

Federal Compliance Audit

Green Mountain Transit Authority

June 30, 2025



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GREEN MOUNTAIN TRANSIT AUTHORITY

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INDEPENDENT AUDITOR'S REPORT

Board of Commissioners
Green Mountain Transit Authority
Burlington, Vermont

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities of the major fund of Green Mountain Transit Authority, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the major fund of Green Mountain Transit Authority as of June 30, 2025 and the respective changes in financial position and where applicable, cash flows thereof for the year then ended, in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Green Mountain Transit Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America for the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Green Mountain Transit Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatements of the financial statements, whether due to fraud or error and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal controls relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Green Mountain Transit Authority's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise doubt about Green Mountain Transit Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 5 through 9 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Green Mountain Transit Authority's basic financial statements. The Schedules of Operating Revenues and Subsidies and Schedules of Expenses are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance) and is also not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Operating Revenues and Subsidies, Schedule of Expenses and the Schedule of Expenditures of Federal Awards are fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 18, 2026, on our consideration of Green Mountain Transit Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grants agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the effectiveness of Green Mountain Transit Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be read in considering Green Mountain Transit Authority's internal control over financial reporting and compliance.

RHR Smith & Company

Buxton, Maine
Vermont Registration No. 092.0000697
February 18, 2026

**REQUIRED SUPPLEMENTARY INFORMATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2025**

(UNAUDITED)

The following management's discussion and analysis of Green Mountain Transit Authority's financial performance provides an overview of the Authority's financial activities for the fiscal year ended June 30, 2025. Please read it in conjunction with the Authority's financial statements.

Financial Statement Overview

The Authority's basic financial statements include the following components: 1) proprietary fund financial statements and 2) notes to the financial statements. This report also includes other supplementary information including combining and other schedules.

Basic Financial Statements

The basic financial statements include financial information in the proprietary fund financial statements. These basic financial statements also include the notes to financial statements that explain in more detail certain information in the financial statements and also provide the user with the accounting policies used in the preparation of the financial statements.

The Statement of Net Position - this statement presents *all* of the government's assets, deferred outflows of resources, liabilities and deferred inflows of resources with the difference being reported as net position.

The Statement of Activities - this statement presents information that shows how the government's net position changed during the period. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows.

Statement of Cash Flows - this statement presents information on the effects changes in assets, deferred outflows of resources, liabilities, deferred inflows of resources and operations have on cash during the course of the fiscal year.

The above-mentioned financial statements have one column for the Authority's activities. The type of activity presented for the Authority is:

- *Business-type activities* - These activities are normally intended to recover all or a significant portion of their costs through user fees and/or charges to external users for goods and/or services.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the Proprietary Fund Financial Statements. The Notes to Financial Statements can be found following the Statements of Cash Flows.

Other Supplementary Information

Other supplementary information follows the notes to the financial statements. These combining and other schedules provide information in regard to operating revenues and subsidies and expenses.

Government-Wide Financial Analysis

Our analysis below focuses on the net position and changes in net position of the Authority's business-type activities. The Authority's net position decreased by \$499,500 from \$44,767,155 to \$44,267,655.

Unrestricted net position - the part of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation or other legal requirements - decreased by \$218,995 from \$4,551,532 to a balance of \$4,332,537 at the end of this year.

Table 1
Green Mountain Transit Authority
Net Position
June 30,

	<u>2025</u>	<u>2024</u>
Assets:		
Current Assets	\$ 9,665,748	\$ 10,586,305
Noncurrent Assets - Capital Assets	37,690,667	37,767,904
Total Assets	<u>47,356,415</u>	<u>48,354,209</u>
Liabilities:		
Current Liabilities	1,848,518	1,985,467
Noncurrent Liabilities	1,024,625	1,022,002
Total Liabilities	<u>2,873,143</u>	<u>3,007,469</u>
Deferred Inflows of Resources:		
Deferred Revenue	215,617	579,585
Total Deferred Inflows of Resources	<u>215,617</u>	<u>579,585</u>
Net Position:		
Net Investment in Capital Assets	37,690,667	37,767,904
Restricted	2,244,451	2,447,719
Unrestricted	4,332,537	4,551,532
Total Net Position	<u>\$ 44,267,655</u>	<u>\$ 44,767,155</u>

