



**Green Mountain Transit Board of Commissioners Meeting**  
**April 18, 2023 | 7:30 a.m.**  
**101 Queen City Road, Burlington VT 05401**

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*The mission of GMT is to promote and operate safe, convenient, accessible, innovative, and sustainable public transportation services in northwest and central Vermont that reduce congestion and pollution, encourage transit-oriented development, and enhance the quality of life for all.*

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**Attendees may join in-person or remotely via Zoom.**

**To join the meeting via Zoom:**

Video Conferencing: <https://us02web.zoom.us/j/89305968523>

Audio Only: (646)-558-8656

Meeting ID: 893 0596 8523

- 7:30 a.m. 1. Open Meeting
- 7:31 a.m. 2. Adjustment of the Agenda
- 7:33 a.m. 3. Public Comment
- 7:35 a.m. 4. Consent Agenda (Action Item)
  - a. [March 21, 2023, Board Meeting Minutes](#) **Pages 3-7**
  - b. Finance Report **Pages 8-20**
  - c. Check Register **Pages 21-26**
  - d. Human Resources Report **Pages 27-28**
  - e. Planning, Marketing and Public Affairs Report **Pages 29-31**
  - f. Ridership Reports **Pages 32-36**
  - g. Grants and Capital Projects **Pages 37-40**
  - h. Rural Transportation Report **Page 41**
- 7:45 a.m. 5. **Discussion:** with Barre City Council
- 7:55 a.m. 6. VTrans Update
- 8:05 a.m. 7. General Manager's Report **Pages 42-47**



- 8:15 a.m. 12. Committee Reports
- 8:25 a.m. 13. **Action:** State Grant Application **Pages 48-54**
- 8:50 a.m. 15. **Discussion:** Genfare Link Fare System Overview
- 9:00 a.m. 16. **Discussion:** Fair Fares
- 9:20 a.m. 16. Executive Session to Discuss Litigation
- 9:25 a.m. 13. Board of Commissioner Comments
- 9:30 a.m. 14. Adjourn

Next GMT Board of Commissioners Meeting Date: May 16, 2023

#### NOTES

- Persons with disabilities who require assistance or special arrangements to participate in programs or activities are encouraged to contact Jamie Smith at 802-540-1098 at least 48 hours in advance so that proper arrangements can be made. Hearing disabled patrons can contact GMT through the Vermont Relay Service (711).
- Free transportation to and from GMT Board Meetings is available within the GMT service area. To make advance arrangements, please call GMT's Customer Service Representatives at 802-540-2468.



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10           **Present:**

- 11 Commissioner Bob Buermann, Grand Isle
- 12 Commissioner Denis Barton, Shelburne
- 13 Commissioner Austin Davis, Winooski
- 14 Commissioner Catherine Dimitruk, Franklin County
- 15 Alt. Commissioner Chapin Kaynor, Williston
- 16 Commissioner Chapin Spencer, Burlington
- 17 Commissioner Matt Cota, South Burlington
- 18 Commissioner Phil Pouech, Hinesburg
- 19 Alt. Commissioner Susan Grasso, Shelburne
- 20 Commissioner Paul Bohne, Essex
- 21 Commissioner Tasha Wallis, Lamoille County
- 22 Commissioner Henry Bonges, Milton
- 23 Alt. Commissioner Tom Derenthal, Burlington
- 24 Commissioner Amy Brewer, Williston
- 25 Commissioner Christian Meyer, Washington County
- 26 Chris Damiani, Senior Transit Planner
- 27 Stephanie Reid, Director of Finance
- 28 Clayton Clark, General Manager
- 29 Tammy Masse, Controller
- 30 Debbie Coppola, Controller
- 31 Ash LaBombard, Marketing Coordinator
- 32 Tim Bradshaw, VTrans
- 33 Nick Foss, Director of Finance
- 34 Jon Moore, Assistant General Manager
- 35 Matt Kimball, Director of Grants and Project Development

37           **Members of the Public Present:**

- 38 Michael Boutin
- 39 Nicholas Storellicastro
- 40 Emel Cambel
- 41 Jesse Rosado
- 42 Michael Deering
- 43 Teddy Waszazak



44 Representative Jonathan Williams  
45 B140DL (did not identify themselves on Zoom)  
46 Bruce Wilson

47

## 48 **Open Meeting**

49 Chair Davis opened the meeting at 7:32AM

50

## 51 **Adjustment of the Agenda**

52 None

53

## 54 **Public Comment**

55 Several residents from Barre City were present to discuss the need for restored  
56 service to Barre. GMT reduced some Washington County services in July 2022  
57 due to ongoing staffing challenges. Residents and City Council members  
58 were present to request time on the April GMT Board of Commissioners  
59 meeting agenda.

60

## 61 **Consent Agenda (Action Item)**

62 Commissioner Bohne made a motion to approve the consent agenda,  
63 Commissioner Dimitruk seconded. In discussion, Commissioner Bohne asked  
64 for a future marketing presentation on ridership. All were in favor and the  
65 motion carried. Alternate Commissioner Kaynor thanked staff for their work.

66

## 67 **VTrans Update**

68 Tim Bradshaw discussed working with GMT on farebox items. Tim also gave an  
69 update on the upcoming state grant application process.

70

## 71 **General Manager Report**

72 GM Clark discussed items from the written report provided to Commissioners,  
73 including the warming shelter at the Montpelier Transit Center. At this time,  
74 that will not resume as the replacement services seem to be working well for  
75 the community. GM Clark also discussed staffing changes, including folks  
76 leaving and new staff arriving. GM Clark gave an update on the House  
77 Transportation language to include \$1M in gap funding for GMT to work  
78 toward an updated farebox collections system and a fair fare program. The  
79 new fare collection start date is January 2, 2024.

80

81 Commissioner Pouech asked how to move forward with fair fares? Is there a  
82 plan to bring this to the board? GM Clark will discuss with Chair Davis.

83



84 Commissioner Barton thanked GM Clark and noted that Susan Grasso has  
85 been appointed as the alternate representative for Shelburne.

86  
87 Commissioner Brewer noted appreciation that the fair fare conversation  
88 included consideration that riders shouldn't have to go through a separate  
89 process to qualify.

90

### 91 **Board Committee Reports**

92 **Finance:** Commissioner Bohne reported that the committee discussed may  
93 items on the agenda today and would be looking at the ADA program in  
94 April.

95

96 **Strategy:** Commissioner Buermann reported that Strategy did not meet.

97

98 **Operations:** Commissioner Cota reported that the committee discussed the  
99 LowNo application process.

100

101 **JEDI:** GM Clark reported that the committee discussed a list of future meeting  
102 topics, and next month would focus on safety at the transit centers and JEDI  
103 outreach.

104

### 105 **Action: Auditor Contract Award**

106 Director Foss reviewed the Request for Proposal process to select an auditing  
107 firm.

108

109 Commissioner Barton made a motion to award the RFP for auditing services  
110 to RHR Smith & Co. The award of the RFP will result in annual "engagements"  
111 one year at a time for a maximum of five years. Commissioner Wallis  
112 seconded. All were in favor and the motion carried.

113

### 114 **Action: FY23 Capital Budget Adjustment Approval**

115 Director Kimball presented the FY23 capital budget amendment to  
116 incorporate new capital funding and changes to existing capital funding to  
117 align the capital budget with mid-year amendments to GMT's state grant  
118 agreements with VTrans, which have been agreed upon by both parties and  
119 have been submitted for execution.

120

121 The urban capital budget would increase by \$594,935 which includes  
122 decreasing the line item to replace 40' non-BRT diesel buses, decreasing the  
123 passenger amenities line item, increasing the office and support equipment



124 line item (to replace the fare collection vault), adding a line item for New  
125 flyer XE40 infrastructure design and planning, adding a line item for fare  
126 collection equipment replacement, and adding a line item to purchase  
127 fareboxes from SEVT.

128

129 The rural capital budget would increase by \$26,868 which includes adjusting  
130 the replacement cutaway line item to reflect current pricing, decreasing the  
131 40' diesel bus replacement line item, increasing the preventative  
132 maintenance-rural facility line item, and adding a line item for replacement  
133 catalytic converters.

134

135 Commissioner Spencer made a motion to approve the updated FY23 Capital  
136 Budget to capture the changes presented. Commissioner Pouech seconded.  
137 All were in favor and the motion carried.

138

139 **Action: Farebox Procurement Approval**

140 AGM Moore presented a staff recommendation to enter into a contract with  
141 our current farebox vendor, Genfare, to purchase 20 additional FastFare  
142 fareboxes for the urban system. Due to the contract price, staff is seeking GM  
143 authority to execute the purchase. The total cost of the new fareboxes would  
144 be \$461,047.

145

146 AGM Moore recognized Maintenance Manager, Tyler Austin who has worked  
147 hard with the farebox vendor to obtain the presented information.

148

149 Commissioner Wallis asked if the farebox replacement would be quick and  
150 easy? AGM Moore said it would be neither quick nor easy, however staff is  
151 confident that they can meet the January 1, 2024 fare resumption deadline.

152

153 Commissioner Dimitruk made a motion to grant purchasing authority to the  
154 General Manager, to not exceed \$461,047, for the purchase of new  
155 fareboxes. Commissioner Bohne seconded. All were in favor and the motion  
156 carried.

157

158 **Action: Lift Procurement Approval**

159 Director Kimball presented the lift procurement process that staff had  
160 undergone to select a vendor for the replacement maintenance lift project.

161

162 Commissioner Barton made a motion to grant purchasing authority to the  
163 General Manager to enter into an agreement with Stertil-Koni for the



164 purchase of lift equipment and installation for an amount not to exceed  
165 \$745,507.92. Commissioner Brewer seconded. All were in favor and the  
166 motion carried.

167

168 **Discussion: Low-No Grant Application for Electric Buses**

169 GM Clark presented the application process and staff concerns. After  
170 discussing concerns with VTrans, GMT was told that buses could be  
171 redistributed to other agencies if GMT is unable to accommodate up to 17  
172 electric vehicles. GM Clark noted that staff is still concerned about charging,  
173 infrastructure, etc., but many of the concerns have been addressed.

174

175 Commissioner Wallis observed the many pressures on the operating budget  
176 and asked how much forecasting has been done to ensure GMT can  
177 operate these buses into the future. GM Clark noted that these buses are  
178 replacing current fleet vehicles, but acknowledged some concern about  
179 charging cost.

180

181 Commissioner Pouech made a motion to authorize the General Manager to  
182 enter into a Low-No application with the written explanation from VTrans that  
183 states GMT is not obligated to purchase vehicles later in the process if we find  
184 that they do not meet our needs, Commissioner Bohne seconded. All were in  
185 favor and the motion carried.

186

187 **Board of Commissioner Comments**

188 Chair Davis will follow-up with the folks in attendance from Barre and others  
189 to work through the issues presented in public comment.

190

191 Commissioner Barton asked for a formalized process to hear concerns and  
192 resolve these types of issues in the future. GM Clark said he was able to  
193 formalize a response and the public comment today didn't indicate that  
194 they had received that communication. GM Clark also said that he offered  
195 to attend a City Council meeting to discuss this and hasn't heard from  
196 anyone to schedule that.

197

198 **Adjourn**

199 Commissioner Bonges made a motion to adjourn, Commissioner Spencer  
200 seconded. All were in favor and the motion carried. The meeting ended at  
201 8:59AM.

To: Finance Committee (FC)

From: Nick Foss, Director of Finance  
Debbie Coppola, Controller  
Tammy Masse, Controller

Date: April 10, 2023

RE: Finance/Grants/Capital Projects

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The Finance Department's primary objective is to provide accurate, useful, and timely financial reporting, as well as fiscal management and stewardship of assets to GMT, its management, and stakeholders.

The following is a summary of department updates and projects of focus:

- **Staffing Update:**

- **Waris Hassan** has been hired as a *Customer Service Representative (CSR)* in the Broker Services Department. Waris is a graduate from Castleton University and has previous experience working in human services.
- **Donna Gallagher** (*Broker Services Manager*) has permanently retired from GMT after several decades of service. Donna graciously agreed to maintain a part-time presence after she retired to help the Authority transition her duties but will now get to fully enjoy her next chapter.
- **Cynthia Gilbert** has returned to GMT full-time as the Authority's new *Demand Response Program Manager*. Cynthia has a wealth of experience from her time working in the Broker Services Department, which will be utilized to assist in managing the Medicaid (NEMT) contact, Elderly & Disabled (E&D) program, and call-center.

- All open GMT position can be found [HERE](#)

- **Senate Transportation Committee (STC):** Staff presented to the STC on March 29<sup>th</sup> to advocate for bridge funding for fare-free service in Chittenden County.

The presentation can be viewed [HERE](#).

In the weeks following the STC presentation, staff reached an agreement with VTRANS to receive the funding needed to remain fare-free until January 1<sup>st</sup>. The agreement includes an additional \$750K in GMT's FY24 state grant agreement,



with the ability to request an additional \$100K of state funds if needed. As part of the negotiation GMT agreed to contribute \$150K of urban fund balance, which will lower GMT's fund balance on hand to roughly 1.9 months (*per figures from the FY22 Single Audit*).

- **ADA Assessment Study Update:** In January the FC was presented with several alternative options on how to raise revenue related to the ADA service costs. This month staff will recommend a specific methodology, which will be presented by GMT's planning consultant Stephen Falbel of Steadman Hill Associates. Staff feels this recommendation meets the mandate laid out by Commissioner Spencer back in January during the budget approval process, which required an updated policy that lowered the assessments volatility. As part of this discussion, staff also intends to discuss the 50% discount provided to member communities, and its historical and projected financial impact.
- **FY22 Indirect Rate Close-out Report:** Staff recently submitted the Authority's FY22 Indirect Rate Close-out Report to the Federal Transit Administration (FTA) for consideration. GMT's indirect rate, which is assessed during grant billing to cover general and administrative costs, decreased roughly 15% to 7.18% in FY24. This decrease in rate reflects GMT's overallocation during its most recently completed fiscal year. This overallocation was largely the result of reductions in headcount, or vacancies, in the Human Resources, Finance, and Grants Departments. The size of GMT's deferred cost pool liability more than doubled in FY22 and has reached \$442K. The reduction in the rate proposed for FY24 should decrease this liability during FY24, barring volatility in administrative staffing.
- **FY23 Audit Schedule:** Staff has coordinated with its external auditors RHR Smith & Co. to schedule the FY23 Single Audit which will occur as follows:
  - **Pre-Audit: May 1<sup>st</sup> – 5<sup>th</sup>**
  - **Single Audit: October 23<sup>rd</sup> – 27<sup>th</sup>**

- **Investment Portfolio Update:**

Figure 1

<i>Portfolio as of 3/31/23</i>			
	<b>Cost Basis</b>	<b>Market Value</b>	<b>Maturity Value</b>
U.S. Treasury Bill Due 7/31/23	\$ 993,698	\$ 1,003,475	\$ 1,017,000
U.S. Treasury Bill Due 9/7/23	\$ 998,737	\$ 1,002,898	\$ 1,024,000
U.S. Treasury Bill Due 4/13/23	\$ 993,015	\$ 1,002,718	\$ 1,004,000
Portfolio Market Value	\$ 3,009,755		
Total Money Market Value	<u>\$ 664</u>		
Total Investments:	\$ 3,010,419		
Investment Returns Since Inception*:	\$ 30,493		
<i>*Portfolio inception date is 1/11/23</i>			

- **Budget Development Tracker:**

- ❖ **FY23 Capital Budget Adjustment (#1)** - Approved by BOC on 8/16/22.
- ❖ **FY23 Capital Budget Adjustment (#2)** – Approved by BOC on 11/15/22.
- ❖ **FY24 Capital Budget** - Approved by BOC on 9/20/22.
- ❖ **FY23 Operating Budget Adjustment** – Approved by BOC on 10/18/22.
- ❖ **FY24 Operating Budget:** - Approved by BOC on 1/17/23.
- ❖ **FY24 Proposed Operating Budget Adjustment** – Target Date Sept./Oct.
- ❖ **FY24 Proposed Capital Budget Adjustment** – Target Date Sept./Oct.

