

# Regional Service in a Local Environment

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# Who is CCTA/GMTA?

📖 CCTA: Small Urban Regional  
Transportation Authority

📖 115 Employees, 60 Buses, 35  
Paratransit Vehicles

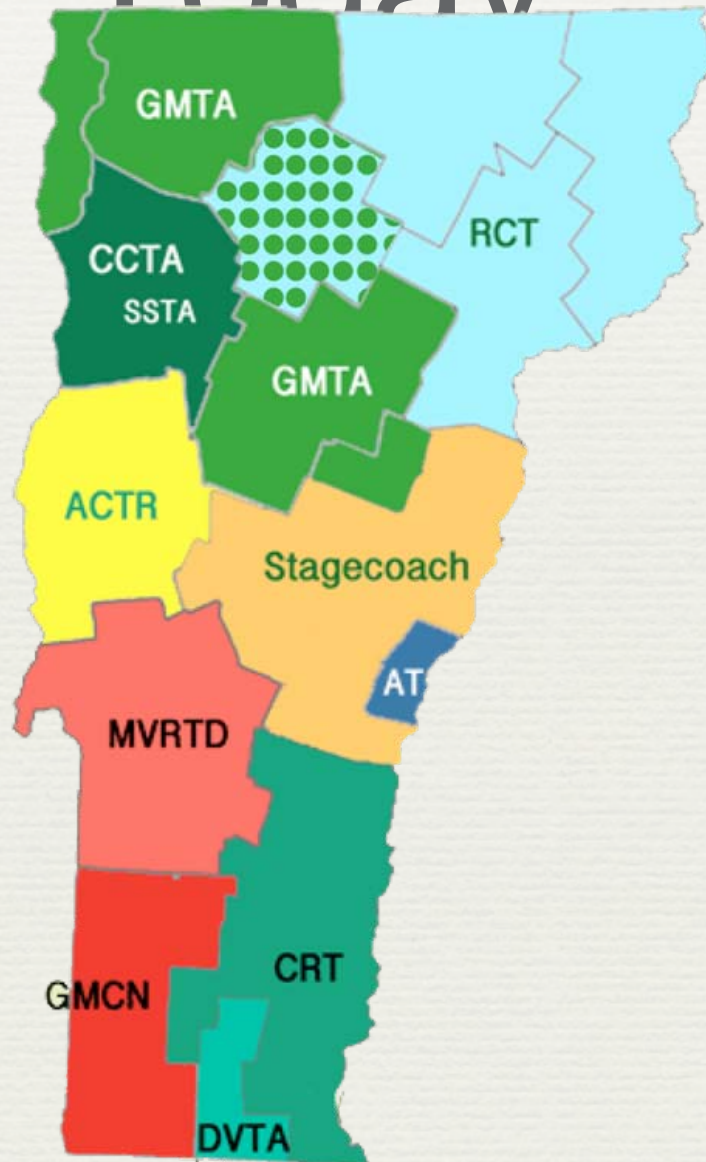
📖 GMTA: Rural Non-profit 501(c)3 Public  
Transportation Provider

📖 50 Employees, 52 Buses

# Public Transportation in VT

- 📖 1 Public Transportation Authority - Urban/Direct FTA recipient
- 📖 1 Mass Transit District - Rural
- 📖 8 Non-profit Agencies (of which GMTA is one)

