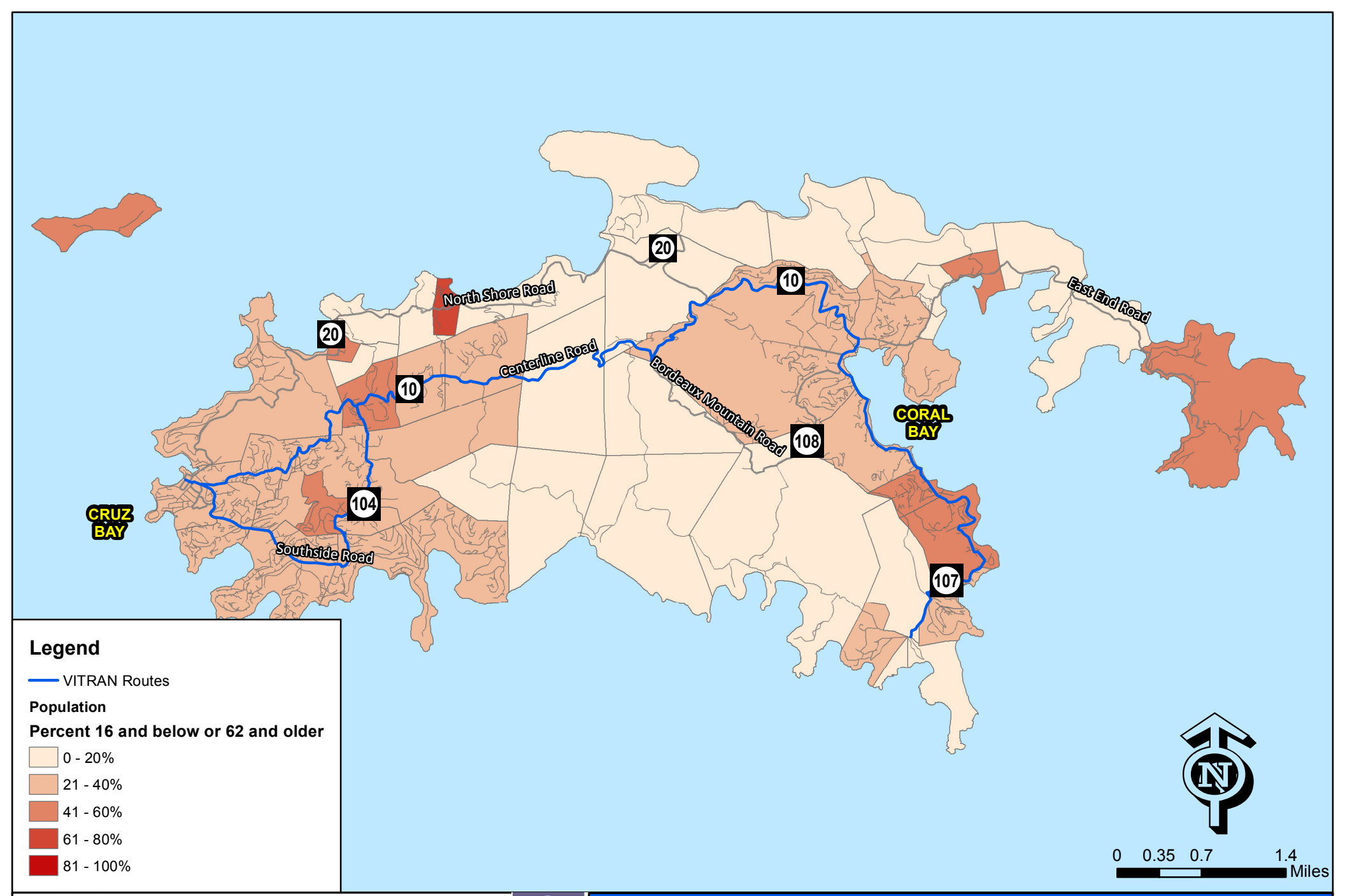
St. John



St. John, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

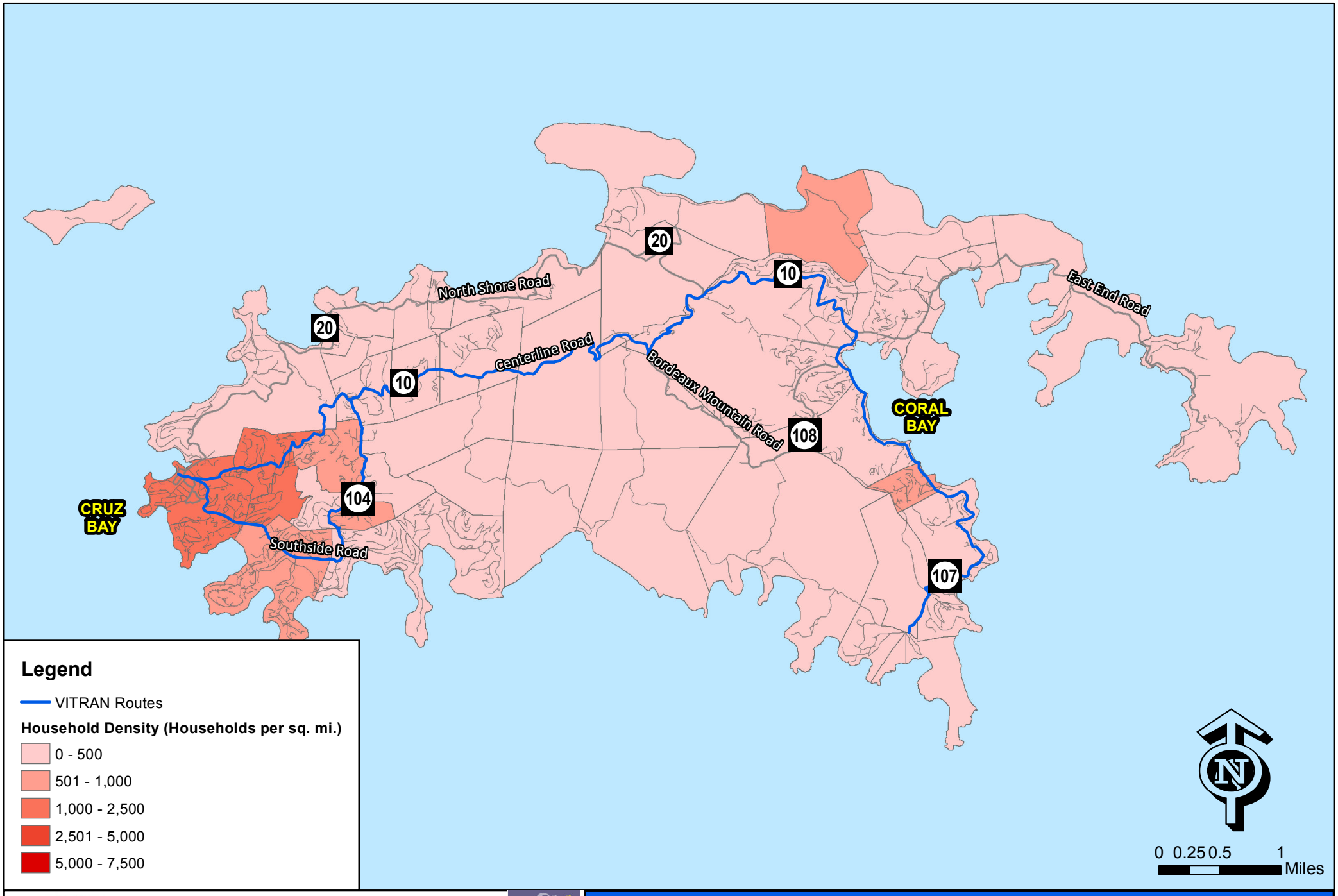
HOUSEHOLDS - Percent with 0 or 1 vehicle



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

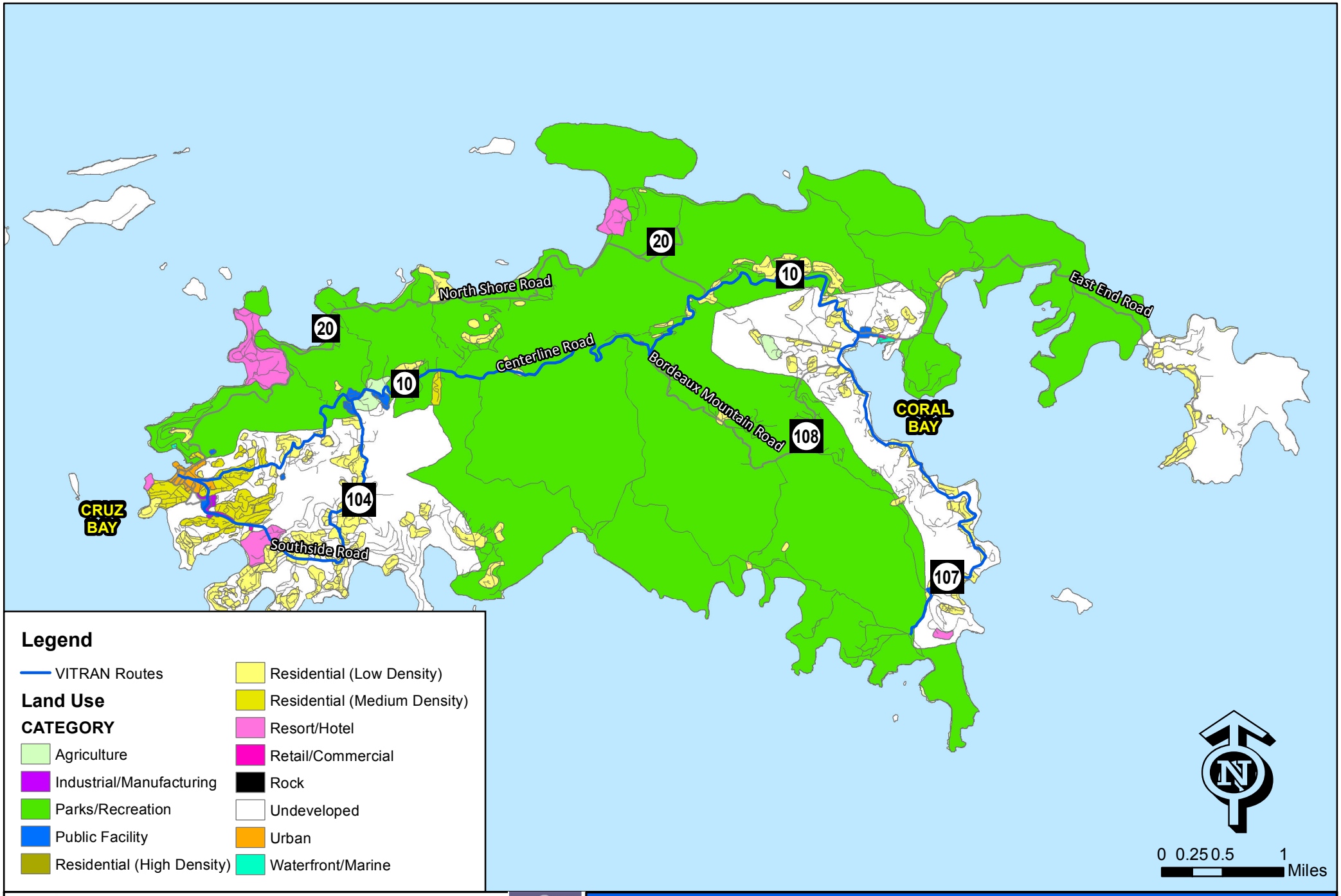
POPULATION - Percent 16 years and below or 62 years and older