*All Budget Documents are available on the Finance Page at [ridegmt.com](http://ridegmt.com), or by clicking [HERE](#).*

**Transit Rate (Operating Cost) Update:**

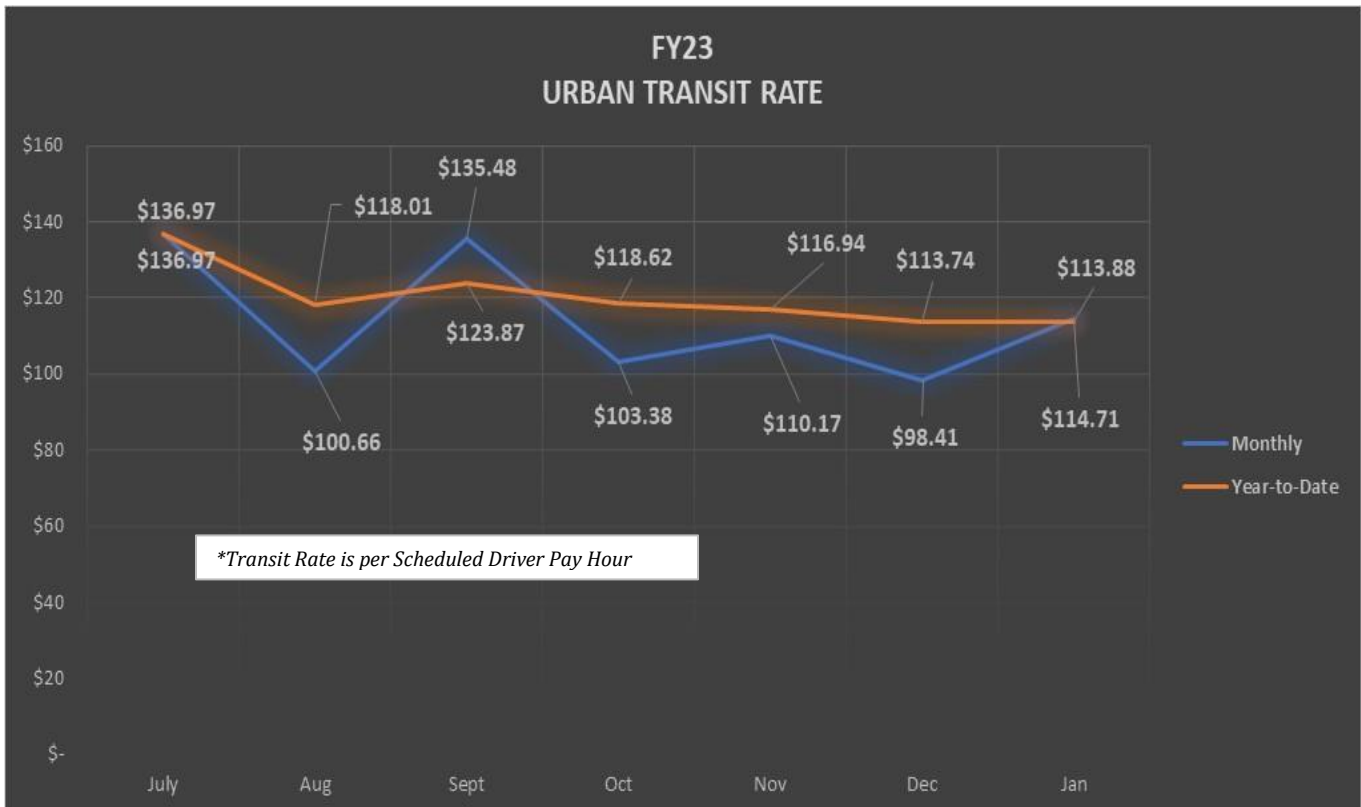
Each month the Finance Department will provide updates on the Authority's transit rates, which measures the operating costs associated with providing a distinct measurement unit of service. It is important to note that GMT's two systems

(urban/rural) use different measurements for unit cost. The rural system uses a per vehicle hour (*actual time on-road*) measure, while the urban system utilizes scheduled driver payroll hours.

The **urban transit rate** increased roughly 17% to \$114.71 in January (see Figure 2). The increase was primarily the result of two factors: (1) January fuel purchases being pushed into February due to the inception of a long-term contract and (2) elevated utility costs resulting from the breakdown of the bus wash. As a result, the year-to-date rate rose slightly to \$113.88. Staff's forecast for the year-to-date rate to decline to the \$110 range by the end of the fiscal year remains intact.

Please remember, the monthly rate tends to be quite volatile because of one-time costs, and the timing of payrolls (*September is a good example*). Therefore, staff relies heavily on other measures, such as the year-to-date rate (*Orange Line*), or other time periods, to help smooth out these effects and provide additional insight into where the rate is trending and why.

Figure 2



The **rural transit rate** (see Figure 3) fell roughly 14% in January to \$75.98. The decrease was the result of increased operating leverage (*higher fixed-cost amortization*) brought on by the advent of seasonal service, as well as an increase in the level of van special hours. As a result, the year-to-date rate also declined, falling 5% to \$95.68. The year-to-date rate has now reached the bottom range of staff's full-year guidance (\$95 - \$100), however, please note the rate is projected to increase towards the end of Q4 with the conclusion of seasonal service.

Figure 3



**Medicaid Financial Update:**

As reflected in Figure 4, GMT's NEMT program is currently operating at a pro forma loss of roughly **\$226.2K** for the year. Despite the program's bottom line **red ink**, January continued to show improving financial health in the program, with monthly losses falling roughly 16% from **\$38.5** to **\$32.3K** per month. As a result, the projected fiscal year loss (*loss run-rate x 12 months*) has also declined roughly **\$75K**, or 16%,

from \$462K to \$388K, with the program's net margin improving 560 basis points to -23.5%. Staff is happy to see this improvement in the program, however these results were not unexpected, as the transit rate was forecasted to decline during the winter months. Also, please note that a rebound in the rate is expected towards the end of Q4, which would lead to increased program losses.

Figure 4

FY23 Medicaid Profitability Analysis	
<i>PRO FORMA</i>	
<i>As of January 31, 2022</i>	
	<u>Totals</u>
<u>Revenue:</u>	
PMPW Revenue	\$964,159
<u>Expenses:</u>	
Operating Costs	\$928,633
General & Administrative	<u>\$261,671</u>
Total:	\$1,190,304
<b>Profit/(Loss):</b>	<b>(\$226,145)</b>
<b>Net Margin:</b>	<b>-23.5%</b>

**Retirement Committee Update:**

Retirement Committee (RC) meetings are held quarterly. The last meeting was held on February 9<sup>th</sup> at 12 p.m.

Retirement Committee Minutes can be found [HERE](#).

**Financial Snapshot:**

As of **January 31, 2023**, the **Authority** has a **total operating surplus** of roughly **\$51.1K** and **negative change in net assets** of roughly **\$1.12M**.

The operating result between systems is the following:

- ❖ Urban System = **+\$5.9K Operating Surplus/- \$1.43M Change in Net Assets**
  - ➡ Because the Urban grant billing process is based on reimbursement, large operating surpluses, or deficits (unless grant funding ran out) should not be reported. The current result provides a positive check that GMT's grant billing and accounting processes are accurate and dependable.
  - ➡ The Authority's urban net assets continue to be negative in January due to a lack of fixed asset investment year-to-date. The urban division has

recognized roughly \$1.6M in depreciation expense year-to-date, offset by only \$31.9K in fixed asset investment. After receiving an update on GMT's vehicle delivery schedule, staff's forecast for fixed investment of roughly \$1.6M is now unlikely. This change in guidance will result in a sizeable detraction in the urban division's net assets for FY23.

- ❖ Rural System = **+\$45.2K Operating Surplus/+\$311.6K Change in Net Assets**
  - ➡ The switch to a surplus this month is the combined effort of (1) improving financial results in GMT's Medicaid (NEMT) program and (2) sufficient funding in GMT's 5311 program. GMT received enough rural federal and state funding this fiscal year to more than cover its costs, which is allowing for a majority of GMT's local and operating revenues to drop to the bottom line and absorb the losses resulting from GMT's Medicaid program.
  - ➡ The Authority's rural net assets continue to be positive in January due to a higher level of net fixed asset investment year-to-date. GMT has capitalized roughly \$651.5K in fixed assets year-to-date, which exceeds its depreciation expense of \$427.1K.



	Urban			Rural			Combined			Urban			Rural			Combined		
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022								
<b>BENCHMARK = 58.3%</b>																		
<b>REVENUES</b>																		
<b>FEDERAL, STATE AND LOCAL REVENUE</b>																		
Municipal Member Assessments	\$1,466,847		\$1,466,847	\$2,514,596		\$2,514,596	58.3%	0.0%	58.3%	\$1,460,436								
Municipal Paratransit Assessments	\$462,706		\$462,706	\$793,210		\$793,210	58.3%	0.0%	58.3%	\$398,431								
Local Operating Assistance	\$31,541	\$288,287	\$319,828	\$53,791	\$500,375	\$554,166	58.6%	57.6%	57.7%	\$31,742	\$233,475							
Federal Urban Formula Grant	\$3,306,174		\$3,306,174	\$6,721,601		\$6,721,601	49.2%	0.0%	49.2%	\$4,437,275								
Federal Rural Operating Grant		\$963,518	\$963,518		\$1,750,000	\$1,750,000	0.0%	55.1%	55.1%		\$1,314,004							
State Regular Subsidy Operating Grant	\$1,400,000	\$146,145	\$1,546,145	\$2,400,000	\$780,000	\$3,180,000	58.3%	18.7%	48.6%	\$466,667								
E&D Grants and Local Match		\$915,239	\$915,239		\$1,747,506	\$1,747,506	0.0%	52.4%	52.4%		\$882,504							
Other State Grants	\$392,637	\$128,367	\$521,004	\$436,863	\$312,107	\$748,970	89.9%	41.1%	69.6%	\$338,297	\$45,962							
Other Federal Grants	\$2,374,726	\$713,411	\$3,088,136	\$3,797,522	\$1,653,033	\$5,450,555	62.5%	43.2%	56.7%	\$2,107,700	\$629,625							
Fund Balance Reserves							0.0%	0.0%	0.0%									
Capital Reserve Revenue							0.0%	0.0%	0.0%									
<b>Total Federal, State and Local Revenues</b>	<b>\$9,434,631</b>	<b>\$3,154,966</b>	<b>\$12,589,597</b>	<b>\$16,717,583</b>	<b>\$6,743,021</b>	<b>\$23,460,604</b>	<b>56.4%</b>	<b>46.8%</b>	<b>53.7%</b>	<b>\$9,240,547</b>	<b>\$3,105,569</b>							
<b>OPERATING REVENUE</b>																		
Passenger Revenue	\$60,089		\$60,089	\$104,507		\$104,507	57.5%	0.0%	57.5%	(\$279)								
Paratransit Passenger Fares							0.0%	0.0%	0.0%									
Advertising Revenue	\$173,522	\$23,690	\$197,212	\$130,000	\$13,000	\$143,000	133.5%	182.2%	137.9%	\$99,701	\$10,796							
Interest Earnings	\$166	\$23,781	\$23,947	\$300	\$4,000	\$4,300	55.4%	594.5%	556.9%	\$144	\$1,914							
Miscellaneous Revenue	\$5,973	\$4,378	\$10,351	\$1,000		\$1,000	597.3%	0.0%	1035.1%	\$1,004	\$1,230							
Sales Of Equipment	\$20,800	\$20,598	\$41,398	\$1,000	\$2,000	\$3,000	2080.0%	1029.9%	1379.9%									
Medicaid Purchase Of Svc		\$967,738	\$967,738		\$1,495,000	\$1,495,000	0.0%	64.7%	64.7%		\$1,004,228							
Purchase of Service	\$18,863	\$24,710	\$43,572	\$32,790	\$59,982	\$92,772	57.5%	41.2%	47.0%	\$22,502	\$34,545							
Warranty Revenue							0.0%	0.0%	0.0%									
<b>Operating Revenue</b>	<b>\$279,413</b>	<b>\$1,064,894</b>	<b>\$1,344,307</b>	<b>\$269,597</b>	<b>\$1,573,982</b>	<b>\$1,843,579</b>	<b>103.6%</b>	<b>67.7%</b>	<b>72.9%</b>	<b>\$123,072</b>	<b>\$1,052,714</b>							
<b>Total Revenue</b>	<b>\$9,714,044</b>	<b>\$4,219,860</b>	<b>\$13,933,904</b>	<b>\$16,987,180</b>	<b>\$8,317,003</b>	<b>\$25,304,183</b>	<b>57.2%</b>	<b>50.7%</b>	<b>55.1%</b>	<b>\$9,363,620</b>	<b>\$4,158,283</b>							
<b>EXPENSES</b>																		
<b>SALARIES AND WAGES</b>																		
Other Wages	\$942,405	\$511,222	\$1,453,627	\$1,700,836	\$994,020	\$2,694,856	55.4%	51.4%	53.9%	\$830,049	\$529,771							
Driver/Operator Wages	\$2,802,413	\$1,131,729	\$3,934,142	\$4,681,715	\$2,403,051	\$7,084,766	59.9%	47.1%	55.5%	\$2,697,023	\$1,017,048							
Vehicle Repair Wages	\$518,359	\$72,462	\$590,821	\$1,060,185	\$163,413	\$1,223,598	48.9%	44.3%	48.3%	\$507,201	\$51,584							
<b>Salaries and Wages</b>	<b>\$4,263,177</b>	<b>\$1,715,413</b>	<b>\$5,978,590</b>	<b>\$7,442,736</b>	<b>\$3,560,484</b>	<b>\$11,003,220</b>	<b>57.3%</b>	<b>48.2%</b>	<b>54.3%</b>	<b>\$4,034,273</b>	<b>\$1,598,402</b>							
<b>PERSONNEL TAXES AND BENEFITS</b>																		
Payroll Taxes (FICA/MC)	\$330,464	\$134,993	\$465,457	\$569,369	\$272,377	\$841,746	58.0%	49.6%	55.3%	\$318,264	\$121,893							
Unemployment Tax Exp	\$114	\$9,883	\$9,997	\$20,000	\$15,000	\$35,000	0.6%	65.9%	28.6%	\$661	\$2,808							
Medical Insurance/HRA	\$1,162,622	\$300,187	\$1,462,809	\$2,203,451	\$607,228	\$2,810,679	52.8%	49.4%	52.0%	\$1,081,510	\$291,852							
Pension Plan Expenses	\$195,710	\$55,999	\$251,709	\$361,086	\$117,055	\$478,141	54.2%	47.8%	52.6%	\$193,211	\$49,905							
Employee Development	\$1,648	\$11,936	\$13,584	\$13,000	\$28,000	\$41,000	12.7%	42.6%	33.1%	\$301	\$3,954							
Other Employee Benefits	\$70,502	\$24,093	\$94,595	\$110,900	\$47,400	\$158,300	63.6%	50.8%	59.8%	\$83,278	\$33,520							
<b>Personnel Taxes and Benefits</b>	<b>\$1,761,060</b>	<b>\$537,090</b>	<b>\$2,298,150</b>	<b>\$3,277,806</b>	<b>\$1,087,060</b>	<b>\$4,364,866</b>	<b>53.7%</b>	<b>49.4%</b>	<b>52.7%</b>	<b>\$1,677,225</b>	<b>\$503,933</b>							
<b>GENERAL AND ADMIN EXPENSES</b>																		
Admin Supplies and Expenses	\$24,512	\$14,982	\$39,494	\$35,331	\$18,700	\$54,031	69.4%	80.1%	73.1%	\$18,360	\$10,218							
Recruiting Expenses	\$12,297	\$24,150	\$36,447	\$32,000	\$30,000	\$62,000	38.4%	80.5%	58.8%	\$14,829	\$12,843							
Dues and Subscriptions	\$1,908	\$8,015	\$9,923	\$2,169	\$8,805	\$10,974	88.0%	91.0%	90.4%	\$1,300	\$8,358							
Travel and Meetings	\$710	\$405	\$1,115	\$1,000	\$1,000	\$2,000	71.0%	40.5%	55.8%	\$616	\$24							
Board Development							0.0%	0.0%	0.0%									
Communications	\$18,544	\$20,064	\$38,608	\$52,687	\$37,485	\$90,172	35.2%	53.5%	42.8%	\$18,591	\$19,917							
Computer Service Exp	\$56,605	\$40,512	\$97,117	\$132,664	\$75,676	\$208,340	42.7%	53.5%	46.6%	\$55,266	\$126,213							
Legal Fees	\$6,716	\$859	\$7,576	\$35,000	\$35,000	\$70,000	19.2%	2.5%	10.8%	\$33,527	\$26,343							
Insurance	\$573,042	\$343,707	\$916,749	\$1,095,595	\$494,203	\$1,589,798	52.3%	69.5%	57.7%	\$548,944	\$290,050							
Audit Fees				\$16,450	\$7,050	\$23,500	0.0%	0.0%	0.0%									
Consulting Fees	\$7,139		\$7,139				0.0%	0.0%	0.0%									
<b>General and Admin Expenses</b>	<b>\$701,473</b>	<b>\$452,695</b>	<b>\$1,154,168</b>	<b>\$1,402,896</b>	<b>\$707,919</b>	<b>\$2,110,815</b>	<b>50.0%</b>	<b>63.9%</b>	<b>54.7%</b>	<b>\$691,433</b>	<b>\$493,966</b>							



