



To: GMT Board of Commissioners

From: Matt Kimball, Director of Grants & Project Development  
Nicholas Foss, Director of Finance  
Jon Moore, General Manager

CC: GMT Finance Committee

Date: November 10, 2022

RE: FY23 Capital Budget Adjustment

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Attached is an amended Capital Budget for approval by the Board of Commissioners. At the close of FY22, GMT had received five of six Gillig buses that were on order (five buses in the Urban FY22 capital budget and one in the Rural FY22 budget). When the sixth bus arrived in early July, GMT staff intended for this to be an Urban bus and this was reflected in the FY23 capital adjustment which was proposed to the Finance Committee on 7/14/22. After further discussion, it was determined by staff that the bus that arrived in FY23 would be a better fit for the rural system as this was a 35' bus. Staff confirmed that this change was acceptable with VTrans as all FY22 vehicles were carried into the executed FY23 State Grant Agreement as the delivery schedule of the vehicles was close to the end of the fiscal year. The final executed FY23 Rural state grant agreement included the 35' bus carried over from FY22.

This amendment to the capital budget is to move the FY22 carryforward 35' Gillig bus from the Urban capital budget to the Rural capital budget to align it with the FY23 state grant agreement. This change has no financial impact on GMT as this carryforward bus was reflected in the Rural FY23 state grant agreement with VTrans and local funding for this bus was programmed from the prior year local capital match fund.

Additionally, VTrans is awarding the federal funds for all non-vehicle Urban capital items to GMT via flex transfer capital funds rather than a mix of transfer and pass-through funding as originally proposed in the executed grant agreement. The source of federal funds in the Urban capital budget has been updated to reflect this change. This change has no impact on the overall funding amounts or local match in the Urban capital budget.

Further detail regarding the changes in this amendment are on the following page.



**The urban capital budget has decreased by \$527,893. The following explains the changes to the urban capital budget approved in August 2022.**

Line item description	Inc/(Dec)
Removed Line Item P "1 - Replacement 35' Non-BRT Gillig Bus @ \$527,893 each (85% Federal) (FY22 Carryforward)"	(\$527,893)
Change in budget 100% totals	(\$527,893)

This change has no impact on the Local capital match from FY23 as local match for this line item was programmed from the prior year local capital match fund. The total local match programmed from the prior year local capital match fund for the Urban capital budget is reduced by \$52,789.

**The rural capital budget has increased by \$527,893. The following explains the changes to the urban capital budget approved in August 2022.**

Line item description	Inc/(Dec)
Added Line Item AT "1 - Replacement 35' Non-BRT Gillig Bus @ \$527,893 each (85% Federal) (FY22 Carryforward)"	\$527,893
Change in budget 100% totals	\$527,893

This change has no impact on the Local capital match from FY23 as local match for this line item was programmed from the prior year local capital match fund. The total local match programmed from the prior year local capital match fund for the Rural capital budget is increased by \$52,789.

***Staff is recommending approval from the GMT Board of Commissioners to update the FY23 Capital Budget to move one (1) FY22 carryforward Gillig bus from the Urban to the Rural capital budget to align the FY23 capital budget with the State Grant Agreement.***

## GREEN MOUNTAIN TRANSIT AUTHORITY

### Proposed FY23 Urban Capital Budget

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	Federal Funds Awarded by Vtrans	Federal Funds Awarded by FTA
1	A	2 - Replacement 40' Non-BRT** HD Diesel Buses @ \$629,000 each (85% Fed/5% State/10% Local)	\$ 1,258,000	\$1,069,300	\$62,900	\$ 125,800	\$ 125,800.00	\$ -		\$1,069,300	
1	C	5 - Replacement SSTA*** Vehicles @ \$98,000 each	\$ 490,000	\$416,500	\$24,500	\$ 49,000	\$ -	\$ -	\$ 49,000	\$416,500	
1	E	Facility PM (such as stormwater maintenance, lift maintenance, cash vault replacement, etc.)	\$ 60,000	\$48,000	\$6,000	\$ 6,000	\$ 6,000.00	\$ -		\$0	\$48,000
1	F	Spare parts, miscellaneous support equipment	\$ 265,000	\$212,000	\$26,500	\$ 26,500	\$ 26,500.00	\$ -		\$0	\$212,000
1	G	Engine and Transmission PM	\$ 90,000	\$72,000	\$9,000	\$ 9,000	\$ 9,000.00	\$ -		\$0	\$72,000
1	H	Replace Four (4) In-Ground Bus Lifts	\$ 1,000,000	\$800,000	\$100,000	\$ 100,000	\$ 100,000.00	\$ -		\$0	\$800,000
2	J	ITS**** Improvements (APC system, Fixed Route Dispatch Software, Maintenance/EAM Software, etc.)	\$ 175,000	\$140,000	\$17,500	\$ 17,500	\$ 17,500.00	\$ -		\$0	\$140,000
2	L	1 - Replacement Non-Revenue Vehicle (Hybrid)	\$ 31,750	\$25,400	\$3,175	\$ 3,175	\$ 3,175.00	\$ -		\$0	\$25,400
2	M	Passenger Amenities (shelters, benches and bike racks)	\$ 47,500	\$38,000	\$4,750	\$ 4,750	\$ 4,750.00	\$ -		\$0	\$38,000
2	N	Replacement Office and Support Equipment (Computers, Monitors, Bldg Temp Control system, etc.)	\$ 35,000	\$28,000	\$3,500	\$ 3,500	\$ 3,500.00	\$ -		\$0	\$28,000
2	O	New Grants Management Software	\$ 30,000	\$24,000	\$3,000	\$ 3,000	\$ 3,000.00			\$0	\$24,000
CF-1	Q	5 - Replacement SSTA** Vehicles (FY22 Carryforward)	\$ 212,500	\$170,000	\$21,250	\$ 21,250		\$ 21,250		\$170,000	
CF-1	R	31 Queen City Park Road Facility Renovation (FY22 Carryforward)	\$ 60,000	\$48,000	\$6,000	\$ 6,000	\$ -	\$ 6,000		\$0	\$48,000
<b>Total:</b>			<b>\$ 3,754,750</b>	<b>\$ 3,091,200</b>	<b>\$ 288,075</b>	<b>\$ 375,475</b>	<b>\$ 299,225</b>	<b>\$ 27,250</b>	<b>\$ 49,000</b>	<b>\$ 1,655,800</b>	<b>\$ 1,435,400</b>