# Map of Systems Today

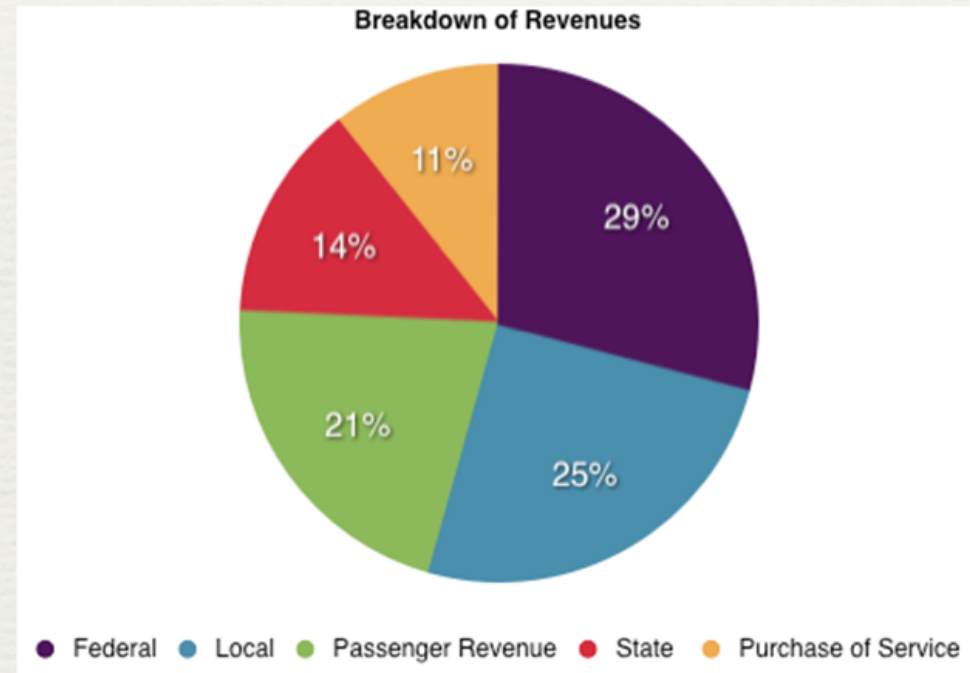


# Governance in Vermont

- 📖 State and Local :: No County
  - 📖 Traditional N.E. Governance
    - 📖 Town Meeting
- 📖 Regional Special Purpose Governmental Units
  - 📖 Solid Waste Districts, Water Districts, County Sheriff

# CCTA Governance and Funding

- 📖 Vote by municipality to join
- 📖 2 commissioners from each municipality
- 📖 8 municipal members - pay local assessment based on hours of service in municipality



Today's commuting patterns require regional alternatives to single use automobile. Challenge of delivering service without regional funding or governance.

 Governance

 Funding

 Facilities

 Personnel

 Compliance

# Commuter Data

- 📖 The number of commuters into Chittenden County has increased dramatically since CCTA was created in 1973
  - 📖 Journey to work data from 1980 census: in-commuters from 5 surrounding counties = 5,139
  - 📖 Journey to work data from 2000 census: in-commuters from 5 surrounding counties = 17,560 ( a 242% increase )



# How to Create Regional Commuter Routes with Local & Federal Funding

- 📖 CCTA Board to staff- “Serve existing Park & Ride facilities with public transportation service for commuters.”
  - 📖 September 2003 Montpelier LINK Express service started (296/day)
  - 📖 October 2004 Middlebury LINK Express service started (80/day)
  - 📖 October 2005 St. Albans LINK Express service started (64/day)

# Funding

- 📖 CCTA Board saw the need for regional services:
  - 📖 Meet regional plans and air quality goals
  - 📖 Extend the reach of transit beyond historical transit dependent populations
  - 📖 Funding was an issue that needed to be overcome
- 📖 When there is no regional funding mechanism, regional services funded with federal funds require local matching funds. Multiple local groups must therefore agree about regional services.
- 📖 Matching funds not the only issue: Some municipalities didn't support use of federal / local funds for the purchase of buses for regional service.