Table 2
Green Mountain Transit Authority
Changes in Net Position
For the Years Ended June 30,

	<u>2025</u>	<u>2024</u>
Operating revenues:		
Purchase of services	\$ 4,750,103	\$ 3,592,732
Intergovernmental	24,757,560	25,027,737
Other income	242,178	329,102
Total operating revenues	<u>29,749,841</u>	<u>28,949,571</u>
Operating expenses:		
Transportation	<u>29,943,701</u>	<u>28,350,233</u>
Operating income (loss)	<u>(193,860)</u>	<u>599,338</u>
Nonoperating revenues (expenses)		
Contributions	4,149,634	13,154,135
Other nonoperating revenue	311,255	491,301
Nonoperating expense	(4,842,455)	(4,362,402)
Change in deferred cost pool	75,926	78,420
Total nonoperating revenues (expenses)	<u>(305,640)</u>	<u>9,361,454</u>
Change in net position	(499,500)	9,960,792
Net Position - July 1	<u>44,767,155</u>	<u>34,806,363</u>
Net Position - June 30	<u>\$ 44,267,655</u>	<u>\$ 44,767,155</u>

Revenues and Expenses

The Authority's operating revenues increased over last year's amounts and operating expenses increased compared to last year's amounts. Operating revenues increased by 2.76% and operating expenses increased by 5.62%.

Capital Asset and Long-Term Debt Activity

Capital Assets

As of June 30, 2025, the net book value of capital assets recorded by the Authority decreased by \$77,237 from the prior year. This decrease is the result of net capital additions of \$4,252,287 less current year depreciation expense of \$4,329,524.

All capital assets and capital improvements with an original cost of \$10,000 or more are capitalized and depreciated, if necessary, in accordance with Government Accounting Standards Board Statement No. 34. More information on capital assets is included in Note 3 of Notes to Financial Statements.

Table 3
Green Mountain Transit Authority
Capital Assets (Net of Depreciation)
June 30,

	2025	2024
Land	\$ 775,000	\$ 775,000
Construction in progress	194,751	1,112,407
Land easement - right of way	258,634	261,499
Buildings and improvements	14,971,169	13,144,896
Bus stops and shelters	222,650	298,911
Revenue vehicles	19,585,126	20,687,799
Non-revenue vehicles	125,456	161,842
Office/computer equipment/software	116,295	74,385
Bus accessories	581,308	666,528
Shop equipment	860,278	584,637
	\$ 37,690,667	\$ 37,767,904
Total		

Long-Term Debt

The Authority has no long-term debt.

Currently Known Facts, Decisions or Conditions

Economic Factors and Next Year's Budgets and Rates

The Authority has steadily maintained a sufficient unrestricted net position to sustain government operations for a period of approximately one month, while also maintaining significant reserve accounts for future capital and program needs. However, several factors including the following will have an impact on that balance:

- Fuel market volatility
- Expansion of services and service routes
- Purchases of additional buses
- Rising medical, workers' compensation and other insurance costs
- Declining State revenues and its effect on agency allocations
- Declining and/or level funded Federal grants
- 3rd Party Contractor Costs
- Authority's Collective Bargaining Agreements Negotiations
- State and Local funding levels
- Ability to find skilled and affordable labor

Contacting the Authority's Financial Management

This financial report is designed to provide our citizens, taxpayers, customers and investors and creditors with a general overview of the Authority's finances and to show the Authority's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the Authority's Finance Department at 101 Queen City Park Road, Burlington, Vermont 05401.