	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
<b>BENCHMARK = 58.3%</b>											
<b>OPERATIONS EXPENSES</b>											
Background Checks	\$1,078	\$5,123	\$6,201	\$2,000	\$9,500	\$11,500	53.9%	53.9%	53.9%	\$1,486	\$4,182
Drug & Alcohol Testing		\$470	\$470				0.0%	0.0%	0.0%		
DOT Testing	\$4,194	\$2,924	\$7,118	\$6,500	\$6,000	\$12,500	64.5%	48.7%	56.9%	\$3,797	\$3,484
Employment Recruitment Program				\$800	\$400	\$1,200	0.0%	0.0%	0.0%		
Driver's Uniforms	\$10,253	\$6,339	\$16,592	\$20,000	\$10,000	\$30,000	51.3%	63.4%	55.3%	\$10,267	\$4,178
Safety Expense	\$289		\$289	\$4,200	\$500	\$4,700	6.9%	0.0%	6.1%	\$2,077	
Misc. Operating Exp	\$178		\$178	\$2,800	\$1,000	\$3,800	6.3%	0.0%	4.7%	\$565	
<b>Operations Expenses</b>	<b>\$15,992</b>	<b>\$14,856</b>	<b>\$30,848</b>	<b>\$36,300</b>	<b>\$27,400</b>	<b>\$63,700</b>	<b>44.1%</b>	<b>54.2%</b>	<b>48.4%</b>	<b>\$18,193</b>	<b>\$11,844</b>
<b>PLANNING EXPENSES</b>											
Other Planning Expenses		\$6,444	\$6,444	\$4,200	\$26,800	\$31,000	0.0%	24.0%	20.8%		\$12,428
MPO Planning Expenses	\$52,312		\$52,312	\$100,000		\$100,000	52.3%	0.0%	52.3%	\$18,126	
<b>Planning Expenses</b>	<b>\$52,312</b>	<b>\$6,444</b>	<b>\$58,755</b>	<b>\$104,200</b>	<b>\$26,800</b>	<b>\$131,000</b>	<b>50.2%</b>	<b>24.0%</b>	<b>44.9%</b>	<b>\$18,126</b>	<b>\$12,428</b>
<b>VEHICLE/BUILDING MAINTENANCE EXP (15 Industrial)</b>											
Parts Expense - Non-Revenue Vehicles	\$4,691	\$3,548	\$8,239	\$5,000	\$2,000	\$7,000	93.8%	177.4%	117.7%	\$1,981	\$151
Parts Expense - Revenue Vehicles	\$339,695	\$36,997	\$376,693	\$637,000	\$98,000	\$735,000	53.3%	37.8%	51.3%	\$281,625	\$40,888
Tires	\$73,408	\$25,303	\$98,712	\$80,000	\$43,000	\$123,000	91.8%	58.8%	80.3%	\$55,134	\$16,801
Facility Maintenance	\$37,316	\$39,662	\$76,977	\$100,000	\$107,800	\$207,800	37.3%	36.8%	37.0%	\$48,248	\$38,324
Passenger Facility Expenses	\$18,497	\$1,000	\$19,497	\$29,224		\$29,224	63.3%	0.0%	66.7%	\$18,186	
Security Expenses							0.0%	0.0%	0.0%		
Cleaning Expense		\$599	\$599	\$4,200	\$8,000	\$12,200	0.0%	7.5%	4.9%		\$4,934
Repeater Fees	\$13,510	\$10,674	\$24,184	\$22,560	\$17,280	\$39,840	59.9%	61.8%	60.7%	\$14,232	\$10,944
Light, Heat and Water	\$137,374	\$33,093	\$170,467	\$190,000	\$70,000	\$260,000	72.3%	47.3%	65.6%	\$93,055	\$32,269
Fuel - Vehicles	\$823,264	\$298,639	\$1,121,903	\$1,581,100	\$625,000	\$2,206,100	52.1%	47.8%	50.9%	\$517,531	\$231,339
Maintenance Tools/Supplies/Uniforms	\$66,381	\$11,786	\$78,167	\$132,200	\$19,050	\$151,250	50.2%	61.9%	51.7%	\$81,006	\$6,308
Misc Maint Expenses and fees	\$10,006	\$5,313	\$15,319	\$10,787	\$7,420	\$18,207	92.8%	71.6%	84.1%	\$4,224	\$2,728
<b>Vehicle/Building Maintenance Exp</b>	<b>\$1,524,141</b>	<b>\$466,616</b>	<b>\$1,990,757</b>	<b>\$2,792,071</b>	<b>\$997,550</b>	<b>\$3,789,621</b>	<b>54.6%</b>	<b>46.8%</b>	<b>52.5%</b>	<b>\$1,115,223</b>	<b>\$384,686</b>
<b>CONTRACTOR EXPENSES</b>											
ADA/SSTA Paratransit	\$1,005,853		\$1,005,853	\$1,663,101		\$1,663,101	60.5%	0.0%	60.5%	\$884,408	
Partner Local Share		\$4,941	\$4,941	\$19,833	\$4,941	\$24,774	0.0%	100.0%	19.9%	\$9,917	
Functional Assessment Costs							0.0%	0.0%	0.0%		
Volunteer Drivers		\$216,146	\$216,146		\$432,890	\$432,890	0.0%	49.9%	49.9%		\$194,617
Other Transportation (incl Cabs)	\$219	\$558,672	\$558,891		\$1,170,801	\$1,170,801	0.0%	47.7%	47.7%	\$2,864	\$555,806
<b>Contractor Expenses</b>	<b>\$1,006,072</b>	<b>\$779,758</b>	<b>\$1,785,830</b>	<b>\$1,682,934</b>	<b>\$1,608,632</b>	<b>\$3,291,566</b>	<b>59.8%</b>	<b>48.5%</b>	<b>54.3%</b>	<b>\$897,188</b>	<b>\$750,423</b>
<b>MARKETING EXPENSE</b>											
Bus Tickets/Fare Media							0.0%	0.0%	0.0%		
Marketing Expense	\$3,095	\$13,716	\$16,811	\$26,320	\$12,000	\$38,320	11.8%	114.3%	43.9%	\$1,469	\$5,225
Public Information	\$10,881	\$5,952	\$16,834	\$26,000	\$15,000	\$41,000	41.9%	39.7%	41.1%	\$9,305	\$3,515
<b>Marketing Expense</b>	<b>\$13,976</b>	<b>\$19,668</b>	<b>\$33,645</b>	<b>\$52,320</b>	<b>\$27,000</b>	<b>\$79,320</b>	<b>26.7%</b>	<b>72.8%</b>	<b>42.4%</b>	<b>\$10,774</b>	<b>\$8,740</b>
<b>OTHER EXPENSES</b>											
Allowance for Doubtful Accounts							0.0%	0.0%	0.0%		
Debt Service/Capital Reserve							0.0%	0.0%	0.0%	\$5,651	
Bond Interest							0.0%	0.0%	0.0%		
Capital Match	\$174,548	\$99,663	\$274,210	\$299,225	\$170,850	\$470,075	58.3%	58.3%	58.3%	\$786,309	\$64,391
<b>Other Expenses</b>	<b>\$174,548</b>	<b>\$99,663</b>	<b>\$274,210</b>	<b>\$299,225</b>	<b>\$170,850</b>	<b>\$470,075</b>	<b>58.3%</b>	<b>58.3%</b>	<b>58.3%</b>	<b>\$791,960</b>	<b>\$64,391</b>
<b>TOTAL EXPENSES</b>	<b>\$9,512,751</b>	<b>\$4,092,202</b>	<b>\$13,604,953</b>	<b>\$17,090,488</b>	<b>\$8,213,695</b>	<b>\$25,304,183</b>	<b>55.7%</b>	<b>49.8%</b>	<b>53.8%</b>	<b>\$9,254,396</b>	<b>\$3,828,812</b>
Current Year Deferred Costs	(\$277,872)		(\$277,872)				0.0%	0.0%	0.0%	\$86,680	
OH Admin Allocation	\$216,465	(\$216,465)		\$328,081	(\$328,081)		66.0%	66.0%	0.0%	\$46,751	(\$46,751)
Urban Shop Allocation	\$41,963	(\$41,963)		\$55,586	(\$55,586)		75.5%	75.5%	0.0%	\$30,114	(\$30,114)
Rural Link Cost Allocation	(\$175,915)	\$175,915		(\$280,360)	\$280,360		62.7%	62.7%	0.0%	(\$148,783)	\$148,783
ALLOCATIONS BETWEEN PROGRAMS	\$82,512	(\$82,512)		\$103,307	(\$103,307)		79.9%	79.9%	0.0%	(\$71,917)	\$71,917





	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
<b>BENCHMARK = 58.3%</b>											
<b>Balance Of Operating Budget</b>	<b>\$5,934</b>	<b>\$45,145</b>	<b>\$51,079</b>	<b>\$0</b>	<b>\$0</b>					<b>\$123,987</b>	<b>\$401,388</b>
<b>Capital Revenue</b>											
Federal Revenue	\$287,588	\$588,057	\$875,646	\$1,780,129	\$2,157,496	\$3,937,625	16.2%	27.3%	22.2%	\$1,581,287	\$8,367
State Revenue	\$35,949	\$49,219	\$85,168	\$151,754	\$260,839	\$412,593	23.7%	18.9%	20.6%	\$106,750	\$1,046
Paratransit Lease Revenue				\$6,179	\$144,979	\$151,158	0.0%	0.0%	0.0%		
Local Match Revenue	\$174,548	\$99,663	\$274,210	\$299,225	\$170,850	\$470,075	58.3%	58.3%	58.3%	\$786,309	\$64,391
<b>Total Capital Revenue</b>	<b>\$498,085</b>	<b>\$736,939</b>	<b>\$1,235,024</b>	<b>\$2,237,287</b>	<b>\$2,734,164</b>	<b>\$4,971,451</b>	<b>22.3%</b>	<b>27.0%</b>	<b>24.8%</b>	<b>\$2,474,346</b>	<b>\$73,804</b>
<b>Capital Expenses</b>											
Vehicles		\$651,465	\$651,465	\$1,351,536	\$2,435,482	\$3,787,018	0.0%	26.7%	17.2%	\$1,614,636	
Maintenance Parts and Equipment	\$298,150	\$23,909	\$322,060	\$565,000	\$36,000	\$601,000	52.8%	66.4%	53.6%	\$204,798	\$3,947
Passenger Amenities	\$2,280		\$2,280	\$42,500	\$109,500	\$152,000	5.4%	0.0%	1.5%	\$2,803	\$1,670
Facility Repairs and Improvements	\$59,058	\$19,430	\$78,488	\$175,500	\$25,000	\$200,500	33.7%	77.7%	39.1%	\$51,859	\$4,785
<b>Total Capital Expenses</b>	<b>\$359,488</b>	<b>\$694,804</b>	<b>\$1,054,293</b>	<b>\$2,134,536</b>	<b>\$2,605,982</b>	<b>\$4,740,518</b>	<b>16.8%</b>	<b>26.7%</b>	<b>22.2%</b>	<b>\$1,874,096</b>	<b>\$10,402</b>
Balance of Capital Budget	\$138,597	\$42,135	\$180,732	\$102,751	\$128,182	\$230,933	134.9%	32.9%	78.3%	\$600,250	\$63,402
Transfer of Purchases to Fixed Assets	\$31,946	\$651,465	\$683,411	\$1,649,036	\$2,487,482	\$4,136,518	1.9%	26.2%	16.5%	\$1,570,891	(\$71,296)
Deferred Costs							0.0%	0.0%	0.0%		
Depreciation Expense	(\$1,606,887)	(\$427,106)	(\$2,033,993)	(\$2,744,557)	(\$809,049)	(\$3,553,606)	58.5%	52.8%	57.2%	(\$1,630,097)	(\$443,549)
Subtotal	(\$1,574,941)	\$224,359	(\$1,350,582)	(\$1,095,521)	\$1,678,433	\$582,912	143.8%	13.4%	-231.7%	(\$59,206)	(\$514,845)
<b>Current Change in Net Assets</b>	<b>(\$1,430,410)</b>	<b>\$311,640</b>	<b>(\$1,118,771)</b>	<b>(\$992,770)</b>	<b>\$1,806,615</b>	<b>\$813,845</b>	<b>144.1%</b>	<b>17.2%</b>	<b>-137.5%</b>	<b>\$665,030</b>	<b>(\$50,056)</b>



(EXPENSES ONLY)

REVENUES	BENCHMARK = 66.7%			Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
<b>FEDERAL, STATE AND LOCAL REVENUE</b>														
Municipal Member Assessments	\$1,676,397		\$1,676,397	\$2,514,596		\$2,514,596	66.7%	0.0%	66.7%	\$1,669,069				
Municipal Paratransit Assessments	\$528,807		\$528,807	\$793,210		\$793,210	66.7%	0.0%	66.7%	\$455,349				
Local Operating Assistance	\$36,047	\$358,444	\$394,491	\$53,791	\$500,375	\$554,166	67.0%	71.6%	71.2%	\$36,277	\$286,260			
Federal Urban Formula Grant	\$3,306,174		\$3,306,174	\$6,721,601		\$6,721,601	49.2%	0.0%	49.2%	\$5,072,903				
Federal Rural Operating Grant		\$963,518	\$963,518		\$1,750,000	\$1,750,000	0.0%	55.1%	55.1%		\$1,595,465			
State Regular Subsidy Operating Grant	\$1,600,000	\$146,145	\$1,746,145	\$2,400,000	\$780,000	\$3,180,000	66.7%	18.7%	54.9%	\$533,333				
E&D Grants and Local Match		\$915,457	\$915,457		\$1,747,506	\$1,747,506	0.0%	52.4%	52.4%		\$999,193			
Other State Grants	\$392,637	\$128,367	\$521,004	\$436,863	\$312,107	\$748,970	89.9%	41.1%	69.6%	\$342,566	\$52,840			
Other Federal Grants	\$2,374,726	\$713,411	\$3,088,136	\$3,797,522	\$1,653,033	\$5,450,555	62.5%	43.2%	56.7%	\$2,383,295	\$700,101			
Fund Balance Reserves							0.0%	0.0%	0.0%					
Capital Reserve Revenue							0.0%	0.0%	0.0%					
<b>Total Federal, State and Local Revenues</b>	<b>\$9,914,787</b>	<b>\$3,225,342</b>	<b>\$13,140,129</b>	<b>\$16,717,583</b>	<b>\$6,743,021</b>	<b>\$23,460,604</b>	<b>59.3%</b>	<b>47.8%</b>	<b>56.0%</b>	<b>\$10,492,793</b>	<b>\$3,633,860</b>			
<b>OPERATING REVENUE</b>														
Passenger Revenue	\$68,798		\$68,798	\$104,507		\$104,507	65.8%	0.0%	65.8%		(\$279)			
Paratransit Passenger Fares							0.0%	0.0%	0.0%					
Advertising Revenue	\$191,207	\$26,860	\$218,067	\$130,000	\$13,000	\$143,000	147.1%	206.6%	152.5%	\$103,368	\$11,026			
Interest Earnings	\$204	\$34,390	\$34,594	\$300	\$4,000	\$4,300	67.9%	859.7%	804.5%	\$163	\$2,216			
Miscellaneous Revenue	\$6,096	\$4,378	\$10,473	\$1,000		\$1,000	609.6%	0.0%	1047.3%	\$1,004	\$1,230			
Sales Of Equipment	\$20,800	\$20,598	\$41,398	\$1,000	\$2,000	\$3,000	2080.0%	1029.9%	1379.9%					
Medicaid Purchase Of Svc		\$1,101,154	\$1,101,154		\$1,495,000	\$1,495,000	0.0%	73.7%	73.7%		\$1,122,792			
Purchase of Service	\$21,456	\$27,848	\$49,304	\$32,790	\$59,982	\$92,772	65.4%	46.4%	53.1%	\$25,076	\$37,754			
Warranty Revenue							0.0%	0.0%	0.0%					
<b>Operating Revenue</b>	<b>\$308,561</b>	<b>\$1,215,228</b>	<b>\$1,523,788</b>	<b>\$269,597</b>	<b>\$1,573,982</b>	<b>\$1,843,579</b>	<b>114.5%</b>	<b>77.2%</b>	<b>82.7%</b>	<b>\$129,332</b>	<b>\$1,175,018</b>			
<b>Total Revenue</b>	<b>\$10,223,348</b>	<b>\$4,440,569</b>	<b>\$14,663,917</b>	<b>\$16,987,180</b>	<b>\$8,317,003</b>	<b>\$25,304,183</b>	<b>60.2%</b>	<b>53.4%</b>	<b>58.0%</b>	<b>\$10,622,125</b>	<b>\$4,808,877</b>			
<b>EXPENSES</b>														
<b>SALARIES AND WAGES</b>														
Other Wages	\$1,092,569	\$594,379	\$1,686,948	\$1,700,836	\$994,020	\$2,694,856	64.2%	59.8%	62.6%	\$943,148	\$599,887			
Driver/Operator Wages	\$3,155,581	\$1,340,236	\$4,495,817	\$4,681,715	\$2,403,051	\$7,084,766	67.4%	55.8%	63.5%	\$3,048,610	\$1,187,060			
Vehicle Repair Wages	\$590,027	\$84,684	\$674,711	\$1,060,185	\$163,413	\$1,223,598	55.7%	51.8%	55.1%	\$577,632	\$60,710			
<b>Salaries and Wages</b>	<b>\$4,838,177</b>	<b>\$2,019,299</b>	<b>\$6,857,476</b>	<b>\$7,442,736</b>	<b>\$3,560,484</b>	<b>\$11,003,220</b>	<b>65.0%</b>	<b>56.7%</b>	<b>62.3%</b>	<b>\$4,569,390</b>	<b>\$1,847,657</b>			
<b>PERSONNEL TAXES AND BENEFITS</b>														
Payroll Taxes (FICA/MC)	\$373,006	\$157,217	\$530,223	\$569,369	\$272,377	\$841,746	65.5%	57.7%	63.0%	\$357,416	\$139,452			
Unemployment Tax Exp	\$114	\$12,648	\$12,762	\$20,000	\$15,000	\$35,000	0.6%	84.3%	36.5%	\$661	\$3,126			
Medical Insurance/HRA	\$1,307,244	\$356,869	\$1,664,113	\$2,203,451	\$607,228	\$2,810,679	59.3%	58.8%	59.2%	\$1,240,136	\$332,747			
Pension Plan Expenses	\$220,528	\$64,008	\$284,536	\$361,086	\$117,055	\$478,141	61.1%	54.7%	59.5%	\$217,576	\$56,439			
Employee Development	\$3,853	\$17,354	\$21,207	\$13,000	\$28,000	\$41,000	29.6%	62.0%	51.7%	\$301	\$5,501			
Other Employee Benefits	\$79,897	\$28,116	\$108,012	\$110,900	\$47,400	\$158,300	72.0%	59.3%	68.2%	\$93,271	\$36,321			
<b>Personnel Taxes and Benefits</b>	<b>\$1,984,641</b>	<b>\$636,211</b>	<b>\$2,620,852</b>	<b>\$3,277,806</b>	<b>\$1,087,060</b>	<b>\$4,364,866</b>	<b>60.5%</b>	<b>58.5%</b>	<b>60.0%</b>	<b>\$1,909,361</b>	<b>\$573,586</b>			
<b>GENERAL AND ADMIN EXPENSES</b>														
Admin Supplies and Expenses	\$28,208	\$17,382	\$45,590	\$35,331	\$18,700	\$54,031	79.8%	93.0%	84.4%	\$24,175	\$12,640			
Recruiting Expenses	\$12,437	\$32,381	\$44,818	\$32,000	\$30,000	\$62,000	38.9%	107.9%	72.3%	\$14,946	\$14,065			
Dues and Subscriptions	\$2,257	\$8,164	\$10,421	\$2,169	\$8,805	\$10,974	104.0%	92.7%	95.0%	\$1,300	\$8,826			
Travel and Meetings	\$710	\$502	\$1,212	\$1,000	\$1,000	\$2,000	71.0%	50.2%	60.6%	\$666	\$24			
Board Development							0.0%	0.0%	0.0%					
Communications	\$28,055	\$23,683	\$51,738	\$52,687	\$37,485	\$90,172	53.2%	63.2%	57.4%	\$23,136	\$23,255			
Computer Service Exp	\$108,570	\$47,958	\$156,528	\$132,664	\$75,676	\$208,340	81.8%	63.4%	75.1%	\$55,869	\$126,431			
Legal Fees	\$9,243	\$1,686	\$10,928	\$35,000	\$35,000	\$70,000	26.4%	4.8%	15.6%	\$33,527	\$27,813			
Insurance	\$684,480	\$396,135	\$1,080,615	\$1,095,595	\$494,203	\$1,589,798	62.5%	80.2%	68.0%	\$648,768	\$335,937			
Audit Fees				\$16,450	\$7,050	\$23,500	0.0%	0.0%	0.0%					
Consulting Fees	\$8,164		\$8,164				0.0%	0.0%	0.0%		\$2,500			
<b>General and Admin Expenses</b>	<b>\$882,124</b>	<b>\$527,890</b>	<b>\$1,410,014</b>	<b>\$1,402,896</b>	<b>\$707,919</b>	<b>\$2,110,815</b>	<b>62.9%</b>	<b>74.6%</b>	<b>66.8%</b>	<b>\$802,387</b>	<b>\$551,490</b>			