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

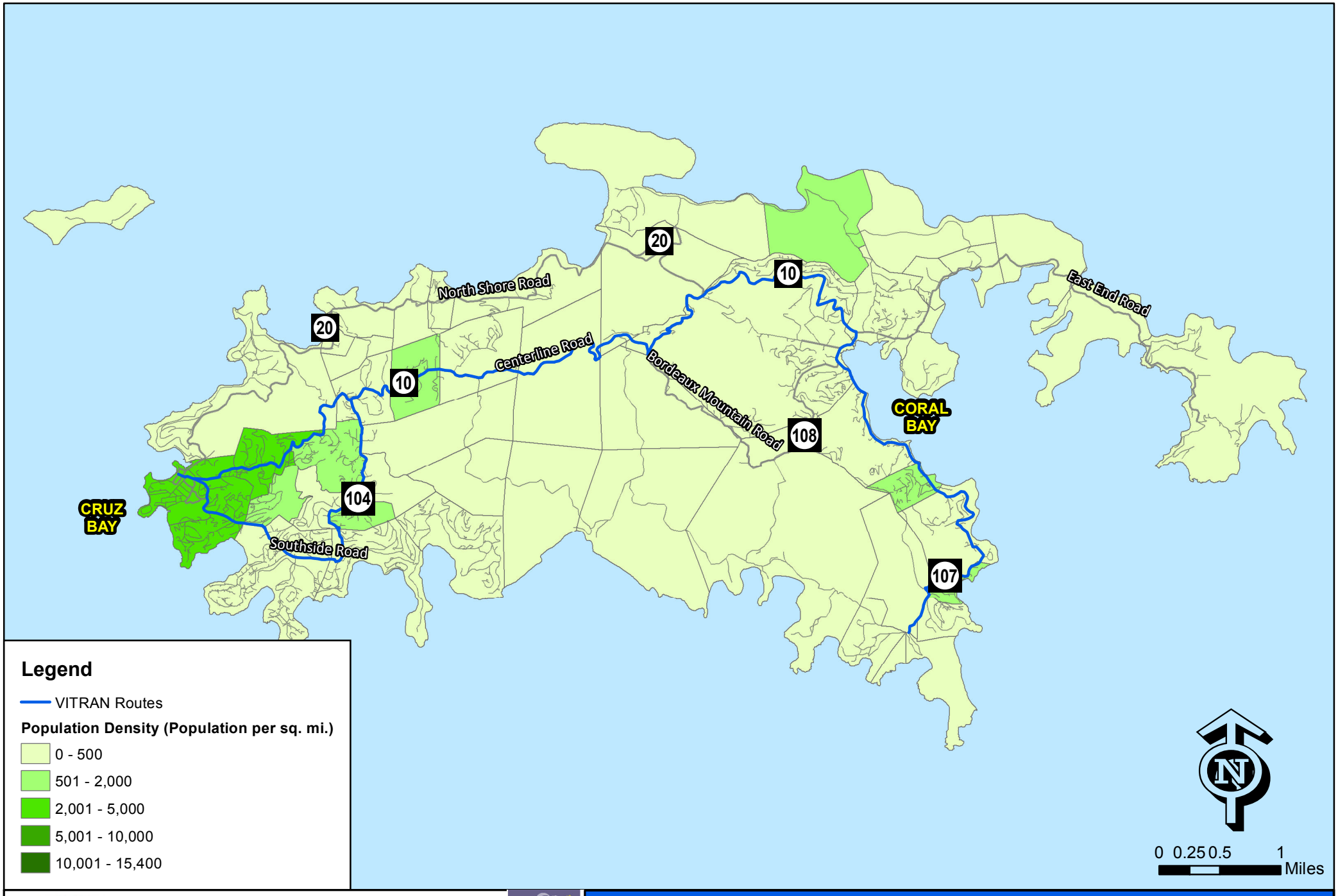
HOUSEHOLDS - Density



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

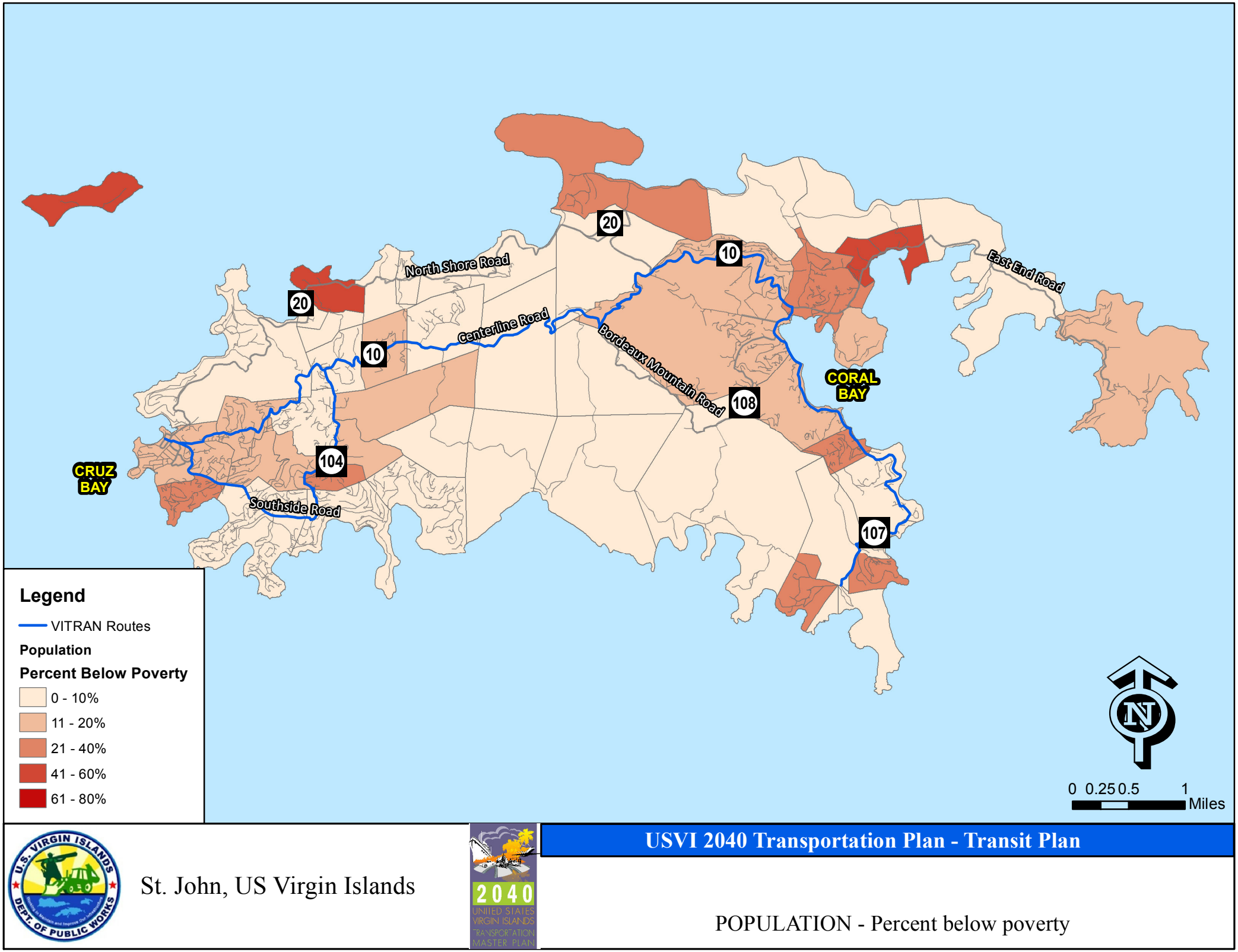
LAND USE



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

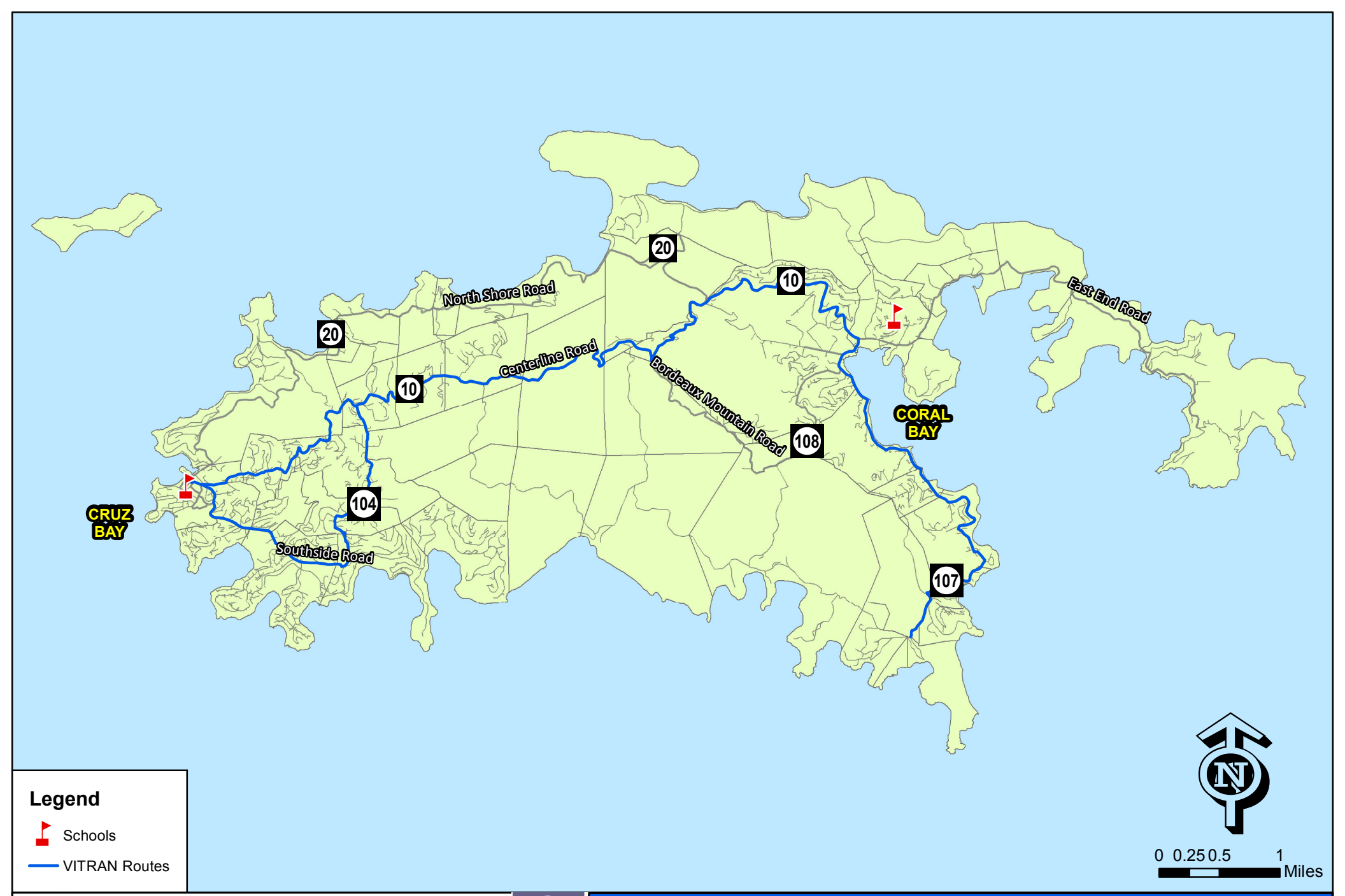
POPULATION - Density



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

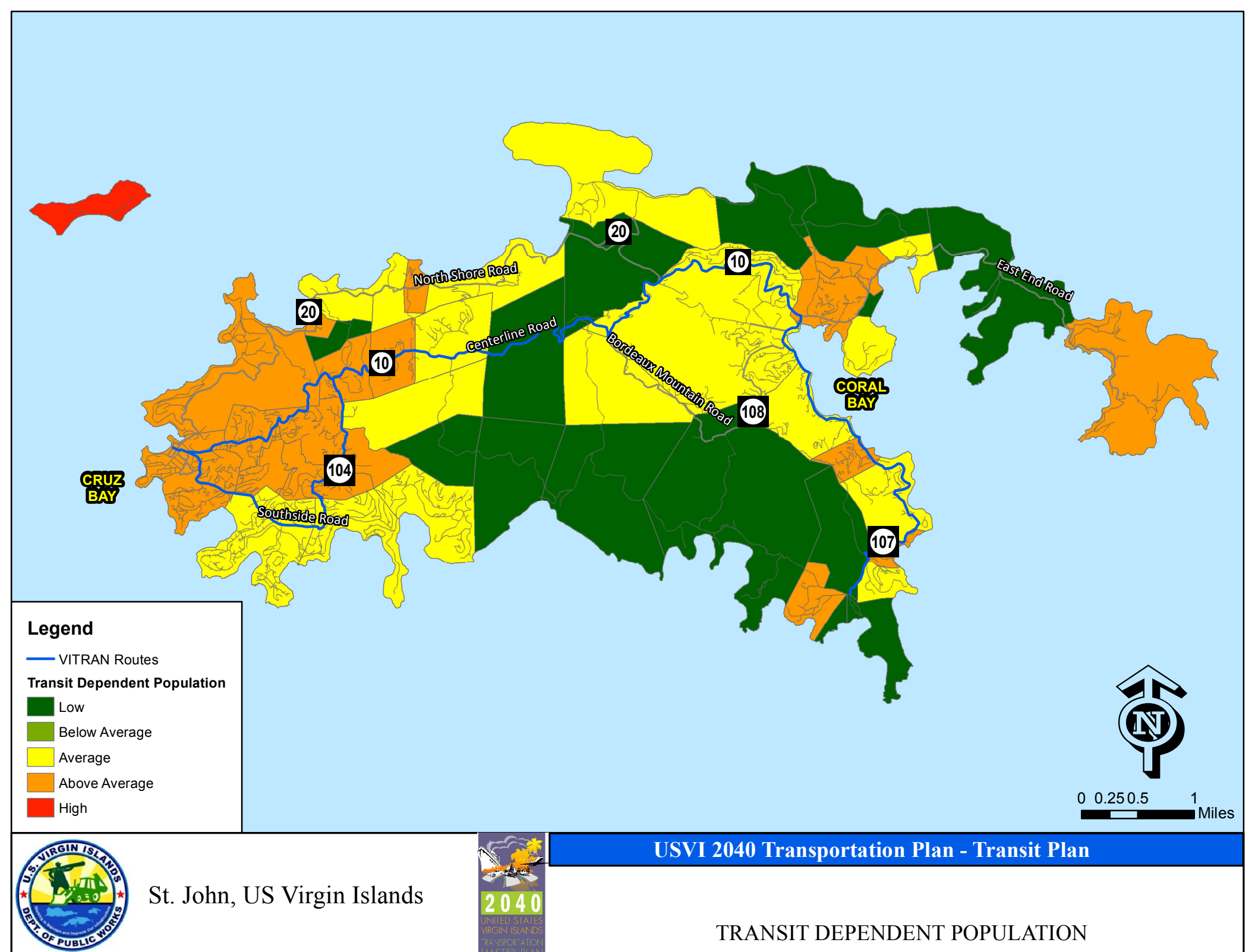
POPULATION - Percent below poverty



USVI 2040 Transportation Plan - Transit Plan

St. John, US Virgin Islands

SCHOOLS



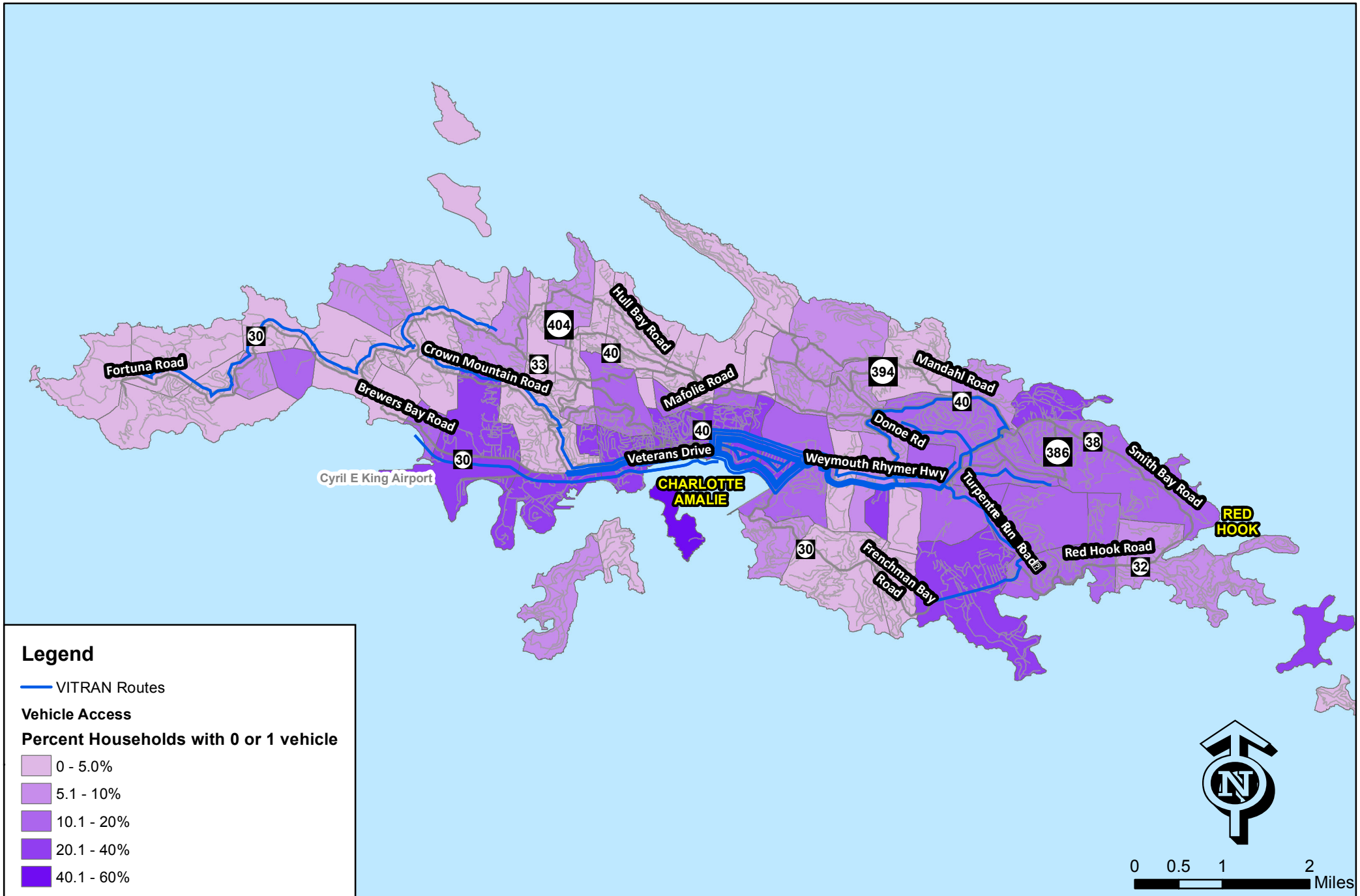
St. John, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

TRANSIT DEPENDENT POPULATION

Appendix A
Community Characteristics

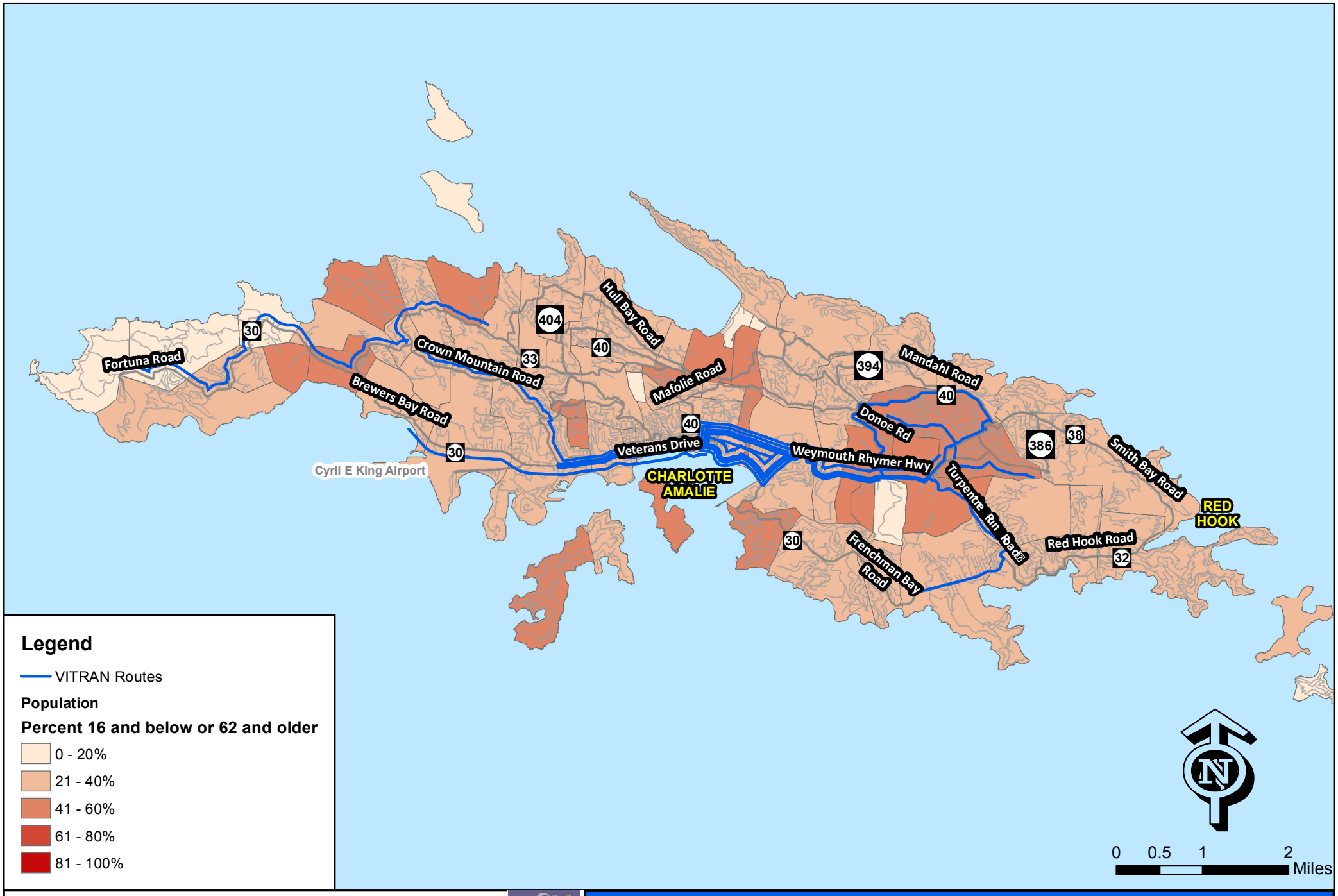
St. Thomas



St. Thomas, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

HOUSEHOLDS - Percent with 0 or 1 vehicle



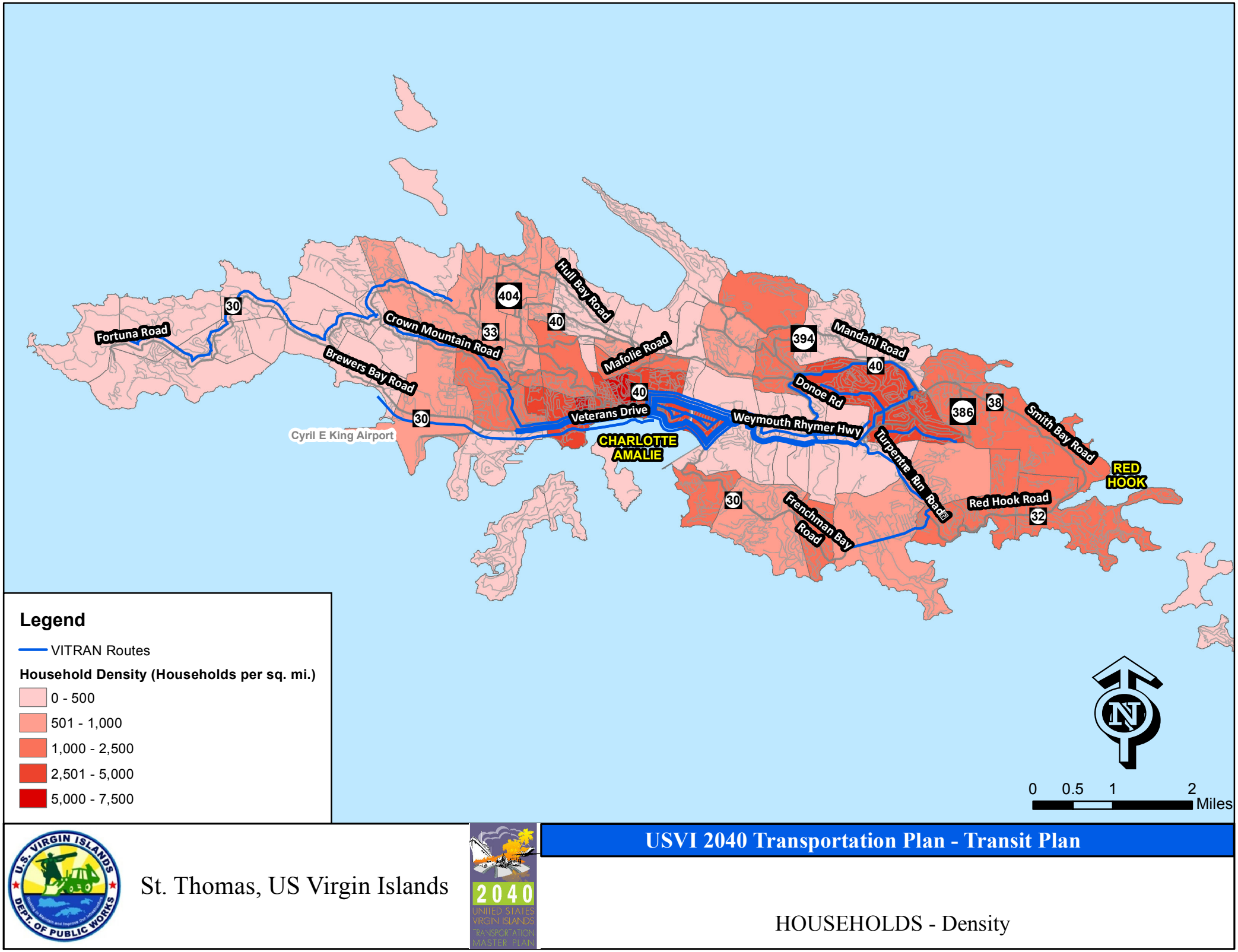
U.S. VIRGIN ISLANDS DEPT. OF PUBLIC WORKS

St. Thomas, US Virgin Islands

2040 UNITED STATES VIRGIN ISLANDS TRANSPORTATION MASTER PLAN

USVI 2040 Transportation Plan - Transit Plan

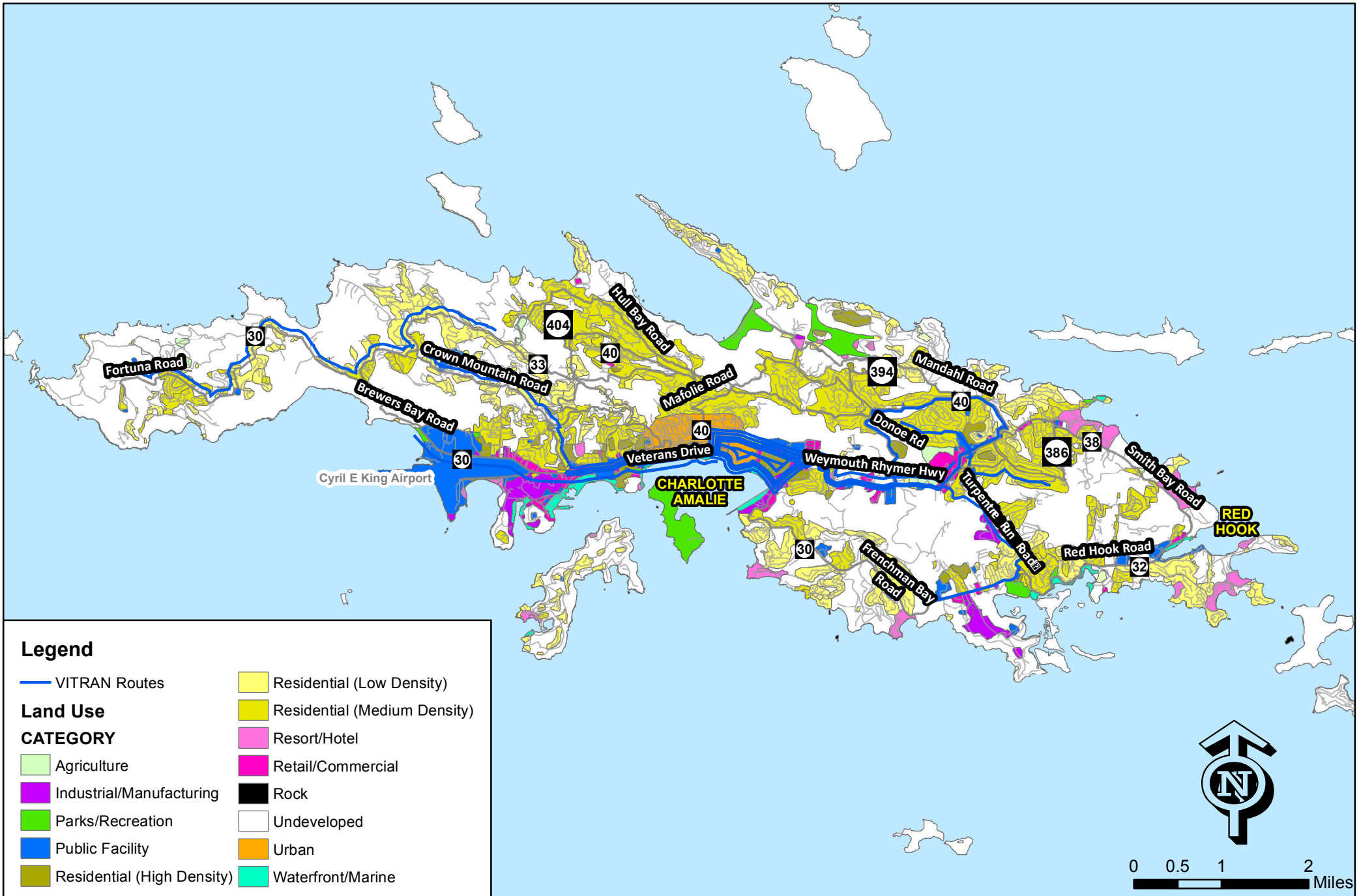
POPULATION - Percent 16 years and below or 62 years and older