GREEN MOUNTAIN TRANSIT AUTHORITY

STATEMENTS OF NET POSITION
JUNE 30,

	<u>2025</u>	<u>2024</u>
ASSETS		
Current assets:		
Cash and cash equivalents (Note 2)	\$ 1,127,528	\$ 2,392,146
Investments	3,873,534	1,715,589
Grants, assessments and other receivables, (net of allowance for uncollectibles)	3,525,531	5,629,447
Deferred cost pool (Note 11)	(651,757)	(727,683)
Inventories	1,193,443	1,271,640
Prepaid items	597,469	305,166
Total current assets	<u>9,665,748</u>	<u>10,586,305</u>
Noncurrent assets:		
Land, structures and equipment - net of accumulated depreciation and amortization (Note 3)	<u>37,690,667</u>	<u>37,767,904</u>
TOTAL ASSETS	<u><u>\$ 47,356,415</u></u>	<u><u>\$ 48,354,209</u></u>
LIABILITIES		
Current liabilities:		
Accounts payable	\$ 939,493	\$ 1,161,107
Accrued payroll expenses	553,810	489,411
Other accrued liabilities	301,287	281,159
Current portion of long-term obligations	53,928	53,790
Total current liabilities	<u>1,848,518</u>	<u>1,985,467</u>
Long-term liabilities:		
Noncurrent portion of long-term obligations:		
Accrued compensated absences (Note 4)	<u>1,024,625</u>	<u>1,022,002</u>
Total long-term liabilities	<u>1,024,625</u>	<u>1,022,002</u>
TOTAL LIABILITIES	<u>2,873,143</u>	<u>3,007,469</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred revenue	<u>215,617</u>	<u>579,585</u>
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>215,617</u>	<u>579,585</u>
NET POSITION		
Net investment in capital assets (Note 5)	37,690,667	37,767,904
Restricted (Note 6)	2,244,451	2,447,719
Unrestricted (Note 7)	<u>4,332,537</u>	<u>4,551,532</u>
TOTAL NET POSITION	<u>44,267,655</u>	<u>44,767,155</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u><u>\$ 47,356,415</u></u>	<u><u>\$ 48,354,209</u></u>

See accompanying independent auditor's report and notes to financial statements.

GREEN MOUNTAIN TRANSIT AUTHORITY

STATEMENTS OF ACTIVITIES
FOR THE YEARS ENDED JUNE 30,

	2025		Total	2024
	Urban	Rural		
OPERATING REVENUES				
Purchase of services	\$ 1,961,818	\$ 2,788,285	\$ 4,750,103	\$ 3,592,732
Other income	202,758	39,420	242,178	329,102
Local subsidies	3,773,240	505,154	4,278,394	4,128,489
State subsidies	2,630,000	1,170,251	3,800,251	4,222,568
Federal subsidies	4,749,369	1,445,000	6,194,369	7,871,418
Other grants	6,320,083	4,164,463	10,484,546	8,805,262
TOTAL OPERATING REVENUES	19,637,268	10,112,573	29,749,841	28,949,571
OPERATING EXPENSES				
Transportation	19,654,721	10,288,980	29,943,701	28,350,233
OPERATING INCOME (LOSS)	(17,453)	(176,407)	(193,860)	599,338
NONOPERATING REVENUES (EXPENSES)				
Vehicle lease payments	42,886	10,905	53,791	70,999
Interest income	119	221,451	221,570	236,981
Insurance proceeds	35,894	-	35,894	183,321
Capital fund expense	(611,628)	73,506	(538,122)	(405,698)
Depreciation expense	(3,220,556)	(1,083,777)	(4,304,333)	(3,956,704)
TOTAL NONOPERATING REVENUES (EXPENSES)	(3,753,285)	(777,915)	(4,531,200)	(3,871,101)
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	(3,770,738)	(954,322)	(4,725,060)	(3,271,763)
CAPITAL CONTRIBUTIONS				
Capital contributions - grants	2,652,120	1,497,514	4,149,634	13,154,135
TOTAL CAPITAL CONTRIBUTIONS	2,652,120	1,497,514	4,149,634	13,154,135
CHANGE IN DEFERRED COST POOL	75,926	-	75,926	78,420
CHANGE IN NET POSITION	(1,042,692)	543,192	(499,500)	9,960,792
NET POSITION - JULY 1	36,936,287	7,830,868	44,767,155	34,806,363
NET POSITION - JUNE 30	\$ 35,893,595	\$ 8,374,060	\$ 44,267,655	\$ 44,767,155

