

THE REST OF THE STORY ...

To those who watched the Volusia County Council and Daytona Beach gift wrap some \$9.5 million dollars of our tax money to Consolidated Tomoka Land Company (disguised as Allocation for Trader Joe's and Tanger Outlet Mall), the failure to provide Votran Bus transportation to those projects merits large lumps of coal in their Christmas stockings.

The largest lump should go to County Manager Jim Dineen for giving his "Go to Zero" plan to cut some county debt as a higher priority than getting people to our newest major work sites. The pieces of coal for Daytona officials and County Council members should not be much smaller. They all failed their responsibilities.

The facts are clear: Trader Joe's and Tanger Outlet Mall employ about 1300 folks. Because there's no Votran Bus service many current workers are suffering and many others would be good employees but simply can't find a way to get to work. Let's face it – nobody rides Votran unless they have to. Public transportation generally is for the disadvantaged (poor, elderly, young, disabled) unable to secure personal transportation. For them it is a lifeline without alternatives.

Any effort to shift blame to Votran or McDonald Transit (management company) that reports to the County Manager is pure and putrid politics. With only four passengers a day boarding Votran buses at stops closest to Tanger on busy routes 18/19 that see nearly 1,000 boardings a day, Steve Sherer (Gen Mgr, Votran) was ordered by the County Administration there would be no Route extensions (\$300-400K cost). On June 4, 2016, Sherer wrote Daytona Beach City Manager, Jim Chisholm, copied County Manager Dineen and all members of the County Council, that there would be no new Votran services because the County refused to fund them. New Votran services never made the County Council agenda. Daytona offered a "Not Us" response.

For those of you that think there is an easy solution by adjusting Routes 18/19, you may be suffering from the "Star Trek" mentality (Beam me up, Scotty) because it's a big deal to move those buses around. Those who understand what might be a puzzling route structure where buses transfer every hour and the cost associated with changes have stayed silent. The Transportation-Disadvantaged Local Coordinating Board, Daytona Mayor's Alliance of Persons With Disabilities and Halifax Council of the Blind all know the system and are aware of this problem, but so far have reacted like drill teams to Dineen's marching orders.

Just the facts on the much-criticized Routes 18/19 –

- Reverse loops - Route 18 starts at downtown transfer station, proceeds west on ISB, Route 19 starts at downtown transfer station, proceeds east on ISB
- Major stops Routes 18/19 - BCU, DSC, Halifax Hospital, ERAU, Daytona Airport, Volusia Mall, Twin Lakes, ATC, Florida Hospital, Ormond Walmart, east on Granada to A1A,

south A1A to Bellaire Plaza, OceanWalk shops and the Ocean Center, A1A south to ISB, west to the transfer station

- Total stops Routes 18/19 --- 110 each route
- Length of trips 2.5 miles --- 2 hours each route
- Downtown transfer station --- 15 routes exchange passengers every hour
Routes 18/19 each require a second bus for each route
- There are 2,560 Votran bus stops in Volusia County
- There are 73-77 Votran buses on the road every day
- There are 3.5 million boardings on the fixed route and 275,000 boardings on the Gold (door-to-door)
- County General Fund contribution to Votran 2006/2007 \$9.9M – 2016/2017 \$8.4M
Total General Fund 2006/2007 \$155M – 2016/2017 \$170M
- Total boardings fixed route 2006/2007 3.1 million – 2015/2016 3.5 million
Gold boardings 2006/2007 255,000 – 2015/2016 275,000

THAT'S THE FACTS, FOLKS ...
Votran's not our problem... Volusia County is!!!