St. Thomas, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

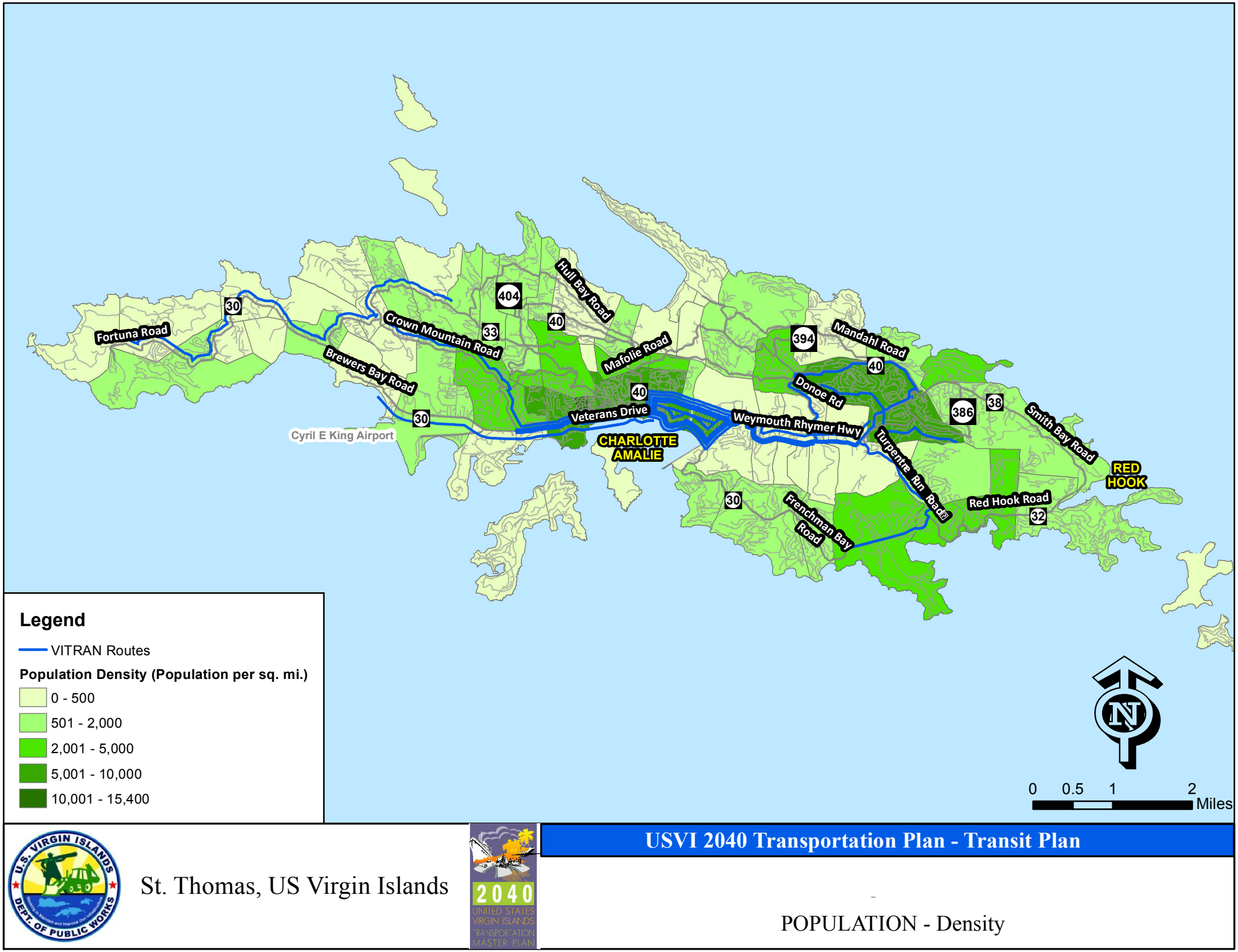
HOUSEHOLDS - Density



St. Thomas, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

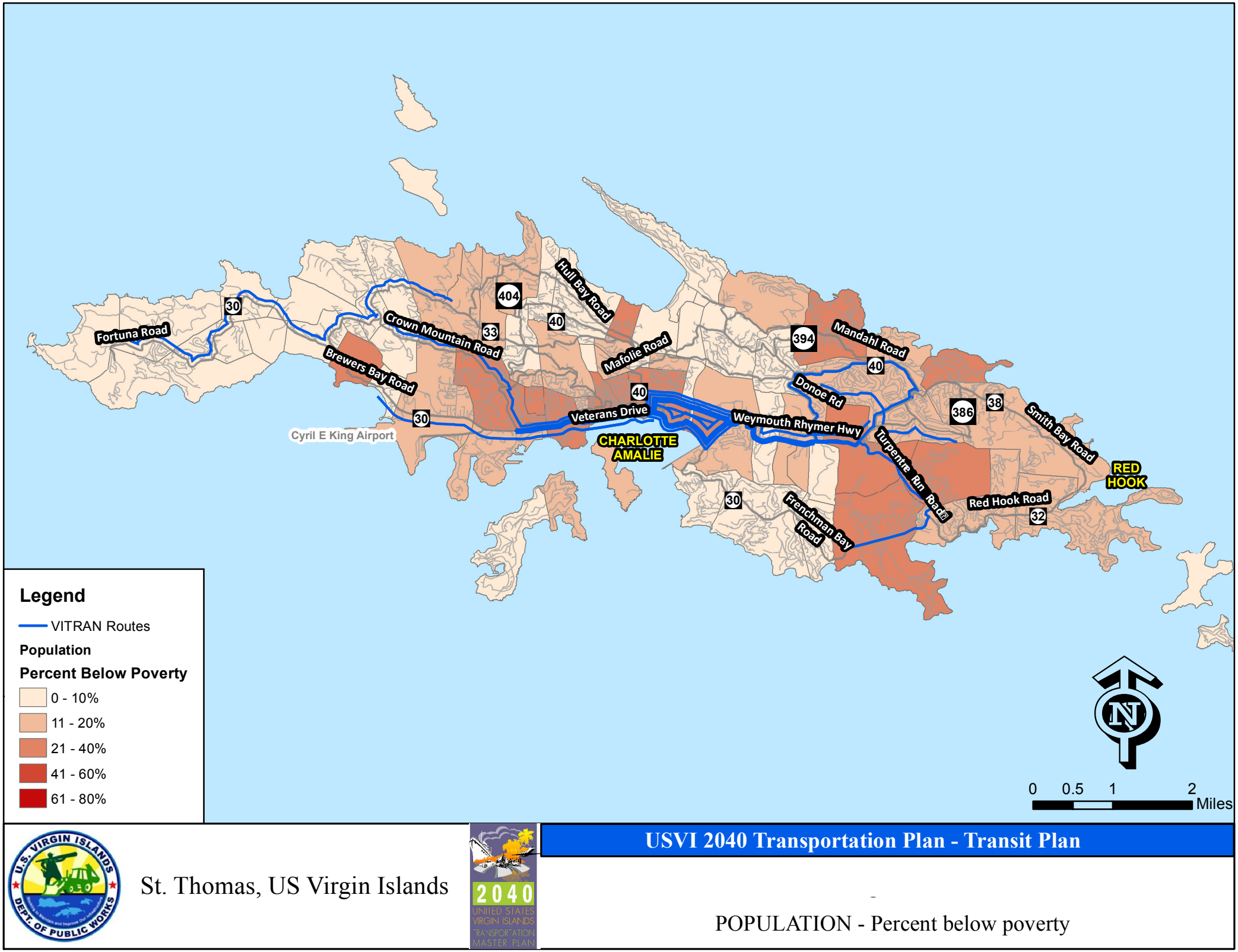
LAND USE



USVI 2040 Transportation Plan - Transit Plan

St. Thomas, US Virgin Islands

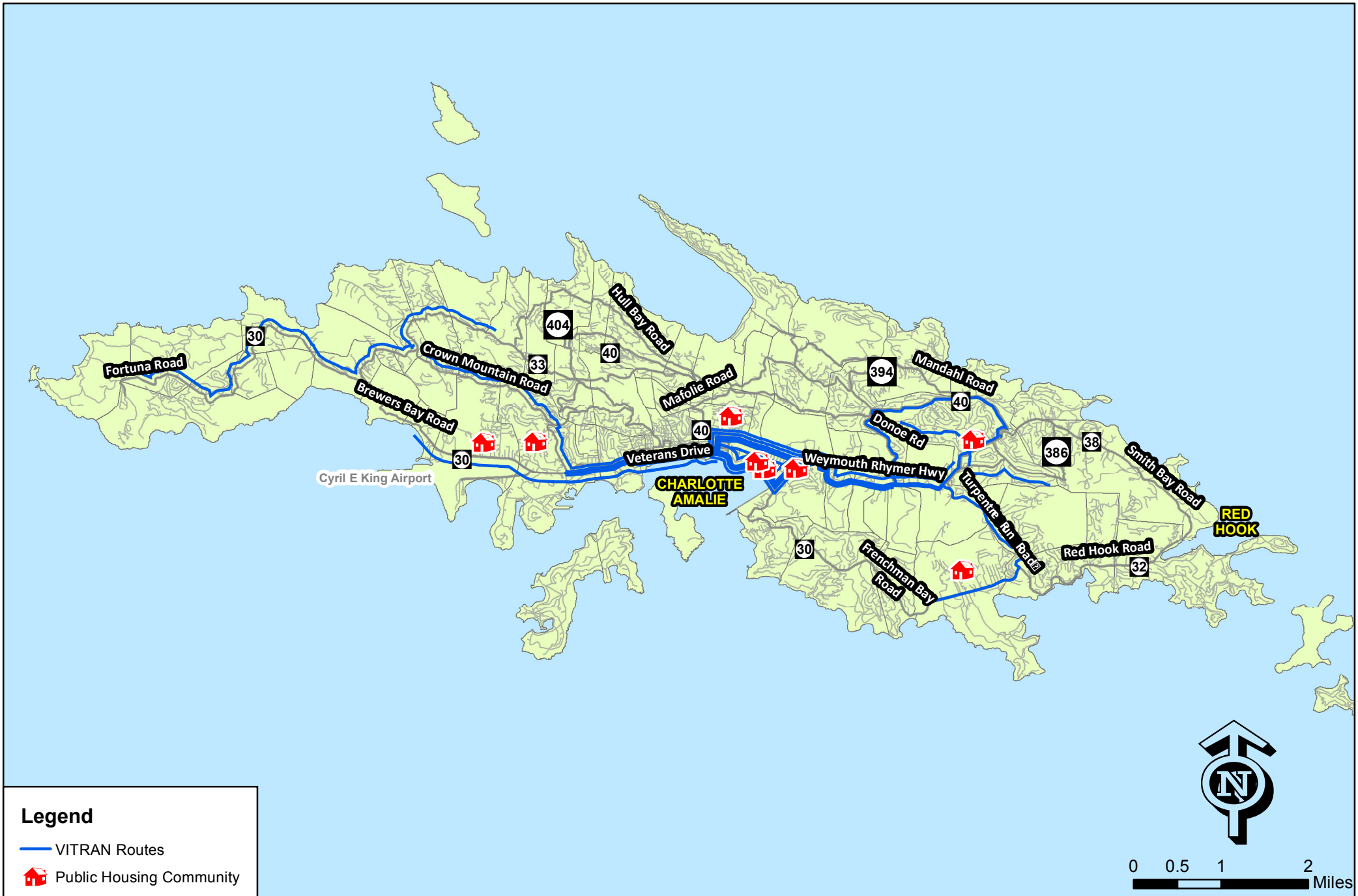
POPULATION - Density



USVI 2040 Transportation Plan - Transit Plan

St. Thomas, US Virgin Islands

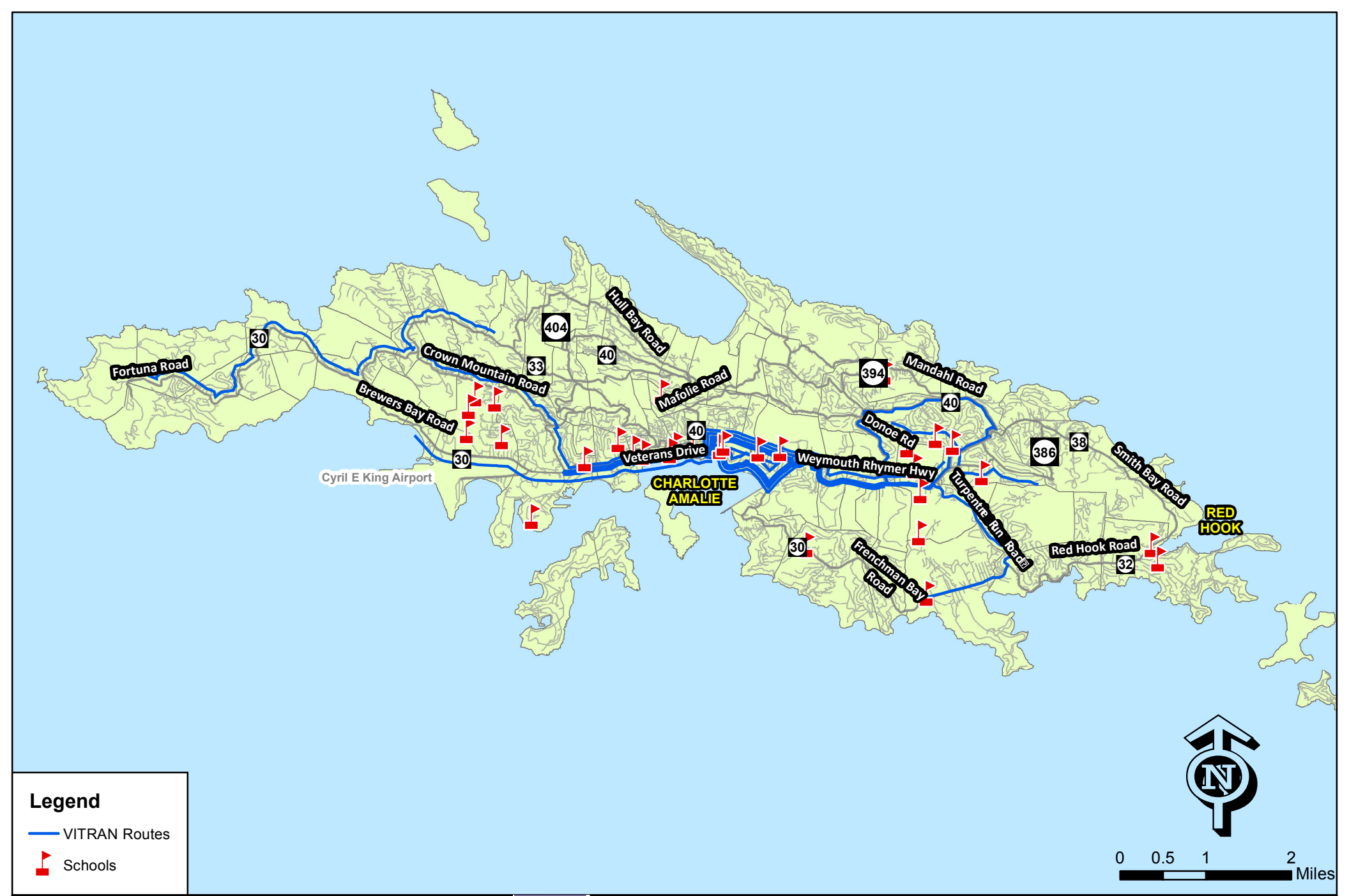
POPULATION - Percent below poverty



USVI 2040 Transportation Plan - Transit Plan

St. Thomas, US Virgin Islands

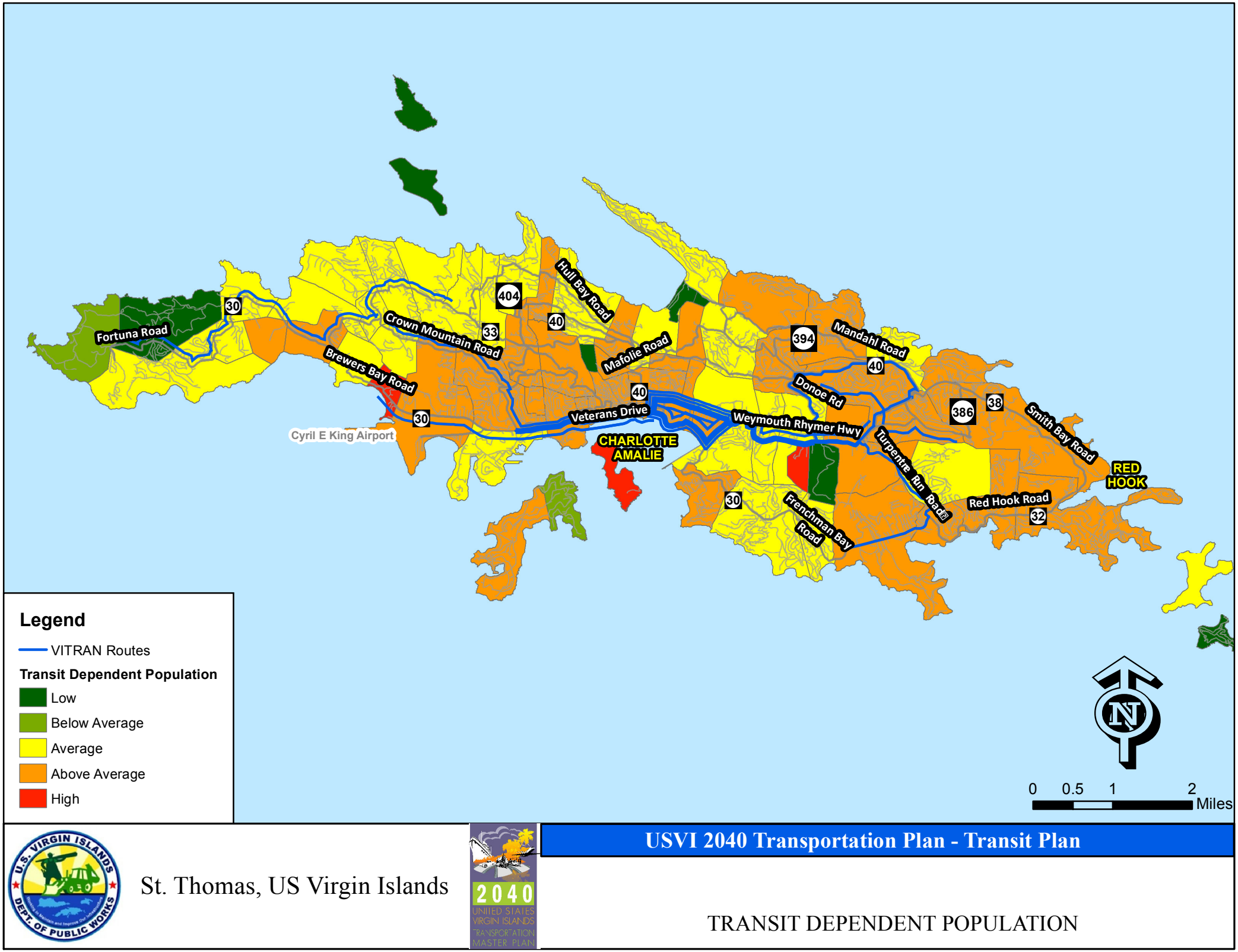
PUBLIC HOUSING



USVI 2040 Transportation Plan - Transit Plan

St. Thomas, US Virgin Islands

SCHOOLS



St. Thomas, US Virgin Islands

USVI 2040 Transportation Plan - Transit Plan

TRANSIT DEPENDENT POPULATION

Appendix B
Route Statistics and Notes

Appendix B: Route Statistics and Notes

This appendix provides details on individual bus routes on each of the islands. Data, including the number of riders and revenues, was provided on a monthly basis during the following time periods:

- St. Thomas: Between October 2009 and September 2012 (36 months)
- St. John: Between October 2011 and December 2012 (27 months)
- St. Croix: Between December 2010 and September 2012 (22 months)

The reasons for incomplete data could be attributed to routes being taken out of service (either permanently or temporarily) or operators incorrectly recording data. The following table shows the routes and number of monthly entries that was provided for each route.

St. Thomas	# of Records (of 36)	St. John	# of Records (of 27)	St. Croix	# of Records (of 22)
PW35	23	PW200	22	PW38	18
PW53	30			PW76	11
PW57	36			PW86	21
PW65	8			PW88	21
PW76	3			PW198	21
PW141	33				
PW157	36				
PW189	1				
PW199	21				
PW200	13				
PW213	33				

The following set of tables provides an indication of the level of monthly ridership, revenue, and average fare for each bus route. This information is presented to indicate which routes provide the most service and therefore contribute the most to gross revenues. The data is in its raw form as received from VITRAN and has not been adjusted for non-paying riders. Some general conclusions include:

1. The following routes averaged over 200 riders per month during the periods evaluated:
    a. St. Thomas: PW57, PW141, PW157, PW200, PW213
    b. St. John: PW200
    c. St. Croix: PW38, PW76, PW86, PW88, PW198

    Based on the data, all five of St. Croix routes were well above the 200 average rider mark, averaging in total 336 riders per month per route, and 1,682 per month for the five

routes combined. In comparison, St. Thomas has 11 routes, averaging only 155 riders per route per month, 1,704 for all routes combined.

2. St. Thomas has four routes (PW35, PW65, PW76, and PW189) that recorded less than 50 riders per month on average. Based on these data, these routes should be considered for elimination, reduction in service, or replacement with other types of services including Special Transportation Services currently available in the Territory.
3. Generally, there is a downward trend in ridership as noted in the main body of this report, though between 2011 and 2014, ridership and revenue was stable. It is possible that ridership declined in the early part of the period due to the U.S. economic recession that began in 2008. One would expect ridership, especially that which is associated with commuters and tourism, to follow a similar trend to the general economic cycle. This could be confirmed with a trend analysis of unemployment and rates and cruise passengers (or tourism volumes more generally).
4. On St. Thomas, the average collected fare is $1.65, and the averages of the 11 routes range from $1.33 to $1.84, a relatively large spread. Comparatively, St. Croix's five routes average $1.68 between a low of $1.61 and a high of $1.72, a relatively tight spectrum, indicating that fewer discounted passengers ride the bus in St. Croix than St. Thomas.

Summary Route Specific Data

Island	St. Thomas	Route	PW35
# of Months Recorded	23	Average Fare	$ 1.66
% of Months Recorded	64%	Growth Trend	NA
High Monthly Ridership Recorded	84	High Revenue Recorded	$ 124
Average Ridership Recorded	32	Average Revenue Recorded	$ 52
Low Ridership Recorded	2	Low Revenue Recorded	$ 2

Island	St. Thomas	Route	PW53
# of Months Recorded	30	Average Fare	$ 1.73
% of Months Recorded	83%	Growth Trend	NA
High Monthly Ridership Recorded	352	High Revenue Recorded	$ 770
Average Ridership Recorded	194	Average Revenue Recorded	$ 334
Low Ridership Recorded	2	Low Revenue Recorded	$ 2

Island	St. Thomas	Route	PW57
# of Months Recorded	36	Average Fare	$ 1.54
% of Months Recorded	100%	Growth Trend	NA
High Monthly Ridership Recorded	357	High Revenue Recorded	$ 673
Average Ridership Recorded	258	Average Revenue Recorded	$ 397
Low Ridership Recorded	91	Low Revenue Recorded	$ 86

Summary Route Specific Data

Island	St. Thomas	Route	PW65
# of Months Recorded	8	Average Fare	$ 1.47
% of Months Recorded	22%	Growth Trend	NA
High Monthly Ridership Recorded	21	High Revenue Recorded	$ 18
Average Ridership Recorded	5	Average Revenue Recorded	$ 7
Low Ridership Recorded	1	Low Revenue Recorded	$ 2

Island	St. Thomas	Route	PW76
# of Months Recorded	3	Average Fare	$ 1.61
% of Months Recorded	8%	Growth Trend	NA
High Monthly Ridership Recorded	46	High Revenue Recorded	$ 77
Average Ridership Recorded	28	Average Revenue Recorded	$ 45
Low Ridership Recorded	1	Low Revenue Recorded	$ 4

Island	St. Thomas	Route	PW141
# of Months Recorded	33	Average Fare	$ 1.72
% of Months Recorded	92%	Growth Trend	NA
High Monthly Ridership Recorded	536	High Revenue Recorded	$ 852
Average Ridership Recorded	307	Average Revenue Recorded	$ 529
Low Ridership Recorded	54	Low Revenue Recorded	$ 85

Island	St. Thomas	Route	PW157
# of Months Recorded	36	Average Fare	$ 1.70
% of Months Recorded	100%	Growth Trend	NA
High Monthly Ridership Recorded	334	High Revenue Recorded	$ 625
Average Ridership Recorded	209	Average Revenue Recorded	$ 356
Low Ridership Recorded	99	Low Revenue Recorded	$ 180

Island	St. Thomas	Route	PW189
# of Months Recorded	1	Average Fare	$ 1.33
% of Months Recorded	3%	Growth Trend	NA
High Monthly Ridership Recorded	3	High Revenue Recorded	$ 4
Average Ridership Recorded	3	Average Revenue Recorded	$ 4
Low Ridership Recorded	3	Low Revenue Recorded	$ 4

Summary Route Specific Data

Island	St. Thomas	Route	PW199
# of Months Recorded	21	Average Fare	$ 1.77
% of Months Recorded	58%	Growth Trend	NA
High Monthly Ridership Recorded	277	High Revenue Recorded	$ 528
Average Ridership Recorded	193	Average Revenue Recorded	$ 342
Low Ridership Recorded	4	Low Revenue Recorded	$ 6

Island	St. Thomas	Route	PW200
# of Months Recorded	13	Average Fare	$ 1.84
% of Months Recorded	36%	Growth Trend	NA
High Monthly Ridership Recorded	421	High Revenue Recorded	$ 801
Average Ridership Recorded	265	Average Revenue Recorded	$ 486
Low Ridership Recorded	27	Low Revenue Recorded	$ 55

