



Green Mountain Transit Board of Commissioners Meeting Agenda
Tuesday, October 15, 2024 | 7:30 AM
101 Queen City Road, Burlington VT 05401

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.

Attendees may join in-person or remotely via Zoom:

Video Conference: <https://us02web.zoom.us/j/7507551826>
Phone-in Audio Only: +1 309 205 3325 US
Meeting ID: 750 755 1826

1. 7:30 AM – Meeting Called to Order
2. 7:31 AM – Adjustment to the Agenda
3. 7:33 AM – Public Comment
4. 7:45 AM – Consent Agenda
 - a. Board Meeting Minutes (October 1, 2024) **PAGES 3-6**
5. 7:50 AM – **Action:** December Service Reductions **PAGES 7-16**
6. 8:20 AM – **Action:** ADA Fare Increase **PAGES 17-22**
7. 8:25 AM – **Action:** FY25 Budget Adjustment **PAGES 23-47**
8. 8:45 AM – **Discussion:** Board Roadmap of Future Meetings
9. 8:55 AM – Commissioner Comments
10. 9:00 AM – Adjourn

Next GMT Board of Commissioners Meeting Date: November 12, 2024

Notes:

101 Queen City Park Rd, Burlington, VT 05401 | T: 802-540-2468 F: 802-864-5564
6088 VT Route 12, Berlin, VT 05602 | T: 802-223-7287 F: 802-223-6236
375 Lake Road, Suite 5, St. Albans, VT 05478 | T: 802-527-2181 F: 802-527-5302



- 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.



1 **Green Mountain Transit Board of Commissioners Meeting Minutes**

2 **October 1, 2024 – 7:30 a.m.**

3 **101 Queen City Road, Burlington VT 05401 and via Zoom**

4

5 *The mission of GMT is to promote and operate safe, convenient, accessible,*
6 *innovative, and sustainable public transportation services in northwest and central*
7 *Vermont that reduce congestion and pollution, encourage transit-oriented*
8 *development, and enhance the quality of life for all.*
9

10 **Present:**

11 Commissioner Amy Brewer, Williston
12 Commissioner Andrea Suozzo, Burlington
13 Commissioner Tasha Wallis, Lamoille County
14 Commissioner Paul Bohne, Essex
15 Commissioner Austin Davis, Winooski
16 Commissioner Susan Grasso, Shelburne
17 Commissioner Catherine Dimitruk, Franklin County
18 Commissioner Michael Scanlan, South Burlington
19 Commissioner Chapin Spencer, Burlington
20 Commissioner Christian Meyer, Washington County
21 Commissioner Bob Buermann, Grand Isle
22 Alt. Commissioner Kyle Grenier, Grand Isle
23 Alt. Commissioner Alec Jones, Lamoille County
24 Alt. Commissioner Tom Derenthal, Burlington
25 Alt. Commissioner Chapin Kaynor, Williston
26 Alt. Commissioner Will Anderson, Burlington
27 Alt. Commissioner Judy Rosenstreich, Shelburne
28 Jamie Smith, Director of Rider Experience
29 Jon Moore, Assistant General Manager
30 Tammy Brady, Call Center Supervisor
31 Stephanie Reid, Director of Human Resources
32 Tim Bradshaw, Director of Grants
33 Fatuma Ibrahim, Customer Service Representative
34 Romeo Von Hermann, Station and Customer Service Supervisor
35 Clayton Clark, General Manager
36 Chris Damiani, Director of Planning
37 Erika Osorio, Transit Data Analyst
38 Tammy Masse, Controller
39 Dan Greaves, FGI Dispatcher
40 Monica White, Director of Central VT Services

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41 Nick Foss, Director of Finance
42 Connor Smith, Capital Projects Manager
43 Matt Kimball, Director of Transit Infrastructure
44 Elizabeth McKinney, Berlin Dispatch
45 Justin Chamberlin, Berlin Lead Mechanic
46 Kimberly Smith, Staff Accountant
47 Sandy Thibault, CATMA
48 Deepak Pokhrel, GMT Supervisor
49 Ross MacDonald, VTrans
50 Dan Currier, VTrans

51
52
53

54 **Open Meeting**

55 Commissioner Brewer opened the meeting at 7:30 AM.

56

57 **Adjustment of the Agenda**

58 None

59

60 **Public Comment**

61 None

62

63 **Consent Agenda**

64 Commissioner Dimitruk made a motion to approve the consent agenda and
65 Commissioner Bohne seconded. All were in favor and the motion carried.

66

67 **Executive Session to Discuss Labor Relations**

68 Commissioner Grasso made a motion finding that premature general public
69 knowledge of the proposed GMT Maintenance Labor Agreement and
70 related non-union benefits would place GMT at a substantial disadvantage
71 and Commissioner Davis seconded. All were in favor and the motion carried.

72

73 Commissioner Davis made a motion to enter executive session to discuss the
74 GMT Maintenance Labor Agreement and related non-union benefits inviting
75 in Clayton Clark, Jon Moore, Nick Foss, Stephanie Reid, and Jamie Smith.
76 Commissioner Grasso seconded. All were in favor and the motion carried.

77

78 The Board entered executive session at 7:35 AM.

79

80 Commissioner Dimitruk made a motion to exit executive session and
81 Commissioner Suozzo seconded. All were in favor and the motion carried.



82

83 The Board exited executive session at 7:57 AM with no action taken.

84

85 **ACTION: Approve Maintenance Collective Bargaining Agreement and**
86 **Extension of Benefits to Non-Union Staff**

87 Commissioner Spencer made a motion to approve the GMT Maintenance
88 Agreement tentatively agreed to by the General Manager and the GMT
89 Maintenance subdivision of Teamsters 597. Furthermore, the General
90 Manager is authorized to work with the Teamsters 597 Business Agent to
91 reformat the agreement and to resolve any technical issues that do not
92 substantively change the agreement. Furthermore, this motion will extend
93 the out of pocket dental and vision benefits, as well as the payment in lieu of
94 health insurance benefit, to non-union employees in the same manner as this
95 collective bargaining agreement. Commissioner Scanlan seconded. All were
96 in favor and the motion carried.

97

98 Commissioner Spencer thanked the labor force, particularly the
99 Maintenance staff, and noted that we wouldn't be able to operate service
100 without them. Commissioner Spencer also acknowledged the financial
101 realities of the organization and noted that this an expense to the bottom
102 line but highlighted the ongoing challenges in staffing the Maintenance
103 Department.

104

105 Chair Brewer left the meeting, Vice Chair Suozzo took over running the
106 meeting. Alt. Commissioner Kaynor became the representative for Williston.

107

108 **ACTION: Approve Procurement Policy**

109 Commissioner Bohne a motion to approve the revised Procurement Policy
110 presented and Commissioner Meyer seconded. All were in favor and the
111 motion carried.

112

113 Director Kimball gave an overview of the procurement policy updates.

114

115 **DISCUSSION: Response to Rural Financial Report**

116 There was a brief discussion

117

118 **DISCUSSION: ADA Fares**

119 GM Clark gave an update on the comments received for the ADA fare
120 increase. SSTA has given feedback acknowledging the GMT financial
121 position and is taking a more neutral position. Additionally, GMT has received



122 very little public comment on the proposed increase to \$4.

123

124 **UPDATE: CATMA, Sandy Thibault**

125 Sandy Thibault gave an overview of CATMA services.

126

127 **DISCUSSION: November/December Service Reductions**

128 GM Clark gave an overview of the November/December service reductions
129 that would be presented at the next meeting for approval.

130

131 **Committee Reports**

132 Committees gave an overview of their last meetings.

133

134 **Commissioner Comments**

135

136 **Adjourn**

137 Commissioner Bohne made a motion to adjourn, and Commissioner Kaynor
138 seconded. All were in favor and the motion carried.

139

140 The meeting ended at 9:30 AM.



MEMO

To: GMT Board of Commissioners

From: Chris Damiani, Director of Planning

CC: Clayton Cark, General Manager

Date: Oct 11, 2024

Subject: October 15, 2024 Agenda Item 5: December Service Reductions

Recommendation:

Motion to approve GMT Service Reductions:

"I move that the Green Mountain Transit Board of Commissioners approve the proposed service changes as outlined in the October 15, 2024 Board packet with an implementation date of Monday, December 2, 2024. Additionally, I move that GMT staff be directed to begin preparations for community outreach and operational adjustments to support these changes.

Service Adjustments

- Elimination of all 4 runs of the #36 Jeffersonville Commuter
- Elimination of Saturday Service on the #10 Williston/ Essex
- Elimination of the #3 Lakeside Commuter that is replaced with an additional morning inbound run on the #5 Pine Street that allows passengers to connect with service that departs the Downtown Transit Center at 6:20 AM
- Adjustment of the #5 Pine Street on Saturdays to service every 60 minutes
- Adjustment of the #8 City Loop on Saturdays to service every 60 minutes. This includes an adjustment to serve both McCauley Square and Fern Hill Bus Stops on the Saturday runs.
- Eliminate the following runs that depart the Downtown Transit Center on the #6 Shelburne on Saturdays (18:30,21:15 and 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #7 North Ave on Saturdays (18:30,21:15 and 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #9 Winooski (6:00,7:00,21:15, 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #11 Airport (18:45,19:30,20:00,21:15,22:30)



Related Policy

The process that was set in place at the August 27, 2024 Board meeting is guided by the [GMT Fare and Service Changes Public Hearing Policy](#) which was approved by the board on July 29, 2009.

Background

At the August 27, 2024 Green Mountain Transit Board of Commissioners meeting, staff presented the “GMT- Draft Urban Service Reduction Plan to Save \$3,000,000” This plan was released to the public after the Board made the following motion “Authorizing the GMT staff to release the potential service reductions reviewed and to begin the public hearing process. In addition, we authorize the GMT staff to conduct public hearings regarding a potential increase of the ADA fare from \$3.00 to \$4.00. This motion was unanimously approved by the Board.