(EXPENSES ONLY)

	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
<b>BENCHMARK = 66.7%</b>											
<b>OPERATIONS EXPENSES</b>											
Background Checks	\$1,078	\$5,715	\$6,793	\$2,000	\$9,500	\$11,500	53.9%	60.2%	59.1%	\$1,557	\$5,651
Drug & Alcohol Testing		\$470	\$470				0.0%	0.0%	0.0%		
DOT Testing	\$4,618	\$3,340	\$7,958	\$6,500	\$6,000	\$12,500	71.1%	55.7%	63.7%	\$4,217	\$3,809
Employment Recruitment Program				\$800	\$400	\$1,200	0.0%	0.0%	0.0%		
Driver's Uniforms	\$11,025	\$6,662	\$17,687	\$20,000	\$10,000	\$30,000	55.1%	66.6%	59.0%	\$10,659	\$4,260
Safety Expense	\$289		\$289	\$4,200	\$500	\$4,700	6.9%	0.0%	6.1%	\$2,436	
Misc. Operating Exp	\$1,348		\$1,348	\$2,800	\$1,000	\$3,800	48.1%	0.0%	35.5%	\$565	
<b>Operations Expenses</b>	<b>\$18,358</b>	<b>\$16,186</b>	<b>\$34,544</b>	<b>\$36,300</b>	<b>\$27,400</b>	<b>\$63,700</b>	<b>50.6%</b>	<b>59.1%</b>	<b>54.2%</b>	<b>\$19,434</b>	<b>\$13,720</b>
<b>PLANNING EXPENSES</b>											
Other Planning Expenses		\$9,233	\$9,233	\$4,200	\$26,800	\$31,000	0.0%	34.5%	29.8%		\$12,475
MPO Planning Expenses	\$55,632		\$55,632	\$100,000		\$100,000	55.6%	0.0%	55.6%	\$18,126	
<b>Planning Expenses</b>	<b>\$55,632</b>	<b>\$9,233</b>	<b>\$64,865</b>	<b>\$104,200</b>	<b>\$26,800</b>	<b>\$131,000</b>	<b>53.4%</b>	<b>34.5%</b>	<b>49.5%</b>	<b>\$18,126</b>	<b>\$12,475</b>
<b>VEHICLE/BUILDING MAINTENANCE EXP (15 Industrial)</b>											
Parts Expense - Non-Revenue Vehicles	\$8,505	\$3,586	\$12,091	\$5,000	\$2,000	\$7,000	170.1%	179.3%	172.7%	\$2,001	\$151
Parts Expense - Revenue Vehicles	\$371,257	\$44,253	\$415,510	\$637,000	\$98,000	\$735,000	58.3%	45.2%	56.5%	\$308,643	\$43,079
Tires	\$81,109	\$26,442	\$107,551	\$80,000	\$43,000	\$123,000	101.4%	61.5%	87.4%	\$56,021	\$17,718
Facility Maintenance	\$50,552	\$61,947	\$112,499	\$100,000	\$107,800	\$207,800	50.6%	57.5%	54.1%	\$55,432	\$41,922
Passenger Facility Expenses	\$20,641	\$1,000	\$21,641	\$29,224		\$29,224	70.6%	0.0%	74.1%	\$20,801	
Security Expenses							0.0%	0.0%	0.0%		
Cleaning Expense		\$599	\$599	\$4,200	\$8,000	\$12,200	0.0%	7.5%	4.9%		\$5,034
Repeater Fees	\$15,445	\$12,232	\$27,677	\$22,560	\$17,280	\$39,840	68.5%	70.8%	69.5%	\$16,011	\$12,353
Light, Heat and Water	\$167,333	\$43,499	\$210,833	\$190,000	\$70,000	\$260,000	88.1%	62.1%	81.1%	\$118,252	\$39,851
Fuel - Vehicles	\$938,385	\$348,044	\$1,286,429	\$1,581,100	\$625,000	\$2,206,100	59.4%	55.7%	58.3%	\$613,343	\$277,459
Maintenance Tools/Supplies/Uniforms	\$73,325	\$13,561	\$86,887	\$132,200	\$19,050	\$151,250	55.5%	71.2%	57.4%	\$87,428	\$6,836
Misc Maint Expenses and fees	\$15,292	\$9,167	\$24,458	\$10,787	\$7,420	\$18,207	141.8%	123.5%	134.3%	\$4,240	\$2,744
<b>Vehicle/Building Maintenance Exp</b>	<b>\$1,741,844</b>	<b>\$564,330</b>	<b>\$2,306,175</b>	<b>\$2,792,071</b>	<b>\$997,550</b>	<b>\$3,789,621</b>	<b>62.4%</b>	<b>56.6%</b>	<b>60.9%</b>	<b>\$1,282,173</b>	<b>\$447,147</b>
<b>CONTRACTOR EXPENSES</b>											
ADA/SSTA Paratransit	\$1,149,644		\$1,149,644	\$1,663,101		\$1,663,101	69.1%	0.0%	69.1%	\$1,009,330	
Partner Local Share	\$19,833	\$4,941	\$24,774	\$19,833	\$4,941	\$24,774	100.0%	100.0%	100.0%	\$9,917	
Functional Assessment Costs							0.0%	0.0%	0.0%		
Volunteer Drivers		\$243,918	\$243,918		\$432,890	\$432,890	0.0%	56.3%	56.3%		\$219,883
Other Transportation (incl Cabs)	\$219	\$645,226	\$645,445		\$1,170,801	\$1,170,801	0.0%	55.1%	55.1%	\$3,173	\$624,941
<b>Contractor Expenses</b>	<b>\$1,169,696</b>	<b>\$894,084</b>	<b>\$2,063,780</b>	<b>\$1,682,934</b>	<b>\$1,608,632</b>	<b>\$3,291,566</b>	<b>69.5%</b>	<b>55.6%</b>	<b>62.7%</b>	<b>\$1,022,420</b>	<b>\$844,824</b>
<b>MARKETING EXPENSE</b>											
Bus Tickets/Fare Media							0.0%	0.0%	0.0%		
Marketing Expense	\$11,118	\$18,288	\$29,406	\$26,320	\$12,000	\$38,320	42.2%	152.4%	76.7%	\$2,342	\$5,551
Public Information	\$11,682	\$5,988	\$17,671	\$26,000	\$15,000	\$41,000	44.9%	39.9%	43.1%	\$17,704	\$9,056
<b>Marketing Expense</b>	<b>\$22,800</b>	<b>\$24,276</b>	<b>\$47,076</b>	<b>\$52,320</b>	<b>\$27,000</b>	<b>\$79,320</b>	<b>43.6%</b>	<b>89.9%</b>	<b>59.4%</b>	<b>\$20,046</b>	<b>\$14,607</b>
<b>OTHER EXPENSES</b>											
Allowance for Doubtful Accounts							0.0%	0.0%	0.0%		
Debt Service/Capital Reserve							0.0%	0.0%	0.0%	\$5,651	
Bond Interest							0.0%	0.0%	0.0%	\$40	
Capital Match	\$199,483	\$113,900	\$313,383	\$299,225	\$170,850	\$470,075	66.7%	66.7%	66.7%	\$898,639	\$73,589
<b>Other Expenses</b>	<b>\$199,483</b>	<b>\$113,900</b>	<b>\$313,383</b>	<b>\$299,225</b>	<b>\$170,850</b>	<b>\$470,075</b>	<b>66.7%</b>	<b>66.7%</b>	<b>66.7%</b>	<b>\$904,331</b>	<b>\$73,589</b>
<b>TOTAL EXPENSES</b>	<b>\$10,912,756</b>	<b>\$4,805,411</b>	<b>\$15,718,167</b>	<b>\$17,090,488</b>	<b>\$8,213,695</b>	<b>\$25,304,183</b>	<b>63.9%</b>	<b>58.5%</b>	<b>62.1%</b>	<b>\$10,547,668</b>	<b>\$4,379,095</b>
Current Year Deferred Costs	(\$268,715)		(\$268,715)				0.0%	0.0%	0.0%	\$101,659	
OH Admin Allocation	\$245,523	(\$245,523)		\$328,081	(\$328,081)		74.8%	74.8%	0.0%	\$155,490	(\$155,490)
Urban Shop Allocation	\$49,600	(\$49,600)		\$55,586	(\$55,586)		89.2%	89.2%	0.0%	\$32,430	(\$32,430)
Rural Link Cost Allocation	(\$201,889)	\$201,889		(\$280,360)	\$280,360		72.0%	72.0%	0.0%	(\$168,489)	\$168,489
ALLOCATIONS BETWEEN PROGRAMS	\$93,234	(\$93,234)		\$103,307	(\$103,307)		90.2%	90.2%	0.0%	\$19,432	(\$19,432)



(EXPENSES ONLY)

	Urban			Rural			Combined			Urban			Rural		
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022					
<b>BENCHMARK = 66.7%</b>															
<b>Balance Of Operating Budget</b>	<b>(\$864,889)</b>	<b>(\$458,076)</b>	<b>(\$1,322,965)</b>	<b>\$0</b>	<b>\$0</b>								<b>\$195,547</b>	<b>\$410,351</b>	
<b>Capital Revenue</b>															
Federal Revenue	\$287,588	\$588,057	\$875,646	\$1,780,129	\$2,157,496	\$3,937,625	16.2%	27.3%	22.2%	\$1,682,076	\$11,866				
State Revenue	\$35,949	\$49,219	\$85,168	\$151,754	\$260,839	\$412,593	23.7%	18.9%	20.6%	\$117,466	\$1,483				
Paratransit Lease Revenue				\$6,179	\$144,979	\$151,158	0.0%	0.0%	0.0%						
Local Match Revenue	\$199,483	\$113,900	\$313,383	\$299,225	\$170,850	\$470,075	66.7%	66.7%	66.7%	\$898,639	\$73,589				
<b>Total Capital Revenue</b>	<b>\$523,020</b>	<b>\$751,177</b>	<b>\$1,274,197</b>	<b>\$2,237,287</b>	<b>\$2,734,164</b>	<b>\$4,971,451</b>	<b>23.4%</b>	<b>27.5%</b>	<b>25.6%</b>	<b>\$2,698,180</b>	<b>\$86,939</b>				
<b>Capital Expenses</b>															
Vehicles		\$651,465	\$651,465	\$1,351,536	\$2,435,482	\$3,787,018	0.0%	26.7%	17.2%	\$1,617,656					
Maintenance Parts and Equipment	\$335,755	\$32,565	\$368,321	\$565,000	\$36,000	\$601,000	59.4%	90.5%	61.3%	\$278,209	\$4,647				
Passenger Amenities	\$2,280		\$2,280	\$42,500	\$109,500	\$152,000	5.4%	0.0%	1.5%	\$2,803	\$1,670				
Facility Repairs and Improvements	\$60,285	\$20,438	\$80,723	\$175,500	\$25,000	\$200,500	34.4%	81.8%	40.3%	\$108,468	\$8,459				
<b>Total Capital Expenses</b>	<b>\$398,321</b>	<b>\$704,468</b>	<b>\$1,102,789</b>	<b>\$2,134,536</b>	<b>\$2,605,982</b>	<b>\$4,740,518</b>	<b>18.7%</b>	<b>27.0%</b>	<b>23.3%</b>	<b>\$2,007,136</b>	<b>\$14,776</b>				
Balance of Capital Budget	\$124,700	\$46,708	\$171,408	\$102,751	\$128,182	\$230,933	121.4%	36.4%	74.2%	\$691,044	\$72,163				
Transfer of Purchases to Fixed Assets	\$31,946	\$665,315	\$697,261	\$1,649,036	\$2,487,482	\$4,136,518	1.9%	26.7%	16.9%	\$1,570,891	(\$71,296)				
Deferred Costs							0.0%	0.0%	0.0%						
Depreciation Expense	(\$1,835,552)	(\$489,088)	(\$2,324,640)	(\$2,744,557)	(\$809,049)	(\$3,553,606)	66.9%	60.5%	65.4%	(\$1,852,406)	(\$499,674)				
Subtotal	(\$1,803,606)	\$176,227	(\$1,627,379)	(\$1,095,521)	\$1,678,433	\$582,912	164.6%	10.5%	-279.2%	(\$281,515)	(\$570,970)				
<b>Current Change in Net Assets</b>	<b>(\$2,543,795)</b>	<b>(\$235,141)</b>	<b>(\$2,778,936)</b>	<b>(\$992,770)</b>	<b>\$1,806,615</b>	<b>\$813,845</b>	<b>256.2%</b>	<b>-13.0%</b>	<b>-341.5%</b>	<b>\$605,076</b>	<b>(\$88,456)</b>				