Island	St. Thomas	Route	PW213
# of Months Recorded	33	Average Fare	$ 1.74
% of Months Recorded	92%	Growth Trend	NA
High Monthly Ridership Recorded	381	High Revenue Recorded	$ 779
Average Ridership Recorded	211	Average Revenue Recorded	$ 367
Low Ridership Recorded	45	Low Revenue Recorded	$ 70

Island	St. John	Route	PW200
# of Months Recorded	22	Average Fare	$ 1.58
% of Months Recorded	81%	Growth Trend	NA
High Monthly Ridership Recorded	544	High Revenue Recorded	$ 1,599
Average Ridership Recorded	344	Average Revenue Recorded	$ 542
Low Ridership Recorded	180	Low Revenue Recorded	$ 28

Island	St. Croix	Route	PW38
# of Months Recorded	18	Average Fare	$ 1.67
% of Total Months Recorded	82%	Growth Trend	NA
High Monthly Ridership Recorded	537	High Revenue Recorded	$ 881
Average Ridership Recorded	364	Average Revenue Recorded	$ 607
Low Ridership Recorded	169	Low Revenue Recorded	$ 322

Summary Route Specific Data

Island	St. Croix	Route	PW76
# of Months Recorded	11	Average Fare	$ 1.72
% of Months Recorded	31%	Growth Trend	NA
High Monthly Ridership Recorded	412	High Revenue Recorded	$ 757
Average Ridership Recorded	241	Average Revenue Recorded	$ 414
Low Ridership Recorded	26	Low Revenue Recorded	$ 28

Island	St. Croix	Route	PW86
# of Months Recorded	21	Average Fare	$ 1.61
% of Months Recorded	58%	Growth Trend	Downward
High Monthly Ridership Recorded	478	High Revenue Recorded	$ 894
Average Ridership Recorded	291	Average Revenue Recorded	$ 470
Low Ridership Recorded	69	Low Revenue Recorded	$ 120

Island	St. Croix	Route	PW88
# of Months Recorded	21	Average Fare	$ 1.71
% of Months Recorded	58%	Growth Trend	NA
High Monthly Ridership Recorded	525	High Revenue Recorded	$ 908
Average Ridership Recorded	345	Average Revenue Recorded	$ 589
Low Ridership Recorded	63	Low Revenue Recorded	$ 83

Island	St. Croix	Route	PW198
# of Months Recorded	21	Average Fare	$ 1.67
% of Months Recorded	58%	Growth Trend	NA
High Monthly Ridership Recorded	645	High Revenue Recorded	$ 1,245
Average Ridership Recorded	441	Average Revenue Recorded	$ 739
Low Ridership Recorded	196	Low Revenue Recorded	$ 460

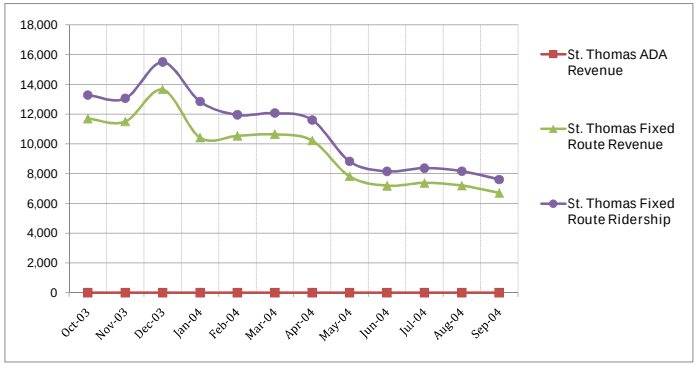
Appendix C
2004-2014 Ridership and Revenue Data

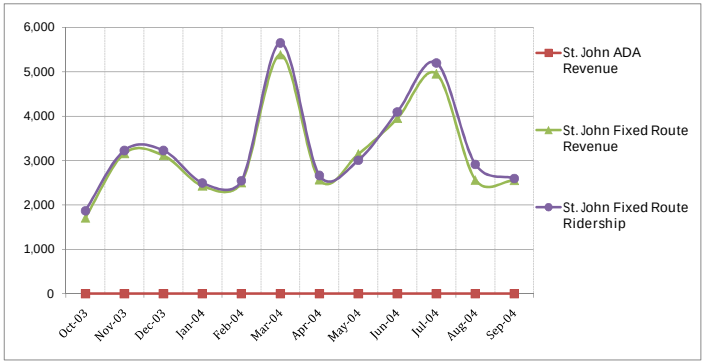
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John & St. Croix - Revenue and Ridership
Fiscal Year: 2004

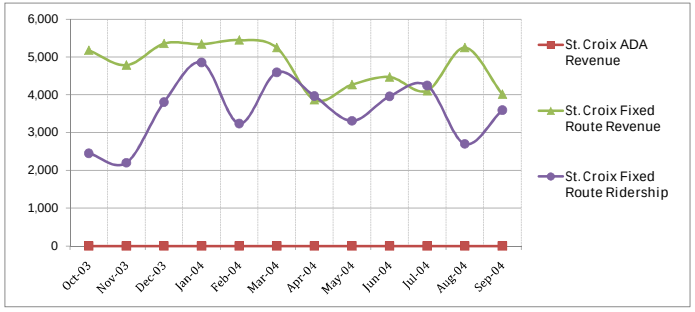
Quarter	Month	Island	ADA Revenue	Fixed Route Revenue	Fixed Route Ridership
1	Oct-03	St. Thomas		$ 11,698.48	13,280.00
		St. John		$ 1,710.02	1,868.00
		St. Croix		$ 5,175.75	2,452.00
		Total		$ 18,584.25	17,600.00
	Nov-03	St. Thomas		$ 11,509.53	13,067.00
		St. John		$ 3,160.89	3,227.00
		St. Croix		$ 4,783.08	2,201.00
		Total		$ 19,453.50	18,495.00
	Dec-03	St. Thomas		$ 13,660.62	15,508.00
		St. John		$ 3,113.46	3,227.00
		St. Croix		$ 5,354.18	3,804.00
		Total		$ 22,128.26	22,539.00
2	Jan-04	St. Thomas		$ 10,420.67	12,856.00
		St. John		$ 2,429.64	2,494.00
		St. Croix		$ 5,340.18	4,854.00
		Total		$ 18,190.49	20,204.00
	Feb-04	St. Thomas		$ 10,542.07	11,960.00
		St. John		$ 2,501.59	2,542.00
		St. Croix		$ 5,447.11	3,236.00
		Total		$ 18,490.77	17,738.00
	Mar-04	St. Thomas		$ 10,640.95	12,076.00
		St. John		$ 5,387.00	5,648.00
		St. Croix		$ 5,245.13	4,593.00
		Total		$ 21,273.08	22,317.00
3	Apr-04	St. Thomas		$ 10,222.35	11,605.00
		St. John		$ 2,572.03	2,664.00
		St. Croix		$ 3,867.94	3,966.00
		Total		$ 16,662.32	18,235.00
	May-04	St. Thomas		$ 7,815.33	8,827.00
		St. John		$ 3,148.53	3,007.00
		St. Croix		$ 4,267.81	3,309.00
		Total		$ 15,231.67	15,143.00
	Jun-04	St. Thomas		$ 7,187.74	8,155.00
		St. John		$ 3,953.97	4,095.00
		St. Croix		$ 4,469.01	3,958.00
		Total		$ 15,610.72	16,208.00
4	Jul-04	St. Thomas		$ 7,379.09	8,372.00
		St. John		$ 4,956.89	5,200.00
		St. Croix		$ 4,107.54	4,244.00
		Total		$ 16,443.52	17,816.00
	Aug-04	St. Thomas		$ 7,196.50	8,163.00
		St. John		$ 2,561.62	2,910.00
		St. Croix		$ 5,246.26	2,698.00
		Total		$ 15,004.38	13,771.00
	Sep-04	St. Thomas		$ 6,706.11	7,612.00
		St. John		$ 2,555.96	2,593.00
		St. Croix		$ 4,014.01	3,593.00
		Total		$ 13,276.08	13,798.00
Total Fiscal Year		St. Thomas		$ 114,979.44	131,481.00
		St. John		$ 38,051.60	39,475.00
		St. Croix		$ 57,318.00	42,908.00
		Territorywide		$ 210,349.04	213,864.00

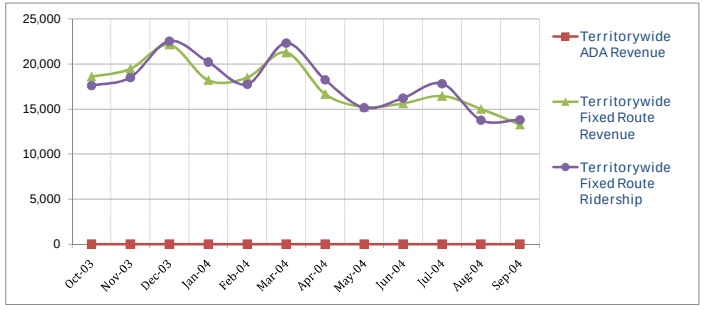
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John & St. Croix - Revenue and Ridership

Fiscal Year: 2004		Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Jul-04	Aug-04	Sep-04	Total Fiscal Year
St. Thomas	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 11,698.48	$ 11,509.53	$ 13,660.62	$ 10,420.67	$ 10,542.07	$ 10,640.95	$ 10,222.35	$ 7,815.33	$ 7,187.74	$ 7,379.09	$ 7,196.50	$ 6,706.11	$ 114,979.44
	Fixed Route Ridership	13,280.00	13,067.00	15,508.00	12,856.00	11,960.00	12,076.00	11,605.00	8,827.00	8,155.00	8,372.00	8,163.00	7,612.00	131,481.00
St. John	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 1,710.02	$ 3,160.89	$ 3,113.46	$ 2,429.64	$ 2,501.59	$ 5,387.00	$ 2,572.03	$ 3,148.53	$ 3,953.97	$ 4,956.89	$ 2,561.62	$ 2,555.96	$ 38,051.60
	Fixed Route Ridership	1,868.00	3,227.00	3,227.00	2,494.00	2,542.00	5,648.00	2,664.00	3,007.00	4,095.00	5,200.00	2,910.00	2,593.00	39,475.00
St. Croix	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 5,175.75	$ 4,783.08	$ 5,354.18	$ 5,340.18	$ 5,447.11	$ 5,245.13	$ 3,867.94	$ 4,267.81	$ 4,469.01	$ 4,107.54	$ 5,246.26	$ 4,014.01	$ 57,318.00
	Fixed Route Ridership	2,452.00	2,201.00	3,804.00	4,854.00	3,236.00	4,593.00	3,966.00	3,309.00	3,958.00	4,244.00	2,698.00	3,593.00	42,908.00
Territorywide	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 18,584.25	$ 19,453.50	$ 22,128.26	$ 18,190.49	$ 18,490.77	$ 21,273.08	$ 16,662.32	$ 15,231.67	$ 15,610.72	$ 16,443.52	$ 15,004.38	$ 13,276.08	$ 210,349.04
	Fixed Route Ridership	17,600.00	18,495.00	22,539.00	20,204.00	17,738.00	22,317.00	18,235.00	15,143.00	16,208.00	17,816.00	13,771.00	13,798.00	213,864.00







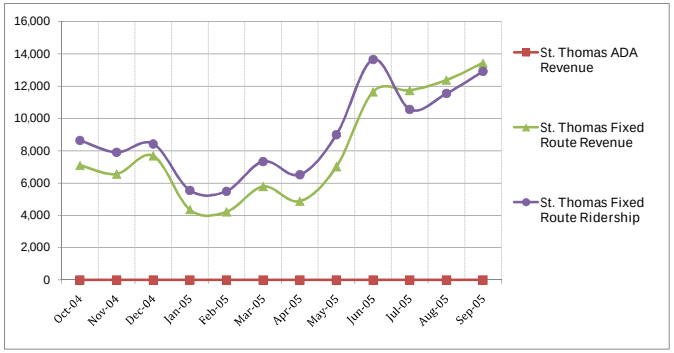


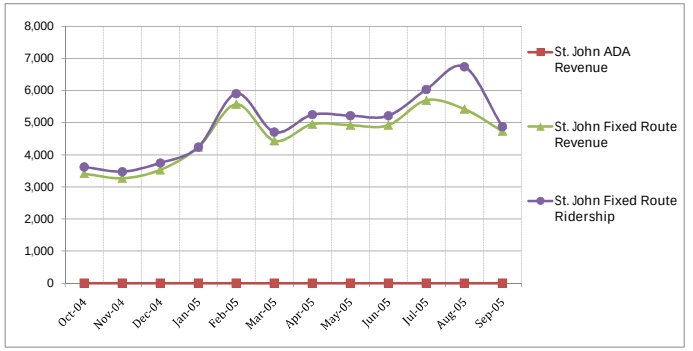
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2005

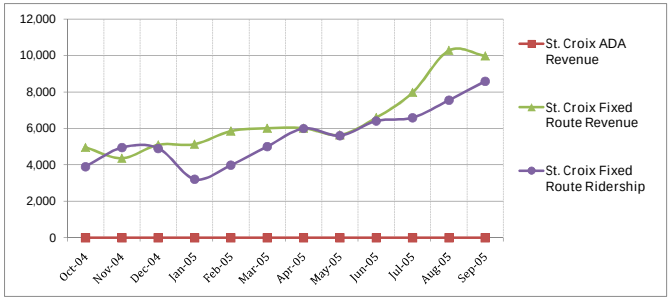
Quarter	Month	Island	ADA Revenue	Fixed Route Revenue	Fixed Route Ridership
1	Oct-04	St. Thomas		$ 7,106.52	8,643.00
		St. John		$ 3,416.22	3,621.00
		St. Croix		$ 4,951.30	3,901.00
		Total		$ 15,474.04	16,165.00
	Nov-04	St. Thomas		$ 6,574.72	7,900.00
		St. John		$ 3,271.47	3,476.00
		St. Croix		$ 4,359.03	4,941.00
		Total		$ 14,205.22	16,317.00
	Dec-04	St. Thomas		$ 7,691.46	8,430.00
		St. John		$ 3,535.19	3,747.00
		St. Croix		$ 5,098.06	4,901.00
		Total		$ 16,324.71	17,078.00
2	Jan-05	St. Thomas		$ 4,358.03	5,544.00
		St. John		$ 4,242.19	4,245.00
		St. Croix		$ 5,131.14	3,205.00
		Total		$ 13,731.36	12,994.00
	Feb-05	St. Thomas		$ 4,226.41	5,489.00
		St. John		$ 5,575.16	5,910.00
		St. Croix		$ 5,848.53	3,984.00
		Total		$ 15,650.10	15,383.00
	Mar-05	St. Thomas		$ 5,791.76	7,337.00
		St. John		$ 4,441.95	4,708.00
		St. Croix		$ 6,003.91	5,000.00
		Total		$ 16,237.62	17,045.00
3	Apr-05	St. Thomas		$ 4,883.05	6,514.00
		St. John		$ 4,956.72	5,254.00
		St. Croix		$ 6,010.81	5,991.00
		Total		$ 15,850.58	17,759.00
	May-05	St. Thomas		$ 7,028.25	8,993.00
		St. John		$ 4,924.51	5,221.00
		St. Croix		$ 5,639.57	5,600.00
		Total		$ 17,592.33	19,814.00
	Jun-05	St. Thomas		$ 11,660.63	13,662.00
		St. John		$ 4,923.91	5,219.00
		St. Croix		$ 6,590.66	6,400.00
		Total		$ 23,175.20	25,281.00
4	Jul-05	St. Thomas		$ 11,750.00	10,569.00
		St. John		$ 5,697.05	6,038.00
		St. Croix		$ 7,972.54	6,586.00
		Total		$ 25,419.59	23,193.00
	Aug-05	St. Thomas		$ 12,384.95	11,548.00
		St. John		$ 5,424.19	6,749.00
		St. Croix		$ 10,281.61	7,542.00
		Total		$ 28,090.75	25,839.00
	Sep-05	St. Thomas		$ 13,449.60	12,924.00
		St. John		$ 4,739.69	4,882.00
		St. Croix		$ 9,978.70	8,582.00
		Total		$ 28,167.99	26,388.00
Total Fiscal Year		St. Thomas		$ 96,905.38	107,553.00
		St. John		$ 55,148.25	59,070.00
		St. Croix		$ 77,865.86	66,633.00
		Territorywide		$ 229,919.49	233,256.00

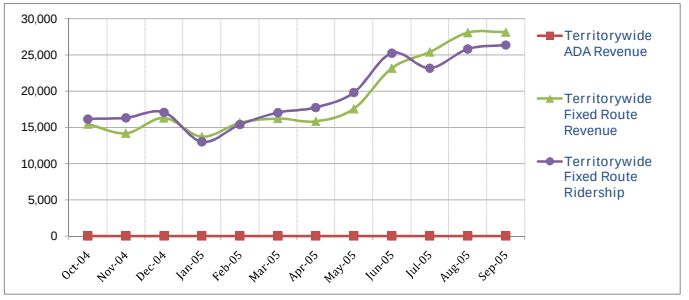
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2005		Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05	Total Fiscal Year
St. Thomas	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 7,106.52	$ 6,574.72	$ 7,691.46	$ 4,358.03	$ 4,226.41	$ 5,791.76	$ 4,883.05	$ 7,028.25	$ 11,660.63	$ 11,750.00	$ 12,384.95	$ 13,449.60	$ 96,905.38
	Fixed Route Ridership	8,643.00	7,900.00	8,430.00	5,544.00	5,489.00	7,337.00	6,514.00	8,993.00	13,662.00	10,569.00	11,548.00	12,924.00	107,553.00
St. John	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 3,416.22	$ 3,271.47	$ 3,535.19	$ 4,242.19	$ 5,575.16	$ 4,441.95	$ 4,956.72	$ 4,924.51	$ 4,923.91	$ 5,697.05	$ 5,424.19	$ 4,739.69	$ 55,148.25
	Fixed Route Ridership	3,621.00	3,476.00	3,747.00	4,245.00	5,910.00	4,708.00	5,254.00	5,221.00	5,219.00	6,038.00	6,749.00	4,882.00	59,070.00
St. Croix	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 4,951.30	$ 4,359.03	$ 5,098.06	$ 5,131.14	$ 5,848.53	$ 6,003.91	$ 6,010.81	$ 5,639.57	$ 6,590.66	$ 7,972.54	$ 10,281.61	$ 9,978.70	$ 77,865.86
	Fixed Route Ridership	3,901.00	4,941.00	4,901.00	3,205.00	3,984.00	5,000.00	5,991.00	5,600.00	6,400.00	6,586.00	7,542.00	8,582.00	66,633.00
Territorywide	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 15,474.04	$ 14,205.22	$ 16,324.71	$ 13,731.36	$ 15,650.10	$ 16,237.62	$ 15,850.58	$ 17,592.33	$ 23,175.20	$ 25,419.59	$ 28,090.75	$ 28,167.99	$ 229,919.49
	Fixed Route Ridership	16,165.00	16,317.00	17,078.00	12,994.00	15,383.00	17,045.00	17,759.00	19,814.00	25,281.00	23,193.00	25,839.00	26,388.00	233,256.00







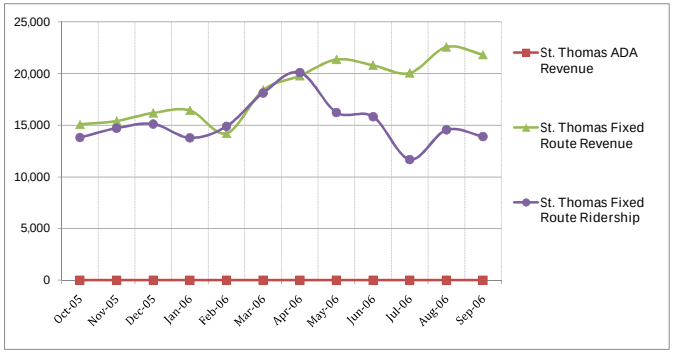


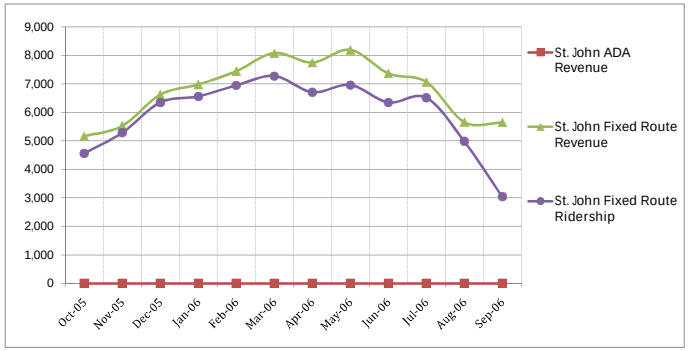
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2006

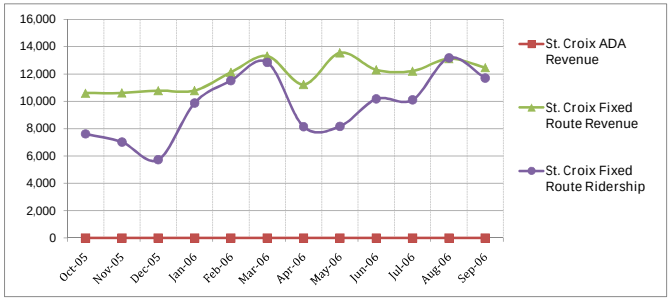
Quarter	Month	Island	ADA Revenue	Fixed Route Revenue	Fixed Route Ridership
1	Oct-05	St. Thomas		$ 15,078.05	13,806.00
		St. John		$ 5,161.04	4,560.00
		St. Croix		$ 10,591.91	7,615.00
		Total		$ 30,831.00	25,981.00
	Nov-05	St. Thomas		$ 15,396.43	14,707.00
		St. John		$ 5,526.52	5,285.00
		St. Croix		$ 10,603.50	7,013.00
		Total		$ 31,526.45	27,005.00
	Dec-05	St. Thomas		$ 16,177.00	15,118.00
		St. John		$ 6,621.19	6,344.00
		St. Croix		$ 10,776.00	5,733.00
		Total		$ 33,574.19	27,195.00
2	Jan-06	St. Thomas		$ 16,423.00	13,776.00
		St. John		$ 6,975.57	6,556.00
		St. Croix		$ 10,778.50	9,879.00
		Total		$ 34,177.07	30,211.00
	Feb-06	St. Thomas		$ 14,207.00	14,886.00
		St. John		$ 7,442.54	6,942.00
		St. Croix		$ 12,116.50	11,515.00
		Total		$ 33,766.04	33,343.00
	Mar-06	St. Thomas		$ 18,395.50	18,131.00
		St. John		$ 8,073.77	7,269.00
		St. Croix		$ 13,309.50	12,844.00
		Total		$ 39,778.77	38,244.00
3	Apr-06	St. Thomas		$ 19,774.46	20,103.00
		St. John		$ 7,743.81	6,704.00
		St. Croix		$ 11,226.00	8,145.00
		Total		$ 38,744.27	34,952.00
	May-06	St. Thomas		$ 21,359.50	16,234.00
		St. John		$ 8,189.40	6,954.00
		St. Croix		$ 13,548.00	8,173.00
		Total		$ 43,096.90	31,361.00
	Jun-06	St. Thomas		$ 20,790.00	15,818.00
		St. John		$ 7,363.31	6,346.00
		St. Croix		$ 12,298.67	10,172.00
		Total		$ 40,451.98	32,336.00
4	Jul-06	St. Thomas		$ 20,045.59	11,678.00
		St. John		$ 7,063.64	6,509.00
		St. Croix		$ 12,208.50	10,103.00
		Total		$ 39,317.73	28,290.00
	Aug-06	St. Thomas		$ 22,568.40	14,543.00
		St. John		$ 5,658.06	4,980.00
		St. Croix		$ 13,116.50	13,174.00
		Total		$ 41,342.96	32,697.00
	Sep-06	St. Thomas		$ 21,825.18	13,899.00
		St. John		$ 5,641.32	3,040.00
		St. Croix		$ 12,466.50	11,701.00
		Total		$ 39,933.00	28,640.00
Total Fiscal Year		St. Thomas		$ 222,040.11	182,699.00
		St. John		$ 81,460.17	71,489.00
		St. Croix		$ 143,040.08	116,067.00
		Territorywide		$ 446,540.36	370,255.00