In looking at the service that is proposed to be cut, there were a number of factors that went into the recommendation.

The Jeffersonville Commuter has the highest cost per passenger among all routes in our service area at \$63.18. Staff examined a couple of different options for this service including reducing it from 4 runs a day to 2 runs a day. Below is based on research from the TCRP Report 95 Chapter 9 that states adjusting headways between > 50 minutes has an elasticity of 0.58.

The average daily ridership on this route is 26 rides a day. The drop in ridership by moving this route to two trips a day would result in a new projected daily ridership of about **18**. This would result in a cost per passenger of approximately between \$45-\$50 which was in line with the 116 Commuter. That route was officially transferred to Tri Valley Transit on October 7th. In addition GMT explored transferring the service to Rural Community Transit. In their analysis of running the route with their operations, their projections showed that it fell below the efficiency of most of the routes they have cut in the past few years and were not willing to take on the service. GMT staff have been in coordination with VTrans staff to have onboard passenger engagement with current Jeffersonville Commuter riders to discuss the GoVermont [Commuter Co-Op program](#) which provides a van pool with a vehicle that is managed through the Commute with Enterprise program. GoVermont will be onboard this route from Wednesday October 16th through 18th and is available to discuss options anytime at 802-685-RIDE (7433)

The remaining service adjustments are focused on Saturday service where the fiscal impact section below identifies the additional cost savings of reducing overtime on the weekends. By addressing these areas where service levels and staffing are not aligned as well, it allows GMT to look at preserving service predominately on weekdays where GMT moves more riders. The runs and routes selected as part of the December service adjustments were in areas where ridership was generally lower compared to other parts of the day. When looking at the #10 Williston/Essex route, staff are exploring additional options for service adjustments to provide connections for those affected by the removal of this route on Saturdays. This includes looking at providing



connections to the Essex Experience on certain runs via the #2 Essex Route, serving the 2A corridor with service similar to what was the Orange Line as part of the Next Gen Service that was in effect between June 2019- June 2020, This route connected Walmart in Williston to Amtrak in Essex as well as the Essex Experience. Staff will be looking at the options provided and different variations of that service to see where connections can be retained. Staff believes that service enhancements for service that is being reduced as part of this process will benefit from being done as part of a comprehensive suite of changes as we look at the transit network with a more regional lens.

Fiscal Impact

The charts below provides an updated fiscal impact analysis of the proposed service reductions for Fiscal Year 2025 as well as a snapshot of the percentage of Urban Driver Pay Hours that are broken up by the following pay types: Combined Time Off (CTO), Regular Time (Driver Wages as indicated in the Collective Bargaining Agreement), Overtime (1.5 times the Driver Wage), and Double Time (2 times the Driver Wage when an operator is forced a work assignment per the Collective Bargaining Agreement).

This updated analysis is in response to additional questions about the projected savings as a result of reducing the amount of overtime and double time rates that will be spent as GMT aligns its service levels closer with staffing through the service adjustments.

FY 24 Service Adjustment Projected Savings

Weekend Reductions	Scheduled Pay Hours	Total Savings
#10 Williston/Essex Route Saturdays	439	\$ 27,834
#5 Pine Street Saturdays	259	\$ 16,421
#11 Airport Saturdays	209	\$ 13,251
#8 City Loop Saturdays	207	\$ 13,124
#6 Shelburne Saturday	95	\$ 6,023
#9 Winooski Saturday	95	\$ 6,023
#7 North Ave Saturday	78	\$ 4,945
		\$ 87,622

Weekday Reductions	Scheduled Pay Hours	Total Savings
#36 Jeffersonville Commuter	1692	\$ 91,056

Total Savings	\$ 178,678
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Driver Pay Hours Breakdown by Pay Type for Weekends and Weekdays

Weekend	Dec - Jan	April - May	July - Aug
CTO	3%	5%	7%
Regular	40%	28%	39%
Overtime	45%	60%	46%
Doubletime	7%	6%	8%

Weekday	Dec - Jan	April - May	July - Aug
CTO	14%	6%	11%
Regular	75%	82%	77%
Overtime	9%	12%	11%
Doubletime	0%	1%	0%

Ridership Data

Based off of discussion at previous Board meetings, there were requests to provide run level data for the service that is proposed to be eliminated either in its entirety or specific runs. The data for routes 36 and 10 are interpolations based on observed data that was classified by run in relation to the total data by route for the specific day type. This is a result of some issues in the beginning of FY 24 with the ridership database as we were working on the new fare system. On routes that are retaining most of the service but select runs are proposed for elimination, the affected runs are highlighted in yellow.

#36 Jeffersonville Commuter

	Outbound	Inbound
AM Run 1	0	4
AM Run 2	1	6
PM Run 1	9	1
PM Run 2	4	0



#10 Williston/ Essex on Saturdays

Run	Average Ridership
715	5
830	5
945	4
1100	4
1215	8
1330	8
1445	6
1600	6
1715	6
1830	6

#6 Shelburne- Saturday

Run	Average Ridership	Run	Average Ridership
630	22	1400	37
700	17	1430	30
730	23	1500	17
800	26	1530	32
830	20	1600	37
900	25	1630	38
930	30	1700	20
1000	32	1730	30
1030	29	1800	25
1100	32	1830	21
1130	35	1900	25
1200	29	2000	32
1230	26	2115	20
1300	29	2230	13



#7 North Ave- Saturday

Run	Average Ridership	Run	Average Ridership
630	15	1330	25
700	10	1400	19
730	11	1430	20
800	25	1500	25
830	18	1530	25
900	20	1600	19
930	18	1630	23
1000	31	1700	24
1030	25	1730	22
1100	22	1800	30
1130	22	1830	21
1200	32	1900	21
1230	28	2000	15
1300	29	2115	18
		2230	11

#9 Winooski- Saturday

Run	Average Ridership	Run	Average Ridership
600	9	1400	26
700	11	1500	36
800	15	1600	29
900	19	1700	28
1000	19	1800	27
1100	24	1900	37
1200	28	2000	19
1300	29	2115	14
		2230	13



#11 Airport- Saturday

Run	Average Ridership	Run	Average Ridership
600	5	1415	28
645	9	1500	19
730	10	1545	26
815	13	1630	19
900	23	1715	16
945	13	1800	18
1030	17	1845	13
1115	16	1930	14
1200	18	2000	12
1245	21	2115	9
1330	16	2230	6

For the two routes where the proposed changes will adjust the headways from 30-60 minutes, staff calculated the projected ridership for the adjusted routes based on research from the TCRP 95 Chapter 9 report that states adjusting headways between 10-50 minutes has an elasticity of -0.46.

#5 Pine Street

The average daily ridership on this route is 173 rides a day. The drop in ridership by moving Route 5 from 30-minute headways to 60-minute headways is approximately **79 riders**, resulting in a new projected daily ridership of about **94**.

#8 City Loop

The average daily ridership on this route is 124 rides a day. The drop in ridership by moving Route 8 from 30-minute headways to 60-minute headways is approximately **57 riders**, resulting in a new projected daily ridership of about **67**.



Equity Analysis through fare payments

The data in the analysis below is from the month of September. We wanted to pull data from this month for this analysis as fares launched on May 20th as our ridership usually dips in the summer and wanted to wait till riders and GMT staff have had a few months working within the new fare system. GMT staff are still working through all the various reporting tools but wanted to provide some initial data behind the two routes that are proposed for elimination. The other service reductions that are more run specific; staff is working through with Genfare on understanding the fare type data at that granular of a level.

Route 36 Jeffersonville Commuter

Regular Fare	492
Discount Fare	140
Total	632

Of the roughly 500 regular fare rides that were taken on this route, approximately 65% of those rides were through an employee sponsored program or unlimited access agreement such as UVMMC, UVM students and faculty, and Champlain College students and faculty.

Of the 140 discount fare rides about 8% of those were free rides and the remaining were made through either the ride ready app, cash or a smart card.

Route 10 Williston Essex- Saturday

Regular Fare	85
Discount Fare	96
Total	181

Of the 181 rides that occurred in September on Saturdays, 14% are rides that are paid for by either a local school district or as part of an unlimited access agreement.



Public Hearings

The public meetings were held at the following:

Wednesday, September 11, 2024 @ 5:30 PM- First Unitarian Universality Society of Burlington

Press Coverage of this meeting provided by VT Digger can be found [here](#)

Thursday, September 12, 2024 @4:00 PM at the Brownell Library in Essex Junction

Recording provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 12:00 PM via Zoom

Recording Provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 5:30 PM at the Majestic 10 Theater in Williston

Recording provided by Town Meeting TV provided [here](#)

Friday, October 4, 2024 @ 4:00 PM at the Essex Town Offices

Recording provided by Town Meeting TV provided [here](#)

Tuesday, October 8, 2024 @4:00 PM at the Montpelier Transit Center. Staff spoke with passengers as all afternoon LINK trips depart and arrive at the Transit Center.

Wednesday, October 9, 2024 @5:00 PM via Zoom.

Summary of Comments related to the December Proposed Service Changes

As it related to the proposed service reductions on routes that are slated for implementation in November and December public comments both at the hearings and via email were focused on a few core themes.

Riders who utilize the Jeffersonville Commuter spoke about how crucial the route is to connecting rural communities to the greater Burlington area for work and school in particular at UVM. Residents who moved to the area since the routes inception moved there in part due to the location of the bus route to their home. Some riders recognized the lower ridership and higher cost per passenger as identified in the plan and asked the organization to look at potentially reducing the frequency from 4 runs a day to two a day as well as looking at the potential to shorten the route to only extend as far as Underhill. On this route multiple riders asked about GMT looking into utilizing smaller vehicles to operate this service.



As it related to the reduction in service particularly later in the evening on the routes identified comments focused on the impacts of reducing late night routes to employees at the airport or other service industry jobs. With limited to no options for some pockets of our service area at night, riders pointed out the longer walks or bike rides that would have to happen and the particular challenge of doing that in the winter time. While not directly at the reduction in headways to the #5 and #8 cuts proposed, there was also general sentiment that passengers did not want to see the beginning of the transit death spiral.