See accompanying independent auditor's report and notes to financial statements

GREEN MOUNTAIN TRANSIT AUTHORITY

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED JUNE 30,

	<u>2025</u>	<u>2024</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and local partners	\$ 8,906,707	\$ 7,875,208
Receipts from operating grants	22,583,082	19,534,901
Payments to vendors	(16,844,409)	(15,519,126)
Payments to employees	(13,447,724)	(12,323,874)
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	<u>1,197,656</u>	<u>(432,891)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest income	221,570	236,981
NET CASH PROVIDED (USED) BY INVESTING ACTIVITIES	<u>221,570</u>	<u>236,981</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Purchase of capital assets	(4,252,287)	(13,786,597)
Disposal of capital assets	25,191	188,198
Payments for capital fund expenses	(538,122)	(405,698)
Proceeds from SSTA lease payments	53,791	70,999
Insurance proceeds	35,894	183,321
Proceeds from capital grants and contributions	4,149,634	13,154,135
NET CASH PROVIDED (USED) BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>(525,899)</u>	<u>(595,642)</u>
NET INCREASE (DECREASE) IN CASH	893,327	(791,552)
CASH AND CASH EQUIVALENTS - JULY 1	<u>4,107,735</u>	<u>4,899,287</u>
CASH AND CASH EQUIVALENTS - JUNE 30	<u>\$ 5,001,062</u>	<u>\$ 4,107,735</u>
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Operating income (loss)	\$ (193,860)	\$ 599,338
Changes in operating assets and liabilities:		
(Increase) decrease in grants, assessments and other receivables	2,103,916	(1,364,347)
(Increase) decrease in inventories	78,197	(316,500)
(Increase) decrease in prepaid items	(292,303)	(71,833)
(Decrease) increase in accounts payable	(221,614)	536,021
(Decrease) increase in accrued payroll expenses	64,399	83,115
(Decrease) increase in deferred revenue	(363,968)	(175,115)
(Decrease) increase in other accrued liabilities	20,128	166,878
(Decrease) increase in accrued compensated absences	2,761	109,552
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	<u>\$ 1,197,656</u>	<u>\$ (432,891)</u>

See accompanying independent auditor's report and notes to financial statements.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity

Green Mountain Transit Authority (the Authority) was created in 1973 under the name Chittenden County Transportation Authority (CCTA) as a municipal corporation by an Act of the General Assembly of the State of Vermont. CCTA was formed for the purpose of providing public transportation services in Chittenden County. Fixed route (bus) transportation is provided in the following Authority member communities: Burlington, Colchester, Essex, Hinesburg, Milton, Shelburne, South Burlington, Williston and Winooski. Paratransit service for people with disabilities is provided in those communities where it is required.

With the addition of Green Mountain Transit Agency (GMTA) on July 1, 2011, the Authority now also provides public transportation in Washington, Lamoille, Franklin and Grand Isle Counties in Vermont and the municipalities of Washington, Williamstown and Orange in Orange County, Vermont. GMTA provides a variety of transportation options including deviated fixed route bus service in Montpelier and Barre, Medicaid brokering for eligible recipients, commuter routes to Waterbury, Montpelier, Burlington, Morristown, Richford, Alburg, St. Albans City and St. Albans Town, volunteer drivers and Ticket-To-Ride program. In addition, GMTA participates with the Central Vermont Council on Aging, Barre Project Independence, Care Partners, Vermont Center for Independent Living, CIDER, Central Vermont Area Aging and the Franklin County Senior Center, in the Elderly and Disabled Program.

The name of the Authority was legally changed to Green Mountain Transit Authority in fiscal year 2019 to rebrand and fully encompass the combined activities of CCTA and GMTA. The Authority is governed by a Board of Commissioners consisting of one commissioner from each member community with the exception of Colchester (non-voting member) and Burlington who has two.

The Authority's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). Governments are also required to follow the pronouncements of the Financial Accounting Standards Board (FASB) issued through November 30, 1989 (when applicable) that do not conflict with or contradict GASB pronouncements. Although the Authority has the option to apply FASB pronouncements issued after that date to its business-type activities and enterprise funds, the Authority has chosen not to do so.

The Authority's combined financial statements include all accounts and all operations of the Authority. We have determined that the Authority has no component units as described in GASB Statement No. 14 and amended by GASB Statements No. 39 and No. 61.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Implementation of New Accounting Standards

During the year ended June 30, 2025, the following statements of financial accounting standards issued by the Governmental Accounting Standards Board became effective:

Statement No. 101 "Compensated Absences". The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if (a) the leave is attributable to services already rendered, (b) the leave accumulates and (c) the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. Management has determined the impact of this Statement is not material to the financial statements.