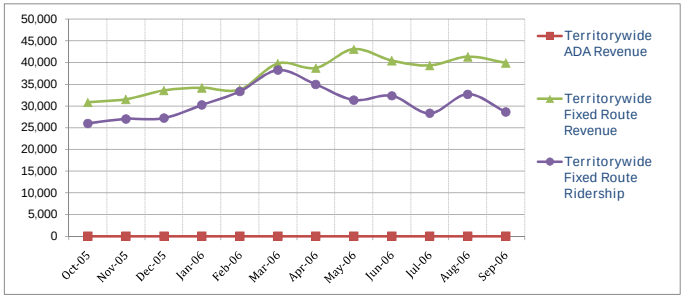
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2006		Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Total Fiscal Year
St. Thomas	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 15,078.05	$ 15,396.43	$ 16,177.00	$ 16,423.00	$ 14,207.00	$ 18,395.50	$ 19,774.46	$ 21,359.50	$ 20,790.00	$ 20,045.59	$ 22,568.40	$ 21,825.18	$ 222,040.11
	Fixed Route Ridership	13,806.00	14,707.00	15,118.00	13,776.00	14,886.00	18,131.00	20,103.00	16,234.00	15,818.00	11,678.00	14,543.00	13,899.00	$ 182,699.00
St. John	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 5,161.04	$ 5,526.52	$ 6,621.19	$ 6,975.57	$ 7,442.54	$ 8,073.77	$ 7,743.81	$ 8,189.40	$ 7,363.31	$ 7,063.64	$ 5,658.06	$ 5,641.32	$ 81,460.17
	Fixed Route Ridership	4,560.00	5,285.00	6,344.00	6,556.00	6,942.00	7,269.00	6,704.00	6,954.00	6,346.00	6,509.00	4,980.00	3,040.00	$ 71,489.00
St. Croix	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 10,591.91	$ 10,603.50	$ 10,776.00	$ 10,778.50	$ 12,116.50	$ 13,309.50	$ 11,226.00	$ 13,548.00	$ 12,298.67	$ 12,208.50	$ 13,116.50	$ 12,466.50	$ 143,040.08
	Fixed Route Ridership	7,615.00	7,013.00	5,733.00	9,879.00	11,515.00	12,844.00	8,145.00	8,173.00	10,172.00	10,103.00	13,174.00	11,701.00	$ 116,067.00
Territorywide	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 30,831.00	$ 31,526.45	$ 33,574.19	$ 34,177.07	$ 33,766.04	$ 39,778.77	$ 38,744.27	$ 43,096.90	$ 40,451.98	$ 39,317.73	$ 41,342.96	$ 39,933.00	$ 446,540.36
	Fixed Route Ridership	25,981.00	27,005.00	27,195.00	30,211.00	33,343.00	38,244.00	34,952.00	31,361.00	32,336.00	28,290.00	32,697.00	28,640.00	$ 370,255.00







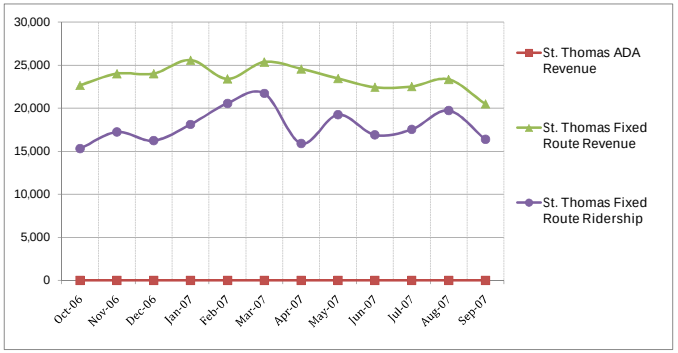


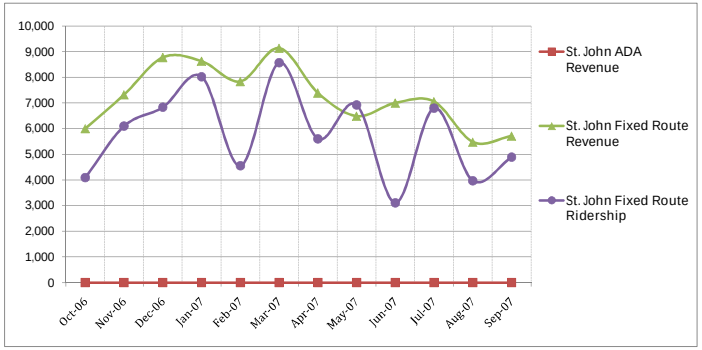
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2007

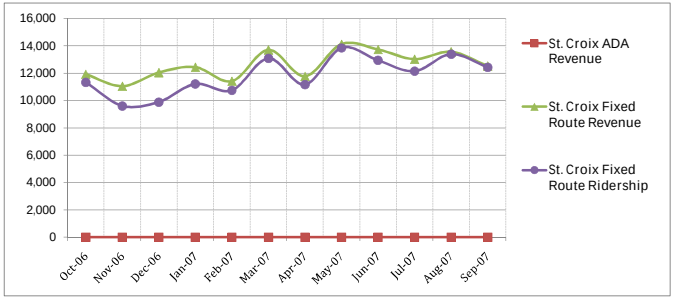
Quarter	Month	Island	ADA Revenue	Fixed Route Revenue	Fixed Route Ridership
1	Oct-06	St. Thomas		$ 22,656.00	15,299.00
		St. John		$ 6,004.72	4,091.00
		St. Croix		$ 11,931.52	11,332.00
		Total		$ 40,592.24	30,722.00
	Nov-06	St. Thomas		$ 24,009.00	17,240.00
		St. John		$ 7,319.99	6,096.00
		St. Croix		$ 11,051.50	9,601.00
		Total		$ 42,380.49	32,937.00
	Dec-06	St. Thomas		$ 24,018.50	16,231.00
		St. John		$ 8,771.27	6,830.00
		St. Croix		$ 12,045.00	9,879.00
		Total		$ 44,834.77	32,940.00
2	Jan-07	St. Thomas		$ 25,584.00	18,119.00
		St. John		$ 8,625.44	8,023.00
		St. Croix		$ 12,442.00	11,199.00
		Total		$ 46,651.44	37,341.00
	Feb-07	St. Thomas		$ 23,408.50	20,557.00
		St. John		$ 7,835.23	4,553.00
		St. Croix		$ 11,416.50	10,736.00
		Total		$ 42,660.23	35,846.00
	Mar-07	St. Thomas		$ 25,367.00	21,722.00
		St. John		$ 9,131.59	8,573.00
		St. Croix		$ 13,701.00	13,076.00
		Total		$ 48,199.59	43,371.00
3	Apr-07	St. Thomas		$ 24,568.00	15,914.00
		St. John		$ 7,390.31	5,603.00
		St. Croix		$ 11,773.00	11,158.00
		Total		$ 43,731.31	32,675.00
	May-07	St. Thomas		$ 23,458.00	19,247.00
		St. John		$ 6,485.96	6,923.00
		St. Croix		$ 14,120.76	13,841.00
		Total		$ 44,064.72	40,011.00
	Jun-07	St. Thomas		$ 22,449.00	16,904.00
		St. John		$ 6,999.94	3,110.00
		St. Croix		$ 13,732.50	12,932.00
		Total		$ 43,181.44	32,946.00
4	Jul-07	St. Thomas		$ 22,520.50	17,531.00
		St. John		$ 7,049.91	6,795.00
		St. Croix		$ 13,025.50	12,136.00
		Total		$ 42,595.91	36,462.00
	Aug-07	St. Thomas		$ 23,348.50	19,727.00
		St. John		$ 5,479.64	3,971.00
		St. Croix		$ 13,566.50	13,385.00
		Total		$ 42,394.64	37,083.00
	Sep-07	St. Thomas		$ 20,511.00	16,386.00
		St. John		$ 5,712.41	4,885.00
		St. Croix		$ 12,535.50	12,432.00
		Total		$ 38,758.91	33,703.00
Total Fiscal Year		St. Thomas		$ 281,898.00	214,877.00
		St. John		$ 86,806.41	69,453.00
		St. Croix		$ 151,341.28	141,707.00
		Territorywide		$ 520,045.69	426,037.00

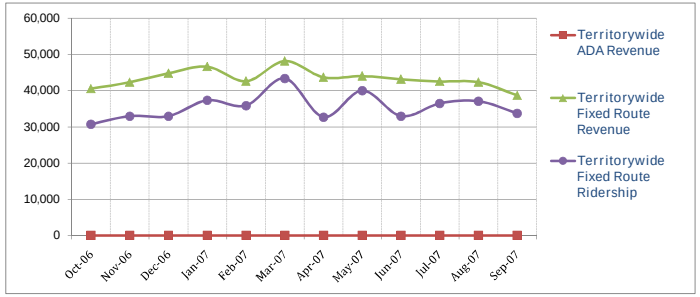
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2007		Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Total Fiscal Year
St. Thomas	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 22,656.00	$ 24,009.00	$ 24,018.50	$ 25,584.00	$ 23,408.50	$ 25,367.00	$ 24,568.00	$ 23,458.00	$ 22,449.00	$ 22,520.50	$ 23,348.50	$ 20,511.00	$ 281,898.00
	Fixed Route Ridership	15,299.00	17,240.00	16,231.00	18,119.00	20,557.00	21,722.00	15,914.00	19,247.00	16,904.00	17,531.00	19,727.00	16,386.00	$ 214,877.00
St. John	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 6,004.72	$ 7,319.99	$ 8,771.27	$ 8,625.44	$ 7,835.23	$ 9,131.59	$ 7,390.31	$ 6,485.96	$ 6,999.94	$ 7,049.91	$ 5,479.64	$ 5,712.41	$ 86,806.41
	Fixed Route Ridership	4,091.00	6,096.00	6,830.00	8,023.00	4,553.00	8,573.00	5,603.00	6,923.00	3,110.00	6,795.00	3,971.00	4,885.00	$ 69,453.00
St. Croix	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 11,931.52	$ 11,051.50	$ 12,045.00	$ 12,442.00	$ 11,416.50	$ 13,701.00	$ 11,773.00	$ 14,120.76	$ 13,732.50	$ 13,025.50	$ 13,566.50	$ 12,535.50	$ 151,341.28
	Fixed Route Ridership	11,332.00	9,601.00	9,879.00	11,199.00	10,736.00	13,076.00	11,158.00	13,841.00	12,932.00	12,136.00	13,385.00	12,432.00	$ 141,707.00
Territorywide	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 40,592.24	$ 42,380.49	$ 44,834.77	$ 46,651.44	$ 42,660.23	$ 48,199.59	$ 43,731.31	$ 44,064.72	$ 43,181.44	$ 42,595.91	$ 42,394.64	$ 38,758.91	$ 520,045.69
	Fixed Route Ridership	30,722.00	32,937.00	32,940.00	37,341.00	35,846.00	43,371.00	32,675.00	40,011.00	32,946.00	36,462.00	37,083.00	33,703.00	$ 426,037.00







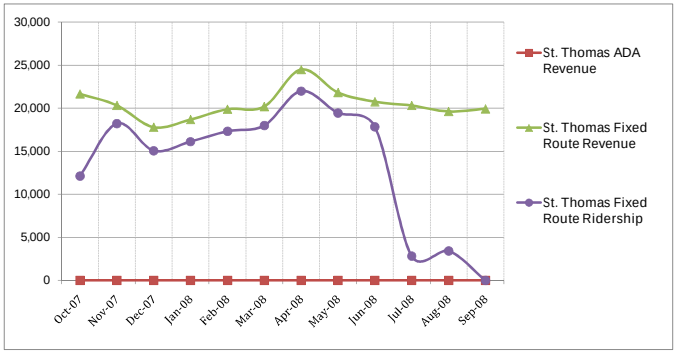


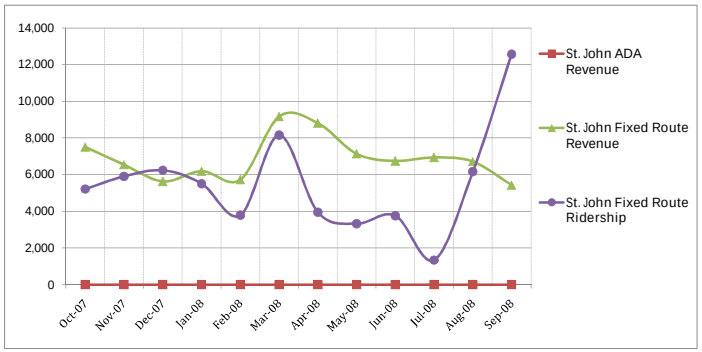
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2008

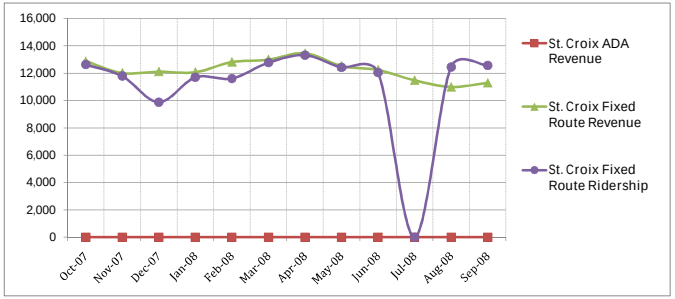
Quarter	Month	Island	ADA Revenue	Fixed Route Revenue	Fixed Route Ridership
1	Oct-07	St. Thomas		$ 21,670.60	12,116.00
		St. John		$ 7,503.68	5,214.00
		St. Croix		$ 12,887.50	12,637.00
		Total		$ 42,061.78	29,967.00
	Nov-07	St. Thomas		$ 20,337.64	18,212.00
		St. John		$ 6,542.78	5,906.00
		St. Croix		$ 12,016.50	11,788.00
		Total		$ 38,896.92	35,906.00
	Dec-07	St. Thomas		$ 17,804.50	15,062.00
		St. John		$ 5,634.78	6,232.00
		St. Croix		$ 12,116.50	9,879.00
		Total		$ 35,555.78	31,173.00
2	Jan-08	St. Thomas		$ 18,690.00	16,110.00
		St. John		$ 6,187.46	5,506.00
		St. Croix		$ 12,075.50	11,697.00
		Total		$ 36,952.96	33,313.00
	Feb-08	St. Thomas		$ 19,887.56	17,310.00
		St. John		$ 5,732.69	3,785.00
		St. Croix		$ 12,819.50	11,615.00
		Total		$ 38,439.75	32,710.00
	Mar-08	St. Thomas		$ 20,199.05	17,972.00
		St. John		$ 9,167.70	8,152.00
		St. Croix		$ 12,998.50	12,773.00
		Total		$ 42,365.25	38,897.00
3	Apr-08	St. Thomas		$ 24,498.50	21,982.00
		St. John		$ 8,807.69	3,946.00
		St. Croix		$ 13,471.00	13,321.00
		Total		$ 46,777.19	39,249.00
	May-08	St. Thomas		$ 21,832.20	19,438.00
		St. John		$ 7,134.59	3,322.00
		St. Croix		$ 12,536.00	12,417.00
		Total		$ 41,502.79	35,177.00
	Jun-08	St. Thomas		$ 20,757.56	17,841.00
		St. John		$ 6,748.10	3,762.00
		St. Croix		$ 12,241.50	12,045.00
		Total		$ 39,747.16	33,648.00
4	Jul-08	St. Thomas		$ 20,315.82	2,807.00
		St. John		$ 6,941.15	1,339.00
		St. Croix		$ 11,483.00	-
		Total		$ 38,739.97	4,146.00
	Aug-08	St. Thomas		$ 19,629.00	3,411.00
		St. John		$ 6,716.45	6,158.00
		St. Croix		$ 11,000.50	12,455.00
		Total		$ 37,345.95	22,024.00
	Sep-08	St. Thomas		$ 19,939.00	-
		St. John		$ 5,434.92	12,574.00
		St. Croix		$ 11,294.00	12,574.00
		Total		$ 36,667.92	25,148.00
Total Fiscal Year		St. Thomas		$ 245,561.43	162,261.00
		St. John		$ 82,551.99	65,896.00
		St. Croix		$ 146,940.00	133,201.00
		Territorywide		$ 475,053.42	361,358.00

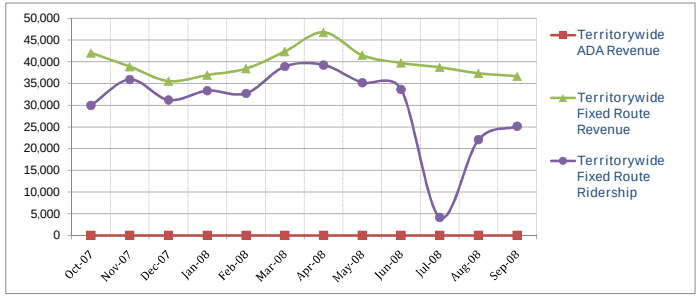
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2008		Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Total Fiscal Year
St. Thomas	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 21,670.60	$ 20,337.64	$ 17,804.50	$ 18,690.00	$ 19,887.56	$ 20,199.05	$ 24,498.50	$ 21,832.20	$ 20,757.56	$ 20,315.82	$ 19,629.00	$ 19,939.00	$ 245,561.43
	Fixed Route Ridership	12,116.00	18,212.00	15,062.00	16,110.00	17,310.00	17,972.00	21,982.00	19,438.00	17,841.00	2,807.00	3,411.00	-	$ 162,261.00
St. John	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 7,503.68	$ 6,542.78	$ 5,634.78	$ 6,187.46	$ 5,732.69	$ 9,167.70	$ 8,807.69	$ 7,134.59	$ 6,748.10	$ 6,941.15	$ 6,716.45	$ 5,434.92	$ 82,551.99
	Fixed Route Ridership	5,214.00	5,906.00	6,232.00	5,506.00	3,785.00	8,152.00	3,946.00	3,322.00	3,762.00	1,339.00	6,158.00	12,574.00	$ 65,896.00
St. Croix	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 12,887.50	$ 12,016.50	$ 12,116.50	$ 12,075.50	$ 12,819.50	$ 12,998.50	$ 13,471.00	$ 12,536.00	$ 12,241.50	$ 11,483.00	$ 11,000.50	$ 11,294.00	$ 146,940.00
	Fixed Route Ridership	12,637.00	11,788.00	9,879.00	11,697.00	11,615.00	12,773.00	13,321.00	12,417.00	12,045.00	-	12,455.00	12,574.00	$ 133,201.00
Territorywide	ADA Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Fixed Route Revenue	$ 42,061.78	$ 38,896.92	$ 35,555.78	$ 36,952.96	$ 38,439.75	$ 42,365.25	$ 46,777.19	$ 41,502.79	$ 39,747.16	$ 38,739.97	$ 37,345.95	$ 36,667.92	$ 475,053.42
	Fixed Route Ridership	29,967.00	35,906.00	31,173.00	33,313.00	32,710.00	38,897.00	39,249.00	35,177.00	33,648.00	4,146.00	22,024.00	25,148.00	$ 361,358.00







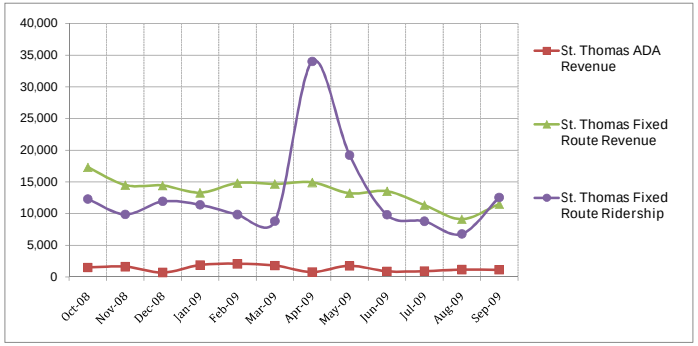


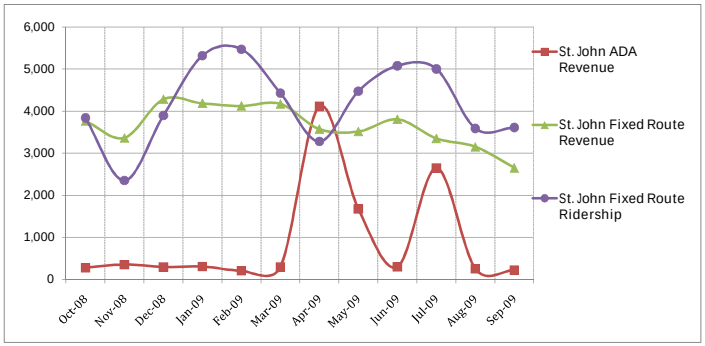
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2009