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V2015	M&T Bank	2/27/23	98474	17,915.14	Credit Cards Meals, Travels Supplies and Parts
V316	Able Paint, Glass & Flooring Co.	3/3/23	98475	22.36	
V1248	Abolox LLC	3/3/23	98476	674.70	
V1817	Air Compressor Engineering CO., INC	3/3/23	98477	3,162.40	2 Repair Invoices
V1481	Amerigas	3/3/23	98478	3,330.96	3 Propane Invoices
V284	Brenntag Lubricants Northeast	3/3/23	98479	898.96	
V224	Burlington Communications	3/3/23	98480	222.50	
V225	Burlington Electric Department	3/3/23	98481	12,560.51	7 Electric Bills
V469	Burlington Fire Department	3/3/23	98482	500.00	
V1227	Burlington Public Works-NON Water!!!	3/3/23	98483	480.00	
V226	Burlington Public Works-Water	3/3/23	98484	4,943.27	4 Water and Sewer Bills
V227	Burlington Telecom	3/3/23	98485	2,348.94	IT Invoice
V2072	City of St. Albans	3/3/23	98486	6,321.00	Repaid overpayment
V401	Dell Business Credit	3/3/23	98487	68.00	
V321	Empire Janitorial Supply Company	3/3/23	98488	130.21	
V1989	Falcon Plumbing Service Inc	3/3/23	98489	963.00	
V250	Fisher Auto Parts	3/3/23	98490	4,673.42	23 Part Invoices
V1814	Fred's Plumbing & Heating Inc.	3/3/23	98491	1,181.70	2 Heating Oil Invoices
V799	Gauthier Trucking Company, Inc.	3/3/23	98492	502.17	
V261	Green Mountain Power	3/3/23	98493	1,782.38	4 Light Bills Rural
V642	Haps Service Station Inc.	3/3/23	98494	300.00	
V263	Heritage Ford	3/3/23	98495	3,244.68	Part Invoice
V472	Irving Energy Distribution	3/3/23	98496	1,785.51	Heating Oil
V1859	Jeremy J Becker	3/3/23	98497	116.50	
V826	LaRoche Towing & Recovery	3/3/23	98498	2,450.00	2 Towing Invoices
V1509	Lawson Products, Inc	3/3/23	98499	241.12	
V1191	Lucky's Trailer Sales Inc.	3/3/23	98500	512.81	
V1923	Mcgee Ford Of Montpelier	3/3/23	98501	616.70	
V329	Minuteman Press	3/3/23	98502	408.16	
V792	Myers Container Service Corp.	3/3/23	98503	391.15	
V996	New England Air Systems	3/3/23	98504	3,495.98	Repair Invoice
V1576	New England Auto Glass LLC	3/3/23	98505	585.00	
V1192	NS Corporation	3/3/23	98506	857.63	
V863	P & P Septic Service, Inc	3/3/23	98507	260.00	
V1906	Pete's Tire Barns Inc	3/3/23	98508	1,138.40	Tire Invoice
V864	Rick's Towing & Repair, Inc.	3/3/23	98509	800.00	
V297	Safety-Kleen Systems, Inc.	3/3/23	98510	238.38	
V299	SB Collins, Inc.	3/3/23	98511	5,234.57	Fuel
V301	Sovernet	3/3/23	98512	1,867.40	2 IT Invoices
V2056	Sprague Operating Resources LLC	3/3/23	98513	31,177.90	Fuel
V451	Stowe, Town of Electric Department	3/3/23	98514	244.52	
V310	Swish White River, LTD	3/3/23	98515	762.25	
V1030	UniFirst Corporation	3/3/23	98516	994.24	
V315	United Parcel Service	3/3/23	98517	22.38	
V391	Verizon Wireless	3/3/23	98518	1,900.73	IT Invoice
V410	Vermont Gas Systems, Inc.	3/3/23	98519	12,596.00	7 Gas Bills
V1683	VHV Company	3/3/23	98520	2,925.95	4 Heating Repair Invoices
V336	W.B Mason Co., Inc.	3/3/23	98521	974.40	
V352	Wiemann-Lamphere Architects Inc.	3/3/23	98522	1,081.64	Consulting
V1446	M T Wallets, LLC	3/3/23	EFT000000017050	3,200.00	Lease
V1825	Ride Your Bike LLC	3/3/23	EFT000000017051	955.09	

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V228	CIDER	3/3/23	98526	22,052.68	E&D Medicaid and Van Service
V253	FleetWave Partners, LLP	3/6/23	98527	3,493.35	Radio Repeater Invoices
V1025	Alter, Charles	3/10/23	98528	331.10	Volunteer
V1738	Altrui Emily	3/10/23	98529	151.71	Volunteer
V1884	Donaghy Peardon	3/10/23	98530	96.30	
V2071	Fleming Laurie	3/10/23	98531	43.24	
V2032	Merrill John	3/10/23	98532	396.93	Volunteer
V2052	Metivier Veronica	3/10/23	98533	13.10	
V1911	O'Donnell Kathleen	3/10/23	98534	65.51	
V181	Owen, Helen	3/10/23	98535	1,101.71	Volunteer
V1733	Slack, Robert	3/10/23	98536	162.46	Volunteer
V2058	Vassar Carol	3/10/23	98537	472.91	Volunteer
V2009	Weber Laura	3/10/23	98538	62.48	
V853	Wilson, Thomas	3/10/23	98539	51.09	
V279	ABC Bus Companies-Muncie	3/10/23	98540	605.36	
V219	Aubuchon C/O Blue Tarp Financial, Inc.	3/10/23	98541	4.98	
V1334	Background Investigation Bureau, LLC	3/10/23	98542	125.00	
V696	BANG	3/10/23	98543	5,855.04	4 Recruitment Invoices
V590	Barrett Trucking Co., Inc.	3/10/23	98544	724.10	
V284	Brenntag Lubricants Northeast	3/10/23	98545	3,331.48	3 Part Invoices
V226	Burlington Public Works-Water	3/10/23	98546	269.69	
V220	Class C Solutions Group	3/10/23	98547	1,923.36	3 Part Invoices
V928	Conway Office Solutions	3/10/23	98548	184.45	
V239	Cummins Northeast LLC	3/10/23	98549	5,716.35	8 Part Invoices
V417	Dion Security, Inc.	3/10/23	98550	85.00	
V2062	Donald Rob	3/10/23	98551	198.20	Tool Allowance and FSA Reimbursement
V1044	Draper, Scott	3/10/23	98552	10.04	
V2073	Dunakin Barbara	3/10/23	98553	202.15	Volunteer
V403	Firetech Sprinkler Corp.	3/10/23	98554	474.72	
V250	Fisher Auto Parts	3/10/23	98555	150.36	
V252	FleetPride, Inc	3/10/23	98556	6,386.13	5 Part Invoices
V1814	Fred's Plumbing & Heating Inc.	3/10/23	98557	524.70	
V362	Gannett Vermont Publishing Inc	3/10/23	98558	120.00	
V799	Gauthier Trucking Company, Inc.	3/10/23	98559	592.17	
V257	Gillig Corp.	3/10/23	98560	2,199.37	7 Part Invoices
V2027	Goss Dodge	3/10/23	98561	179.76	
V259	Grainger	3/10/23	98562	469.85	
V260	Green Mountain Kenworth, Inc.	3/10/23	98563	446.62	
V261	Green Mountain Power	3/10/23	98564	68.20	
V1976	Hanley Scott	3/10/23	98565	255.90	FSA Reimbursement
V1859	Jeremy J Becker	3/10/23	98566	929.50	
V328	Kirk's Automotive Inc.	3/10/23	98567	2,296.53	4 Part Invoices
V473	Limoge & Sons Garage Doors, Inc.	3/10/23	98568	160.00	
V1191	Lucky's Trailer Sales Inc.	3/10/23	98569	6,228.42	6 Part Invoices
V1923	Mcgee Ford Of Montpelier	3/10/23	98570	1,289.73	2 Part Invoices
V278	Mohawk Mfg. & Supply Co.	3/10/23	98571	2,362.42	2 Part Invoices
V280	Mutual of Omaha Insurance Co.	3/10/23	98572	14.03	
V283	Neopart LLC	3/10/23	98573	174.60	
V996	New England Air Systems	3/10/23	98574	1,702.08	Heating Contract Berlin
V331	North Avenue News	3/10/23	98575	200.00	
V611	Northwestern Occupational Health	3/10/23	98576	115.00	
V2010	Nucar Automall of Saint Albans	3/10/23	98577	1,512.54	Repair Invoice
V223	O'Reilly Auto Enterprises, LLC	3/10/23	98578	1,212.14	3 Part Invoices
V1484	Parsons Environment & Infrastructure Group Inc.	3/10/23	98579	29.38	
V1906	Pete's Tire Barns Inc	3/10/23	98580	4,681.52	14 Tire Invoices
V545	Pitney Bowes - Leasing	3/10/23	98581	179.85	
V1165	Posner, Jordan	3/10/23	98582	1,025.00	Consulting
V1994	Reid Stephanie	3/10/23	98583	165.00	FSA Reimbursement
V589	Ronald McDonald House-All	3/10/23	98584	160.00	
V2056	Sprague Operating Resources LLC	3/10/23	98585	23,383.42	Fuel

V304	St. Albans Messenger	3/10/23	98586	540.00	
V516	Stowe Reporter	3/10/23	98587	1,752.50	Recruitment Invoice
V1875	Sunwealth Project Pool 14 LLC	3/10/23	98588	318.93	
V310	Swish White River, LTD	3/10/23	98589	363.75	
V2074	T-Mobile	3/10/23	98590	4,477.20	On board Wifi Invoices
V1883	TDI Repair Facility LLC	3/10/23	98591	632.50	
V734	Thermo King Northeast/Dattco	3/10/23	98592	464.05	
V273	Transit Holding, Inc.	3/10/23	98593	39.00	
V313	Travelers	3/10/23	98594	157.50	
V1030	UniFirst Corporation	3/10/23	98595	298.32	
V410	Vermont Gas Systems, Inc.	3/10/23	98596	710.27	
V1459	Vermont Information Consortium LLC	3/10/23	98597	144.00	
V537	Vermont Public Transportation Association	3/10/23	98598	322.50	
V336	W.B Mason Co., Inc.	3/10/23	98599	653.90	
V1953	WEX BANK	3/10/23	98600	41,776.93	Fuel
V1150	Bruley SR, Mark	3/10/23	EFT000000017052	1,497.35	Volunteer
V1707	Chase, Betty	3/10/23	EFT000000017053	923.55	Volunteer
V1676	Croteau, William	3/10/23	EFT000000017054	973.33	Volunteer
V1820	Franklin County Transportation	3/10/23	EFT000000017055	13,780.00	Cab Service
V170	Hertz, Kenneth	3/10/23	EFT000000017056	598.67	Volunteer
V174	Langlois, Paulette	3/10/23	EFT000000017057	535.79	Volunteer
V70	LeClair Raymond	3/10/23	EFT000000017058	1,205.89	Volunteer
V86	Pike, Gail	3/10/23	EFT000000017059	990.37	Volunteer
V771	Sammons Chandra	3/10/23	EFT000000017060	690.37	Volunteer
V89	Sayers, Gail	3/10/23	EFT000000017061	180.78	Volunteer
V93	Timmy, Marta	3/10/23	EFT000000017062	318.34	Volunteer
V1725	Utton, Debra	3/10/23	EFT000000017063	1,845.79	Volunteer
V14	Bruce, Judith	3/10/23	EFT000000017064	70.00	
V1066	Cassell, Robert Jr.	3/10/23	EFT000000017065	50.00	
V1182	Charissakis, John	3/10/23	EFT000000017066	83.23	
V2070	Masse Tammy	3/10/23	EFT000000017067	125.00	FSA Reimbursement
V747	Nassau II, Jason	3/10/23	EFT000000017068	468.82	FSA Reimbursement
V303	SSTA	3/10/23	EFT000000017069	176.04	
V308	Steadman Hill Consulting, Inc.	3/10/23	EFT000000017070	6,045.00	Consulting

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V115	Gallagher, Donna	3/13/23	98601	179.21	
V1804	Absolute Spill Response LLC	3/17/23	98602	1,263.63	Harzard Waste Disposal
V217	Airgas USA, LLC	3/17/23	98603	258.61	
V590	Barrett Trucking Co., Inc.	3/17/23	98604	461.50	
V224	Burlington Communications	3/17/23	98605	110.00	
V226	Burlington Public Works -Water	3/17/23	98606	3,744.94	2 Water and Sewer Bills
V227	Burlington Telecom	3/17/23	98607	2,150.60	IT Invoice
V2067	Cintas Corporation No. 2	3/17/23	98608	2,995.00	Training Invoice
V321	Empire Janitorial Supply Company	3/17/23	98609	1,169.72	Maintenance Supplies
V2077	Jason Jones	3/17/23	98610	600.00	
V1509	Lawson Products, Inc	3/17/23	98611	170.71	
V270	Lowe's	3/17/23	98612	28.48	
V912	Maple Leaf Carpet & Tile Cleaning	3/17/23	98613	625.00	
V1709	Monaghan Safar Ducham PLLC	3/17/23	98614	3,195.00	Legal
V2075	New Flyer of America Inc.	3/17/23	98615	13,090.56	5 Part Invoices
V544	NorthEast Passenger Transportation Association	3/17/23	98616	330.00	
V863	P & P Septic Service, Inc	3/17/23	98617	3,198.25	Pumped Out sediment tank
V301	Sovernet	3/17/23	98618	409.72	
V451	Stowe, Town of Electric Department	3/17/23	98619	256.76	
V186	Tech Group, The	3/17/23	98620	7,510.00	3 IT Invoices
V1030	UniFirst Corporation	3/17/23	98621	43.55	
V351	Vantage Press	3/17/23	98622	265.04	
V1348	Wind River Environmental LLC	3/17/23	98623	138.00	
V2076	Marble Valley Regional Transit	3/17/23	98624	190.71	
V1820	Franklin County Transportation	3/17/23	EFT000000017071	20,045.00	Cab Service 4 Invoices
V303	SSTA	3/17/23	EFT000000017072	143,791.59	ADA
V1899	Swiftly, Inc.	3/17/23	EFT000000017073	49,569.30	On Board App Invoices and GPS Tractors Inv
V1856	Via Transportation Inc.	3/17/23	EFT000000017074	2,440.00	



Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V1025	Alter, Charles	3/24/23	98625	153.27	Volunteer
V1099	Barnett, Wendy	3/24/23	98626	964.16	Volunteer
V1957	Clark Barbara	3/24/23	98627	356.32	Volunteer
V1884	Donaghy Peardon	3/24/23	98628	48.47	
V2032	Merrill John	3/24/23	98629	224.01	Volunteer
V1911	O'Donnell Kathleen	3/24/23	98630	41.27	
V181	Owen, Helen	3/24/23	98631	214.84	Volunteer
V1800	Sells Catherine	3/24/23	98632	44.54	
V1733	Slack Robert	3/24/23	98633	323.59	Volunteer
V962	Williams, Kenneth	3/24/23	98634	50.82	
V279	ABC Bus Companies-Muncie	3/24/23	98635	4,753.98	8 Part Invoices
V696	BANG	3/24/23	98636	1,726.87	2 Recruitment and Market Invoices
V284	Brenntag Lubricants Northeast	3/24/23	98637	3,046.91	2 Part Invoices
V785	Bridge Community Media, Inc.	3/24/23	98638	436.20	
V228	C.I.D.E.R., Inc.	3/24/23	98639	138.00	
V851	Champlain Medical	3/24/23	98640	464.00	
V220	Class C Solutions Group	3/24/23	98641	1,562.35	3 Part Invoices
V389	Collins-Perley Sports Arena	3/24/23	98642	1,140.88	Park and Ride Lease
V390	Commons Associates, L.P.	3/24/23	98643	925.00	
V1564	Connolly Heather	3/24/23	98644	250.00	
V928	Conway Office Solutions	3/24/23	98645	714.65	
V239	Cummins Northeast LLC	3/24/23	98646	176.54	
V401	Dell Business Credit	3/24/23	98647	99.02	
V1870	Environmental Air Specialties Inc.	3/24/23	98648	440.00	
V114	Fajobi, Adeleke	3/24/23	98649	100.00	Shoe Reimbursement
V250	Fisher Auto Parts	3/24/23	98650	38.98	
V252	FleetPride, Inc	3/24/23	98651	2,158.51	4 Part Invoices
V445	Front Porch Forum, Inc	3/24/23	98652	10,170.00	Recruitment and Marketing Invoice
V256	Genfare	3/24/23	98653	1,655.45	Part Invoice
V257	Gillig Corp.	3/24/23	98654	9,932.89	8 Part Invoices
V259	Grainger	3/24/23	98655	396.75	
V1639	Gratton, Yancey	3/24/23	98656	325.00	FSA Reimbursement
V2078	Green Mountain Express	3/24/23	98657	295.00	
V1658	J. David White Associates, Inc.	3/24/23	98658	360.00	
V328	Kirk's Automotive Inc.	3/24/23	98659	2,058.53	2 Part Invoices
V1191	Lucky's Trailer Sales Inc.	3/24/23	98660	2,169.30	9 Part and Credit Invoices
V2013	Luneau Brothers Glass LLC	3/24/23	98661	770.00	
V278	Mohawk Mfg. & Supply Co.	3/24/23	98662	2,510.54	2 Part Invoices
V1320	NorthEast Mailing Systems, LLC	3/24/23	98663	384.94	
V223	O'Reilly Auto Enterprises, LLC	3/24/23	98664	9.16	
V288	Occupational Health Centers of the Southwest, P.A	3/24/23	98665	136.00	
V1994	Reid Stephanie	3/24/23	98666	70.83	
V1903	RTN Publishing vt Maturity mag	3/24/23	98667	569.00	
V2079	Samsara Inc.	3/24/23	98668	3,757.99	GPS Invoice
V300	Seven Days	3/24/23	98669	1,499.00	Survey Invoice
V2056	Sprague Operating Resources LLC	3/24/23	98670	50,627.12	Fuel
V306	Staples Credit Plan	3/24/23	98671	41.49	
V186	Tech Group, The	3/24/23	98672	913.75	
V452	Times Argus, The	3/24/23	98673	450.00	
V2044	Townsend Liv	3/24/23	98674	41.00	
V313	Travelers	3/24/23	98675	405,421.24	Insurance
V535	VAS Tools, LLC	3/24/23	98676	1,105.00	Small Tool Invoice
V391	Verizon Wireless	3/24/23	98677	1,883.59	IT Invoice
V336	W.B Mason Co., Inc.	3/24/23	98678	608.78	
V796	Yipes Auto Accessories	3/24/23	98679	716.84	
V1628	Andrews, Nancy	3/24/23	EFT000000017075	196.50	Volunteer
V1150	Bruley SR, Mark	3/24/23	EFT000000017076	1,832.04	Volunteer
V1066	Cassell, Robert Jr.	3/24/23	EFT000000017077	100.00	Shoe Reimbursement
V1707	Chase, Betty	3/24/23	EFT000000017078	835.78	Volunteer

V1676	Croteau, William	3/24/23	EFT000000017079	835.78	Volunteer
V1915	Donna Perry	3/24/23	EFT000000017080	607.85	Volunteer
V1751	Foss, Nicholas	3/24/23	EFT000000017081	486.98	FSA Reimbursement
V170	Hertz, Kenneth	3/24/23	EFT000000017082	606.53	Volunteer
V124	Kimball, Matt	3/24/23	EFT000000017083	887.90	FSA Reimbursement
V174	Langlois, Paulette	3/24/23	EFT000000017084	474.22	Volunteer
V70	LeClair Raymond	3/24/23	EFT000000017085	427.72	Volunteer
V437	Maric, Branko	3/24/23	EFT000000017086	100.00	Shoe Reimbursement
V38	Moore, Jon	3/24/23	EFT000000017087	936.50	FSA Reimbursement
V86	Pike, Gail	3/24/23	EFT000000017088	1,076.18	Volunteer
V771	Sammons Chandra	3/24/23	EFT000000017089	816.13	Volunteer
V89	Sayers, Gail	3/24/23	EFT000000017090	148.03	Volunteer
V93	Timm, Marta	3/24/23	EFT000000017091	469.64	Volunteer
V1725	Utton, Debra	3/24/23	EFT000000017092	2,128.75	Volunteer

To: GMT Board of Commissioners

From: Stephanie Reid, Director of Human Resources

Date: April 2023

RE: HR Report

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## Employee Hiring News

GMT has welcomed its newest members to the team.

- **Berlin**
  - Allan Machia, part-time, CDL driver, joined us on March 27, 2023
  - Daniel Paquette, part-time, non-CDL driver, joined us on March 27, 2023
  - Victor Toman, part-time, non-CDL driver, joined us on March 27, 2023
- **Burlington**
  - Timothy Bradshaw, Director of Rural Transportation, joined us on April 10, 2023
- **St. Albans**

## Recruitment

Recruitment needs continue to remain critical in all 3 locations though we continue to see an increase in applications to the Rural locations and remain hopeful. As positions are posted, we continue to post on the GMT website, which feeds our Indeed account, the Vermont Department of Labor's JobLink board, the JobsinVT job board, Handshake (college and university job board, when appropriate), and the job board for Vermont Businesses for Social Responsibility. When appropriate, positions are also posted on trade-specific job boards. We continue to post in local newspapers as well as the continued usage of the Employee Referral Bonus. We've continued sharing current postings to all employees via email, as well as the live feed of the GMT Careers page posted to the TV monitors in all 3 locations. We have begun working with local community groups to add their email addresses to our Recruitment Partners email distribution group in hopes that they will share our open positions. Job fair "season" continues and along with Champlain College and UVM, we attended the job fair in the Barre City Auditorium. We spoke to quite a few and just the next day, we had 4 applications come in! (yes – we are actively working to get interviews set up!) Next up is our attendance at the AGCVT job fair being held at the Champlain Valley Exposition and being touted as Vermont's Largest Career Fair, and the VermontJobs.com fair at the University Mall. We continue to advertise the \$5,000 sign-on bonus for mechanics, help spread the word.

## HR News

We continue to try to help our employees know about all of their benefits by communicating these in the form of friendly reminders. This month, NFP held individual meetings with those who elected to participate to discuss their individual retirement funding options. We've continued the partnership with the Marketing and Planning department and will be celebrating Administrative Professionals Day, held on April 26 to help celebrate our wonderful administrative team. We've also spent quite a bit of time and effort to wrap up the Section 125 plan for the 2022 calendar year as well as communicate the added benefit of the GMT Dental and Vision benefit. This is a benefit that

will reimburse eligible dental and vision expenses of employees and their family members up to \$250.00 based on a multi-year term of the CBA's.

**Turnover Rate Calculation for 2023** - Data for the current month will be reflected in next month's report. The average number of employees does consider seasonal staff: (February was corrected to reflect the correct data as 1 of the resigned employees didn't resign until March.)

**Departures known for March** (current month will be reflected next month as the month hasn't closed)

- **Burlington** - none
- **Berlin** – Donna Gallagher
- **St. Albans** – none

<b>Turnover Rate Calculation</b>					
Month	Number of Separated Employees	Average Number of Employees	Monthly Turnover Rates (Percentage)	Quarterly Turnover Rates	Annual Turnover Rate
January	2	205	1.0%	<b>2.0%</b>	
February	1	205	0.5%		
March	1	205	0.5%		

To: GMT Board of Commissioners  
From: Jamie L. Smith, Director of Marketing and Planning and team  
Date: March 16, 2023  
Re: Marketing and Planning Report

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**Ridership Report:** March was a great month for ridership in both our rural and urban systems. On the rural side, year-to-date ridership is up 7% compared to FY19 but still down 3% compared to FY20. MyRide and the St. Albans Downtown Shuttle had their best month, in terms of ridership, this fiscal year.

Seasonal service has officially ended but we are still tallying up the data. January ridership numbers are now available and they are spectacular. In Stowe, ridership exceeded pre-pandemic levels with a 35% increase in ridership compared to FY19 YTD. The Valley Floor route in MRV also exceeded pre-pandemic levels YTD by 37% compared to FY19. The other MRV routes had increased ridership compared to FY22 and 21 but have not yet reached pre-pandemic ridership. We are especially pleased to see the increase on the Valley Floor route given that it was highlighted as underperforming in the route performance report.

Urban ridership has also shown signs of growth with both of our most used routes, Williston and Essex, having record ridership for the month of March compared to the same month in past fiscal years. This is also true for North Avenue and Shelburne Road. Of note is the 116 Commuter ridership which had an 78% increase compared to February.

**Williston Microtransit and Multimodal Update:** The Planning team continues to be engaged with the Town of Williston as they explore a microtransit feasibility study and plans for a potential future multimodal station.

**City of Burlington and Burlington High School:** GMT staff has met with the City of Burlington staff twice in the last month to discuss a number of projects. These meetings have been tremendously helpful as both entities navigate a number of projects. One specific project that we have discussed quite a bit is the travel plan for the new Burlington High School site. This conversation is on-going and staff will meet with a smaller group to iron out those details.

**Title VI:** Staff is working with Steadman Hill to update the 2020 Title VI program. We will bring the updated Title VI plan to the full board for a presentation and approval in May.

**GMT 50-Year Anniversary:** July 1, 2023 marks the 50-year anniversary of the transit authority. In its 50 years, GMT (CCTA) has gone through tremendous change; growing and expanding. The Marketing staff is looking forward to highlighting the history of GMT over the course of FY24. We have some exciting initiatives in mind, and will share along the way. Below is a preview of the 50-year badge, which will we use on assets, marketing materials, and celebration highlights.



**Earth Week 2023:** Marketing staff was asked to participate in a week-long event with Chittenden County Transportation partners to highlight Earth Week. On April 20, 2023, staff will be present at the UVMCC handing out “Transit Treats” to thank riders for choosing transit. Snacks and treats were generously donated by UVMCC.

In general, we will highlight Earth week on our social media channels while also spreading the word about “Park Your Carbon.”



**Ridecheck:** Ridecheck has begun for the urban system. This annual (required) check has been on hiatus since 2018. Staff and Steadman Hill conducted a training on 3/24 for the staff completing the ridecheck. The three-hour training went through trip information, meeting staff, touring facilities, and a

bus trip to practice data collection as a group. We hope to have ridecheck wrapped up by the end of May.

**Meetings for March/April:**

- 3/21: Williston Microtransit Stakeholder meeting
- 3/21: Burlington Aging Council
- 3/21: Highgate Planning Commission
- 3/22: 3SquaresVT meeting on Fair Fare
- 3/23: BHS transportation meeting
- 3/23: Generator meeting to discuss shelter project
- 3/24: Community Rides VT Meeting
- 3/27: T4VT Legislative check-in
- 3/28: Williston Microtransit working group meeting
- 3/28: Genfare meeting on FastFare system
- 3/29: Microtransit ride along with NH Office of Workforce Opportunity
- 3/30: Unlimited Access Program and Agreement meeting
- 3/31: Fair Fare internal kick-off retreat
- 4/4: CCRPC TAC meeting
- 4/4: Meeting with CDTA to discuss their experience with FastFare systems
- 4/4: Via meeting to discuss St Albans study
- 4/4: Williston microtransit working group meeting
- 4/6: South End Lakeside/Sears Planning Charrette follow-up
- 4/6: Coordination with City of Burlington meeting
- 4/6: Great Streets Main Street project meeting
- 4/7: Taft Corners Multimodal hub follow-up meeting
- 4/14: Via | St Albans existing conditions meeting

## Urban Ridership Report - March Data

# ^	Route Name	Type of Service	Rank	Ridership	Avg Weekday Daily Ridership
1	Williston	Local	1	49,058	1,765
2	Essex Junction	Local	2	43,680	1,692
3	Lakeside Commuter	Local	14	136	6
5	Pine Street	Local	7	8,536	329
6	Shelburne Rd	Local	4	25,541	960
7	North Avenue	Local	3	26,728	1,038
8	City Loop	Local	8	6,724	264
9	Riverside/Winooski	Local	5	17,594	709
10	Williston/Essex	Local	10	2,951	118
11	Airport	Local	6	10,367	368
16	Hannaford's	Local	11	214	54
19	Price Chopper #1	Local	13	184	46
20	Price Chopper #2	Local	12	208	42
21	Neighborhood Special	Local	9	5,500	239
36	Jeffersonville Commuter	Commuter	4	622	27
46	116 Commuter	Commuter	5	263	11
56	Milton Commuter	Commuter	2	1,316	57
86	Montpelier Link	Commuter	1	4,552	198
96	St. Albans Link	Commuter	3	1,231	54

Type of Service	Ridership
Local	197,421
Commuter	7,984
<b>Grand total</b>	<b>205,405</b>

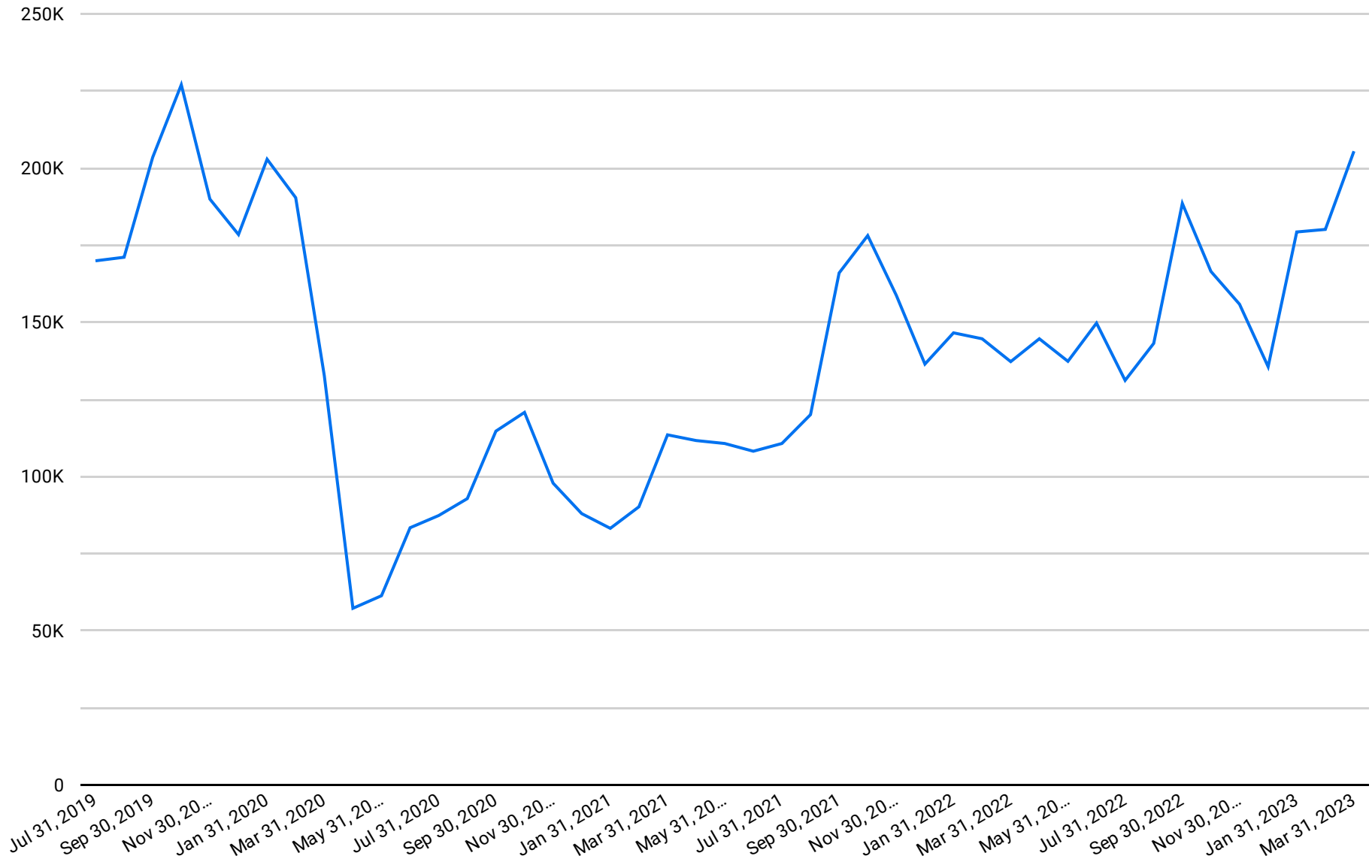


#	Route Name	% Change From Previous Month	YTD	YTD FY 22	YTD FY 21
1	Williston	8%	359,890	19%	67%
2	Essex Junction	11%	302,308	7%	72%
3	Lakeside Commuter	-9%	565	197%	236%
5	Pine Street	10%	62,133	11%	65%
6	Shelburne Rd	20%	191,196	-2%	36%
7	North Avenue	26%	194,615	14%	72%
8	City Loop	10%	47,225	44%	130%
9	Riverside/Winooski	18%	120,722	16%	51%
10	Williston/Essex	14%	24,268	17%	65%
11	Airport	14%	76,998	47%	91%
16	Hannaford's	-1%	1,772	39%	31%
19	Price Chopper #1	-3%	1,428	3%	-19%
20	Price Chopper #2	21%	1,502	0%	-2%
21	Neighborhood Special	12%	34,626	13%	113%
36	Jeffersonville Commuter	7%	4,787	9%	66%
46	116 Commuter	78%	2,381	144%	
56	Milton Commuter	33%	9,350	12%	28%
86	Montpelier Link	17%	37,764	32%	196%
96	St. Albans Link	15%	9,265	81%	122%

