

Existing Transportation Providers

INTRODUCTION

Chapter V provides an overview of the various public, private, and nonprofit transportation providers within the study area. Not all of the providers reviewed here are “transit agencies” in the traditional sense of the word. Rather, the various providers are entities that provide some type of passenger transportation. The services provided by these agencies are presented in the discussion that follows.

GALAVAN

Galavan is operated by the Human Resources Development Council of Bozeman, Montana. The service is based out of the Bozeman Senior Center.

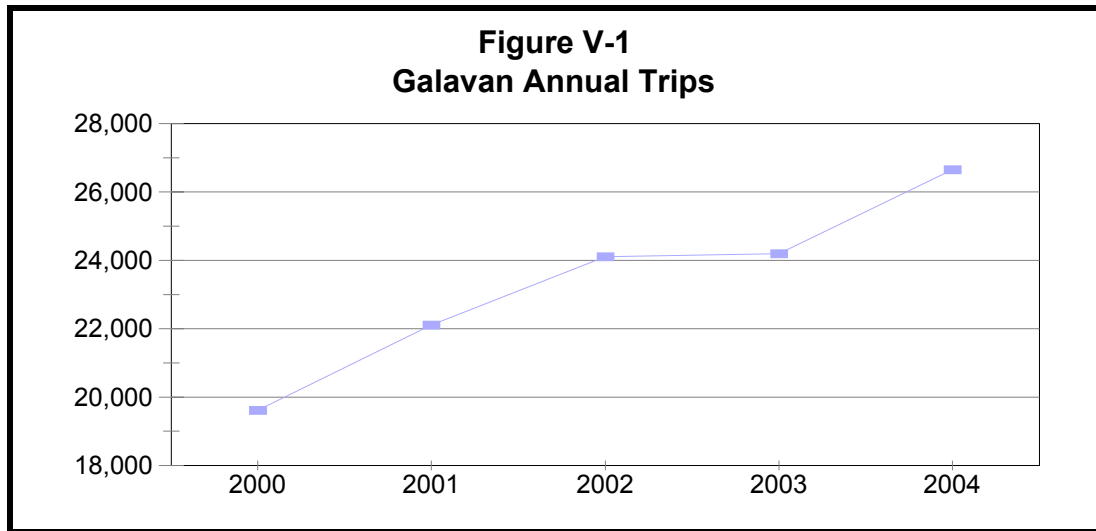
Description of Transportation Services

Galavan provides demand-response door-to-door transportation service for the disabled and senior citizens. Galavan operates six transit vehicles on weekdays from 8:00 a.m. to 5:00 p.m. The service operates on weekends from 9:00 a.m. to 5:00 p.m. on Saturdays and 8:30 a.m. to 2:00 p.m. on Sundays.

Ridership Patterns

Long-Term Trends

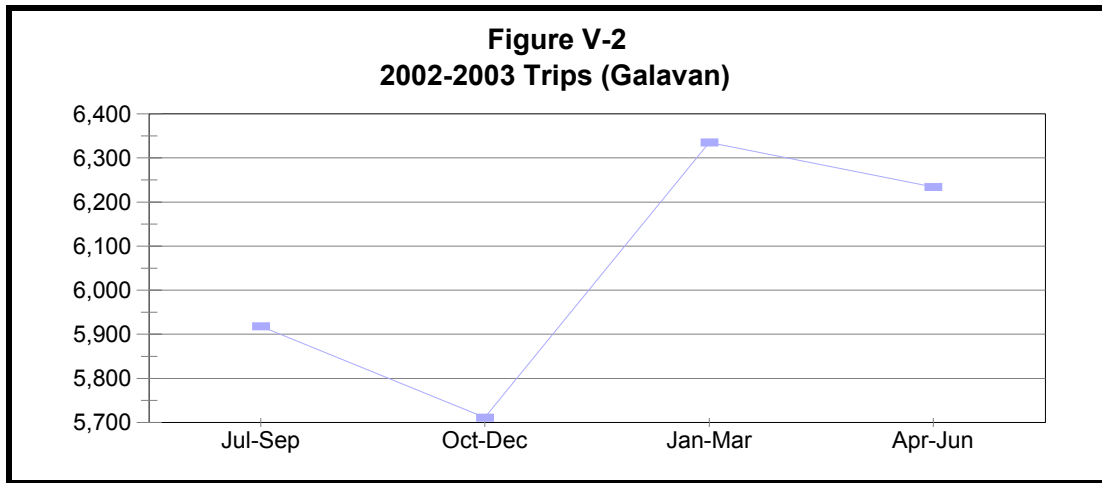
Figure V-1 provides the annual ridership trends for Galavan since 1973. Over the last few years, ridership has increased by over 7,000 trips annually. Ridership in the 2003-2004 fiscal year was approximately 26,000 annual trips.