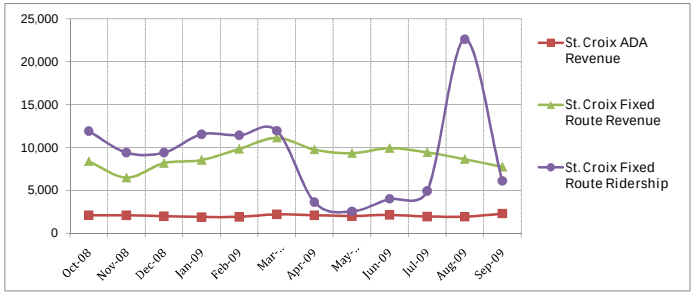
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-08	St. Thomas	$ 1,474.00	$ 17,289.50	12,272.00
		St. John	$ 278.00	$ 3,765.10	3,838.00
		St. Croix	$ 2,124.00	$ 8,383.00	11,910.00
		Total	**$** 3,876.00	**$** 29,437.60	28,020.00
	Nov-08	St. Thomas	$ 1,608.00	$ 14,484.50	9,872.00
		St. John	$ 354.00	$ 3,362.75	2,351.00
		St. Croix	$ 2,118.00	$ 6,496.00	9,415.00
		Total	**$** 4,080.00	**$** 24,343.25	21,638.00
	Dec-08	St. Thomas	$ 688.00	$ 14,412.50	11,917.00
		St. John	$ 296.00	$ 4,277.36	3,895.00
		St. Croix	$ 2,004.00	$ 8,187.00	9,415.00
		Total	**$** 2,988.00	**$** 26,876.86	25,227.00
2	Jan-09	St. Thomas	$ 1,857.00	$ 13,287.50	11,371.00
		St. John	$ 306.00	$ 4,180.42	5,318.00
		St. Croix	$ 1,907.00	$ 8,550.50	11,546.00
		Total	**$** 4,070.00	**$** 26,018.42	28,235.00
	Feb-09	St. Thomas	$ 2,059.00	$ 14,806.50	9,839.00
		St. John	$ 208.00	$ 4,118.76	5,469.00
		St. Croix	$ 1,928.00	$ 9,846.50	11,425.00
		Total	**$** 4,195.00	**$** 28,771.76	26,733.00
	Mar-09	St. Thomas	$ 1,777.00	$ 14,662.00	8,798.00
		St. John	$ 296.00	$ 4,167.61	4,428.00
		St. Croix	$ 2,224.00	$ 11,137.00	11,968.00
		Total	**$** 4,297.00	**$** 29,966.61	25,194.00
3	Apr-09	St. Thomas	$ 776.00	$ 14,908.00	34,007.00
		St. John	$ 4,112.00	$ 3,568.91	3,278.00
		St. Croix	$ 2,119.00	$ 9,774.00	3,649.00
		Total	**$** 7,007.00	**$** 28,250.91	40,934.00
	May-09	St. Thomas	$ 1,735.00	$ 13,199.50	19,212.00
		St. John	$ 1,676.00	$ 3,511.23	4,472.00
		St. Croix	$ 2,029.00	$ 9,348.00	2,575.00
		Total	**$** 5,440.00	**$** 26,058.73	26,259.00
	Jun-09	St. Thomas	$ 879.00	$ 13,503.00	9,796.00
		St. John	$ 298.00	$ 3,802.99	5,078.00
		St. Croix	$ 2,152.00	$ 9,936.50	4,033.00
		Total	**$** 3,329.00	**$** 27,242.49	18,907.00
4	Jul-09	St. Thomas	$ 904.00	$ 11,345.85	8,776.00
		St. John	$ 2,649.00	$ 3,347.36	5,000.00
		St. Croix	$ 1,971.00	$ 9,440.00	4,941.00
		Total	**$** 5,524.00	**$** 24,133.21	18,717.00
	Aug-09	St. Thomas	$ 1,140.00	$ 9,123.39	6,779.00
		St. John	$ 252.00	$ 3,149.72	3,586.00
		St. Croix	$ 1,938.00	$ 8,648.00	22,608.00
		Total	**$** 3,330.00	**$** 20,921.11	32,973.00
	Sep-09	St. Thomas	$ 1,113.00	$ 11,499.00	12,535.00
		St. John	$ 219.00	$ 2,650.53	3,611.00
		St. Croix	$ 2,309.00	$ 7,752.50	6,118.00
		Total	**$** 3,641.00	**$** 21,902.03	22,264.00
Total Fiscal Year		St. Thomas	$ 16,010.00	$ 162,521.24	155,174.00
		St. John	$ 10,944.00	$ 43,902.74	50,324.00
		St. Croix	$ 24,823.00	$ 107,499.00	109,603.00
		Territorywide	**$** 51,777.00	**$** 313,922.98	315,101.00

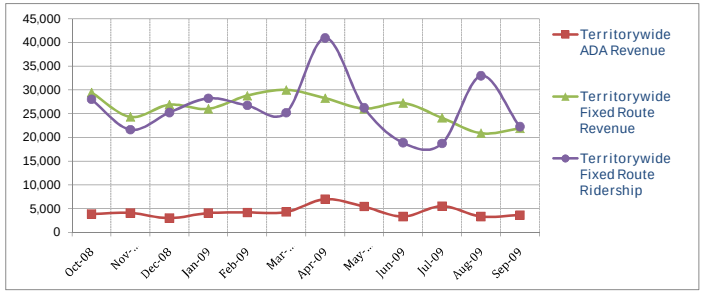
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2009		Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Total Fiscal Year
St. Thomas	ADA Revenue	$ 1,474.00	$ 1,608.00	$ 688.00	$ 1,857.00	$ 2,059.00	$ 1,777.00	$ 776.00	$ 1,735.00	$ 879.00	$ 904.00	$ 1,140.00	$ 1,113.00	**$** 16,010.00
	Fixed Route Revenue	$ 17,289.50	$ 14,484.50	$ 14,412.50	$ 13,287.50	$ 14,806.50	$ 14,662.00	$ 14,908.00	$ 13,199.50	$ 13,503.00	$ 11,345.85	$ 9,123.39	$ 11,499.00	**$** 162,521.24
	Fixed Route Ridership	12,272.00	9,872.00	11,917.00	11,371.00	9,839.00	8,798.00	34,007.00	19,212.00	9,796.00	8,776.00	6,779.00	12,535.00	**$** 155,174.00
St. John	ADA Revenue	$ 278.00	$ 354.00	$ 296.00	$ 306.00	$ 208.00	$ 296.00	$ 4,112.00	$ 1,676.00	$ 298.00	$ 2,649.00	$ 252.00	$ 219.00	**$** 10,944.00
	Fixed Route Revenue	$ 3,765.10	$ 3,362.75	$ 4,277.36	$ 4,180.42	$ 4,118.76	$ 4,167.61	$ 3,568.91	$ 3,511.23	$ 3,802.99	$ 3,347.36	$ 3,149.72	$ 2,650.53	**$** 43,902.74
	Fixed Route Ridership	3,838.00	2,351.00	3,895.00	5,318.00	5,469.00	4,428.00	3,278.00	4,472.00	5,078.00	5,000.00	3,586.00	3,611.00	**$** 50,324.00
St. Croix	ADA Revenue	$ 2,124.00	$ 2,118.00	$ 2,004.00	$ 1,907.00	$ 1,928.00	$ 2,224.00	$ 2,119.00	$ 2,029.00	$ 2,152.00	$ 1,971.00	$ 1,938.00	$ 2,309.00	**$** 24,823.00
	Fixed Route Revenue	$ 8,383.00	$ 6,496.00	$ 8,187.00	$ 8,550.50	$ 9,846.50	$ 11,137.00	$ 9,774.00	$ 9,348.00	$ 9,936.50	$ 9,440.00	$ 8,648.00	$ 7,752.50	**$** 107,499.00
	Fixed Route Ridership	11,910.00	9,415.00	9,415.00	11,546.00	11,425.00	11,968.00	3,649.00	2,575.00	4,033.00	4,941.00	22,608.00	6,118.00	**$** 109,603.00
Territorywide	ADA Revenue	$ 3,876.00	$ 4,080.00	$ 2,988.00	$ 4,070.00	$ 4,195.00	$ 4,297.00	$ 7,007.00	$ 5,440.00	$ 3,329.00	$ 5,524.00	$ 3,330.00	$ 3,641.00	**$** 51,777.00
	Fixed Route Revenue	$ 29,437.60	$ 24,343.25	$ 26,876.86	$ 26,018.42	$ 28,771.76	$ 29,966.61	$ 28,250.91	$ 26,058.73	$ 27,242.49	$ 24,133.21	$ 20,921.11	$ 21,902.03	**$** 313,922.98
	Fixed Route Ridership	28,020.00	21,638.00	25,227.00	28,235.00	26,733.00	25,194.00	40,934.00	26,259.00	18,907.00	18,717.00	32,973.00	22,264.00	**$** 315,101.00







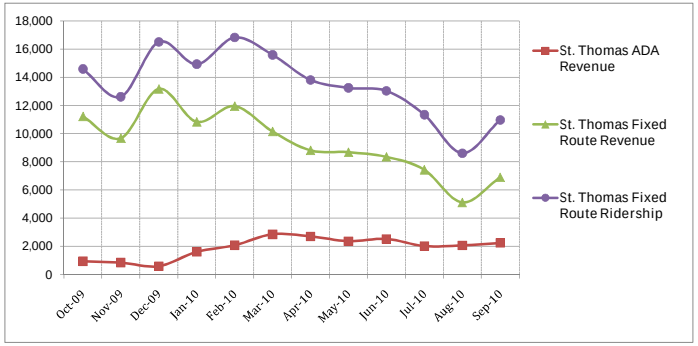


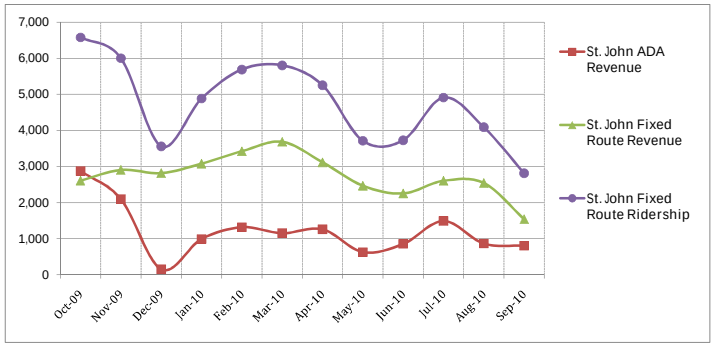
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2010

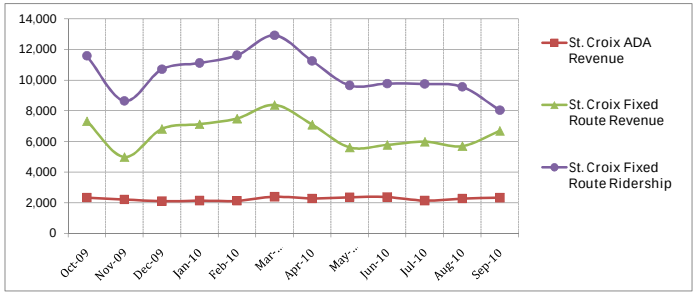
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-09	St. Thomas	$ 940.00	$ 11,225.50	14,598.00
		St. John	$ 2,876.00	$ 2,607.85	6,579.00
		St. Croix	$ 2,337.00	$ 7,322.50	11,590.00
		Total	$ 6,153.00	$ 21,155.85	32,767.00
	Nov-09	St. Thomas	$ 844.00	$ 9,677.00	12,625.00
		St. John	$ 2,096.00	$ 2,904.11	6,000.00
		St. Croix	$ 2,222.00	$ 4,982.50	8,644.00
		Total	$ 5,162.00	$ 17,563.61	27,269.00
	Dec-09	St. Thomas	$ 590.00	$ 13,174.15	16,516.00
		St. John	$ 150.00	$ 2,816.30	3,559.00
		St. Croix	$ 2,107.00	$ 6,817.50	10,708.00
		Total	$ 2,847.00	$ 22,807.95	30,783.00
2	Jan-10	St. Thomas	$ 1,604.00	$ 10,842.50	14,935.00
		St. John	$ 990.00	$ 3,079.05	4,882.00
		St. Croix	$ 2,145.00	$ 7,123.00	11,121.00
		Total	$ 4,739.00	$ 21,044.55	30,938.00
	Feb-10	St. Thomas	$ 2,072.00	$ 11,954.25	16,831.00
		St. John	$ 1,318.00	$ 3,421.54	5,687.00
		St. Croix	$ 2,132.00	$ 7,490.00	11,618.00
		Total	$ 5,522.00	$ 22,865.79	34,136.00
	Mar-10	St. Thomas	$ 2,848.00	$ 10,153.50	15,601.00
		St. John	$ 1,152.00	$ 3,683.30	5,802.00
		St. Croix	$ 2,392.00	$ 8,378.00	12,924.00
		Total	$ 6,392.00	$ 22,214.80	34,327.00
3	Apr-10	St. Thomas	$ 2,703.00	$ 8,813.00	13,819.00
		St. John	$ 1,260.00	$ 3,115.35	5,250.00
		St. Croix	$ 2,282.00	$ 7,095.00	11,252.00
		Total	$ 6,245.00	$ 19,023.35	30,321.00
	May-10	St. Thomas	$ 2,364.00	$ 8,683.50	13,256.00
		St. John	$ 628.00	$ 2,466.59	3,712.00
		St. Croix	$ 2,365.00	$ 5,609.00	9,658.00
		Total	$ 5,357.00	$ 16,759.09	26,626.00
	Jun-10	St. Thomas	$ 2,516.00	$ 8,354.90	13,044.00
		St. John	$ 854.00	$ 2,252.22	3,727.00
		St. Croix	$ 2,371.00	$ 5,777.00	9,777.00
		Total	$ 5,741.00	$ 16,384.12	26,548.00
4	Jul-10	St. Thomas	$ 2,019.00	$ 7,436.50	11,346.00
		St. John	$ 1,492.00	$ 2,602.46	4,912.00
		St. Croix	$ 2,147.00	$ 5,981.00	9,753.00
		Total	$ 5,658.00	$ 16,019.96	26,011.00
	Aug-10	St. Thomas	$ 2,061.00	$ 5,117.00	8,613.00
		St. John	$ 866.00	$ 2,541.36	4,088.00
		St. Croix	$ 2,274.00	$ 5,694.50	9,561.00
		Total	$ 5,201.00	$ 13,352.86	22,262.00
	Sep-10	St. Thomas	$ 2,240.00	$ 6,901.50	10,969.00
		St. John	$ 802.00	$ 1,542.38	2,812.00
		St. Croix	$ 2,328.00	$ 6,695.00	8,034.00
		Total	$ 5,370.00	$ 15,138.88	21,815.00
Total Fiscal Year		St. Thomas	$ 22,801.00	$ 112,333.30	162,153.00
		St. John	$ 14,484.00	$ 33,032.51	57,010.00
		St. Croix	$ 27,102.00	$ 78,965.00	124,640.00
		Territorywide	$ 64,387.00	$ 224,330.81	343,803.00

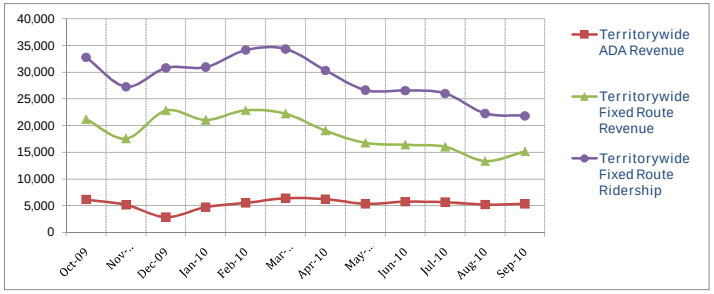
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2010		Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Total Fiscal Year
St. Thomas	ADA Revenue	$ 940.00	$ 844.00	$ 590.00	$ 1,604.00	$ 2,072.00	$ 2,848.00	$ 2,703.00	$ 2,364.00	$ 2,516.00	$ 2,019.00	$ 2,061.00	$ 2,240.00	$ 22,801.00
	Fixed Route Revenue	$ 11,225.50	$ 9,677.00	$ 13,174.15	$ 10,842.50	$ 11,954.25	$ 10,153.50	$ 8,813.00	$ 8,683.50	$ 8,354.90	$ 7,436.50	$ 5,117.00	$ 6,901.50	$ 112,333.30
	Fixed Route Ridership	14,598.00	12,625.00	16,516.00	14,935.00	16,831.00	15,601.00	13,819.00	13,256.00	13,044.00	11,346.00	8,613.00	10,969.00	162,153.00
St. John	ADA Revenue	$ 2,876.00	$ 2,096.00	$ 150.00	$ 990.00	$ 1,318.00	$ 1,152.00	$ 1,260.00	$ 628.00	$ 854.00	$ 1,492.00	$ 866.00	$ 802.00	$ 14,484.00
	Fixed Route Revenue	$ 2,607.85	$ 2,904.11	$ 2,816.30	$ 3,079.05	$ 3,421.54	$ 3,683.30	$ 3,115.35	$ 2,466.59	$ 2,252.22	$ 2,602.46	$ 2,541.36	$ 1,542.38	$ 33,032.51
	Fixed Route Ridership	6,579.00	6,000.00	3,559.00	4,882.00	5,687.00	5,802.00	5,250.00	3,712.00	3,727.00	4,912.00	4,088.00	2,812.00	57,010.00
St. Croix	ADA Revenue	$ 2,337.00	$ 2,222.00	$ 2,107.00	$ 2,145.00	$ 2,132.00	$ 2,392.00	$ 2,282.00	$ 2,365.00	$ 2,371.00	$ 2,147.00	$ 2,274.00	$ 2,328.00	$ 27,102.00
	Fixed Route Revenue	$ 7,322.50	$ 4,982.50	$ 6,817.50	$ 7,123.00	$ 7,490.00	$ 8,378.00	$ 7,095.00	$ 5,609.00	$ 5,777.00	$ 5,981.00	$ 5,694.50	$ 6,695.00	$ 78,965.00
	Fixed Route Ridership	11,590.00	8,644.00	10,708.00	11,121.00	11,618.00	12,924.00	11,252.00	9,658.00	9,777.00	9,753.00	9,561.00	8,034.00	124,640.00
Territorywide	ADA Revenue	$ 6,153.00	$ 5,162.00	$ 2,847.00	$ 4,739.00	$ 5,522.00	$ 6,392.00	$ 6,245.00	$ 5,357.00	$ 5,741.00	$ 5,658.00	$ 5,201.00	$ 5,370.00	$ 64,387.00
	Fixed Route Revenue	$ 21,155.85	$ 17,563.61	$ 22,807.95	$ 21,044.55	$ 22,865.79	$ 22,214.80	$ 19,023.35	$ 16,759.09	$ 16,384.12	$ 16,019.96	$ 13,352.86	$ 15,138.88	$ 224,330.81
	Fixed Route Ridership	32,767.00	27,269.00	30,783.00	30,938.00	34,136.00	34,327.00	30,321.00	26,626.00	26,548.00	26,011.00	22,262.00	21,815.00	343,803.00







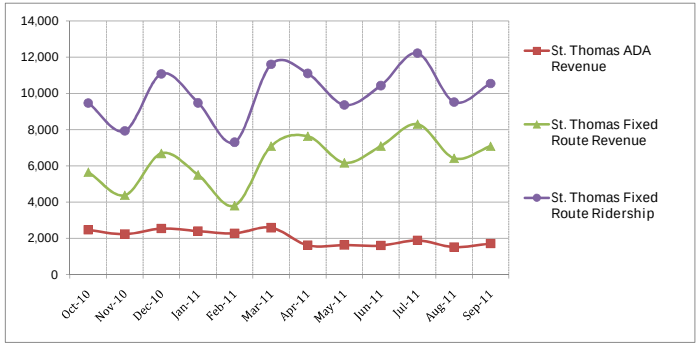


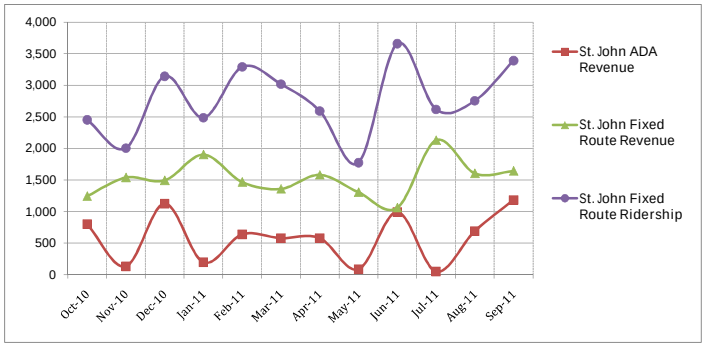
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2011

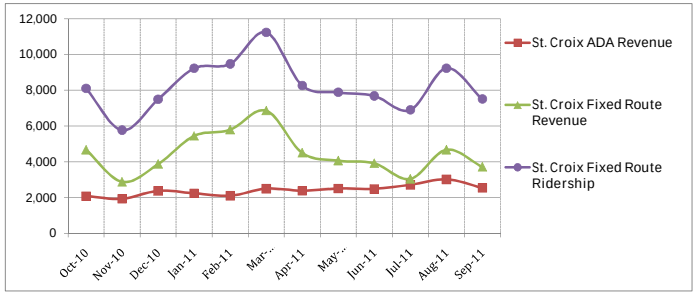
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-10	St. Thomas	$ 2,469.00	$ 5,653.25	9,476.00
		St. John	$ 802.00	$ 1,243.87	2,454.00
		St. Croix	$ 2,080.00	$ 4,672.00	8,102.00
		Total	$ 5,351.00	$ 11,569.12	20,032.00
	Nov-10	St. Thomas	$ 2,232.00	$ 4,383.00	7,938.00
		St. John	$ 132.00	$ 1,539.94	2,005.00
		St. Croix	$ 1,933.00	$ 2,880.00	5,775.00
		Total	$ 4,297.00	$ 8,802.94	15,718.00
	Dec-10	St. Thomas	$ 2,540.00	$ 6,692.50	11,078.00
		St. John	$ 1,126.00	$ 1,493.66	3,142.00
		St. Croix	$ 2,371.00	$ 3,875.50	7,497.00
		Total	$ 6,037.00	$ 12,061.66	21,717.00
2	Jan-11	St. Thomas	$ 2,398.00	$ 5,506.00	9,484.00
		St. John	$ 198.00	$ 1,903.11	2,485.00
		St. Croix	$ 2,241.00	$ 5,452.00	9,231.00
		Total	$ 4,837.00	$ 12,861.11	21,200.00
	Feb-11	St. Thomas	$ 2,280.00	$ 3,808.50	7,305.00
		St. John	$ 638.00	$ 1,468.33	3,292.00
		St. Croix	$ 2,103.00	$ 5,796.00	9,478.00
		Total	$ 5,021.00	$ 11,072.83	20,075.00
	Mar-11	St. Thomas	$ 2,587.00	$ 7,090.00	11,612.00
		St. John	$ 578.00	$ 1,360.55	3,019.00
		St. Croix	$ 2,501.00	$ 6,866.50	11,240.00
		Total	$ 5,666.00	$ 15,317.05	25,871.00
3	Apr-11	St. Thomas	$ 1,621.00	$ 7,633.50	11,104.00
		St. John	$ 580.00	$ 1,581.46	2,593.00
		St. Croix	$ 2,385.00	$ 4,504.50	8,266.00
		Total	$ 4,586.00	$ 13,719.46	21,963.00
	May-11	St. Thomas	$ 1,634.50	$ 6,170.00	9,364.00
		St. John	$ 86.00	$ 1,307.00	1,774.00
		St. Croix	$ 2,510.00	$ 4,064.00	7,888.00
		Total	$ 4,230.50	$ 11,541.00	19,026.00
	Jun-11	St. Thomas	$ 1,605.00	$ 7,093.00	10,437.00
		St. John	$ 993.00	$ 1,061.00	3,659.00
		St. Croix	$ 2,485.00	$ 3,921.00	7,687.00
		Total	$ 5,083.00	$ 12,075.00	21,783.00
4	Jul-11	St. Thomas	$ 1,889.00	$ 8,300.48	12,226.00
		St. John	$ 52.00	$ 2,130.33	2,618.00
		St. Croix	$ 2,713.00	$ 3,043.50	6,907.00
		Total	$ 4,654.00	$ 13,474.31	21,751.00
	Aug-11	St. Thomas	$ 1,521.00	$ 6,420.50	9,529.00
		St. John	$ 690.00	$ 1,606.38	2,755.00
		St. Croix	$ 3,020.00	$ 4,676.00	9,235.00
		Total	$ 5,231.00	$ 12,702.88	21,519.00
	Sep-11	St. Thomas	$ 1,710.00	$ 7,083.50	10,551.00
		St. John	$ 1,184.00	$ 1,643.44	3,392.00
		St. Croix	$ 2,540.00	$ 3,719.50	7,512.00
		Total	$ 5,434.00	$ 12,446.44	21,455.00
Total Fiscal Year		St. Thomas	$ 24,486.50	$ 75,834.23	120,104.00
		St. John	$ 7,059.00	$ 18,339.07	33,188.00
		St. Croix	$ 28,882.00	$ 53,470.50	98,818.00
		Territorywide	$ 60,427.50	$ 147,643.80	252,110.00