As it relates to the service reduction on the #10 comments were not specific to the potential loss of service on Saturday but riders appreciated that the route connects three crucial communities in Chittenden County without having the need to take the bus into Burlington and transfer to another route. Residents expressed how this route connects those who attend K-12 school in addition to work and necessary medical and social trips. In Williston in particular residents are appreciative that the route serves similar areas as the #1 but that it reduces the distance some have to walk to get to crucial shopping at Hannafords or Walmart. Riders on this route also mentioned choosing to move to areas along route due to the access of transit. Some riders who use this route recognized the need for GMT to return to fares earlier in May and would be willing to pay a higher fare if it meant keeping the route. As this route is proposed to be eliminated, riders who said that they lived in areas where they would lose access to transit completely pointed to the high cost of utilizing taxi's or TNC's (Uber & Lyft) to access medical appointments in particular. Some riders spoke about reducing the number of trips a day on this route just so it wasn't removed all together and also were interested in seeing if the #2 Essex Bus could extend to the Essex Experience to at least maintain that connection. Comments were also received that identified some suggestions ways to increase usage on this route including routing to the Williston Park and Ride, alternative funding, and additional marketing campaigns.

Transcript of Public Comments related to December 2024 Proposed Service Reductions

See Appendix A: Transcript of comments related to service reductions related to the December 2024 service reductions.



MEMO

To: GMT Board of Commissioners
From: Chris Damiani, Director of Planning
CC: Clayton Cark, General Manager
Nicholas Foss, Director of Finance
Date: Oct 11, 2024
Subject: October 15, 2024 Agenda Item 6: ADA Fare Increase

Recommendation:

Motion to approve GMT Service Reductions:

"I move that the Green Mountain Transit Board of Commissioners approve the proposed increase to the ADA Fares in Chittenden County from \$3.00 to \$4.00 effective January 1, 2025."

Related Policy

The process that was set in place at the August 27, 2024 Board meeting is guided by the [GMT Fare and Service Changes Public Hearing Policy](#) which was approved by the board on July 29, 2009.

Fiscal Impact

Staff estimates that roughly \$40K of increased ADA fare revenue could be generated if ridership demand was found to be inelastic to the proposed fare increase. If instead riders sensitivity to the proposed fare increase resulted in lower demand levels, the benefits from higher fare revenues would be outweighed by program savings.



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Public Comments related to the ADA Fare Increase

Hi Clayton,

No, SSTA is in support of GMT and the GMT board's need to maximize revenue. We understand and appreciate your initial efforts to run with a lower fare. Good luck!

Adam Lawrence

Executive Director

Special Services Transportation
Agency

Phone: 802-878-1527

Fax: 802-878-7385

Email: alawrence@sstarides.org

2091 Main St.
Colchester, VT 05446

www.sstarides.org

Beth Abustan:

Hi, I'm Beth Abustan your Facebook warrior. Also, I was with Grand Marshall here at CIS children for the Memorial Day Parade a couple years back. I'm representing some people that are not here. I live in Essex Junction. But you know, Essex Junction, even though it became a city, there's still a lot of things that we as Essex junkie people utilize Essex, such as the larger grocery stores, Hanford, Price Chopper, I'm also a SSTA rider. It has some drawbacks, but for the most part, you know, I really appreciate the door to door service. Today I'm paid \$9 I'd go to the Edge, then over here and then back home. So \$9 a little bit stretched for me sometimes, but I again, you know, I'm willing to pay that. I'm even willing to pay the extra dollar for next year to get around like. Everything. As a Vermonter, I've learned to adapt to the situations that are handed to us. I reduce some of my outings. Of course, in the winter, I'm pretty much home anyway, so that's the problem. I did have a question about using, possibly getting an environmental grant for bus services. I don't know if that's even that thing, but if there is like to see that, I know a person that works at hannafor. She's probably older than I am. She's been working there for many years as a bag person, bag lady. And I know she's, I believe she's coming from Burlington or Winooski, and that's her only source of transportation. Yeah, yeah. There's also an family that lives down on River Road that their only source of transportation is the bus having to go around that loop. You know, if I went to go to Maple Street park and I did not have the SSTA, you have to go to am check, which requires another \$2 to get onto the route 10 and then go all the way around to get to Maple Street park, or to him for I mean, sorry to Walmart, and Walmart is one of my favorite stores. And for people who ride the bus, that would mean that without that trip, they would have to go all the way through Burlington and then come back to Walmart. Let me see, I just wanted to see anything else. I would like to see if there's a possibility of maybe just if worse comes to worse, a reduction in service like they have the grocery busses in Burlington, I guess the grocery to the different stores, if that could be provided. And again, for SSTA, I would like to, because I know that you have to live within a certain range, and I don't know how, how that would affect us. I know, in Colchester, they don't have bus service. I don't know how people who require ssta are able to utilize ssta if they're not living within a range



of a bus stop. So of course, that couldn't be a big factor for itself. Like I said. You know, as extension. Even though this is my home for the last 15 years, I very much part of the other communities that are here, going to the hospital, going to Panthers, Price Chopper, even, you know, like going to the movies I have to plan because even now, it's very limited. You know, if I want to go out for a restaurant as a bus rider, you have to be back home by six o'clock or something. So it doesn't even allow you to go to watch a late movie or or go to the restaurant. I think that's all I have if I have something else. No.

Essex MTG #2 Speaker

Do you receive particularly for like ssta? Do you receive Medicaid? Are you reimbursed by Medicaid for so transport

Essex MTG #2 Speaker

You had said that the ssta, the rate was going up to \$4, Did you say that the regular bus service is \$2 and something cents? Okay, but for those people that, I mean, \$8 is a lot of money to go, absolutely. And if I had to pay \$8 I wouldn't.

Aurora

I am a disabled rider of GMT, and I recently moved to Burlington from other parts of the state because of GMT being here. So I'm now very stressed, because now I'm thinking, okay, now I have to move again, probably out of state, and I'm looking for work and realizing I can't take a job on one of these towns because I won't necessarily have transportation to get there. And Voc Rehab is able to help a little bit with that, but they actually only help for the first. 30 days of your job, and then you need to have figured something out, like a bus route. So this is really going to have a huge impact on a lot of people, but especially disabled people, especially with taking the ssta fair up and with that, especially with having the disabled community and the really the poorest people in our community who don't have economic access to another vehicle. I can't help but feel like we're really cutting services that are crucial for people who don't have any other options. And to be honest, the fact that the one zoom option for giving public comment is at noon on a Tuesday. Doesn't seem to be in line with supporting those communities either, because those are often the people who do not have a lunch break at 12 on Tuesday to jump on Zoom call. So I really hope that if there are more meetings, the Zoom call could also be scheduled in the evening like the other ones were. Thanks.



Beth Abustan:

I can address a little bit about that either the SSTA, as a rider, it sounds wonderful you get, you know, pick you up your home and drop you off at where you want to go in that time frame. Well, it doesn't work like that. I had to learn to plan. To be someplace, maybe a half hour to an hour to get there, because I'm not the only person that they're picking up. Sometimes I'll hear calls while I'm on the bus saying that, you know, they have more customers than what they plan for, what they have ridership for us, so they'll try to, you know, in what they're driving you try to figure out how to pick up this person in Burlington because they don't have a ride. So I've also had cases where how they configure their lives does don't make sense to me, like when I get picked up on West Street, thinking I'm going to go to Essex theater, but then we end up going to Williston to pick up somebody in Williston to go to Hanford in Williston, come back onto my street, two houses from where I live, to pick up Somebody who's going to go to Hanford Essex center. So it boggles my mind how they how they do these routes. But for them, I mean, it's a lot of juggling in putting together puzzle pieces to get people where they are. So I can't see them trying to cooperate more people than what they have to deal with right now.

Hi, Will the proposal affect the SSTA routes in Essex? I hope not.
Deborah Gregory, Essex

Dear GMT,

Please reconsider discontinuing the #10 Williston/ Essex combo. I live in the senior housing on Blair Park in Williston. I take this bus to go to Hannaford to get my medicine and groceries. I know it isn't crowded when I take it but that is also more comforting to me. It is closer than the #1 Williston Bus, that goes past the other entrance to Blair Park . I have difficulty carrying things and walking to catch the #1 bus.

Sometimes, when I am fearful of leaving my apartment, this bus, and the very kind drivers, are what gives me a reason to. SSTA is okay but sometimes, though I am three minutes away from Hannaford, I will be on the bus for an hour. This is terribly hard for someone with health issues and agoraphobia. I can trust that I will get home on time when I take the Williston/Essex Combo. It has been very important to me since I moved to Williston. I would truly hate to lost something that means so much to me. Please don't take away this bus. I hope you can find other alternatives to help with the financial issues. Thank you for taking the time to read this. I have been riding the bus when it would cost a dime or nickel, when they had peak times and non-peak times at different prices and when tokens were used.