Statement No. 102 "Certain Risk Disclosures". The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. This Statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of a substantial impact. Additionally, this statement requires a government to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. A disclosure should be made in the notes to financial statements if a government determines that those criteria for disclosures have been met for a concentration or constraint. Management has determined the impact of this Statement is not material to the financial statements.

Proprietary Fund Financial Statements

In the government-wide Statement of Net Position, the business-type activities are (a) presented on a consolidated basis and (b) reported on a full accrual, economic resources basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations. The Authority's net position is reported in three parts - net investment in capital assets; restricted net position and unrestricted net position. The Authority first utilizes restricted resources to finance qualifying activities.

The net costs (by function) are normally covered by general revenue (certain intergovernmental revenues and charges for services, etc.).

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The proprietary fund focus is more on the sustainability of the Authority as an entity and the change in the Authority's net position resulting from the current year's activities.

Measurement Focus - Basic Financial Statements and Fund Financial Statements

The financial transactions of the Authority are reported in one fund in the financial statements. This fund is accounted for by providing self-balancing accounts that comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position, revenues and expenditures/expenses. The following fund type is used by the Authority:

1. Proprietary Fund

The focus of proprietary fund measurement is upon determination of operating income, changes in net position, financial position and cash flows. The generally accepted accounting principles applicable are those similar to businesses in the private sector. Operating revenues include purchase of services, intergovernmental reimbursements and other miscellaneous fees which are a direct result of the proprietary activity. Nonoperating revenues are any revenues which are generated outside of the general proprietary activity, i.e. interest income. The following is a description of the proprietary fund of the Authority:

Major Fund

- a. Enterprise Funds are required to be used to account for operations for which a fee is charged to external users for goods or services and the activity (a) is financed with debt that is solely secured by a pledge of net revenues, (b) has third party requirements that the cost of providing services, including capital costs, be recovered with fees and charges or (c) established fees and charges based on a pricing policy designed to recover similar costs.

The emphasis in fund financial statements is on the major funds in either the governmental or business-type activities categories. Nonmajor funds by category are summarized into a single column. GASB Statement No. 34 sets forth minimum criteria (percentage of the assets, deferred outflows of resources, liabilities, deferred inflows of resources, revenues or expenses of either the fund category or the governmental and enterprise combined) for the determination of major funds. The activity of the Authority is in one major fund and there are no nonmajor funds.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied.

1. Accrual

Business-type activities in the proprietary fund financial statements are presented on the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when incurred. Grants and similar items are recognized as revenues as soon as all eligibility requirements imposed by the provider have been met.

Deposits and Investments

The Authority's cash and cash equivalents are considered to be cash on hand, demand deposits and short-term investments with original maturities of three months or less from the date of acquisition.

It is the Authority's policy to value investments at fair value. None of the Authority's investments are reported at amortized cost. The Authority's Treasurer is authorized by State Statutes to invest all excess funds in the following:

- Obligations of the U.S. Government, its agencies and instrumentalities
- Certificates of deposit and other evidence of deposits at banks, savings and loan associations and credit unions
- Repurchase agreements
- Money market mutual funds

Receivables

Receivables include amounts due from governmental agencies and local businesses. All receivables are current and therefore due within one year. Receivables are reported net of an allowance for uncollectible accounts and revenues net of uncollectibles. Allowances are reported when accounts are proven to be uncollectible. The allowance for uncollectible accounts is estimated to be \$0 as of June 30, 2025. Accounts receivable netted with allowances for uncollectible accounts were \$1,728,540 for the year ended June 30, 2025. The allowance for uncollectible accounts for grants receivable is estimated to be \$0 as of June 30, 2025. Grants receivable netted with allowances for uncollectible accounts were \$1,796,991 for the year ended June 30, 2025.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Inventories and Prepaid Items

Inventories consist of expendable supplies held for consumption and are valued at cost which approximates market value. Under the consumption method, the costs of inventory items are recognized as expenditures when used. The cost value is determined using the first-in/first-out (FIFO) method. Inventory of the Authority consists of tickets, fuel, oil, materials and supplies.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

Capital Assets

Capital assets purchased or acquired with an original cost of \$10,000 or more and a useful life longer than one year are reported at historical cost or estimated historical cost. Additions, improvements and other capital outlays that significantly extend the useful life of an asset are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred. Depreciation on all assets is provided on the straight-line basis over the estimated useful lives.