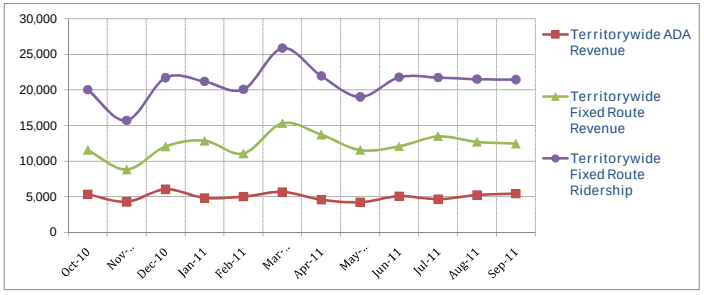
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2011		Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Total Fiscal Year
St. Thomas	ADA Revenue	$ 2,469.00	$ 2,232.00	$ 2,540.00	$ 2,398.00	$ 2,280.00	$ 2,587.00	$ 1,621.00	$ 1,634.50	$ 1,605.00	$ 1,889.00	$ 1,521.00	$ 1,710.00	$ 24,486.50
	Fixed Route Revenue	$ 5,653.25	$ 4,383.00	$ 6,692.50	$ 5,506.00	$ 3,808.50	$ 7,090.00	$ 7,633.50	$ 6,170.00	$ 7,093.00	$ 8,300.48	$ 6,420.50	$ 7,083.50	$ 75,834.23
	Fixed Route Ridership	9,476.00	7,938.00	11,078.00	9,484.00	7,305.00	11,612.00	11,104.00	9,364.00	10,437.00	12,226.00	9,529.00	10,551.00	$ 120,104.00
St. John	ADA Revenue	$ 802.00	$ 132.00	$ 1,126.00	$ 198.00	$ 638.00	$ 578.00	$ 580.00	$ 86.00	$ 993.00	$ 52.00	$ 690.00	$ 1,184.00	$ 7,059.00
	Fixed Route Revenue	$ 1,243.87	$ 1,539.94	$ 1,493.66	$ 1,903.11	$ 1,468.33	$ 1,360.55	$ 1,581.46	$ 1,307.00	$ 1,061.00	$ 2,130.33	$ 1,606.38	$ 1,643.44	$ 18,339.07
	Fixed Route Ridership	2,454.00	2,005.00	3,142.00	2,485.00	3,292.00	3,019.00	2,593.00	1,774.00	3,659.00	2,618.00	2,755.00	3,392.00	$ 33,188.00
St. Croix	ADA Revenue	$ 2,080.00	$ 1,933.00	$ 2,371.00	$ 2,241.00	$ 2,103.00	$ 2,501.00	$ 2,385.00	$ 2,510.00	$ 2,485.00	$ 2,713.00	$ 3,020.00	$ 2,540.00	$ 28,882.00
	Fixed Route Revenue	$ 4,672.00	$ 2,880.00	$ 3,875.50	$ 5,452.00	$ 5,796.00	$ 6,866.50	$ 4,504.50	$ 4,064.00	$ 3,921.00	$ 3,043.50	$ 4,676.00	$ 3,719.50	$ 53,470.50
	Fixed Route Ridership	8,102.00	5,775.00	7,497.00	9,231.00	9,478.00	11,240.00	8,266.00	7,888.00	7,687.00	6,907.00	9,235.00	7,512.00	$ 98,818.00
Territorywide	ADA Revenue	$ 5,351.00	$ 4,297.00	$ 6,037.00	$ 4,837.00	$ 5,021.00	$ 5,666.00	$ 4,586.00	$ 4,230.50	$ 5,083.00	$ 4,654.00	$ 5,231.00	$ 5,434.00	$ 60,427.50
	Fixed Route Revenue	$ 11,569.12	$ 8,802.94	$ 12,061.66	$ 12,861.11	$ 11,072.83	$ 15,317.05	$ 13,719.46	$ 11,541.00	$ 12,075.00	$ 13,474.31	$ 12,702.88	$ 12,446.44	$ 147,643.80
	Fixed Route Ridership	20,032.00	15,718.00	21,717.00	21,200.00	20,075.00	25,871.00	21,963.00	19,026.00	21,783.00	21,751.00	21,519.00	21,455.00	$ 252,110.00







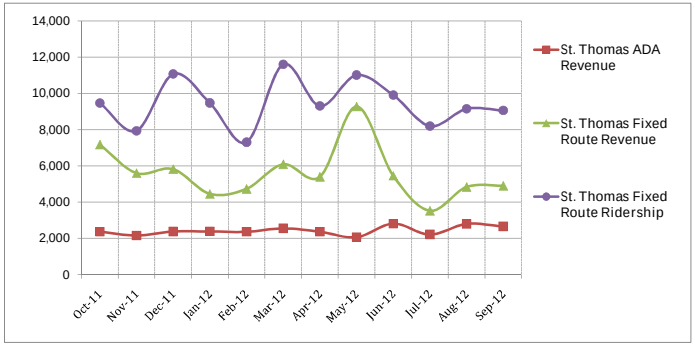


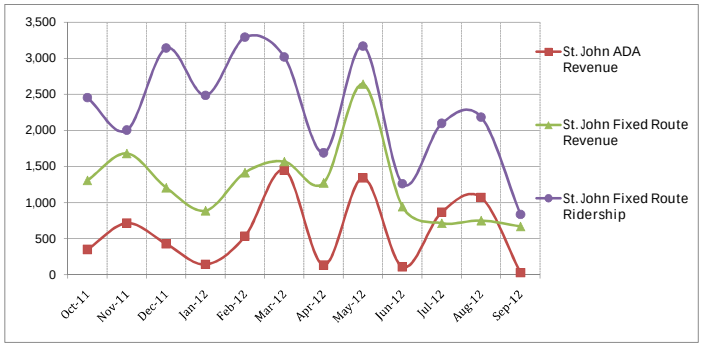
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2012

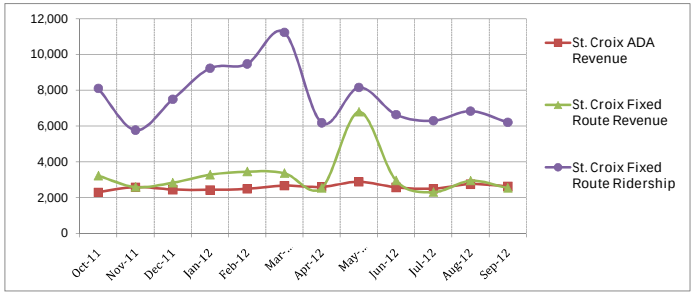
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-11	St. Thomas	$ 2,369.00	$ 7,178.00	9,476.00
		St. John	$ 350.00	$ 1,308.61	2,454.00
		St. Croix	$ 2,296.00	$ 3,233.00	8,102.00
		Total	$ 5,015.00	$ 11,719.61	20,032.00
	Nov-11	St. Thomas	$ 2,154.00	$ 5,596.50	7,938.00
		St. John	$ 716.00	$ 1,681.49	2,005.00
		St. Croix	$ 2,585.00	$ 2,597.00	5,775.00
		Total	$ 5,455.00	$ 9,874.99	15,718.00
	Dec-11	St. Thomas	$ 2,377.00	$ 5,818.50	11,078.00
		St. John	$ 428.00	$ 1,205.68	3,142.00
		St. Croix	$ 2,449.00	$ 2,839.50	7,497.00
		Total	$ 5,254.00	$ 9,863.68	21,717.00
2	Jan-12	St. Thomas	$ 2,381.00	$ 4,448.00	9,484.00
		St. John	$ 144.00	$ 888.40	2,485.00
		St. Croix	$ 2,430.75	$ 3,285.25	9,231.00
		Total	$ 4,955.75	$ 8,621.65	21,200.00
	Feb-12	St. Thomas	$ 2,361.00	$ 4,725.50	7,305.00
		St. John	$ 534.00	$ 1,415.53	3,292.00
		St. Croix	$ 2,488.50	$ 3,461.50	9,478.00
		Total	$ 5,383.50	$ 9,602.53	20,075.00
	Mar-12	St. Thomas	$ 2,549.00	$ 6,088.50	11,612.00
		St. John	$ 1,451.00	$ 1,568.38	3,019.00
		St. Croix	$ 2,671.00	$ 3,373.00	11,240.00
		Total	$ 6,671.00	$ 11,029.88	25,871.00
3	Apr-12	St. Thomas	$ 2,365.00	$ 5,394.00	9,310.00
		St. John	$ 134.00	$ 1,274.07	1,689.00
		St. Croix	$ 2,593.00	$ 2,540.00	6,183.00
		Total	$ 5,092.00	$ 9,208.07	17,182.00
	May-12	St. Thomas	$ 2,066.00	$ 9,282.00	11,018.00
		St. John	$ 1,342.00	$ 2,642.12	3,170.00
		St. Croix	$ 2,882.00	$ 6,798.50	8,157.00
		Total	$ 6,290.00	$ 18,722.62	22,345.00
	Jun-12	St. Thomas	$ 2,809.00	$ 5,453.50	9,914.00
		St. John	$ 110.00	$ 943.58	1,263.00
		St. Croix	$ 2,571.00	$ 2,964.00	6,642.00
		Total	$ 5,490.00	$ 9,361.08	17,819.00
4	Jul-12	St. Thomas	$ 2,214.00	$ 3,513.50	8,198.00
		St. John	$ 868.00	$ 714.22	2,097.00
		St. Croix	$ 2,494.00	$ 2,312.50	6,302.00
		Total	$ 5,576.00	$ 6,540.22	16,597.00
	Aug-12	St. Thomas	$ 2,797.00	$ 4,832.00	9,154.00
		St. John	$ 1,070.00	$ 750.58	2,184.00
		St. Croix	$ 2,752.00	$ 2,949.00	6,841.00
		Total	$ 6,619.00	$ 8,531.58	18,179.00
	Sep-12	St. Thomas	$ 2,655.00	$ 4,897.00	9,062.00
		St. John	$ 28.00	$ 669.77	836.00
		St. Croix	$ 2,626.00	$ 2,548.00	6,208.00
		Total	$ 5,309.00	$ 8,114.77	16,106.00
Total Fiscal Year		St. Thomas	$ 29,097.00	$ 67,227.00	113,549.00
		St. John	$ 7,175.00	$ 15,062.43	27,636.00
		St. Croix	$ 30,838.25	$ 38,901.25	91,656.00
		Territorywide	$ 67,110.25	$ 121,190.68	232,841.00

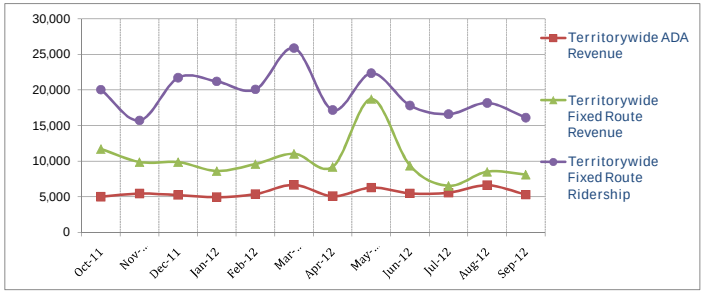
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2012		Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Total Fiscal Year
St. Thomas	ADA Revenue	$ 2,369.00	$ 2,154.00	$ 2,377.00	$ 2,381.00	$ 2,361.00	$ 2,549.00	$ 2,365.00	$ 2,066.00	$ 2,809.00	$ 2,214.00	$ 2,797.00	$ 2,655.00	$ 29,097.00
	Fixed Route Revenue	$ 7,178.00	$ 5,596.50	$ 5,818.50	$ 4,448.00	$ 4,725.50	$ 6,088.50	$ 5,394.00	$ 9,282.00	$ 5,453.50	$ 3,513.50	$ 4,832.00	$ 4,897.00	$ 67,227.00
	Fixed Route Ridership	9,476.00	7,938.00	11,078.00	9,484.00	7,305.00	11,612.00	9,310.00	11,018.00	9,914.00	8,198.00	9,154.00	9,062.00	$ 113,549.00
St. John	ADA Revenue	$ 350.00	$ 716.00	$ 428.00	$ 144.00	$ 534.00	$ 1,451.00	$ 134.00	$ 1,342.00	$ 110.00	$ 868.00	$ 1,070.00	$ 28.00	$ 7,175.00
	Fixed Route Revenue	$ 1,308.61	$ 1,681.49	$ 1,205.68	$ 888.40	$ 1,415.53	$ 1,568.38	$ 1,274.07	$ 2,642.12	$ 943.58	$ 714.22	$ 750.58	$ 669.77	$ 15,062.43
	Fixed Route Ridership	2,454.00	2,005.00	3,142.00	2,485.00	3,292.00	3,019.00	1,689.00	3,170.00	1,263.00	2,097.00	2,184.00	836.00	$ 27,636.00
St. Croix	ADA Revenue	$ 2,296.00	$ 2,585.00	$ 2,449.00	$ 2,430.75	$ 2,488.50	$ 2,671.00	$ 2,593.00	$ 2,882.00	$ 2,571.00	$ 2,494.00	$ 2,752.00	$ 2,626.00	$ 30,838.25
	Fixed Route Revenue	$ 3,233.00	$ 2,597.00	$ 2,839.50	$ 3,285.25	$ 3,461.50	$ 3,373.00	$ 2,540.00	$ 6,798.50	$ 2,964.00	$ 2,312.50	$ 2,949.00	$ 2,548.00	$ 38,901.25
	Fixed Route Ridership	8,102.00	5,775.00	7,497.00	9,231.00	9,478.00	11,240.00	6,183.00	8,157.00	6,642.00	6,302.00	6,841.00	6,208.00	$ 91,656.00
Territorywide	ADA Revenue	$ 5,015.00	$ 5,455.00	$ 5,254.00	$ 4,955.75	$ 5,383.50	$ 6,671.00	$ 5,092.00	$ 6,290.00	$ 5,490.00	$ 5,576.00	$ 6,619.00	$ 5,309.00	$ 67,110.25
	Fixed Route Revenue	$ 11,719.61	$ 9,874.99	$ 9,863.68	$ 8,621.65	$ 9,602.53	$ 11,029.88	$ 9,208.07	$ 18,722.62	$ 9,361.08	$ 6,540.22	$ 8,531.58	$ 8,114.77	$ 121,190.68
	Fixed Route Ridership	20,032.00	15,718.00	21,717.00	21,200.00	20,075.00	25,871.00	17,182.00	22,345.00	17,819.00	16,597.00	18,179.00	16,106.00	$ 232,841.00







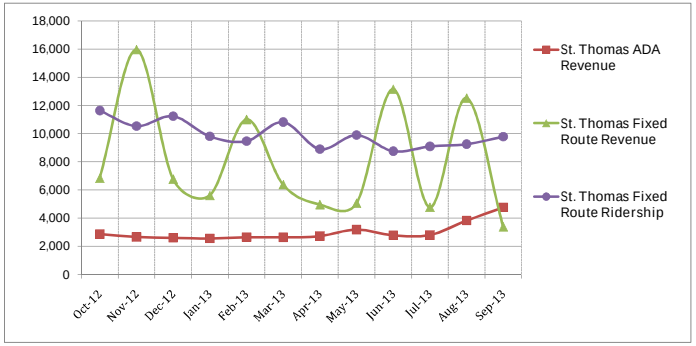


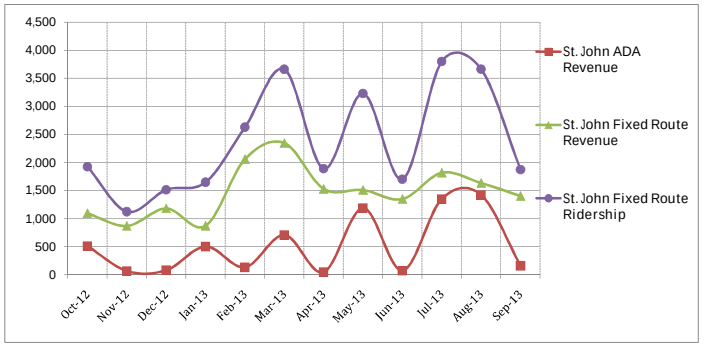
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2013

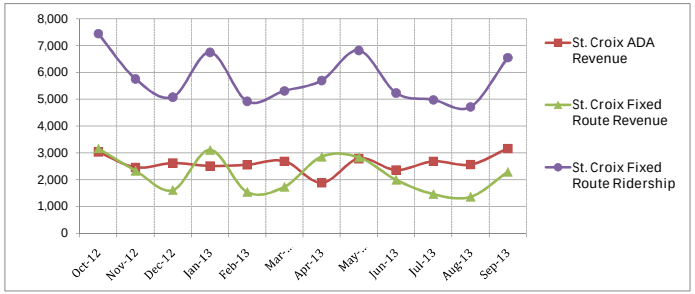
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-12	St. Thomas	$ 2,867.00	$ 6,840.00	11,648.00
		St. John	$ 510.00	$ 1,094.90	1,924.00
		St. Croix	$ 3,040.00	$ 3,166.00	7,447.00
		Total	**$** 6,417.00	**$** 11,100.90	21,019.00
	Nov-12	St. Thomas	$ 2,666.00	$ 15,963.20	10,538.00
		St. John	$ 66.00	$ 870.65	1,123.00
		St. Croix	$ 2,460.00	$ 2,337.50	5,756.00
		Total	**$** 5,192.00	**$** 19,171.35	17,417.00
	Dec-12	St. Thomas	$ 2,605.00	$ 6,768.00	11,247.00
		St. John	$ 80.00	$ 1,182.15	1,514.00
		St. Croix	$ 2,618.00	$ 1,613.00	5,078.00
		Total	**$** 5,303.00	**$** 9,563.15	17,839.00
2	Jan-13	St. Thomas	$ 2,563.00	$ 5,612.50	9,810.00
		St. John	$ 502.00	$ 872.27	1,648.00
		St. Croix	$ 2,512.00	$ 3,109.50	6,745.00
		Total	**$** 5,577.00	**$** 9,594.27	18,203.00
	Feb-13	St. Thomas	$ 2,649.00	$ 11,005.50	9,471.00
		St. John	$ 132.00	$ 2,058.31	2,628.00
		St. Croix	$ 2,557.00	$ 1,544.50	4,921.00
		Total	**$** 5,338.00	**$** 14,608.31	17,020.00
	Mar-13	St. Thomas	$ 2,642.00	$ 6,377.00	10,822.00
		St. John	$ 706.88	$ 2,345.95	3,662.00
		St. Croix	$ 2,689.00	$ 1,736.50	5,310.00
		Total	**$** 6,037.88	**$** 10,459.45	19,794.00
3	Apr-13	St. Thomas	$ 2,731.00	$ 4,961.50	8,906.00
		St. John	$ 46.00	$ 1,529.14	1,890.00
		St. Croix	$ 1,886.25	$ 2,860.00	5,695.00
		Total	**$** 4,663.25	**$** 9,350.64	16,491.00
	May-13	St. Thomas	$ 3,192.00	$ 5,059.50	9,901.00
		St. John	$ 1,188.00	$ 1,509.93	3,229.00
		St. Croix	$ 2,788.00	$ 2,834.50	6,818.00
		Total	**$** 7,168.00	**$** 9,403.93	19,948.00
	Jun-13	St. Thomas	$ 2,786.00	$ 13,152.00	8,757.00
		St. John	$ 70.00	$ 1,349.66	1,702.00
		St. Croix	$ 2,364.00	$ 1,997.35	5,233.00
		Total	**$** 5,220.00	**$** 16,499.01	15,692.00
4	Jul-13	St. Thomas	$ 2,806.00	$ 4,775.50	9,097.00
		St. John	$ 1,350.00	$ 1,817.08	3,800.00
		St. Croix	$ 2,684.00	$ 1,464.45	4,977.00
		Total	**$** 6,840.00	**$** 8,057.03	17,874.00
	Aug-13	St. Thomas	$ 3,835.00	$ 12,519.00	9,256.00
		St. John	$ 1,420.00	$ 1,633.43	3,663.00
		St. Croix	$ 2,565.00	$ 1,364.50	4,714.00
		Total	**$** 7,820.00	**$** 15,516.93	17,633.00
	Sep-13	St. Thomas	$ 4,768.00	$ 3,389.50	9,788.00
		St. John	$ 160.00	$ 1,403.72	1,875.00
		St. Croix	$ 3,165.00	$ 2,293.00	6,549.00
		Total	**$** 8,093.00	**$** 7,086.22	18,212.00
Total Fiscal Year		St. Thomas	$ 36,110.00	$ 96,423.20	119,241.00
		St. John	$ 6,230.88	$ 17,667.19	28,658.00
		St. Croix	$ 31,328.25	$ 26,320.80	69,243.00
		Territorywide	**$** 73,669.13	**$** 140,411.19	217,142.00