Recent Trends

Annual ridership for the 2002-2003 fiscal year is shown in Table V-1 and Figure V-2. The third quarter (January through March) had the highest number of riders.

	2003
July-Sep	5,918
Oct-Dec	5,711
Jan-Mar	6,335
Apr-June	6,234
TOTAL	24,198
<i>Source: Galavan, 2004.</i>	



Ridership by Market Segment

Galavan currently tracks the different types of passengers using their system. During the 2002-2003 fiscal year, the highest percentage of riders was the elderly (over 60 years old), with an average of 66 percent of the total ridership. The disabled population was the second highest with an average of 29 percent of the total ridership. Table V-2 shows the percentages of total ridership by market segment.

Type of Rider	FY 2003 % of Ridership
Disabled	29%
Elderly	66%
Other	5%
Total	100%

Source: Galavan, 2004.

Vehicle Fleet

Galavan currently has six vehicles for passenger transportation. The vehicle inventory for passenger transit is shown in Table V-3. The vehicles range from a 1997 minivan to a 16-passenger bus. All vehicles are equipped with lifts or ramps. The buses have a vehicle-life based upon the Federal Transit Administration Guidelines, ranging from five to seven years depending on the type of vehicle.

Vehicle	Capacity	Year	Lift
Ford	12	1993	yes
Ford	8	1994	yes
Dodge	7	1997	yes
Dodge	7	1998	yes
Chevy	16	2002	yes
Dodge	7	2003	yes

Financial Status

Revenues

The revenues required to operate and support Galavan come from a variety of funding sources, as shown in Table V-4.

Revenue	FY 03
Title III	\$22,000
Gallatin County	\$32,000
City of Bozeman	\$44,148
City of Belgrade	\$4,000
United Way	\$18,677
Donations	\$23,406
Contract Income	\$5,800
Adopt-A-Bus	\$4,771
Fund Raising	
Investment Income	
MDT Grants	
Misc.	\$535
Total Revenue	\$155,337

As indicated above, Galavan's total revenue in the 2003 fiscal year was \$155,337. The largest funding source was the City of Bozeman with \$44,148. The second highest funding came from Gallatin County with \$32,000. Galavan also collected approximately \$23,406 from donations, making donations the third largest funding source.

Expenses

The other half of the total budget equation is, of course, expenditures. Total expenditures for the 2003 fiscal year were \$168,253. The primary expenses for Galavan and all other transit agencies across the United States are salaries and benefits. Galavan's operating costs for the 2003 fiscal year are shown in Table V-5. The difference in expenses and revenues is covered by a reserve fund that Galavan maintains to cover any annual losses. For the 2003 fiscal year, Galavan had a \$12,000 deficit. This was covered by the reserve fund, which normally contains about \$30,000. Any surplus that Galavan generates goes into the reserve fund. In the past few years, the average surplus was about \$6,000 to \$7,000 annually. This reserve fund is used for future vehicle purchases.

Expenses	
Salaries & Benefits	\$115,521
Supplies	\$1,442
Communications	\$2,240
Gas and Maintenance	\$21,178
Travel and Training	\$1,856
Insurance	\$8,957
Contract Services	
Equipment	\$120
Vehicle	
Fund Raising	
Misc.	\$2,277
Subtotal	\$153,591
HRDC Allocations	\$14,662
Total Expenses	\$168,253

Performance Measures

Operating effectiveness and financial efficiency of the transit system are two important factors to the success of the system. The operating effectiveness is the ability of the transit service to generate ridership. Financial efficiency is the ability of the transit system to provide service and serve passenger-trips in a cost-efficient manner. Table V-6 presents the performance characteristics for the 2002-2003 fiscal year.

