

Getting you where you need to go!

Date: January 21, 2015
To: Hinesburg Select Board
From: Meredith Birkett, Director of Service Development
Re: 116 Commuter Funding Information

Service Overview

The 116 Commuter began operating in April 2012 with CCTA and Addison County Transit Resources (ACTR) sharing operation of the route. CCTA operated trips run between Burlington and Hinesburg, while ACTR operated trips run between Burlington and Middlebury. There are a total of four round trips per day, with CCTA and ACTR each operating one AM and one PM trip.

Route Funding

Operating Funds:

The route is funded by a Congestion Mitigation Air Quality (CMAQ) grant that provides 80% federal funding and requires a 20% local match. Hinesburg's annual assessment is based off the original 20% local match figure of \$35,041 that was required to draw down the 80% federal grant. In each subsequent year, the initial local match amount has been increased by the same percentage that other CCTA member communities' assessments have increased in order to balance the budget. As mentioned at the January 5, 2015 Select Board meeting, CCTA member community assessments are increasing by 4% in FY16 due to large increases in several budget items, including a 10% increase in medical insurance and a 30% increase in workers' compensation insurance.

FY13 - \$35,041

FY14 - \$36,092 (3% increase over FY13)

FY15 - \$37,175 (3% increase over FY14)

FY16 - \$38,662 (4% increase over FY15)

Capital Funds:

When Hinesburg became a member of CCTA, NRG Systems made a one-time contribution of \$37,221 as the local match for two buses to be used to operate the route. CCTA member municipalities are also required to participate in the ongoing capital needs of the organization because member communities benefit from organization-wide capital investments, such as maintenance facilities, equipment, and technology.

FY15 - \$1,068

FY16 - \$1,074

Total Hinesburg Assessment:

The operating costs plus the capital costs added together make up Hinesburg's annual assessment. None of the town's assessment is related to ADA paratransit services because commuter routes like the 116 Commuter do not have the same ADA requirements as local fixed routes.

FY13 - \$35,041

FY14 - \$36,092



FY15 - \$38,243
FY16 - \$39,736

According to CCTA's charter (State statute), CCTA has the authority to assess its members. If member communities are concerned about their assessments, there can be a discussion amongst the full CCTA Board of Commissioners about methods to lower the assessment amount in the future. If a community wishes to cease assessment payments altogether, it must withdraw its membership from CCTA. The CCTA charter outlines the process for a community to withdraw its membership:

(a) A member municipality may withdraw from membership in the authority, if notification of withdrawal is given more than one year after the member municipality joined such authority. Such withdrawal shall take effect at the end of the first full fiscal year following such notification of withdrawal, such notification to be in the form of a resolution duly adopted by the legislative body of the withdrawing member and delivered to the board of commissioners at a regular meeting thereof.

If Hinesburg withdrew its membership and ceased to pay its annual assessment, the 116 Commuter service would cease to operate unless another source of local funds were identified. If the route is cancelled, it will be very difficult to secure federal funding again in the future, in particular 80% federal funding. If funding were available again at some point in the future, it would likely be 50% federal with a 50% non-federal match requirement.

Passenger Fares

The one-way cash fare for the 116 Commuter is \$2.00, with 10-ride tickets available for \$20.00 and 31-day passes available for \$75.00. Fares cover roughly 10% of the route's operating costs. To-date, the fares collected on the route have been:

FY12 - \$3,090 (April through June)
FY13 - \$18,500
FY14 - \$15,551 (impacted by CCTA strike and fare free period)
FY15 YTD - \$6,314 (July through October)

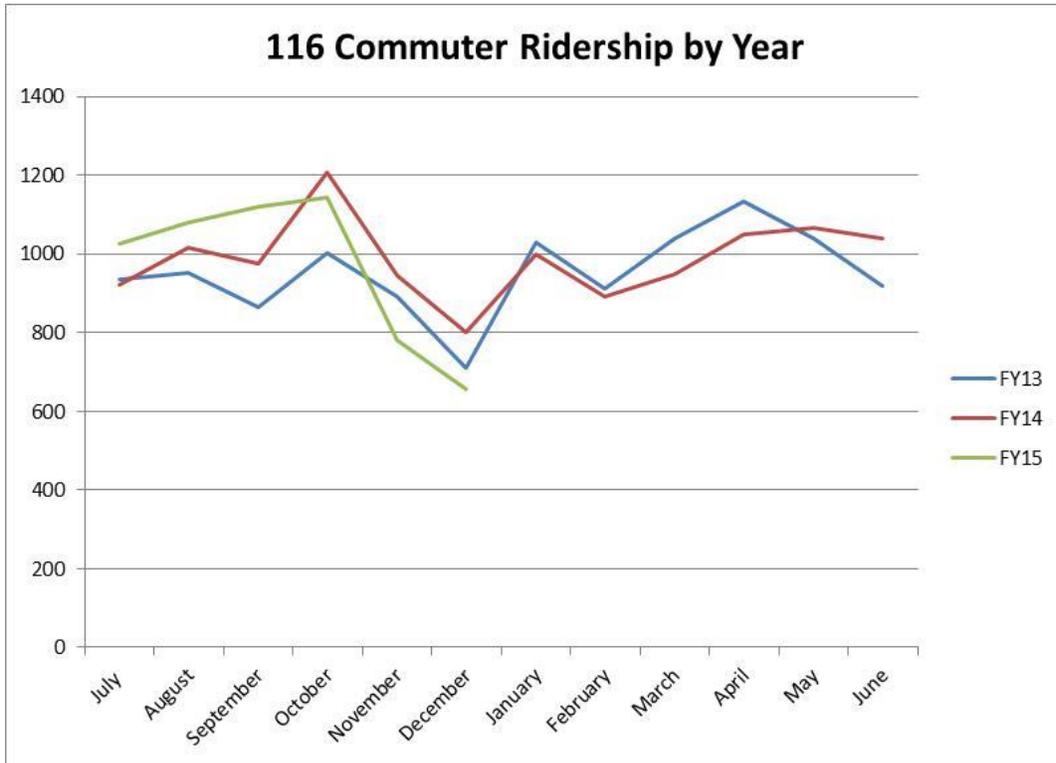
Agreement with ACTR

During the route planning stage, in consultation with the Town, it was determined that joint operation of the route by CCTA and ACTR would provide the most attractive schedule times and more options for passengers (ability to connect south from Hinesburg to Addison County). Therefore, the CMAQ grant was split between CCTA and ACTR to allow joint operation of the route and the Town of Hinesburg agreed to fund the 20% match for the jointly operated route. Each year, when CCTA receives the local match funding from Hinesburg, a portion of it is distributed to ACTR, in proportion to their share of the cost of operating the route.

Ridership Overview

Ridership on the 116 Commuter has remained steady since its inception. Currently, the route carries 49 passengers per day, on average. Of those passengers, 44% are traveling either to or from Hinesburg.

FY12 Total Route Ridership - 2,260 (service ran April-June)
 FY13 Total Route Ridership - 11,426
 FY14 Total Route Ridership - 11,861 (3.8% increase over FY13)
 FY15: Ridership has increased 1.7% year-to-date in FY15 versus FY14.



Future Development

CCTA has worked with the Town over the past few years to contemplate how to public transportation will be incorporated into future development plans and how transit will support Town goals. Projects discussed have ranged from a new park & ride lot co-developed with the new Fire Department and future mixed used development on both sides of Route 116 just north of the village. As future development occurs, having public transportation services in town will support the additional activity along the Route 116 corridor while helping to mitigate traffic impacts. At the same time, additional activity along the corridor will increase transit ridership, route productivity, and cost-effectiveness.