The assets are valued at historical cost when available and estimated historical cost where actual invoices or budgetary data was unavailable. Donated fixed assets are reported at their estimated fair market value on the date received. All retirements have been recorded by eliminating the net carrying values.

Estimated useful lives are as follows:

Land easement - right of way	99 years
Buildings and improvements	10-50 years
Bus stops and shelters	5-20 years
Office equipment	5-10 years
Revenue vehicles	7-12 years
Shop equipment	7-20 years
Non-revenue vehicles	4-12 years
Computer equipment/software	3 years

Long-term Obligations

All long-term obligations to be repaid from business-type resources are reported as liabilities in proprietary fund statements. The long-term obligations consist of accrued compensated absences.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net Position

Net position represents the difference between assets and liabilities. Net position invested in capital assets, net of related debt consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for those assets and adding back unspent proceeds. Net position is reported as restricted when there are limitations imposed on their use either through the enabling legislations adopted by the Authority or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. Unrestricted net position is the net amount of the assets, deferred outflows of resources, liabilities and deferred inflows of resources that are not included in the determination of net investment in capital assets or restricted net position.

Deferred Outflows and Inflows of Resources

In addition to assets, the statement of financial position and/or balance sheet will at times report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The Authority currently has no deferred outflows of resources.

In addition to liabilities, the statement of financial position and or balance sheet will at times report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Deferred revenue qualifies for reporting in this category. This item is reported in both the statements of net position and proprietary funds balance sheet. All items in this category are deferred and recognized as an inflow of resources in the period that the amounts become available.

Program Revenues

Program revenues include all directly related income items applicable to a particular program (charges to customers or applicants for goods, services or privileges provided, operating or capital grants and contributions, including special assessments).

Operating/Nonoperating Proprietary Fund Revenues

Operating revenues consist mainly of direct revenue sources and/or purchases of services applicable to that fund's ongoing operations. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Encumbrance Accounting

Encumbrances are not liabilities and, therefore, are not recorded as expenditures until receipt of material or service. For budgetary purposes, operating budget appropriations lapse at fiscal year-end and capital budget appropriations remain available until appropriations are liquidated. The Authority does not utilize encumbrance accounting for its operations.

Use of Estimates

During the preparation of the Authority's financial statements, management is required to make estimates and assumptions that affect the reported amounts of assets, liabilities and disclosure of contingent items as of the date of the financial statements and the reported amounts of revenues and expenses/expenditures during the reporting period. Actual results may differ from these estimates.

NOTE 2 - DEPOSITS AND INVESTMENTS

State statutes require that all investments made by the Authority consider the safe and sound investment of principal and preservation of capital in the overall portfolio, maintenance of sufficient liquidity to meet day-to-day operations and other cash requirements and maximization of income, within established investment risk guidelines, with consistent cash flows throughout the budgetary cycle. These investment policies apply to all Authority funds.

Deposits:

Custodial credit risk for deposits is the risk that, in the event of a failure of a depository financial institution, the Authority will not be able to recover its deposits. The Authority does not have a policy covering custodial credit risk for deposits. However, the Authority maintains deposits in qualifying financial institutions that are a member of the FDIC or NCUSIF. At June 30, 2025, the Authority's cash and cash equivalents balance of \$1,127,528 was comprised of deposits amounting to \$1,547,167. Bank deposits are adjusted primarily by outstanding checks and deposits in transit to reconcile to the Authority's cash balance. Of these bank deposits, \$250,000 was fully insured by federal depository insurance and consequently was not exposed to custodial credit risk and \$1,295,919 was insured or collateralized with securities held by the financial institution in the Authority's name and consequently were not exposed to custodial credit risk. Cash equivalents of \$1,248 were uninsured and uncollateralized.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 2 - DEPOSITS AND INVESTMENTS (CONTINUED)

<u>Account Type</u>	<u>Bank Balance</u>
Checking accounts	\$ 90,000
Repurchase agreements	1,450,847
Money market accounts	5,072
Cash equivalents	1,248
	<u>\$ 1,547,167</u>

Investments:

Custodial credit risk for investments is that, in the event of failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in possession of an outside party.