**Total Local Match: \$ 326,475**

Urban Notes:

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

\*\* Bus Rapid Transit - Alternative bus configuration for improved passenger comfort on longer trips

\*\*\* Special Services Transportation Agency

\*\*\*\* Intelligent Transportation Systems

## GREEN MOUNTAIN TRANSIT AUTHORITY

Proposed FY23 Rural Capital Budget											
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	Federal Funds Awarded by Vtrans	Federal Funds Awarded by FTA
1	AA	6 - Replacement Cutaway** Buses @ \$120,000 each	\$ 720,000	\$576,000	\$72,000	\$ 72,000	\$ 72,000	\$ -		\$576,000	
1	AB	2 - Non-BRT 40' HD Diesel Bus @ \$629,000 each (1 Replacement + 1 Stowe Expansion)	\$ 1,258,000	\$1,006,400	\$125,800	\$ 125,800	\$ 62,900		\$62,900	\$1,006,400	
2	AD	2 - Replacement Minivans for CIDER*** @ \$65,000 each	\$ 130,000	\$104,000	\$13,000	\$ 13,000	\$ -		\$ 13,000	\$104,000	
1	AE	Property Acquisition Activities & Design for New Wash County Facility	\$ 200,000	\$160,000	\$20,000	\$ 20,000	\$ 20,000			\$160,000	
2	AF	Spare Parts, Misc. Support Equipment, etc	\$ 30,000	\$24,000	\$3,000	\$ 3,000	\$ 3,000			\$24,000	
2	AG	Facility PM - Rural Facilities	\$ 25,000	\$20,000	\$2,500	\$ 2,500	\$ 2,500			\$20,000	
2	AH	2 - Replacement Non-Revenue Vehicles (Hybrid) @ \$31,750 each	\$ 63,500	\$50,800	\$6,350	\$ 6,350	\$ 6,350			\$50,800	
2	AI	Replacement Office Equipment (Computers, monitors, etc.)	\$ 6,000	\$4,800	\$600	\$ 600	\$ 600	\$ -		\$4,800	
2	AJ	MyRide Public Phone System	\$ 5,000	\$4,000	\$500	\$ 500	\$ 500	\$ -		\$4,000	
2	AK	Two (2) Shelters through Yestermorrow and AARP	\$ 24,000	\$19,200	\$4,800	\$ -	\$ -	\$ -		\$19,200	
2	AL	Rural Shelter site prep and installations	\$ 30,000	\$24,000	\$3,000	\$ 3,000	\$ 3,000	\$ -		\$24,000	
1	AM	4 - Minivans @ \$65,000 each (1 replacement for Montpelier Microtransit service, 3 expansion for Barre Microtransit & Mobility For All)	\$ 260,000	\$208,000	\$52,000	\$ -	\$ -			\$ 208,000	
CF-1	AN	2 - Replacement Narrow-Body Buses (FY22 Carryforward)	\$ 207,000.20	\$165,600.00	\$20,700.10	\$ 20,700.10	\$ -	\$ 20,700.10		\$165,600	
CF-1	AO	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	AP	1 Replacement Minivan for CIDER (FY22 Carryforward)	\$ 61,787	\$49,430	\$6,179	\$ 6,179	\$ -		\$ 6,179	\$49,430	
CF-1	AQ	2 - Replacement Electric Cutaway Buses @ \$285,000 per vehicle (85% Federal) (FY22 Carryforward)	\$ 570,000	\$484,500	\$57,000	\$ 57,000	\$ -	\$ 37,000	\$20,000	\$484,500	
CF-1	AR	Electric Cutaway Charging Infrastructure (FY22 Carryforward)	\$ 20,000	\$16,000		\$ 4,000	\$ -		\$ 4,000	\$16,000	
CF-1	AS	New Berlin Shop Truck (FY22 Carryforward)	\$ 42,502	\$34,001.00	\$4,250.20	\$ 4,250	\$ -	\$ 4,250		\$34,001	
CF-1	AT	1 - Replacement 35' Non-BRT Gillig Bus @ \$527,893 each (85% Federal) (FY22 Carryforward)	\$ 527,893	\$448,709	\$26,395	\$ 52,789	\$ -	\$ 52,789		\$448,709	
<b>Total:</b>			<b>\$ 4,314,984</b>	<b>\$ 3,513,596</b>	<b>\$ 424,789</b>	<b>\$ 405,099</b>	<b>\$ 170,850</b>	<b>\$ 128,170</b>	<b>\$ 106,079</b>	<b>\$ 3,513,596</b>	<b>\$ -</b>

**Total Local Match: \$ 299,020**

**Rural Notes:**

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

\*\* Cutaway Bus = Truck/Van Front/Bus Body

\*\*\* Champlain Islanders Developing Essential Resources. CIDER pays a one time lease fee that helps us meet the local match obligation.