**System Wide Percent Change Totals**

YTD	YTD 22 %	YTD 21%	YTD 20%	YTD 19%
1,484,879	14.23%	67.5%	-9.2%	-15.13%

# Urban Ridership July 2019 - March 2023



## Rural Ridership Report - March Data

# ▲	Route Name	Type of Service	Rank	Ridership	Avg Weekday Daily Ridership
	MyRide	Microtransit		3,901	158
80	City Route Mid-Day	Local	4	2,078	79
81	Barre Hospital Hill	Local	1	2,701	107
83	Waterbury Commuter	Commuter	2	344	15
85	Hannaford Shopping Special	Local	5	164	41
87	Northfield Shuttle	Local	7	36	7
89	City Commuter	Local	2	2,281	90
93	Northfield Commuter	Commuter	4	326	14
109	Tuesday Shopping Shuttle (FGI)	Local	6	66	17
110	St.Albans DT Shuttle	Local	3	2,121	84
115	Alburg-Georgia Commuter	Commuter	1	510	22
116	Richford-St.Albans Commuter	Commuter	3	338	15

Type of Service	Ridership
Microtransit	3,901
Local	9,447
Commuter	1,518

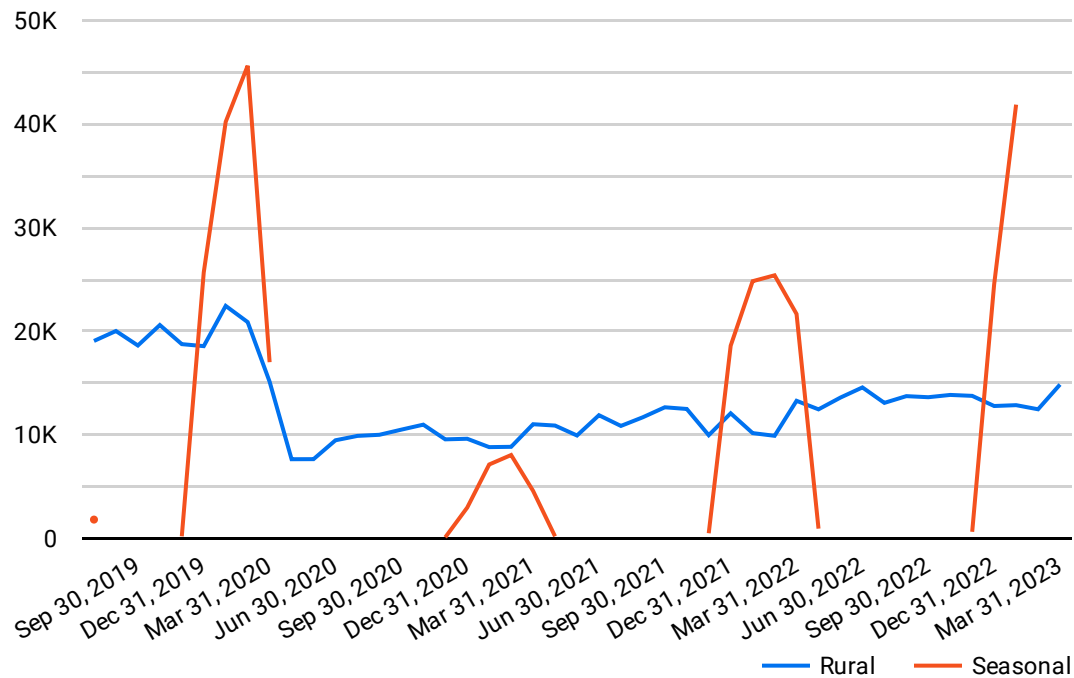
Service Region	Ridership
Capital District	11,831
FGI	3,035
<b>Grand total</b>	<b>14,866</b>

### Seasonal Ridership January Data

Route Name	Ridership ▼
Mountain Road Shuttle	27,011
Mount Ellen	6,241
Access Road	3,414
Valley Floor	3,310
Mountain Condos	1,895

#	Route Name	% Change From Previous Month	YTD	YTD FY 22	YTD FY 21
80	City Route Mid-Day	33%	18,308	42%	52%
81	Barre Hospital Hill	10%	25,478	33%	41%
83	Waterbury Commuter	15%	3,016	21%	136%
85	Hannaford Shopping Special	-5%	1,483	2%	12%
87	Northfield Shuttle	-3%	292	-15%	-11%
89	City Commuter	20%	19,090	2%	19%
93	Northfield Commuter	3%	3,616	-14%	55%
109	Tuesday Shopping Shuttle (FGI)	32%	492	4%	8%
110	St.Albans DT Shuttle	34%	16,922	23%	24%
115	Alburg-Georgia Commuter	2%	4,007	72%	32%
116	Richford-St.Albans Commuter	4%	2,807	30%	48%

Rural Ridership July 2019 - March 2022



System Wide Percent Change Totals  
Includes seasonal ridership

YTD	YTD 22 %	YTD 21%	YTD 20%	YTD 19%
187,714	27.47%	124.5%	-3.33%	7%



To: GMT Board of Commissioners  
From: Matt Kimball, Director of Grants & Project Development  
Date: April 14, 2023  
RE: Grants and Project Development Report

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## **GRANTS**

Grants staff is coordinating with other departments on the completion of GMT's SFY2024 grant application with VTrans. The application is due on April 19, 2022 and is comprised of a six-part application request including organization information, description of system, detailed funding request, current route information, current asset inventory, and state and federal certifications and assurance. Staff is diligently working to have everything compiled one week in advance of the deadline to provide adequate time for review of application materials prior to submission and discussions with the Board of Commissioners about pertinent details of the application.

The General Manager and GMT's legal counsel have both executed GMT's FTA certifications and assurances in TrAMS. Grants staff are coordinating with FTA and VTrans to provide additional detail about FHWA transfer funding to GMT and are also working with CCRPC to execute any remaining changes in the Transportation Improvement Plan (TIP). The Transportation Advisory Committee (TAC) previously approved the projects and dollar amounts identified in the FY23-FY26 TIP, which are able to be incorporated into the current TIP (FY22-FY25) through an administrative amendment. Grants staff are working with the CCRPC to process this amendment so that line items and funding amounts in GMT's FFY23 federal grant applications are fully reflected in the current CCRPC TIP.

Grants staff is working to complete Q3 state milestone and charter reports and federal milestone, charter, and financial reports. State reports are due on 4/15/23 and federal reports are due on 4/30/23.



## **PROJECT DEVELOPMENT**

Starting Monday, April 17<sup>th</sup>, Connor Smith will serve as GMT's new Project Coordinator, filling the last open position in the Grants & Project Development department. Connor is a 2019 graduate from UVM and has recently held positions at SunCommon and Local Motion. Connor brings project oversight experience through his role as a Crew Lead at SunCommon and is a strong advocate of sustainable transportation. His skillset and interest in public transportation will make him an incredible asset to GMT's growing capital program.

Below is an overview of the existing projects in development at GMT:

### **☆ 101 Queen City Park Rd Maintenance Lift Replacement**

- Staff has placed an order for four (4) Stertil-Koni ECO60 scissor-lift systems including control boxes, remote lift controls, and final lift installation and commissioning. The lifts are currently projected for an August delivery, however the actual delivery time can be adjusted to fit into the project schedule for decommissioning of the existing lifts and construction of new lift infrastructure in the GMT maintenance shop.
- 100% design materials have been completed and have been shared with Stertil-Koni. WLA is also preparing construction documents for inclusion in a final bidding package
- An on-site kickoff meeting has been scheduled with Stertil-Koni, their installation subcontractor, and WLA to review design documents, existing conditions, and project staging. GMT staff are working to have a draft IFB completed in advance of the meeting so that it can be issued in early May.

### **☆ Washington County Facility Site Selection Study**

- Reviewing proposal from VHB for the scope and price to perform the required NEPA activities. Due to the dollar amount, this will likely need to be procured through GMT's A&E task order agreement with WLA, which already has VHB as a subconsultant.
- Preparing scope of work and procurement materials for FTA Uniform Act consulting assistance and appraisal/appraisal review services. Working to align these items with the completion of NEPA activities and fall within the validity period of the final NEPA materials.
- Developing an overall timeline for the scope of land acquisition and design activities. Staff is considering procuring the services of a consulting firm to assist with navigating the federal requirements for real property acquisitions.



☆ **GMT Fare Collection System Overhaul Project**

- Preparing procurement materials for the order of twenty (20) new FastFare fareboxes. Current delivery projections are about four months, and staff is working to have an order finalized in April with a projected August delivery.
- Continuing to coordinate with Genfare to develop a full scope of upgrades needed to support the project. The majority of capital activities will occur in FY24, however staff is working to obtain pre-award authority for all project activities so that work can commence as soon as possible to account for lead times and delays.
- Assisting Maintenance with coordination with Genfare for the replacement of GMT's cash vault at the facility.

☆ **LONO Electric Bus and EVSE Infrastructure Project**

- The pre-production meeting for the five (5) New Flyer XE40 buses has been scheduled for 3/21/23.
- Still awaiting an updated proposal from New Flyer Infrastructure Solutions (NFIS) for a turnkey charging solution. Staff has developed more long-range infrastructure considerations as part of preparation of an additional LONO application for BEB covering FY25-FY27, which will be discussed with NFIS as well.

☆ **Vehicle Orders**

- One (1) minivan for CIDER is expected to be delivered by May.
- Prepare Purchase Order materials for the purchase of six (6) cutaways for SSTA. Goal is to have PO executed this week.
- Coordinating with SEVT and VTrans on a contract amendment to the SEVT Ford Transit vehicle contract. GMT has received pricing from the vendor which includes price increases above what is authorized by the contract. This process will follow similar adjustments to VPTA cutaway contracts as all of these vehicle types have faced similar price increases due to supply chain constraints. Continuing to develop a vehicle replacement plan for replacements to sedans that are currently leased to SSTA.
- Coordinating with VTrans and VPTA members on a contract amendment to the existing electric cutaway contract. Awaiting execution of the amendment to prepare purchase order materials for electric cutaway buses and preparing scope of services for infrastructure design work.



☆ **ADA Conversion Van RFP**

- Coordinating with other transit agencies on the scope of a new statewide vehicle contract which appears to be capturing multiple vehicle sizes, including minivans. The scope and timeline of this procurement will likely impact the term length and vehicle quantities of GMT's RFP. GMT has an immediate need for minivans and will likely continue its plans to release its own RFP in the near future rather than waiting for the statewide rolling stock procurement to be completed.

☆ **Urban & Rural Passenger Shelters:**

- Coordinating with project management consultants and Enseicom to schedule the installation of four shelters in Summer/Fall 2023 at the following locations:
  - Shelburne Road @ Fayette Drive in South Burlington
  - Shelburne Road @ Market 32 in Burlington
  - North Avenue across from Cambrian Way in Burlington
  - Educational Drive in Essex Junction
- Continuing to develop a priority list of stops in the urban and rural service areas for amenity upgrades. Obtaining quotes for the removal of an unused shelter pad in Williston Village.

☆ **Berlin Wastewater Collection**

- Working with VHB to finalize wastewater permit application and submit to DEC. Once the application materials are ready for submission they will be referred to an appropriate member of VTrans to sign off as the property owner.





To: GMT Board of Commissioners

From: Timothy Bradshaw, Director of Rural Transportation

Date: April 12, 2023

Re: Director of Rural Transportation Report

Just my third day on the job at the time of this report so thought I would provide some background on my professional experience and what GMT foresees as my role within the organization.

I started with Chittenden County Transportation Authority in December 2000 as a City Route Driver. I remained in the position for approximately 2 ½ years and was progressively promoted within the organization. My last position with GMT was Director of Rural Operations. In October of 2015 I accepted a position with the State of Vermont in the Public Transit Section as a Public Transit Program Coordinator.

My time with the State of Vermont allowed me to expand my public transit experience to include grant management, procurement compliance, construction project oversight, statewide scheduling and dispatch software implementation, and serving as the Lead Public Transit Program Coordinator. The Lead Coordinator is responsible for ensuring Rural Subrecipient compliance with the multitude of Federal and State compliance and reporting requirements.

GMT Rural has many projects on the horizon including the new Berlin facility construction project, transition from the current RouteMatch dispatch and scheduling software to the HBSS software platform and the Capstone Community Rides Vermont initiative. I have been asked to take a primary role in these projects and was VTrans project manager for the HBSS statewide procurement and ongoing implementation. The implementation process has begun with Tri-Valley Transit. We anticipate GMT will be starting the implementation process in the coming months.

I have also been asked to oversee all rural operations in both service regions providing much needed additional support, training and oversight to administrative staff and drivers. I have been tasked with transitioning the call center management duties from Nick Foss to myself. My addition to this wonderful and hardworking GMT team will also provide Jon Moore with the opportunity to focus his time and efforts on the urban system including training the recently hired Urban Operations Manager (Jimmy Johnson). Jamie Smith has asked me to provide my perspective on the MyRide service and potential areas of improvement. I look forward to assisting Matt Kimball on special projects as needed and playing an integral role working closely with Stephanie Reid on building up the volunteer and paid driver base and the intense winter season hiring process.

In my first few days I met with many drivers and staff and was greeted with enthusiasm and support. I look forward to finishing my career in public transit where I started 23 years ago. GMT has always been close to my heart, and I have a vested interest in the organization's success and appreciate the opportunity that has been afforded to me by GMT General Manager Clayton Clark.

# General Manager's Report to the Green Mountain Transit Board of Commissioners

April 13, 2023

Distinguished Board of Commissioners,

Greetings from Fort Leonard, Missouri! I really appreciate the board supporting me as I support my mom with her seasonal location changes. Oddly enough it is hotter in Vermont today than in Oklahoma, where we started this morning after the Finance Committee wrapped up.

I just passed the 90-day mark of my tenure, and this is my first trip away. The time to reflect has been good. During the application process I was warned the job would be challenging, and it has delivered! There have definitely been moments where I've questioned whether I'm up for the task, but on the whole I feel the first quarter's work has gone well. I hope you feel so, too! I do look forward to being smarter about our work, which will help me be more efficient and helpful to the team.

Respectfully submitted,



Clayton Clark

## Special News

### **GMT Hosted International Trade Delegation!**

On April 3, 2023, we met with trade officials from Quebec who were highlighting the work done by companies in their province to support public transit. This ran the gamut from full size city buses to passenger information technology. Since these companies produce their products in the U.S. they meet buy domestic requirements. I was especially happy to see that we may have training opportunities on electric bus maintenance in Quebec as an alternative to training in Alabama, and that they may have some elegant solutions to improve information displays at our transit centers. International but local is good. Thank you, Austin, for sending them our way.

## People & Partners

### People Happenings

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It's a good month when we have more arrivals than departures!

#### Departures

##### **Liv Townsend – HR Coordinator**

Liv is departing to go work on the hill at UVM. Her tenure with GMT was short, but she did great work supporting our employees. Liv processes our payroll, so the team will be absorbing this important task until her role is filled.

##### **Vicki Carleton – Customer Service Representative**

Vicki is retiring! She has done an outstanding job as a customer service representative in our call center the past three years, and she will be missed!

#### Arriving

##### **Susan Grasso – Shelburne Alternate Commissioner**

Susan is Shelburne's newest Commissioner in GMT's Alternate Universe. You may know her from her efforts to move locally.

##### **Victor Toman, Dan Paquette, and Al Machia – Part Time Drivers!**

Although we are still struggling to bring on full-time drivers, we do have three new folks joining the team on a part-time basis. Hopefully their arrival will help with reducing dropped runs and restoring service.

##### **Waris Hassan – Customer Service Representative**

Waris is a new call center customer service representative who has arrived just in time to keep things moving as Vicki departs.

##### **Connor Smith – Project Coordinator**

Hurray! Our grants team will be fully staffed next week with Connor's arrival!

##### **Dan Greaves – St. Albans Dispatch Supervisor**

And our management team in St. Albans will also be back to full capacity with Dan's arrival.

## **New Role**

### **Jimmy Johnson – Urban Operations Manager**

Jimmy has been a part-time driver and union steward with GMT for 10 years, and he has worked in school transit operations in Vermont for over 30 years. We think he will be a great addition to our operational leadership team. His arrival, coupled with Tim Bradshaw's, means we have significantly increased our management capacity in the past few weeks, which will help get directors working on more than just the daily fires.

## **State of Vermont**

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Legislation on track, and big April projects wrapping up.