Sincerely,
Lori Flanders
Eagle Crest Senior housing



I am a senior citizen, age 81, living in Essex Town, close to Route 15 and a little over 1/2 mile from the bus stop I always used. I used GMT for working rides to and from my job, and also for shopping in the city. Since I have retired, I depend on GMT for rides to the city and S. Burlington when I have to go for medical attention and tests. I do not own a car nor do I drive. I am on a very limited income and I cannot afford to hire taxis to take me anywhere. Their rates are very high when they have to come up to Essex Town from where their headquarters are located. I live in a mostly senior housing association. (Not located in the Essex Experience). Unavailability of public transportation is going to be a definite hardship for me and others who are no longer driving, and also live in Essex Town. Please reconsider. Maybe offer a bus on fewer days and we can perhaps schedule our appointments accordingly. It has become harder and harder to be accepted to ride SSTA. I had it for medical purposes but they did not renew it. I do not know why, I was not given any explanation, they said they did not know why. I cannot get to the meeting tomorrow night at Brownell Library, due to no transportation to do so. Thank you for reading this and I hope something can be done to help us who live in Essex Town. Sincerely, Madeline Orsini, Essex Junction, VT 05452

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Mandy

Hello GMT, I am a 67 year old Burlington resident living in the ONE. I use the City Loop Bus Route #8 on a regular basis each week to get to doctors appointments, the grocery, and pharmacy. The Loop bus is essential for my independence. You must understand that I am not alone, many residents from Fern Hill and McCauley Square also depend on this route. As well as folks that use the food shelf, they use this route to bring food home. I urge you to reconsider your plans, please, please do not to cut this bus route!! I cannot imagine what a terrible hardship this will cause myself and other passengers that have no other way of meeting their needs and remain independent. This is especially true in the colder months when without the Loop bus, I will be stuck at home without the ability to get around and get the services I need: food, medical care and medicine. If I were to use SSTA for rides my fare would be \$6 round trip, which I cannot afford on my limited income. I understand you may need to make other changes/cuts to service, but it should not be at the expense of your elderly and most vulnerable passengers. Please take this to heart and save the City Loop!! Thank you, Cathy Cathy Austrian



TO: GMT Board of Commissioners
FR: Nick Foss, Director of Finance & Grants
CC: GMT Finance Committee
DT: October 11, 2024
RE: FY25 Operating Budget Adjustment

Attachment: FY25 Operating Budget Adjustment Presentation

This memo accompanies the Adjusted Operating Budget for GMT for the fiscal year ending June 30, 2025.

GMT and VTRANS executed the urban and rural state grant agreements in July, which established available federal and state funding for fiscal year 2025. As a result, staff is proposing an operating budget adjustment to consider the executed grant awards, as well as updated operating revenue and expense assumptions.

A total revenue and expense adjustment of \$2,469,968 (8.6% increase) was necessary to the approved FY25 Operating Budget.

The following consolidated revenue lines were adjusted:

Federal, State, & Local: +\$1,407,815 (5.7%)
Operating: +\$1,062,153 (26%)

The following consolidated expense lines were adjusted:

Salaries & Wages: +\$1,535,929 (12.5%)
Personnel Taxes & Benefits: +\$593,967 (12.2%)
General & Administrative: +\$167,396 (6.3%)
Operations: +\$4,015 (4.8%)
Planning: -\$731,000 (-62.6%)
Vehicle/Building Maintenance: +\$518,783 (15.7%)
Contracted: +\$724,478 (19.6%)
Other: -\$343,600 (-53.5%)

The following cost allocations were adjusted:

Urban: +\$32,832
Rural: -\$32,832

Staff is requesting the Board of Commissioners approve the FY25 Adjusted Operating Budget totaling \$31,242,270.

GREEN MOUNTAIN TRANSIT AUTHORITY						\$ Changes between FY25 Adj. & Approved FY25		
Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			Approved FY25		
URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
1 Revenues								
2 FEDERAL, STATE AND LOCAL REVENUES								
3	Municipal Member Assessments	\$2,773,211	\$0	\$2,773,211	\$2,773,211	\$0	\$0	\$0
4	Municipal Paratransit Assessments	\$972,438	\$0	\$972,438	\$972,438	\$0	\$0	\$0
5	Local Operating Assistance	\$55,660	\$510,010	\$565,670	\$57,610	\$543,499	\$601,108	(\$1,950) (\$33,488) (\$35,438)
6	Federal Urban Formula Grant (5307)	\$5,978,950	\$0	\$5,978,950	\$5,888,134	\$0	\$5,888,134	\$90,816 \$0 \$90,816
7	Federal Rural Operating Grant (5311)	\$0	\$1,445,000	\$1,445,000	\$0	\$1,447,076	\$1,447,076	\$0 (\$2,076) (\$2,076)
8	State Regular Subsidy Operating Grant	\$2,630,000	\$1,100,000	\$3,730,000	\$2,000,000	\$905,446	\$2,905,446	\$630,000 \$194,554 \$824,554
9	E&D Grants and Cash Match	\$0	\$2,020,075	\$2,020,075	\$0	\$1,911,034	\$1,911,034	\$0 \$109,041 \$109,041
10	CMAQ Grants	\$2,017,496	\$1,567,625	\$3,585,121	\$1,947,902	\$1,270,600	\$3,218,502	\$69,594 \$297,025 \$366,619
11	Preventative Maintenance Grants	\$2,400,000	\$720,000	\$3,120,000	\$2,100,000	\$675,000	\$2,775,000	\$300,000 \$45,000 \$345,000
12	Other Federal/State Grants	\$1,672,500	\$227,313	\$1,899,813	\$1,881,619	\$164,285	\$2,045,904	(\$209,119) \$63,028 (\$146,091)
13	Fund Balance Reserves	\$0	\$0	\$0	\$0	\$144,610	\$144,610	\$0 (\$144,610) (\$144,610)
14	Local Match Fund Reserve Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0
15	Total Federal, State and Local Revenues	\$18,500,255	\$7,590,023	\$26,090,278	\$17,620,914	\$7,061,550	\$24,682,463	\$879,341 \$528,474 \$1,407,815
16								
17 OPERATING REVENUE								
18	Passenger Revenue	\$1,793,282	\$0	\$1,793,282	\$1,613,339	\$0	\$1,613,339	\$179,943 \$0 \$179,943
19	Paratransit Fare	\$122,400	\$0	\$122,400	\$115,500	\$0	\$115,500	\$6,900 \$0 \$6,900
20	Advertising Revenue	\$150,000	\$10,000	\$160,000	\$150,000	\$35,000	\$185,000	\$0 (\$25,000) (\$25,000)
21	Investment Income	\$1,000	\$120,000	\$121,000	\$3,000	\$70,000	\$73,000	(\$2,000) \$50,000 \$48,000
22	Miscellaneous Revenue	\$4,000	\$4,810	\$8,810	\$4,000	\$1,000	\$5,000	\$0 \$3,810 \$3,810
23	Sales of Equipment	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000	\$0 \$0 \$0
24	Medicaid Purchase of Service Revenue	\$0	\$2,866,000	\$2,866,000	\$0	\$2,015,000	\$2,015,000	\$0 \$851,000 \$851,000
25	Misc. Purchase of Service	\$33,000	\$37,500	\$70,500	\$33,000	\$40,000	\$73,000	\$0 (\$2,500) (\$2,500)
26	Warranty Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0
27	Operating Revenues	\$2,108,682	\$3,043,310	\$5,151,992	\$1,923,839	\$2,166,000	\$4,089,839	\$184,843 \$877,310 \$1,062,153
28								
29 TOTAL REVENUES								
		\$20,608,937	\$10,633,334	\$31,242,270	\$19,544,752	\$9,227,550	\$28,772,302	\$1,064,185 \$1,405,784 \$2,469,968
30								
32 SALARIES AND WAGES								
33	Other Wages	\$2,077,623	\$1,617,002	\$3,694,624	\$2,038,173	\$1,275,247	\$3,313,420	\$39,450 \$341,755 \$381,204
34	Driver Wages	\$5,808,596	\$2,674,015	\$8,482,611	\$5,049,636	\$2,456,788	\$7,506,424	\$758,959 \$217,228 \$976,187
35	Mechanic Wages	\$1,393,603	\$214,788	\$1,608,391	\$1,214,097	\$215,756	\$1,429,853	\$179,506 (\$968) \$178,538
36	SALARIES AND WAGES	\$9,279,822	\$4,505,804	\$13,785,626	\$8,301,907	\$3,947,790	\$12,249,697	\$977,915 \$558,014 \$1,535,929
37								
38 PERSONNEL TAXES AND BENEFITS								
39	Payroll Taxes FICA/MC (8% of Wages)	\$750,738	\$364,520	\$1,115,258	\$635,096	\$302,006	\$937,102	\$115,642 \$62,514 \$178,156
40	Unemployment Tax Exp	\$25,000	\$18,000	\$43,000	\$15,000	\$18,000	\$33,000	\$10,000 \$0 \$10,000
41	Medical Insurance	\$2,455,624	\$926,767	\$3,382,391	\$2,365,034	\$820,361	\$3,185,395	\$90,590 \$106,406 \$196,997
42	Retirement ER Contributions	\$550,510	\$142,974	\$693,484	\$381,888	\$118,434	\$500,321	\$168,623 \$24,540 \$193,163
43	Employee Development	\$13,000	\$25,000	\$38,000	\$25,000	\$28,000	\$53,000	(\$12,000) (\$3,000) (\$15,000)
44	GM Development/training	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0
45	Employee Benefits	\$149,164	\$60,535	\$209,699	\$129,993	\$49,055	\$179,048	\$19,171 \$11,480 \$30,651
46	PERSONNEL TAXES AND BENEFITS	\$3,944,036	\$1,537,797	\$5,481,833	\$3,552,010	\$1,335,856	\$4,887,866	\$392,026 \$201,941 \$593,967
47								
48 GENERAL AND ADMIN EXPENSES								
49	Admin Supplies and Expenses	\$108,000	\$34,300	\$142,300	\$163,700	\$25,800	\$189,500	(\$55,700) \$8,500 (\$47,200)
50	Recruiting Expenses	\$10,000	\$8,500	\$18,500	\$15,000	\$42,000	\$57,000	(\$5,000) (\$33,500) (\$38,500)
51	Dues and Subscriptions	\$3,500	\$8,500	\$12,000	\$4,000	\$9,800	\$13,800	(\$5,000) (\$1,300) (\$1,800)
52	Travel and meetings	\$5,000	\$9,700	\$14,700	\$4,000	\$4,000	\$8,000	\$1,000 \$5,700 \$6,700
53	Communications	\$61,100	\$39,900	\$101,000	\$59,070	\$37,200	\$96,270	\$2,030 \$2,700 \$4,730
54	Computer Services	\$200,000	\$200,000	\$400,000	\$206,774	\$107,753	\$314,526	(\$6,774) \$92,247 \$85,474
55	Board Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0 \$0
56	Legal Fees	\$40,000	\$10,000	\$50,000	\$45,000	\$35,000	\$80,000	(\$5,000) (\$25,000) (\$30,000)
57	Insurance	\$1,353,078	\$661,695	\$2,014,773	\$1,232,322	\$598,973	\$1,831,295	\$120,756 \$62,722 \$183,478
58	Audit Fees	\$22,068	\$9,458	\$31,525	\$18,568	\$7,958	\$26,525	\$3,500 \$1,500 \$5,000
59	Consulting Fees	\$18,777	\$8,637	\$27,414	\$12,300	\$15,600	\$27,900	\$6,477 (\$6,963) (\$486)
60	GENERAL AND ADMIN EXPENSES	\$1,821,522	\$990,690	\$2,812,212	\$1,760,734	\$884,082	\$2,644,816	\$60,788 \$106,607 \$167,396
61								
62 OPERATIONS EXPENSES								
63	Employee New Hire/Background Checks	\$4,500	\$12,500	\$17,000	\$4,000	\$12,000	\$16,000	\$500 \$500 \$1,000