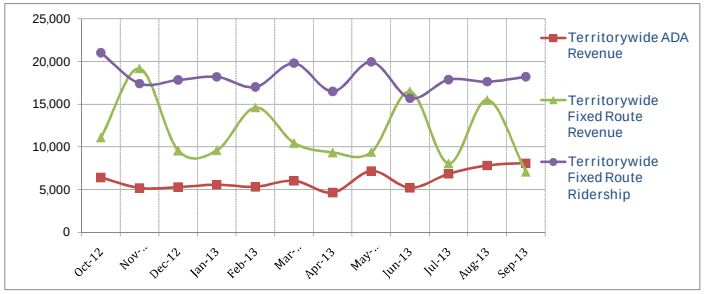
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2013		Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Total Fiscal Year
St. Thomas	ADA Revenue	$ 2,867.00	$ 2,666.00	$ 2,605.00	$ 2,563.00	$ 2,649.00	$ 2,642.00	$ 2,731.00	$ 3,192.00	$ 2,786.00	$ 2,806.00	$ 3,835.00	$ 4,768.00	**$** 36,110.00
	Fixed Route Revenue	$ 6,840.00	$ 15,963.20	$ 6,768.00	$ 5,612.50	$ 11,005.50	$ 6,377.00	$ 4,961.50	$ 5,059.50	$ 13,152.00	$ 4,775.50	$ 12,519.00	$ 3,389.50	**$** 96,423.20
	Fixed Route Ridership	11,648.00	10,538.00	11,247.00	9,810.00	9,471.00	10,822.00	8,906.00	9,901.00	8,757.00	9,097.00	9,256.00	9,788.00	**$** 119,241.00
St. John	ADA Revenue	$ 510.00	$ 66.00	$ 80.00	$ 502.00	$ 132.00	$ 706.88	$ 46.00	$ 1,188.00	$ 70.00	$ 1,350.00	$ 1,420.00	$ 160.00	**$** 6,230.88
	Fixed Route Revenue	$ 1,094.90	$ 870.65	$ 1,182.15	$ 872.27	$ 2,058.31	$ 2,345.95	$ 1,529.14	$ 1,509.93	$ 1,349.66	$ 1,817.08	$ 1,633.43	$ 1,403.72	**$** 17,667.19
	Fixed Route Ridership	1,924.00	1,123.00	1,514.00	1,648.00	2,628.00	3,662.00	1,890.00	3,229.00	1,702.00	3,800.00	3,663.00	1,875.00	**$** 28,658.00
St. Croix	ADA Revenue	$ 3,040.00	$ 2,460.00	$ 2,618.00	$ 2,512.00	$ 2,557.00	$ 2,689.00	$ 1,886.25	$ 2,788.00	$ 2,364.00	$ 2,684.00	$ 2,565.00	$ 3,165.00	**$** 31,328.25
	Fixed Route Revenue	$ 3,166.00	$ 2,337.50	$ 1,613.00	$ 3,109.50	$ 1,544.50	$ 1,736.50	$ 2,860.00	$ 2,834.50	$ 1,997.35	$ 1,464.45	$ 1,364.50	$ 2,293.00	**$** 26,320.80
	Fixed Route Ridership	7,447.00	5,756.00	5,078.00	6,745.00	4,921.00	5,310.00	5,695.00	6,818.00	5,233.00	4,977.00	4,714.00	6,549.00	**$** 69,243.00
Territorywide	ADA Revenue	$ 6,417.00	$ 5,192.00	$ 5,303.00	$ 5,577.00	$ 5,338.00	$ 6,037.88	$ 4,663.25	$ 7,168.00	$ 5,220.00	$ 6,840.00	$ 7,820.00	$ 8,093.00	**$** 73,669.13
	Fixed Route Revenue	$ 11,100.90	$ 19,171.35	$ 9,563.15	$ 9,594.27	$ 14,608.31	$ 10,459.45	$ 9,350.64	$ 9,403.93	$ 16,499.01	$ 8,057.03	$ 15,516.93	$ 7,086.22	**$** 140,411.19
	Fixed Route Ridership	21,019.00	17,417.00	17,839.00	18,203.00	17,020.00	19,794.00	16,491.00	19,948.00	15,692.00	17,874.00	17,633.00	18,212.00	**$** 217,142.00







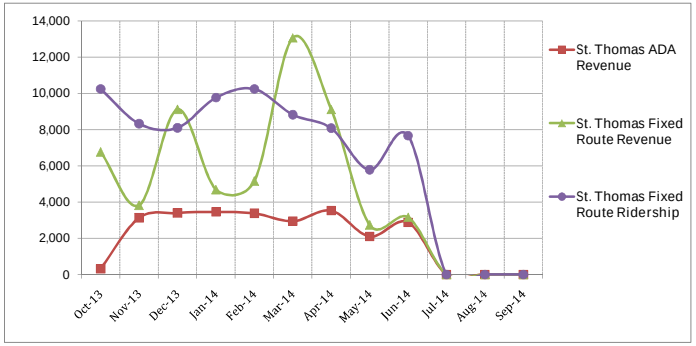


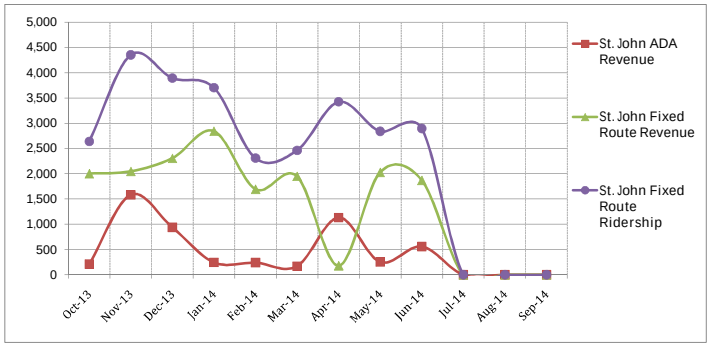
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership
Fiscal Year: 2014

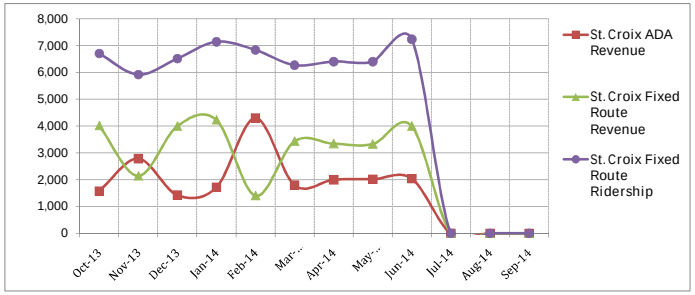
Quarter	Month	Island	ADA Revenue	Fixed Route	
				Revenue	Ridership
1	Oct-13	St. Thomas	$ 318.00	$ 6,775.12	10,254.00
		St. John	$ 210.00	$ 2,001.72	2,638.00
		St. Croix	$ 1,578.00	$ 4,020.50	6,702.00
		Total	$ 2,106.00	$ 12,797.34	19,594.00
	Nov-13	St. Thomas	$ 3,135.00	$ 3,823.50	8,333.00
		St. John	$ 1,582.00	$ 2,047.85	4,354.00
		St. Croix	$ 2,788.00	$ 2,142.75	5,916.00
		Total	$ 7,505.00	$ 8,014.10	18,603.00
	Dec-13	St. Thomas	$ 3,401.00	$ 9,124.00	8,104.00
		St. John	$ 938.10	$ 2,307.28	3,894.00
		St. Croix	$ 1,428.00	$ 4,001.25	6,514.00
		Total	$ 5,767.10	$ 15,432.53	18,512.00
2	Jan-14	St. Thomas	$ 3,458.00	$ 4,688.50	9,775.00
		St. John	$ 244.00	$ 2,843.39	3,704.00
		St. Croix	$ 1,718.00	$ 4,232.00	7,140.00
		Total	$ 5,420.00	$ 11,763.89	20,619.00
	Feb-14	St. Thomas	$ 3,384.00	$ 5,163.00	10,247.00
		St. John	$ 240.00	$ 1,693.53	2,309.00
		St. Croix	$ 4,303.25	$ 1,404.75	6,834.00
		Total	$ 7,927.25	$ 8,261.28	19,390.00
	Mar-14	St. Thomas	$ 2,947.00	$ 13,082.00	8,829.00
		St. John	$ 170.00	$ 1,949.79	2,463.00
		St. Croix	$ 1,799.00	$ 3,434.75	6,270.00
		Total	$ 4,916.00	$ 18,466.54	17,562.00
3	Apr-14	St. Thomas	$ 3,531.00	$ 9,118.50	8,082.00
		St. John	$ 1,132.00	$ 179.68	3,424.00
		St. Croix	$ 2,002.00	$ 3,347.50	6,403.00
		Total	$ 6,665.00	$ 12,645.68	17,909.00
	May-14	St. Thomas	$ 2,097.00	$ 2,736.50	5,788.00
		St. John	$ 254.00	$ 2,028.10	2,839.00
		St. Croix	$ 2,019.00	$ 3,330.50	6,403.00
		Total	$ 4,370.00	$ 8,095.10	15,030.00
	Jun-14	St. Thomas	$ 2,880.00	$ 3,159.50	7,670.00
		St. John	$ 558.00	$ 1,869.79	2,896.00
		St. Croix	$ 2,041.00	$ 4,001.50	7,233.00
		Total	$ 5,479.00	$ 9,030.79	17,799.00
4	Jul-14	St. Thomas			
		St. John			
		St. Croix			
		Total	$ -	$ -	-
	Aug-14	St. Thomas			
		St. John			
		St. Croix			
		Total	$ -	$ -	-
	Sep-14	St. Thomas			
		St. John			
		St. Croix			
		Total	$ -	$ -	-
Total Fiscal Year		St. Thomas	$ 25,151.00	$ 57,670.62	77,082.00
		St. John	$ 5,328.10	$ 16,921.13	28,521.00
		St. Croix	$ 19,676.25	$ 29,915.50	59,415.00
		Territorywide	$ 50,155.35	$ 104,507.25	165,018.00

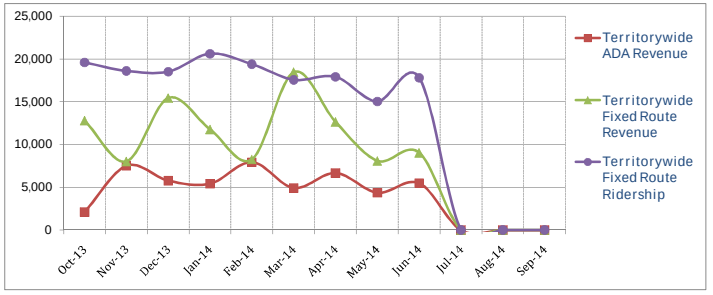
US Virgin Islands Comprehensive Transit Plan
VITRAN St. Thomas/St. John **&** St. Croix - Revenue and Ridership

Fiscal Year: 2014		Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Total Fiscal Year
St. Thomas	ADA Revenue	$ 318.00	$ 3,135.00	$ 3,401.00	$ 3,458.00	$ 3,384.00	$ 2,947.00	$ 3,531.00	$ 2,097.00	$ 2,880.00	$ -	$ -	$ -	$ 25,151.00
	Fixed Route Revenue	$ 6,775.12	$ 3,823.50	$ 9,124.00	$ 4,688.50	$ 5,163.00	$ 13,082.00	$ 9,118.50	$ 2,736.50	$ 3,159.50	$ -	$ -	$ -	$ 57,670.62
	Fixed Route Ridership	10,254.00	8,333.00	8,104.00	9,775.00	10,247.00	8,829.00	8,082.00	5,788.00	7,670.00	-	-	-	$ 77,082.00
St. John	ADA Revenue	$ 210.00	$ 1,582.00	$ 938.10	$ 244.00	$ 240.00	$ 170.00	$ 1,132.00	$ 254.00	$ 558.00	$ -	$ -	$ -	$ 5,328.10
	Fixed Route Revenue	$ 2,001.72	$ 2,047.85	$ 2,307.28	$ 2,843.39	$ 1,693.53	$ 1,949.79	$ 179.68	$ 2,028.10	$ 1,869.79	$ -	$ -	$ -	$ 16,921.13
	Fixed Route Ridership	2,638.00	4,354.00	3,894.00	3,704.00	2,309.00	2,463.00	3,424.00	2,839.00	2,896.00	-	-	-	$ 28,521.00
St. Croix	ADA Revenue	$ 1,578.00	$ 2,788.00	$ 1,428.00	$ 1,718.00	$ 4,303.25	$ 1,799.00	$ 2,002.00	$ 2,019.00	$ 2,041.00	$ -	$ -	$ -	$ 19,676.25
	Fixed Route Revenue	$ 4,020.50	$ 2,142.75	$ 4,001.25	$ 4,232.00	$ 1,404.75	$ 3,434.75	$ 3,347.50	$ 3,330.50	$ 4,001.50	$ -	$ -	$ -	$ 29,915.50
	Fixed Route Ridership	6,702.00	5,916.00	6,514.00	7,140.00	6,834.00	6,270.00	6,403.00	6,403.00	7,233.00	-	-	-	$ 59,415.00
Territorywide	ADA Revenue	$ 2,106.00	$ 7,505.00	$ 5,767.10	$ 5,420.00	$ 7,927.25	$ 4,916.00	$ 6,665.00	$ 4,370.00	$ 5,479.00	$ -	$ -	$ -	$ 50,155.35
	Fixed Route Revenue	$ 12,797.34	$ 8,014.10	$ 15,432.53	$ 11,763.89	$ 8,261.28	$ 18,466.54	$ 12,645.68	$ 8,095.10	$ 9,030.79	$ -	$ -	$ -	$ 104,507.25
	Fixed Route Ridership	19,594.00	18,603.00	18,512.00	20,619.00	19,390.00	17,562.00	17,909.00	15,030.00	17,799.00	-	-	-	$ 165,018.00









Appendix D
Operating Cost Estimates

ST CROIX

	St Croix 101	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	37.6	11.45	217	3	15	90	10	307	115432	11094.4
										115432.0	11094.4

	St Croix 101	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Improve H/W from 90 to 45 min	37.6	11.45	217	5	15	45	20	255	191760	18430.4
										191760.0	18430.4

	St Croix 103	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	37.6	11.45	217	3	15	90	10	307	115432	11094.4
										115432.0	11094.4

	St Croix 103	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Improve H/W from 90 to 45 min	37.6	11.45	217	5	15	45	20	307	230864	22188.8
										230864.0	22188.8

	St Croix 302	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	19.1	25.32	50	1	14.5	90	10	307	56712.11	2464.0
	Travel speed is average speed between East and West route								Totals:	56,712.1	2464.0

	St Croix 302	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Extend Route/60 min H/W	20.8	25.32	54	2	14.5	45	19	307	123395.58	5361.3
	Travel speed is average speed between East and West route								Totals:	123,395.6	5361.3

	St Croix 2A	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	23.3	11.45	61	1	13.83	90	9	307	65952	2865.5
	Travel speed is average speed between East and West route								Totals:	65,951.6	2865.5

	St Croix 2A	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Extend Route/60 min H/W	26.7	11.45	154	4	14.5	45	19	307	158235.9867	15201.7
	Travel speed is average speed between East and West route								Totals:	158,236.0	15201.7

	Christiansted Circulator	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours	Weekday Frequency (minutes)	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	New Route	12.6	11.00	75	2	15	45	20	307	77180	7718.0
	Travel speed is average speed between East and West route								Totals:	77,179.8	7718.0

	Fredriksted Circulator	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours	Weekday Frequency (minutes)	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	New Route	8.5	11.00	51	2	15	45	20	307	52067.2	5206.7
	Travel speed is average speed between East and West route								Totals:	52,067.2	5206.7

	Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost	No of Buses Required
Existing	St Croix 101	11,094	$167.21	115,432	$12.98	$3,353,399	3
	St Croix 103	11,094	$167.21	115,432	$12.98	$3,353,399	3
	St Croix 2A	2,865	$167.21	65,952	$12.98	$1,335,184	1
	St Croix 302	2,464	$167.21	56,712	$12.98	$1,148,132	1
	Total	27,518	$167.21	353,528	$12.98	$9,190,113	8

	Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost	No of Buses Required	Additional Buses
Proposed	St Croix 101	18,430	$167.21	191,760	$12.98	$5,570,793	5	2
	St Croix 103	22,189	$167.21	230,864	$12.98	$6,706,798	5	2
	St Croix 301	5,361	$167.21	123,396	$12.98	$2,498,132	2	1
	St Croix 2A	15,202	$167.21	158,236	$12.98	$4,595,781	4	3
	Christiansted Circulator	7,718	$167.21	77,180	$12.98	$2,292,317	2	2
	Fredriksted Circulator	5,207	$167.21	52,067	$12.98	$1,546,448	2	2
	Total	74,107	$167.21	833,503	$12.98	$23,210,270	20	12

Change	46,589		479,975		$ 14,020,156	12	

* Federal Transit Administration, 2012 National Transit Database

Notes

1.) GIS Based analsyis, 2014

2.) Travel time route observations, April 2014

3.) VITRAN Bus Schedule

ST JOHN

Existing

St John 108/109	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
AM/PM	23.7	16.57	95	2	15.16	60	15.16	307	110488.8	7334.0
									110488.8	7334.0

Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost
St John 108/109	7,334	$167.21	110,489	$12.98	$2,660,467
Total	7,334	$167.21	110,489	$12.98	$2,660,467

Proposed

St John 108/109	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Shorten Route - Improve H/W from 60 to 30 mins	22.7	16.57	90	4	15.16	30	30.32	307	210924.7	14000.8
									210924.7	14000.8

Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost	Additional Buses
108/109	14,001	$167.21	210,925	$12.98	$5,078,870	
Total	14,001	$167.21	210,925	$12.98	$5,078,870	2

Change	6,667	0	100,436	0	$ 2,418,403

* Federal Transit Administration, 2012 National Transit Database

Notes

1.) GIS Based analsyis, 2014

2.) Travel time route observations, April 2014

3.) VITRAN Bus Schedule

ST THOMAS

	St Thomas 201	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays	Annual Revenue Miles	Annual Revenue Hours
Existing	AM	12.8	10.35	81	2	1	55	1.1	255	3549.6	377.4
	PM	12.8	10.35	81	2	3	55	3.3	255	10648.8	1132.2
										14198.4	1509.6

	St Thomas 201 (Sunday)	Round Trip Route Length (miles)	Travel Speed (miles per hour)	Round Trip Cycle Time (minutes)	Buses Required	Sunday Hours	Sunday Frequency (minutes)[3]	Sunday Trips	Sundays	Annual Revenue Miles	Annual Revenue Hours
Existing	AM	12.8	10.35	81	2	1	55	1.1	52	723.8	76.9
	PM	12.8	10.35	81	2	3	55	3.3	52	2171.5	230.8
										2895.4	307.7

	St Thomas 101	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	11.5	8.00	95	#DIV/0!	113		#DIV/0!	255	#DIV/0!	#DIV/0!
										#DIV/0!	#DIV/0!

	St Thomas 102	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	14.8	8.00	122	2	13	75	10.4	255	39355.68	5411.4
										39355.7	5411.4

	St Thomas 102	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays	Annual Revenue Miles	Annual Revenue Hours
Proposed	AM/PM	14.8	8.00	122	3	13	45	17.3	255	65592.8	9019.0
							-				
										65592.8	9019.0

	St Thomas 301	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	19.5	7.42	174	2	13.58	120	7	307	40731.7	6038.2
	Travel speed is average speed between East and West route								Totals:	40,732	6038.2

	St Thomas 401	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	27.1	10.00	179	2	13.16	140	5.64	307	46992.4	5169.2
										46992.4	5169.2

	St Thomas 401	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Improve H/W from 80 to 40 mins	27.1	10.00	179	5	13.16	40	19.74	307	164473.3	18092.1
										164473.3	18092.1

	St Thomas 501	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	16.9	10.00	111	1	13.33	120	7	307	34498.2	3794.8
	Travel speed is average speed between East and West route								Totals:	34,498.2	3794.8

	St Thomas 501	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Improve H/W from 2hrs to 60 mins	16.9	10.00	111	2	13.33	60	13	307	68996.3	7589.6
	Travel speed is average speed between East and West route								Totals:	68,996.3	7589.6

	St Thomas 601	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Existing	AM/PM	16.5	10.00	109	1	11.92	120	6	307	30227.0	3325.0
	Travel speed is average speed between East and West route								Totals:	30,227.0	3325.0

0.166666667

	St Thomas 601	Round Trip Route Length (miles)[1]	Travel Speed (miles per hour)[2]	Round Trip Cycle Time (minutes)	Buses Required	Weekday Hours[3]	Weekday Frequency (minutes)[3]	Weekday Trips	Weekdays (Mon - Sat)	Annual Revenue Miles	Annual Revenue Hours
Proposed	Improve H/W from 2hrs to 45 mins	16.5	10.00	109	3	11.92	45	16	307	80605.3	8866.6
	Travel speed is average speed between East and West route								Totals:	80,605.3	8866.6

	Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost	No of Buses Required
Existing	St Thomas 201	14,922	$167.21	14,922	$12.98	$2,688,838	2
	St Thomas 101		$167.21		$12.98		
	St Thomas 102	5,411	$167.21	39,356	$12.98	$1,415,678	2
	St Thomas 301	6,038	$167.21	40,732	$12.98	$1,538,343	2
	St Thomas 401	5,169	$167.21	46,992	$12.98	$1,474,296	2
	St Thomas 501	3,795	$167.21	34,498	$12.98	$1,082,315	1
	St Thomas 601	3,325	$167.21	30,227	$12.98	$948,314	1
	Total	38,661	$167.21	206,727	$12.98	$9,147,784	10

	Vitran Routes	Revenue Hours	Cost per Revenue Hour*	Revenue Miles	Cost per Revenue Mile	Operations Cost	No of Buses Required	Additional Buses
Proposed	St Thomas 102	9019	$167.21	65592.8	$12.98	$2,359,463	3	1
	St Thomas 201	14,922	$167.21	14,922	$12.98	$2,688,838	0	
	St Thomas 401	18,092	$167.21	164,473	$12.98	$5,160,037	5	3
	St Thomas 501	7,590	$167.21	68,996	$12.98	$2,164,629	2	1
	St Thomas 601	8,867	$167.21	80,605	$12.98	$2,528,837	3	2
	Total	49,470		328,997		$12,542,342	10	6

	Change	10,810		122,270		$ 3,394,557	

* Federal Transit Administration, 2012 National Transit Database

Notes

1.) GIS Based analsyis, 2014

2.) Travel time route observations, April 2014

3.) VITRAN Bus Schedule