### **Legislative Update: Senate Transportation on the Bus to Extend Zero Fare to January**

With the TBill moving to the Senate, I'm happy to report that there appears to be support from the Senate Transportation Committee to extend zero fare in urban operations to 1/1/24. They did ask us to work with VTrans to reduce the impact on Transportation Funds. Through a combination of funding suggestions from our Finance Director Nick Foss and our willingness to contribute \$150,000 towards the extension the state was able to restore the \$1M to the highway maintenance fund and get us to where we needed. It does mean we will see our reserves drop to just under 2 months of operations, which is a concern that may require us to go back to VTrans/Legislature in the future. Senate Transportation also was concerned that the House Transportation's requirement that we reconsider discount fares would impact our fare revenue projections, so I anticipate there may be a change there that would require us to implement fares that would cover at least 10% of costs (our FY24 budget projected fares covering 11% of costs).

### **LONO Vehicles**

VTrans submitted a grant application for GMT to receive 17 electric buses and necessary infrastructure upgrades and training. Jon Moore, Matt Kimball, Tyler Austin and others did a great job working with VEIC, BED, and VTrans to find a pathway forward, and we did receive written assurances from VTrans that they, as the grant recipient, would divert buses to other agencies if we discover we do not have the infrastructure to support this number of buses or if the buses do not meet our service needs.

### **Annual State Grant Application**

The Finance Committee reviewed the outline of our annual State Grant Application, and we'll have it submitted by April 19 if the board approves. Important to note... In future years we will start work on the State Grant Application immediately following the approval of our budget. We do not need to wait until VTrans sends out their annual grant guidance, as the application does not change significantly from year to year. This will help ensure the board has more opportunities to participate in the application process and that we avoid putting the board in "must approve" situations.

## **Municipalities**

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Deep dives in Burlington and Barre City.

### **Burlington Reconnection**

We had two very productive meetings with Burlington covering a myriad of topics, from controversial shelter locations to planning for new high school drop offs. I super appreciate Chapin Spencer's initiative in getting our teams together to work proactively on these tasks and to help establish more regular communication channels.

### **Burlington Public Safety Committee**

The City of Burlington's Public Safety Committee would like me to present on GMT's efforts to keep transit operations safe in light of recent events. I don't have a date yet.

### **Barre City Council Meeting**

I met with the Barre City Council as part of our discussions with them over our temporary service reductions on the City Commuter service. The discussion was positive, and I'm heartened to hear their interest in being more involved with GMT, to include considering the process to join the Board of Commissioners.

## **SSTA**

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SSTA field trip coming up.

### **Transit Rate Survey**

With our LONO and State Grant Applications wrapping up, we'll be headed over to SSTA in the next month to provide a cursory review of their finances and operations as part of their request for a transit rate increase. This will not be a full-blown audit of their operations, as we are aware of the upward pressures on operating costs, but we want to make sure there are no obvious issues that should be addressed before we consider raising the rate higher.

## **CATMA**

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Getting it done.

### **Unlimited Access in Process**

Jamie Smith has done a great job working with CATMA on our next unlimited access plan, and we've sent over some proposals for their review. I'm very happy with the collaborative working relationship with them.

## Community Rides Vermont

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Getting ready to take off.

### A New Boss and Driver Recruitment Underway

Chris Cole will be serving as CRV's initial Executive Director to help get their operations moving. And we're very excited that they've started driver recruitment. Jamie Smith, Jon Mabee, and Tim Bradshaw (in both past and current roles) have all been super helpful in getting CRV operational. I really hope they succeed and that their success gives us more bandwidth in the Capital Region, including restoring service to the City Commuter.

## Teamsters 597

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### Salary Adjustments in May

I anticipate presenting information on salary adjustments for both the urban drivers and maintenance staff at the May Finance Committee Meeting. For the urban drivers this would require an amendment to the CBA. For maintenance, the CBA allows us to upwardly adjust wages without amending the CBA.

## Justice, Equity, Diversity, and Inclusion (JEDI) Committee

*While Serving as Interim JEDI Chair will report here.*

The JEDI Committee met in April. We continued our discussion of projects and goals... what I'm calling aspirations. The committee has homework to prioritize these aspirations and indicate which ones they are personally willing to work on, which will help us focus our efforts. We also discussed if GMT should have a Diversity, Equity, and Inclusion Director, which is a role being created in many organizations. We also talked about security, both from the perspective of having paid security staff and how the rider community sometimes polices itself (which can be good or bad).

## Project Updates

### Lift Replacement


Yay for your approval at the last meeting! And we got some news that we may be able to start construction as early as August. Super excited to get this project done for our Maintenance Team!

**Fair Fares**

Jamie Smith led a half-day retreat with the Director's Team to get us up to speed on the capabilities of our new fare system, how these capabilities may cause us to rethink our fare strategy, and workload required to operationalize. I'm really glad we have until 1/1/24 to get this all perfected!

**Fare Collection Operational**

And yay for your approval to proceed with this procurement. We're putting the final touches on the order.



# GMT SFY2024 State Grant Application

Board of Commissioners Presentation

4/18/23





# SFY2024 Overview

- ▶ Planning to keep FY2024 service level with FY2023 service
  - ▶ Will evaluate implementing Barre Microtransit and Montpelier Hospital Hill service via mid-year adjustment pending driver and vehicle availability in FY24
  - ▶ Projected completion of St. Albans Microtransit feasibility study in FY24. Possible addition via mid-year amendment or SFY2025 CMAQ new service
- ▶ Includes fare replacement funding through January 1, 2024
  - ▶ Requesting \$500,000 in additional 5311 to 5307 flex federal funding
  - ▶ Requesting \$350,000 in additional state operating
  - ▶ GMT using \$150,000 in fund balance
- ▶ Multiple carryforward capital projects from FY2023 to be completed in FY2024



# Urban FY24 Capital

FY24 Proposed Urban Capital									
Priority	Item	Description	100%	Federal*	State*	Local*	From GMT Current fiscal year Local Capital Match	From Prior Year Local Capital Match Fund	From Non-GMT local Funds
1	A	5 - Replacement 40' Heavy-Duty Buses (Electric) @ \$1,151,302 each (85% Fed/9.8% State/5.2% Local)**	\$ 5,765,000	\$4,900,250	\$550,250	\$ 314,500	\$ 314,500.00	\$ -	
1	B	1 - Replacement 40' Heavy-Duty Buses (Diesel) @ \$629,000 each (85% Fed/5% State/10% Local)	\$ 629,000	\$534,850	\$31,450	\$ 62,900	\$ 62,900.00	\$ -	
1	D	4 - Replacement SSTA*** Vehicles (3 Ford Transit + 1 Cutaway)	\$ 423,500	\$338,800	\$42,350	\$ 42,350	\$ -	\$ -	\$ 42,350
1	E	Facility PM (Asphalt repair, Landscaping, roof top unit repair, tube heater rehab, siding replacement)	\$ 80,000	\$48,000	\$8,000	\$ 6,000	\$ 6,000.00	\$ -	
1	F	Spare parts, miscellaneous support equipment	\$ 283,120	\$210,498	\$26,312	\$ 26,312	\$ 26,312.00	\$ -	
1	G	Engine and Transmission PM	\$ 90,480	\$72,384	\$9,048	\$ 9,048	\$ 9,048.00	\$ -	
2	H	1 - Replacement Shop Truck (One Ton)	\$ 51,250	\$41,000	\$5,125	\$ 5,125	\$ 5,125.00	\$ -	
1	I	Electric Bus Charging Infrastructure (90% Fed/9% State/1% Local)	\$ 1,181,000	\$1,044,900	\$104,490	\$ 11,810	\$ 10,710.00	\$ 900	
2	K	Passenger Amenities (shelters, benches and bike racks)	\$ 75,000	\$60,000	\$7,500	\$ 7,500	\$ 3,500.00	\$ 4,000	
2	M	101 QCP Building LED Lighting Upgrade	\$ 135,000	\$108,000	\$13,500	\$ 13,500	\$ 13,500.00	\$ -	
3	O	Replacement Office Equipment for Main Office and DTC	\$ 35,000	\$28,000	\$3,500	\$ 3,500	\$ 3,500.00	\$ -	
2	P	Fare Collection System Upgrades (20 FastFare fareboxes, installation, Genfare Link implementation)	\$ 790,000	\$632,000	\$79,000	\$ 79,000	\$ -	\$ 79,000	
CF-1	Q	2 - Replacement 40' Non-BRT** HD Diesel Buses @ \$617,542.44 each (85% Fed/5% State/10% Local)	\$ 1,244,524	\$1,057,845	\$82,228	\$ 124,452	\$ -	\$ 124,452	
CF-1	R	6 - Replacement SSTA*** Cutaways @ \$109,710 each + partial funding for FY24	\$ 702,500	\$597,125	\$35,125	\$ 70,250	\$ -	\$ -	\$ 70,250
CF-1	S	Replace Four (4) In-Ground Bus Lifts	\$ 955,000	\$784,000	\$95,500	\$ 95,500	\$ -	\$ 95,500	
CF-1	T	ITS**** Improvements (Supplemental funding for fare collection system upgrades)	\$ 151,402	\$121,122	\$15,140	\$ 15,140	\$ -	\$ 15,140	
<b>Total</b>			<b>\$ 12,531,776</b>	<b>\$ 10,558,572</b>	<b>\$ 1,086,516</b>	<b>\$ 886,688</b>	<b>\$ 455,095</b>	<b>\$ 318,993</b>	<b>\$ 113,100</b>
							<b>Total Local Match \$ 774,088</b>		

\*80% Federal, 10% State, and 10% Local unless otherwise stated.

# Rural Operating Funding Profile

Funding Type	FY23 Award 2nd Midyear	FY24 Budget	FY24 Request (Federal)	State Match	Local Match (GMT)	Local Match (Other)
5311 Operations (Formula)	\$ 1,255,000	\$ 1,200,000	\$752,792	\$ 729,117	\$ 23,675	
5311 Admin (Formula)	\$ 520,810	\$ 498,000	\$642,297	\$ 147,949	\$ 12,625	
5311 Admin MTC	\$ 58,190	\$ 52,000	\$ 54,778	\$ -		\$ 13,695
5311 PM (Formula)	\$ 591,500	\$ 575,000	\$696,988	\$ 160,547	\$ 13,700	
<b>5311 Total:</b>	<b>\$ 2,425,500</b>	<b>\$ 2,325,000</b>	<b>\$ 2,146,855</b>	<b>\$ 1,037,613</b>	<b>\$ 50,000</b>	<b>\$ 13,695</b>
Stowe Expansion Service - CMAQ	\$ 190,000	\$ 152,000	\$ 69,600	\$ -		\$ 17,400
Montpelier MyRide - CMAQ	\$ 1,080,606	\$ 864,485	\$ 924,000	\$ 231,000	\$ -	
Mobility for All (Capstone)	\$ 375,000	\$ -	\$ 300,000			\$ 75,000
CMAQ - US 2 Commuter	\$ 44,000		\$ 46,000	\$ -	\$ 11,500	
5311 RTAP	\$ 28,000	\$ 28,000	\$ 28,000	\$ -	\$ -	
Planning	\$ 25,000	\$ 25,000	\$ 25,000		\$ 6,250	
Mobility Management	\$ 60,165	\$ 60,165	\$ 60,165	\$ 7,521	\$ 7,521	
<b>CMAQ &amp; Non-5311 Total:</b>	<b>\$ 2,189,395</b>		<b>\$ 1,452,765</b>	<b>\$ 238,521</b>	<b>\$25,271</b>	<b>\$ 92,400</b>
E&D - Wash, FGI, CC (Rural)	\$ 1,200,000	\$ 1,301,784	\$ 1,430,000			
E&D - Local Share	\$ 300,000	\$ 63,938	\$ 63,938			
E&D - Chittenden County (State)	\$ 101,784	\$ 81,784	\$ 81,784			
<b>Total E&amp;D:</b>	<b>\$ 1,601,784</b>		<b>\$ 1,575,722</b>			
				<b>State Operating Request: \$ 1,037,613</b>		

# Rural FY24 Capital

## FY24 Proposed Rural Capital

Prio rity	Item	Description	100%	Federal*	State*	Local*	From GMT Current fiscal year Local Capital Match	From Prior Year Local Capital Match Fund	From Non GMT Local Funds	Federal Funds Awarded by Vtrans
1	AA	5 - Replacement <30' Cutaway Buses ((4) 18-pass + (1) 12-pass) (85% Fed/5% State/10% Local)	\$ 641,000	\$544,850	\$32,050	\$ 64,100	\$ 64,100.00	\$ -		\$544,850
1	AC	3 - Heavy-Duty Bus (Diesel) (2-40' + 1-35') @ 629,000 each (85% Fed/5% State/10% Local)	\$ 1,887,000	\$1,803,950	\$94,350	\$ 188,700	\$ 188,700.00			\$1,803,950
1	AD	1 Replacement CIDER Cutaway @ \$118,000	\$ 118,000	\$94,400	\$11,800	\$ 11,800	\$ -		\$ 11,800	\$94,400
2	AF	Spare Parts, Misc. Support Equipment, etc	\$ 31,500	\$25,200	\$3,150	\$ 3,150	\$ 3,150.00			\$25,200
2	AG	Facility PM - Rural Facilities	\$ 31,500	\$25,200	\$3,150	\$ 3,150	\$ 3,150.00			\$25,200
2	AH	Replacement Office Equipment (Computers, monitors, etc.)	\$ 7,000	\$5,800	\$700	\$ 700	\$ 700.00			\$5,800
CF-1	AI	6 - Replacement Cutaway** Buses @ \$122,557 each (85% Federal)	\$ 735,344	\$625,042	\$36,787	\$ 73,534	\$ -	\$ 73,534		\$625,042
CF-1	AJ	2 - Non-BRT 40' HD Diesel Bus @ \$617,542.44 each (1 Replacement + 1 Slow Expansion) (85% Federal)	\$ 1,244,524	\$1,057,845	\$62,228	\$ 124,452	\$ -	\$ 124,452		\$1,057,845
CF-2	AK	2 - Replacement Minivans for CIDER*** @ \$65,000 each	\$ 130,000	\$104,000	\$13,000	\$ 13,000	\$ -	\$ 13,000		\$104,000
CF-1	AL	Property Acquisition Activities & Design for New Wash County Facility	\$ 180,000	\$144,000	\$18,000	\$ 18,000	\$ -	\$ 18,000		\$144,000
CF-2	AM	2 - Replacement Non-Revenue Vehicles (Hybrid) @ \$31,750 each	\$ 63,500	\$50,800	\$6,350	\$ 6,350	\$ -	\$ 6,350		\$50,800
CF-2	AN	Two (2) Shelters through Yestermorrow and AARP	\$ 24,000	\$19,200	\$4,800	\$ -	\$ -	\$ -		\$19,200
CF-2	AO	Rural Shelter site prep and installations	\$ 30,000	\$24,000	\$3,000	\$ 3,000	\$ -	\$ 3,000		\$24,000
CF-1	AP	2 - Minivans @ \$65,000 each (1 replacement for Montpelier Microtransit service, 3 expansion for Barre Microtransit & Mobility For All)	\$ 130,000	\$104,000	\$26,000	\$ -	\$ -	\$ -		\$104,000
CF-1	AQ	2 - Replacement Narrow Body Buses (FY22 Carryforward)	\$ 207,000.20	\$165,600.00	\$20,700	\$20,700	\$ -	\$ 20,700		\$165,600
CF-1	AR	1 Replacement 32' Medium-Duty Cutaway** Bus (85% Federal) (FY22 Carryforward)	\$ 134,302	\$114,157	\$6,715	\$ 13,430	\$ -	\$ 13,430		\$114,157
CF-1	AS	2 - Replacement Electric Cutaway Buses @ \$285,000 per vehicle (85% Federal) (FY22 Carryforward)	\$ 570,000	\$484,500	\$57,000	\$ 57,000	\$ -	\$ 57,000		\$484,500
CF-1	AT	Electric Cutaway Charging Infrastructure (FY22 Carryforward)	\$ 20,000	\$16,000		\$ 4,000	\$ -	\$ 4,000		\$16,000
CF-2	AU	New Berlin Shop Truck (FY22 Carryforward)	\$ 42,502	\$34,001.00	\$4,250.20	\$ 4,250	\$ -	\$ 4,250		\$34,001
<b>Total</b>			<b>\$ 6,227,172</b>	<b>\$ 5,242,346</b>	<b>\$ 404,009</b>	<b>\$ 609,317</b>	<b>\$ 259,800</b>	<b>\$ 337,717</b>	<b>\$ 11,800</b>	<b>\$ 5,242,346</b>
							<b>Total Local Match</b>		<b>\$ 597,517</b>	

\*80% Federal, 10% State, and 10% Local unless otherwise stated.



## **Action Recommended:**

Staff is requesting approval from the GMT Board of Commissioners to submit the SFY2024 grant application to the Vermont Agency of Transportation for the funding amounts detailed in this presentation.