GREEN MOUNTAIN TRANSIT AUTHORITY						\$ Changes between FY25 Adj. & Approved FY25				
Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			Approved FY25				
URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total		
64	DOT Testing	\$6,600	\$8,000	\$14,600	\$6,825	\$5,400	\$12,225	(\$225)	\$2,600	\$2,375
65	Employment Recruitment Referral Program	\$800	\$400	\$1,200	\$800	\$400	\$1,200	\$0	\$0	\$0
66	Drivers' Uniforms	\$31,000	\$15,500	\$46,500	\$32,000	\$15,860	\$47,860	(\$1,000)	(\$360)	(\$1,360)
67	Safety Expense	\$2,500	\$0	\$2,500	\$2,000	\$500	\$2,500	\$500	(\$500)	\$0
68	Misc. Operating Expenses	\$4,000	\$1,000	\$5,000	\$2,500	\$500	\$3,000	\$1,500	\$500	\$2,000
69	OPERATIONS EXPENSES	\$49,400	\$37,400	\$86,800	\$48,125	\$34,660	\$82,785	\$1,275	\$2,740	\$4,015
70										
71	PLANNING EXPENSES									
72	Other Planning Expense	\$0	\$50,000	\$50,000	\$4,200	\$26,800	\$31,000	(\$4,200)	\$23,200	\$19,000
73	CCRPC Planning Exp	\$387,500	\$0	\$387,500	\$1,137,500	\$0	\$1,137,500	(\$750,000)	\$0	(\$750,000)
74	PLANNING EXPENSES	\$387,500	\$50,000	\$437,500	\$1,141,700	\$26,800	\$1,168,500	(\$754,200)	\$23,200	(\$731,000)
75										
76	VEHICLE/BUILDING MAINTENANCE EXP									
77	Parts Expense - Non-Revenue Vehicle	\$15,000	\$5,000	\$20,000	\$5,000	\$2,000	\$7,000	\$10,000	\$3,000	\$13,000
78	Parts Expense - Revenue Vehicles	\$887,000	\$248,000	\$1,135,000	\$682,000	\$125,500	\$807,500	\$205,000	\$122,500	\$327,500
79	Tires	\$155,000	\$60,000	\$215,000	\$115,000	\$50,000	\$165,000	\$40,000	\$10,000	\$50,000
80	Facility Maintenance	\$149,720	\$105,000	\$254,720	\$149,720	\$115,000	\$264,720	\$0	(\$10,000)	(\$10,000)
81	Passenger Facility Expense	\$25,800	\$0	\$25,800	\$28,200	\$0	\$28,200	(\$2,400)	\$0	(\$2,400)
82	Cleaning Expense	\$4,000	\$0	\$4,000	\$4,000	\$0	\$4,000	\$0	\$0	\$0
83	Repeater Fees	\$25,000	\$20,000	\$45,000	\$23,701	\$18,673	\$42,374	\$1,299	\$1,327	\$2,626
84	Light, Heat and Water	\$190,000	\$70,000	\$260,000	\$190,000	\$70,000	\$260,000	\$0	\$0	\$0
85	Fuel -Vehicles	\$1,075,000	\$544,035	\$1,619,035	\$1,004,715	\$544,035	\$1,548,750	\$70,285	\$0	\$70,285
86	Maintenance Tools/Supplies/Uniforms	\$147,300	\$45,800	\$193,100	\$116,850	\$34,050	\$150,900	\$30,450	\$11,750	\$42,200
87	Misc. Maintenance Expenses and fees	\$30,000	\$29,500	\$59,500	\$21,964	\$11,965	\$33,929	\$8,036	\$17,535	\$25,571
88	VEHICLE/BUILDING MAINTENANCE EXP	\$2,703,820	\$1,127,335	\$3,831,155	\$2,341,149	\$971,223	\$3,312,372	\$362,671	\$156,112	\$518,783
89										
90										
91	CONTRACTED EXPENSES									
92	ADA/SSTA PARATRANSIT	\$2,281,500	\$0	\$2,281,500	\$1,928,657	\$0	\$1,928,657	\$352,843	\$0	\$352,843
93	Partner Local Share	\$19,833	\$4,941	\$24,774	\$19,833	\$4,941	\$24,774	\$0	\$0	\$0
94	Functional Assessment Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
95	Volunteer Drivers	\$0	\$395,500	\$395,500	\$0	\$375,000	\$375,000	\$0	\$20,500	\$20,500
96	Other Transportation Svcs	\$0	\$1,717,453	\$1,717,453	\$0	\$1,366,318	\$1,366,318	\$0	\$351,135	\$351,135
97	CONTRACTOR EXPENSES	\$2,301,333	\$2,117,894	\$4,419,227	\$1,948,490	\$1,746,259	\$3,694,749	\$352,843	\$371,635	\$724,478
98										
99	MARKETING EXPENSE									
100	Bus Tickets/Fare Media	\$10,000	\$0	\$10,000	\$10,000	\$0	\$10,000	\$0	\$0	\$0
101	Marketing Exp	\$26,320	\$12,000	\$38,320	\$26,320	\$12,000	\$38,320	\$0	\$0	\$0
102	Public Information	\$26,000	\$15,000	\$41,000	\$26,000	\$15,000	\$41,000	\$0	\$0	\$0
103	MARKETING EXPENSE	\$62,320	\$27,000	\$89,320	\$62,320	\$27,000	\$89,320	\$0	\$0	\$0
104										
105	OTHER EXPENSES									
106	Debt Service/Capital Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
107	Capital Match Fund	\$157,898	\$140,700	\$298,598	\$454,199	\$187,999	\$642,198	(\$296,301)	(\$47,299)	(\$343,600)
108	OTHER EXPENSES	\$157,898	\$140,700	\$298,598	\$454,199	\$187,999	\$642,198	(\$296,301)	(\$47,299)	(\$343,600)
109										
110	Total Expenses	\$20,707,651	\$10,534,619	\$31,242,270	\$19,610,634	\$9,161,668	\$28,772,303	\$1,097,017	\$1,372,951	\$2,469,968
111	Deferred Cost									
112	Cost Allocations	\$98,714	(\$98,714)	\$0	\$65,882	(\$65,882)	\$0	\$32,832	(\$32,832)	\$0
113										
114	Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



FY25 OPERATING BUDGET ADJUSTMENT

October 10th, 2024

Budget reflects
state grant
agreements

Current Service
Levels
Budgeted

CBA's

Fares

One-Time Fund
utilization

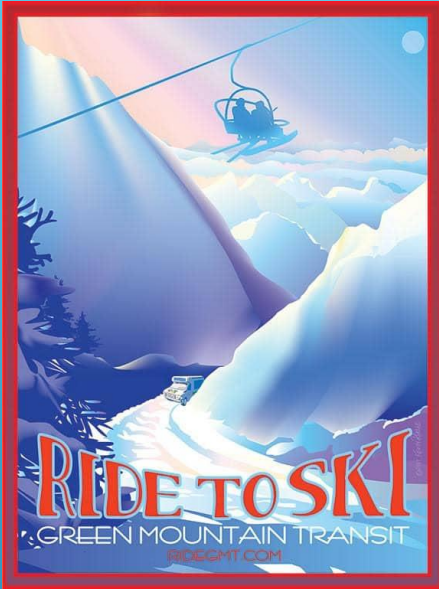
Rural Staff
Investment

FY25 KEY ITEMS



FY25 Operating Budget Adjustment

	Proposed FY25 Operating Budget Adj.			\$ Changes between Approved FY25 & Proposed FY25 Adj. Budget			% Changes between Approved FY25 & Proposed FY25 Adj. Budget		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
Revenues									
Federal, State and Local Revenues	\$18,500,255	\$7,590,023	\$26,090,278	\$879,341	\$528,474	\$1,407,815	5.0%	7.5%	5.7%
Operating Revenues	\$2,108,682	\$3,043,310	\$5,151,992	\$184,843	\$877,310	\$1,062,153	9.6%	40.5%	26.0%
Total Revenues	\$20,608,937	\$10,633,334	\$31,242,270	\$1,064,185	\$1,405,784	\$2,469,968	5.4%	15.2%	8.6%
Expenses									
Salaries & Wages	\$9,279,822	\$4,505,804	\$13,785,626	\$977,915	\$558,014	\$1,535,929	11.8%	14.1%	12.5%
Personnel Taxes & Benefits	\$3,944,036	\$1,537,797	\$5,481,833	\$392,026	\$201,941	\$593,967	11.0%	15.1%	12.2%
General & Administrative	\$1,821,522	\$990,690	\$2,812,212	\$60,788	\$106,607	\$167,396	3.5%	12.1%	6.3%
Operations	\$49,400	\$37,400	\$86,800	\$1,275	\$2,740	\$4,015	2.6%	7.9%	4.8%
Planning	\$387,500	\$50,000	\$437,500	(\$754,200)	\$23,200	(\$731,000)	-66.1%	86.6%	-62.6%
Vehicle & Building Maintenance	\$2,703,820	\$1,127,335	\$3,831,155	\$362,671	\$156,112	\$518,783	15.5%	16.1%	15.7%
Contractors	\$2,301,333	\$2,117,894	\$4,419,227	\$352,843	\$371,635	\$724,478	18.1%	21.3%	19.6%
Marketing	\$62,320	\$27,000	\$89,320	\$0	\$0	\$0	0.0%	0.0%	0.0%
Other	\$157,898	\$140,700	\$298,598	(\$296,301)	(\$47,299)	(\$343,600)	-65.2%	-25.2%	-53.5%
Total Expenses	\$20,707,651	\$10,534,619	\$31,242,270	\$1,097,017	\$1,372,951	\$2,469,968	5.6%	15.0%	8.6%
Cost Allocations	\$98,714	(\$98,714)	\$0	\$32,832	(\$32,832)	\$0	49.8%	49.8%	0.0%
Balance	\$0	\$0	\$0	\$0	\$0	\$0	0.0%	0.0%	0.0%