# Formula for Success

📖 CMAQ + Local = Fully Allocated Cost =  
Commuter Route



# Governance

- 📖 CCTA Board of Commissioners
  - 📖 Commissioners appointed by local member municipalities
  - 📖 Serve three year term
- 📖 Work hard as an organization to focus on the interconnectedness of the entire system and a regional perspective

# Facilities - Operating

- 📖 Struggle to operate regional transit services without proper network of infrastructure to support the underlying service
- 📖 LINK Express should serve bi-directional market, but without facilities, service designed for larger market of commuters into Chittenden County
- 📖 Montpelier LINK ( Washington County )
  - Highest level of bi-directional travel among 5 surrounding counties - for every 1 commuter into Chittenden County from Washington County, there are .65 commuters into Washington County from Chittenden County.
  - Route benefits from a bus facility on each route end to serve bi-directional market.
  - Montpelier LINK has highest daily ridership among commuter routes

# Facilities - Operating cont.

- 📖 No facility for commuter route buses in Franklin County or Addison County (routes do not serve bi-directional markets well)
  - 📖 St. Albans LINK (Franklin County) - Actual ratio of out-commuters to in-commuters is 1.0 to 0.15, but for bus passengers it is 1.0 to 0.05
  - 📖 Middlebury LINK (Addison County) - Actual ratio of out-commuters to in-commuters is 1.0 to 0.24, but for bus passengers it is 1.0 to 0.11
- 📖 Middlebury facility planned/funded
- 📖 Need facility in St. Albans

# Facilities - Maintenance

- 📖 No bus depot in several service areas
- 📖 All maintenance for Franklin and Lamoille County buses is done at CCTA facility in Burlington
- 📖 Increases maintenance costs by consuming more time, fuel, and added wear and tear on vehicles

# Near Future

- 📖 CCTA and GMTA are going to become a single legal entity as of July 1, 2011.
- 📖 GMTA will continue to use the same operating name but will be a dba of CCTA instead of the non-profit agency that they are today.
- 📖 How did this happen?



# History of GMTA

- 📖 April of 2002, Wheels Transportation stopped public transportation services and the State of Vermont requested that CCTA become the service provider.
- 📖 Service was restored within two weeks under the name, Green Mountain Transit Agency, which was created as a dba of CCTA.
- 📖 During that legislative session, CCTA's Charter was amended to allow CCTA to operate in Washington County and to offer commuter services in Addison and Franklin Counties.

# GMTA Expansion

- 📖 2003, the Mad River Valley area service, “Mad Bus” was added to GMTA.
- 📖 2004, GMTA contracted with the Town of Stowe to be their service provider.
- 📖 2005, Lamoille County was added to GMTA’s service area for fixed and deviated fixed route services.
- 📖 2009, Franklin and Grande Isle Counties were added to GMTA’s service.
- 📖 During this time, GMTA transitioned itself from a dba of CCTA to a non-profit 501(c)3 organization with a locally appointed Board of Director.

# Benefits to Urban/Rural System

- 📖 Additional staff trained by seasoned transit professionals and work on both urban and rural issues. This strengthens both CCTA and GMTA by creating a pool of skilled employees that are the future of both organizations.
- 📖 Rural areas receive quality public transportation services and other transit administrative services that they wouldn't normally have access to.
- 📖 Created greater compliance to the FTA program in the rural areas by using the knowledge of the urbanized area.
- 📖 Created efficiencies in purchasing and staffing the organizations, single department heads and one General Manager, rather than three.
- 📖 Easier to operate regional commuter routes within same organization.

# Benefits to Urban/Rural System cont.

- 📖 Created efficiencies in purchasing and staffing the organizations, single department heads and one General Manager, rather than three.
- 📖 Easier to operate regional commuter routes within same organization.
- 📖 Access to a labor pool for seasonal services
- 📖 Economies of scale including training opportunities.
- 📖 Reduced admin workload for State
- 📖 Access to rainmaking and grant writing specialists
- 📖 Access to technology (and Ross)

# Lessons Learned

- 📖 Scale matters
- 📖 Don't bite off more than you can chew
- 📖 Hard work to put systems in place
- 📖 Look before you leap or leap and suffer the consequences
- 📖 Need to remind of ourselves of the work we are engaged in to properly evaluate if it is worth the consequences

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