Table V-6 2003 Galavan Performance	
Characteristic	
Operating Budget	\$168,253
Donations	\$23,406
Ridership	24,198
Vehicle-Miles	71,687
Vehicle-Hours	6,275
Operating Effectiveness	
Passenger-Trips per Mile	.33
Passenger-Trips per Hour	3.84
Financial Efficiency	
Cost per Passenger-Trip	\$6.95
Cost per Vehicle-Hour	\$26.81

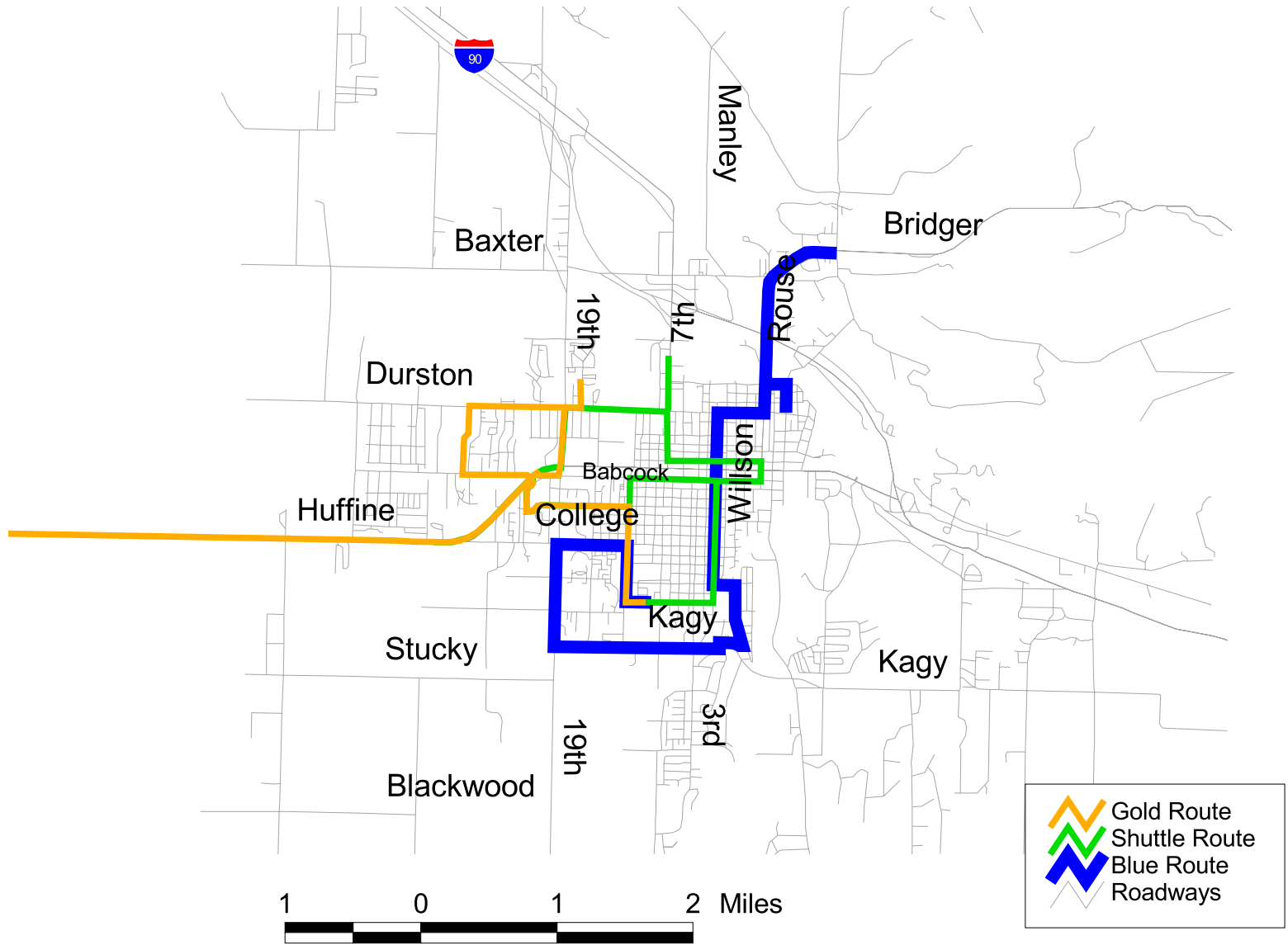
BOBCAT TRANSIT

Bobcat Transit began service in 1987. It is operated by the associated Students of MSU (ASMSU)) through a contact with Karst Stage, which operates the service for MSU. The transit system primarily serves MSU and the surrounding areas of the City of Bozeman, but is available for service to all residents of Gallatin County. Bobcat Transit is financed through a student fee of \$4.50 per semester. Faculty and staff pay \$30 per semester if they wish to ride the bus. The general public pays \$1.00 per ride.