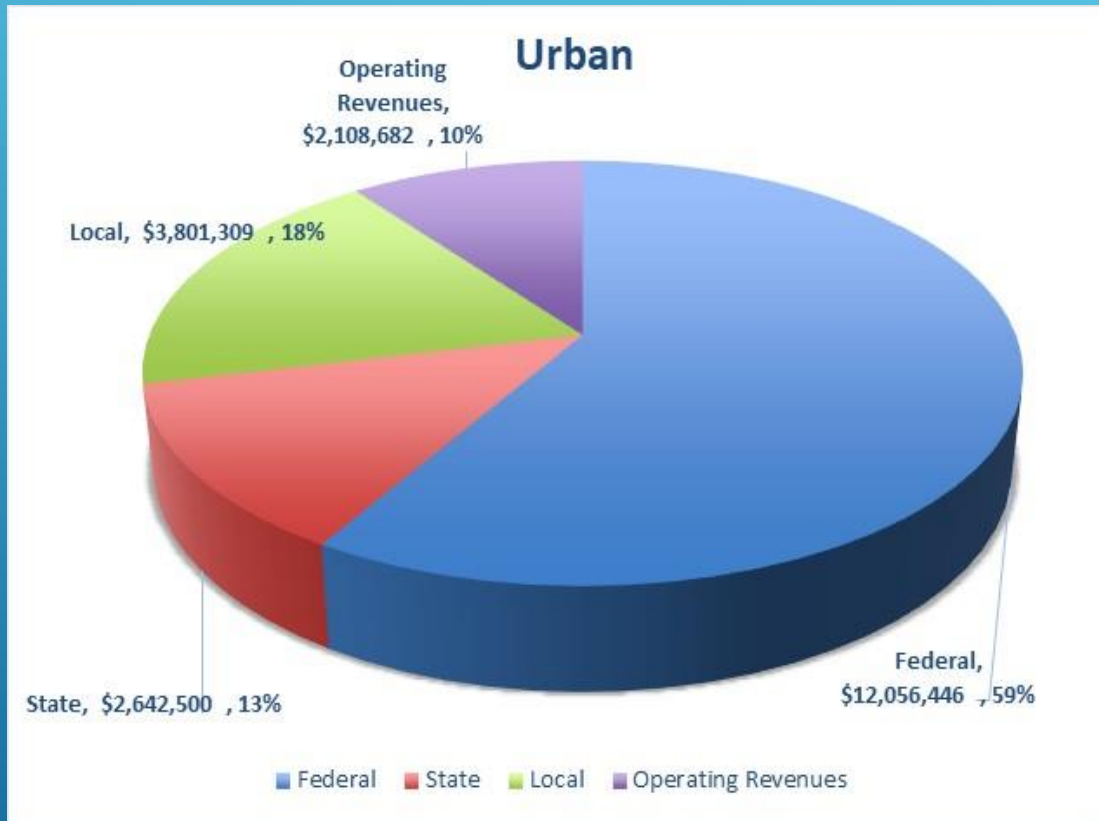


FEDERAL, STATE, & LOCAL FUNDING



Federal, State, and Local Revenues

Urban



- All Formula 5307 Reserves budgeted
- Budget includes \$737K of ARPA Funds and \$5.2M of formula 5307
- \$2.63M of State Operating Funds provided by VTRANS
- Reserve 5311 Flex funds programmed \$710K

FEDERAL GRANTS BALANCES (OPERATING)

FY25 5307 Forecast

Formula 5307	
5307-2022-004	\$2,960,680
5307-2024-001	\$4,148,526
Total 5307 Reserves:	\$7,109,206
Less: FY24 Forecasted Spending:	(\$6,047,917)
Adj. Balance for FY25:	\$1,061,289
Add: 2024 Apportionment	\$4,180,249
Less: FY25 Forecasted Formula Spending:	(\$5,241,538)
Remaining Formula Reserves avail. for FY26:	\$0

Covid-Relief	
Forecasted ARPA Reserves available for FY24:	\$2,454,222
Less: FY24 Budgeted Spending	(\$525,669)
Remaining ARPA Reserves avail. for FY25:	\$1,928,553
Less: FY25 Forecasted Spending	(\$737,412)
Remaining ARPA Reserves avail. for FY26:	\$1,191,141

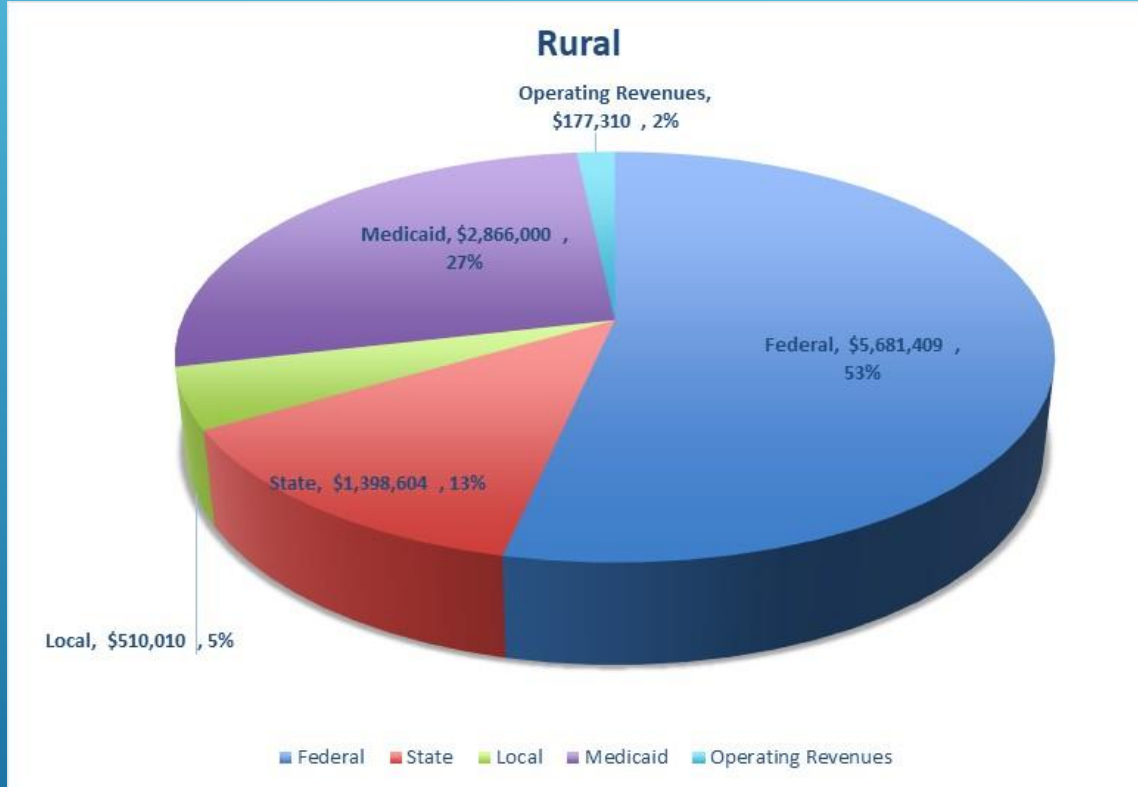
Total Federal 5307 "Reserve" Funds available for FY26 = \$0

Total Federal COVID Relief Funds available for FY26 = \$1.19M



Federal, State, and Local Revenues

Rural



- 5% Local Match Budgeted
- Medicaid funding at historic levels
- Investment program lifting operating revenues
- Pass-thru funds programmed for CRVT and CIDER

Net Position (Unaudited)

Fund Balances		
Type	Urban	Rural
Unrestricted*	\$ 1,487,089	\$ 3,063,886
Undesignated Restricted	\$ 1,993,214	\$ 286,961

**Urban unrestricted net position largely illiquid*



OPERATING REVENUES



OPERATING REVENUE ADJ.'S

	GREEN MOUNTAIN TRANSIT AUTHORITY						\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget											
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
OPERATING REVENUE															
Passenger Revenue	\$1,793,282	\$0	\$1,793,282	\$1,613,339	\$0	\$1,613,339	\$179,943	\$0	\$179,943	11.2%	11.2%	\$302,455	(\$5,043)	\$297,412	
Paratransit Fare	\$122,400	\$0	\$122,400	\$115,500	\$0	\$115,500	\$6,900	\$0	\$6,900	6.0%	6.0%	\$15,066	\$0	\$15,066	
Advertising Revenue	\$150,000	\$10,000	\$160,000	\$150,000	\$35,000	\$185,000	\$0	(\$25,000)	(\$25,000)	0.0%	-71.4%	\$281,552	\$9,986	\$291,538	
Investment Income	\$1,000	\$120,000	\$121,000	\$3,000	\$70,000	\$73,000	(\$2,000)	\$50,000	\$48,000	-66.7%	71.4%	\$944	\$236,037	\$236,980	
Miscellaneous Revenue	\$4,000	\$4,810	\$8,810	\$4,000	\$1,000	\$5,000	\$0	\$3,810	\$3,810	0.0%	381.0%	\$7,625	\$6,700	\$14,326	
Sales of Equipment	\$5,000	\$5,000	\$10,000	\$5,000	\$5,000	\$10,000	\$0	\$0	\$0	0.0%	0.0%	\$17,624	\$5,615	\$23,239	
Medicaid Purchase of Service Revenue	\$0	\$2,866,000	\$2,866,000	\$0	\$2,015,000	\$2,015,000	\$0	\$851,000	\$851,000		42.2%	\$3,208,333	\$3,208,333	\$3,208,333	
Misc. Purchase of Service	\$33,000	\$37,500	\$70,500	\$33,000	\$40,000	\$73,000	\$0	(\$2,500)	(\$2,500)	0.0%	-6.3%	\$34,664	\$37,257	\$71,921	
Warranty Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0	\$0	
Operating Revenues	\$2,108,682	\$3,043,310	\$5,151,992	\$1,923,839	\$2,166,000	\$4,089,839	\$184,843	\$877,310	\$1,062,153	9.6%	40.5%	\$659,930	\$3,498,884	\$4,158,814	

- Increase in UA fare contracts is largest impact for urban division
- Medicaid program revenue has grown significantly
- Rural Investment and Miscellaneous Income targets have been increased



	Urban	Rural
Total FY25 Adj. Revenues	\$ 20,608,937	\$ 10,633,334
Total FY25 Approved Revenues	\$ 19,544,752	\$ 9,227,550
Vs. FY25 Adj.	5.4%	15.2%
Total FY24 Revenues	\$ 18,662,139	\$ 10,524,412
Vs. FY25 Adj.	10.4%	1.0%



TOTAL REVENUES



OPERATING EXPENSES



Salary & Fringe

	GREEN MOUNTAIN TRANSIT AUTHORITY Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
	SALARIES AND WAGES														
Other Wages	\$2,077,623	\$1,617,002	\$3,694,624	\$2,038,173	\$1,275,247	\$3,313,420	\$39,450	\$341,755	\$381,204	1.9%	26.8%	11.5%	\$2,067,237	\$1,288,869	\$3,356,106
Driver Wages	\$5,808,596	\$2,674,015	\$8,482,611	\$5,049,636	\$2,456,788	\$7,506,424	\$758,959	\$217,228	\$976,187	15.0%	8.8%	13.0%	\$5,512,094	\$2,446,908	\$7,959,002
Mechanic Wages	\$1,393,603	\$214,788	\$1,608,391	\$1,214,097	\$215,756	\$1,429,853	\$179,506	(\$968)	\$178,538	14.8%	-0.4%	12.5%	\$1,147,228	\$221,106	\$1,368,334
SALARIES AND WAGES	\$9,279,822	\$4,505,804	\$13,785,626	\$8,301,907	\$3,947,790	\$12,249,697	\$977,915	\$558,014	\$1,535,929	11.8%	14.1%	12.5%	\$8,726,558	\$3,956,884	\$12,683,442
PERSONNEL TAXES AND BENEFITS															
Payroll Taxes FICA/MC (8% of Wages)	\$750,738	\$364,520	\$1,115,258	\$635,096	\$302,006	\$937,102	\$115,642	\$62,514	\$178,156	18.2%	20.7%	19.0%	\$727,562	\$315,365	\$1,042,927
Unemployment Tax Exp	\$25,000	\$18,000	\$43,000	\$15,000	\$18,000	\$33,000	\$10,000	\$0	\$10,000	66.7%	0.0%	30.3%	\$3,246	\$1,795	\$5,041
Medical Insurance	\$2,455,624	\$926,767	\$3,382,391	\$2,365,034	\$820,361	\$3,185,395	\$90,590	\$106,406	\$196,997	3.8%	13.0%	6.2%	\$2,162,499	\$746,317	\$2,908,816
Retirement ER Contributions	\$550,510	\$142,974	\$693,484	\$381,888	\$118,434	\$500,321	\$168,623	\$24,540	\$193,163	44.2%	20.7%	38.6%	\$468,228	\$128,704	\$596,933
Employee Development	\$13,000	\$25,000	\$38,000	\$25,000	\$28,000	\$53,000	(\$12,000)	(\$3,000)	(\$15,000)	-48.0%	-10.7%	-28.3%	\$44,927	\$50,327	\$95,254
GM Development/training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0	\$0	\$0
Employee Benefits	\$149,164	\$60,535	\$209,699	\$129,993	\$49,055	\$179,048	\$19,171	\$11,480	\$30,651	14.7%	23.4%	17.1%	\$139,466	\$55,143	\$194,609
PERSONNEL TAXES AND BENEFITS	\$3,944,036	\$1,537,797	\$5,481,833	\$3,552,010	\$1,335,856	\$4,887,866	\$392,026	\$201,941	\$593,967	11.0%	15.1%	12.2%	\$3,545,929	\$1,297,651	\$4,843,580

➤ Addition of MTC Supervisor, Rural General Manager, and Medicaid Transit Coordinator, and salary adjustments resulted in 27% other wages increase

➤ Driver and mechanic wages impacted by CBA and to a lesser extent adjustment in projected hours

➤ Medical insurance impacted by higher headcount

➤ Retirement impacted by maintenance CBA and higher budgeted wages

General & Admin

	GREEN MOUNTAIN TRANSIT AUTHORITY Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
	GENERAL AND ADMIN EXPENSES														
Admin Supplies and Expenses	\$108,000	\$34,300	\$142,300	\$163,700	\$25,800	\$189,500	(\$55,700)	\$8,500	(\$47,200)	-34.0%	32.9%	-24.9%	\$40,092	\$33,327	\$73,418
Recruiting Expenses	\$10,000	\$8,500	\$18,500	\$15,000	\$42,000	\$57,000	(\$5,000)	(\$33,500)	(\$38,500)	-33.3%	-79.8%	-67.5%	\$6,171	\$8,486	\$14,657
Dues and Subscriptions	\$3,500	\$8,500	\$12,000	\$4,000	\$9,800	\$13,800	(\$500)	(\$1,300)	(\$1,800)	-12.5%	-13.3%	-13.0%	\$3,213	\$8,500	\$11,713
Travel and meetings	\$5,000	\$9,700	\$14,700	\$4,000	\$4,000	\$8,000	\$1,000	\$5,700	\$6,700	25.0%	142.5%	83.8%	\$5,657	\$9,619	\$15,276
Communications	\$61,100	\$39,900	\$101,000	\$59,070	\$37,200	\$96,270	\$2,030	\$2,700	\$4,730	3.4%	7.3%	4.9%	\$60,692	\$39,640	\$100,331
Computer Services	\$200,000	\$200,000	\$400,000	\$206,774	\$107,753	\$314,526	(\$6,774)	\$92,247	\$85,474	-3.3%	85.6%	27.2%	\$187,460	\$193,986	\$381,446
Board Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0	\$0	\$0
Legal Fees	\$40,000	\$10,000	\$50,000	\$45,000	\$35,000	\$80,000	(\$5,000)	(\$25,000)	(\$30,000)	-11.1%	-71.4%	-37.5%	\$42,443	\$18,019	\$60,461
Insurance	\$1,353,078	\$661,695	\$2,014,773	\$1,232,322	\$598,973	\$1,831,295	\$120,756	\$62,722	\$183,478	9.8%	10.5%	10.0%	\$1,094,135	\$777,075	\$1,871,209
Audit Fees	\$22,068	\$9,458	\$31,525	\$18,568	\$7,958	\$26,525	\$3,500	\$1,500	\$5,000	18.9%	18.9%	18.9%	\$25,568	\$10,958	\$36,525
Consulting Fees	\$18,777	\$8,637	\$27,414	\$12,300	\$15,600	\$27,900	\$6,477	(\$6,963)	(\$486)	52.7%	-44.6%	-1.7%	\$54,987	\$83,785	\$138,771
GENERAL AND ADMIN EXPENSES	\$1,821,522	\$990,690	\$2,812,212	\$1,760,734	\$884,082	\$2,644,816	\$60,788	\$106,607	\$167,396	3.5%	12.1%	6.3%	\$1,520,416	\$1,183,393	\$2,703,808

➤ Urban Admin expenses impacted by lower than forecasted Genfare costs associated with fare collection

➤ Computer Services impacted by Genfare and RouteMatch costs

➤ Commercial Insurance reflects updated renewal and allocations

Operations & Planning

	GREEN MOUNTAIN TRANSIT AUTHORITY Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
	OPERATIONS EXPENSES														
Employee New Hire/Background Check	\$4,500	\$12,500	\$17,000	\$4,000	\$12,000	\$16,000	\$500	\$500	\$1,000	12.5%	4.2%	6.3%	\$4,261	\$12,223	\$16,484
DOT Testing	\$6,600	\$8,000	\$14,600	\$6,825	\$5,400	\$12,225	(\$225)	\$2,600	\$2,375	-3.3%	48.1%	19.4%	\$6,809	\$8,099	\$14,908
Employment Recruitment Referral Prog	\$800	\$400	\$1,200	\$800	\$400	\$1,200	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$0	\$0	\$0
Drivers' Uniforms	\$31,000	\$15,500	\$46,500	\$32,000	\$15,860	\$47,860	(\$1,000)	(\$360)	(\$1,360)	-3.1%	-2.3%	-2.8%	\$48,232	\$13,393	\$61,624
Safety Expense	\$2,500	\$0	\$2,500	\$2,000	\$500	\$2,500	\$500	(\$500)	\$0	25.0%	-100.0%	0.0%	\$2,467	\$0	\$2,467
Misc. Operating Expenses	\$4,000	\$1,000	\$5,000	\$2,500	\$500	\$3,000	\$1,500	\$500	\$2,000	60.0%	100.0%	66.7%	\$10,387	\$1,848	\$12,235
OPERATIONS EXPENSES	\$49,400	\$37,400	\$86,800	\$48,125	\$34,660	\$82,785	\$1,275	\$2,740	\$4,015	2.6%	7.9%	4.8%	\$72,156	\$35,563	\$107,719
PLANNING EXPENSES															
Other Planning Expense	\$0	\$50,000	\$50,000	\$4,200	\$26,800	\$31,000	(\$4,200)	\$23,200	\$19,000	-100.0%	86.6%	61.3%	\$0	\$26,380	\$26,380
CCRPC Planning Exp	\$387,500	\$0	\$387,500	\$1,137,500	\$0	\$1,137,500	(\$750,000)	\$0	(\$750,000)	-65.9%		-65.9%	\$233,658	\$0	\$233,658
PLANNING EXPENSES	\$387,500	\$50,000	\$437,500	\$1,141,700	\$26,800	\$1,168,500	(\$754,200)	\$23,200	(\$731,000)	-66.1%	86.6%	-62.6%	\$233,658	\$26,380	\$260,038