Description of Transportation Services

Bobcat Transit operates two fixed-route lines and a shuttle that operates during the MSU session. The routes are shown in Figure V-3. The service does not operate during weekends, nights, semester breaks, or summer.

Figure V-3
Bobcat Transit Routes



Financial Status

Revenues

The revenues required to operate and support Bobcat Transit come mainly from MSU. The amount that MSU contracts with Karst Stage to operate the service is \$87,000 annually. This amount is generated through a student fee of \$4.50 per semester, along with a faculty and staff fee of \$30 per semester.

Expenses

The other half of the total budget equation is, of course, expenditures. Total expenditures for the 2002-2003 fiscal year were \$87,000. The primary expense for Bobcat Transit is the contract with Karst Stage.

Performance Measures

Operating effectiveness and financial efficiency of the transit system are two important factors to the success of the system. The operating effectiveness is the ability of the transit service to generate ridership. Financial efficiency is the ability of the transit system to provide service and serve passenger-trips in a cost-efficient manner. Table V-7 presents the performance characteristics for the 2002-2003 fiscal year.

Table V-7 2002-2003 Bobcat Performance	
Characteristic	
Operating Budget	\$87,000
Student Fees	\$87,000
Ridership	14,500
Vehicle-Miles	28,275
Vehicle-Hours	4,412
Operating Effectiveness	
Passenger-Trips per Mile	.51
Passenger-Trips per Hour	3.28
Financial Efficiency	
Cost per Passenger-Trip	\$6.00
Cost per Vehicle-Hour	\$19.72

OTHER TRANSPORTATION RESOURCES

The Transportation Advisory Committee and the LSC team identified potential transportation resources within the Gallatin County area. A short summary of each of the following agencies or entities is presented in the following section:

- REACH
- All Valley Cab
- Rimrock/Trailways
- Greyhound Bus
- Karst Stage
- 4 x 4 Stage
- Montana Motor Coach
- Bridger Ski Bus
- Hotel Shuttles

REACH

The REACH program provides specialized transportation service to a limited number of people with mental disabilities in the Bozeman area. REACH provides both fixed-route and demand-response service. The service is provided mainly for home to work rides and medical appointments, but they also provide trips for shopping and recreational outings.

All Valley Cab

All Valley Cab has been providing transportation services since 1991. All Valley Cab provides on-call taxi service daily from 4:00 a.m. to 2:00 a.m. with 24-hour reservations. The company serves the Bozeman, Belgrade, Manhattan, and Three Forks areas. The fleet consists of four sedans, one minivan, and one handicapped van.

Rimrock/Trailways

Rimrock/Trailways is based in Billings, Montana. Rimrock/Trailways provides a variety of transit services, airport transfers, and charter services throughout Montana. The company provides daily intercity service between Billings, Bozeman, Helen, Great Falls, and Missoula.

Greyhound Bus

Greyhound Bus provides regional scheduled bus service six times each day throughout Bozeman and several other cities along I-90. Three buses run eastbound, and three buses run westbound. This service links Bozeman with Belgrade, Three Forks, and Manhattan. The service starts in Seattle and Chicago.

Karst Stage

Karst Stage provides charter transit service within the Bozeman area. The firm operates over-the-road coaches, transit buses, school buses, and mini-buses for several different types of contract services throughout southwest Montana.

4 x 4 Stage

4 x 4 Stage operated 12 vans to and from the Gallatin Airport to several scheduled destinations throughout southwest Montana. This includes service to Big Sky, West Yellowstone, and Mammoth. In 2003, 4 x 4 stage was bought out by Karst.

Montana Motor Coach

Montana Motor Coach is a charter transportation service. The firm has four 40-foot over-the-road coaches that provide charter service from Bozeman to anywhere within the region. In 2003, Montana Motor Coach was bought out by Karst.

Bridger Ski Bus

Bridger Ski Bus, through a contract with Karst Stage, provides transportation services to the Bridge Bowl ski area during the winter months. Riders pay \$55 for a season pass or \$5 per ride. The service starts in Bozeman and has several stops within the city before departing for the ski area.

Hotel Shuttles

Most of the hotels in the Bozeman area provide van service to and from the Gallatin Airport. The Bridger Bowl Ski Area also provides daily service from the Gallatin Airport to the ski area.