➤ Operations Expense line items adjusted to reflect FY24 actual spending levels

➤ Largest adjustment is to account for updated estimate of CCRPC pass-thru funds and increase to rural planning grant



Vehicle/Building Maintenance

	GREEN MOUNTAIN TRANSIT AUTHORITY						\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget											
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
VEHICLE/BUILDING MAINTENANCE EXP															
Parts Expense - Non-Revenue Vehicle	\$15,000	\$5,000	\$20,000	\$5,000	\$2,000	\$7,000	\$10,000	\$3,000	\$13,000	200.0%	150.0%	185.7%	\$13,729	\$3,216	\$16,945
Parts Expense - Revenue Vehicles	\$887,000	\$248,000	\$1,135,000	\$682,000	\$125,500	\$807,500	\$205,000	\$122,500	\$327,500	30.1%	97.6%	40.6%	\$519,798	\$218,184	\$737,982
Tires	\$155,000	\$60,000	\$215,000	\$115,000	\$50,000	\$165,000	\$40,000	\$10,000	\$50,000	34.8%	20.0%	30.3%	\$143,636	\$54,179	\$197,816
Facility Maintenance	\$149,720	\$105,000	\$254,720	\$149,720	\$115,000	\$264,720	\$0	(\$10,000)	(\$10,000)	0.0%	-8.7%	-3.8%	\$126,021	\$90,286	\$216,306
Passenger Facility Expense	\$25,800	\$0	\$25,800	\$28,200	\$0	\$28,200	(\$2,400)	\$0	(\$2,400)	-8.5%		-8.5%	\$25,410	\$0	\$25,410
Cleaning Expense	\$4,000	\$0	\$4,000	\$4,000	\$0	\$4,000	\$0	\$0	\$0	0.0%		0.0%	\$0	\$200	\$200
Repeater Fees	\$25,000	\$20,000	\$45,000	\$23,701	\$18,673	\$42,374	\$1,299	\$1,327	\$2,626	5.5%	7.1%	6.2%	\$24,011	\$19,511	\$43,523
Light, Heat and Water	\$190,000	\$70,000	\$260,000	\$190,000	\$70,000	\$260,000	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$191,589	\$67,742	\$259,331
Fuel -Vehicles	\$1,075,000	\$544,035	\$1,619,035	\$1,004,715	\$544,035	\$1,548,750	\$70,285	\$0	\$70,285	7.0%	0.0%	4.5%	\$1,097,961	\$481,387	\$1,579,348
Maintenance Tools/Supplies/Uniforms	\$147,300	\$45,800	\$193,100	\$116,850	\$34,050	\$150,900	\$30,450	\$11,750	\$42,200	26.1%	34.5%	28.0%	\$127,371	\$36,435	\$163,805
Misc. Maintenance Expenses and fees	\$30,000	\$29,500	\$59,500	\$21,964	\$11,965	\$33,929	\$8,036	\$17,535	\$25,571	36.6%	146.6%	75.4%	\$22,112	\$26,552	\$48,664
VEHICLE/BUILDING MAINTENANCE EXP	\$2,703,820	\$1,127,335	\$3,831,155	\$2,341,149	\$971,223	\$3,312,372	\$362,671	\$156,112	\$518,783	15.5%	16.1%	15.7%	\$2,291,638	\$997,691	\$3,289,329

➤ Revenue parts expense growth reflects spending levels excl. year-end inventory adjustments

➤ Growth in non-parts spending largely reflect FY24 actuals with inflationary adjustments

➤ Urban fuel reflects updated long-term contract pricing



Contracted, Marketing, & Other

	GREEN MOUNTAIN TRANSIT AUTHORITY Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
	CONTRACTED EXPENSES														
ADA/SSTA PARATRANSIT	\$2,281,500	\$0	\$2,281,500	\$1,928,657	\$0	\$1,928,657	\$352,843	\$0	\$352,843	18.3%		18.3%	\$2,293,068	\$0	\$2,293,068
Partner Local Share	\$19,833	\$4,941	\$24,774	\$19,833	\$4,941	\$24,774	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$21,933	\$900	\$22,833
Functional Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0	\$0	\$0
Volunteer Drivers	\$0	\$395,500	\$395,500	\$0	\$375,000	\$375,000	\$0	\$20,500	\$20,500		5.5%	5.5%	\$0	\$375,677	\$375,677
Other Transportation Svcs	\$0	\$1,717,453	\$1,717,453	\$0	\$1,366,318	\$1,366,318	\$0	\$351,135	\$351,135		25.7%	25.7%	\$0	\$1,484,724	\$1,484,724
CONTRACTOR EXPENSES	\$2,301,333	\$2,117,894	\$4,419,227	\$1,948,490	\$1,746,259	\$3,694,749	\$352,843	\$371,635	\$724,478	18.1%	21.3%	19.6%	\$2,315,001	\$1,861,302	\$4,176,303
MARKETING EXPENSE															
Bus Tickets/Fare Media	\$10,000	\$0	\$10,000	\$10,000	\$0	\$10,000	\$0	\$0	\$0	0.0%		0.0%	\$10,513	\$0	\$10,513
Marketing Exp	\$26,320	\$12,000	\$38,320	\$26,320	\$12,000	\$38,320	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$14,944	\$18,762	\$33,706
Public Information	\$26,000	\$15,000	\$41,000	\$26,000	\$15,000	\$41,000	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$42,904	\$15,588	\$58,492
MARKETING EXPENSE	\$62,320	\$27,000	\$89,320	\$62,320	\$27,000	\$89,320	\$0	\$0	\$0	0.0%	0.0%	0.0%	\$68,361	\$34,350	\$102,711
OTHER EXPENSES															
Debt Service/Capital Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0	\$0	\$0
Capital Match Fund	\$157,898	\$140,700	\$298,598	\$454,199	\$187,999	\$642,198	(\$296,301)	(\$47,299)	(\$343,600)	-65.2%	-25.2%	-53.5%	\$161,456	\$115,500	\$276,956
OTHER EXPENSES	\$157,898	\$140,700	\$298,598	\$454,199	\$187,999	\$642,198	(\$296,301)	(\$47,299)	(\$343,600)	-65.2%	-25.2%	-53.5%	\$161,456	\$115,500	\$276,956

➤ ADA cost growth tied to increase in transit rate and overall demand levels

➤ Other Transportation increase due to higher subrecipient costs/demand, higher taxi usage, and pass-thru funds

➤ Capital Match Fund contributions adjusted to reflect updated FY25 Capital Budget

Cost Allocations

	GREEN MOUNTAIN TRANSIT AUTHORITY Proposed FY25 Operating Budget Adj.			Approved FY25 Operating Budget			\$ Changes between FY25 Adj. & Approved FY25			\$ Changes between FY25 Adj. & Approved FY25			FY24 Actuals		
	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total	URBAN	RURAL	Total
	<i>Cost Allocations Details (negative is increased expense)</i>														
Admin Allocations based on internal projection	\$330,474	(\$330,474)		\$277,032	(\$277,032)		(\$53,442)	\$53,442		-19.3%	-19.3%		\$360,547	(\$360,547)	\$ -
Maintenance Labor/fringe/overhead	\$200,000	(\$200,000)		\$90,000	(\$90,000)		(\$110,000)	\$110,000		-122.2%	-122.2%		\$195,252	(\$195,252)	\$ -
GMTA Operated Link	(\$431,760)	\$431,760		(\$301,150)	\$301,150		\$130,610	(\$130,610)		-43.4%	-43.4%		(\$458,783)	\$458,783	\$ -
Current Year Deferred Costs IDC															
Total Cost Allocations:	\$98,714	(\$98,714)		\$65,882	(\$65,882)		(\$32,832)	\$32,832		-49.8%	-49.8%		\$97,016	(\$97,016)	\$ -

- Admin allocation updated to reflect new indirect rate and expense projections
- Maintenance allocation reflects actuals from FY24
- Link allocation adjustment tied to changes in forecasted rural transit rate



	Urban	Rural
Total FY25 Adj. Expenses	\$ 20,707,651	\$ 10,534,619
Total FY25 Approved Expenses	\$ 19,610,634	\$ 9,161,668
Vs. FY25 Adj.	5.6%	15.0%
Total FY24 Expenses	\$ 18,935,172	\$ 9,508,712
Vs. FY25 Adj.	9.4%	10.8%



TOTAL EXPENSES

FY26 CHALLENGES

- Projected Deficits
- Salary/Wage Pressures – Urban CBA
- Medicaid (NEMT) Program Profitability
- Fare Levels
- Local Funds
- Capital Investment
- Health Insurance Inflation
- Limited COVID Relief Funds
- ADA Cost Pressures?
- Fuel Price Volatility?





► *Motion to recommend approval of the proposed FY25 Budget Adjustment to the Board of Commissioners*



REQUESTED ACTION

Questions?