Interest rate risk - is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from fluctuations in interest rates.

At June 30, 2025 the Authority's investments were comprised of \$3,873,534 in U.S Treasury Bills which are backed by the full faith and credit of the U.S. Government.

<u>Investment Type</u>	<u>Fair Value</u>	<u>Maturity</u>		
		<u><1 Year</u>	<u>1 - 5 Years</u>	<u>N/A</u>
Government agency bonds	\$ 3,873,534	\$ 3,873,534	\$ -	\$ -
	<u>\$ 3,873,534</u>	<u>\$ 3,873,534</u>	<u>\$ -</u>	<u>\$ -</u>

Fair Value Hierarchy

The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The Authority has the following recurring fair value measurements as June 30, 2025:

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 2 - DEPOSITS AND INVESTMENTS (CONTINUED)

	Total June 30, 2025	Fair Value Measurements Using		
		Quoted Prices in Active Markets for Identical Assets (Level I)	Significant Other Observable Inputs (Level II)	Significant Unobservable Inputs (Level III)
<u>Investments by fair value level</u>				
Debt securities:				
Government agency bonds	\$ 3,873,534	\$ 3,873,534	\$ -	\$ -
Total investments by fair value level	3,873,534	\$ 3,873,534	\$ -	\$ -
<u>Cash equivalents measured at the net asset value (NAV)</u>				
Money market funds	1,248			
Total cash equivalents measured at the NAV	1,248			
Total investments and cash equivalents measured at fair value	\$ 3,874,782			

Treasury bill debt securities classified in Level I of the fair value hierarchy are valued using prices quoted in active markets for those securities. The Authority has no Level II or III investments. The fair value of money market mutual funds that are measured at NAV per share (or its equivalent) is calculated as of June 30, 2025 in a manner consistent with the Financial Accounting Standards Board's measurement principles for investment companies.

Credit risk - Statutes for the State of Vermont authorize the Authority to invest in obligations of the U.S. Treasury, agencies and instrumentalities, other states and Canada, provided such securities are rated within the three highest grades by an approved rating service of the State of Vermont, corporate stocks and bonds within statutory limits, financial institutions, mutual funds and repurchase agreements. Generally, the Authority invests excess funds in cash management accounts and various insured certificates of deposit.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 3 - CAPITAL ASSETS

The following is a summary of changes in capital assets for the year ended June 30, 2025:

	Balance, 7/1/24	Additions	Disposals/ Transfer	Balance, 6/30/25
<u>Primary government:</u>				
<u>Non-depreciated assets:</u>				
Land	\$ 775,000	\$ -	\$ -	\$ 775,000
Construction in progress	1,112,407	188,642	(1,106,298)	194,751
	<u>1,887,407</u>	<u>188,642</u>	<u>(1,106,298)</u>	<u>969,751</u>
<u>Depreciated assets:</u>				
Land easement - right of way	283,600	-	-	283,600
Buildings and improvements	19,051,800	2,432,993	-	21,484,793
Bus stops and shelters	2,303,033	8,870	-	2,311,903
Revenue vehicles	47,629,049	2,262,004	(2,720,708)	47,170,345
Non-revenue vehicles	479,669	-	-	479,669
Office equipment	74,032	-	-	74,032
Computer equipment/software	377,615	86,272	-	463,887
Bus accessories	858,039	-	-	858,039
Shop equipment	1,172,245	379,804	-	1,552,049
	<u>72,229,082</u>	<u>5,169,943</u>	<u>(2,720,708)</u>	<u>74,678,317</u>
Less: accumulated depreciation	<u>(36,348,585)</u>	<u>(4,329,524)</u>	<u>2,720,708</u>	<u>(37,957,401)</u>
Net depreciated capital assets	<u>35,880,497</u>	<u>840,419</u>	<u>-</u>	<u>36,720,916</u>
Total net capital assets	<u>\$ 37,767,904</u>	<u>\$ 1,029,061</u>	<u>\$ (1,106,298)</u>	<u>\$ 37,690,667</u>

NOTE 4 - OTHER LONG-TERM OBLIGATIONS

The following is a summary of changes in other long-term obligations for the year ended June 30, 2025:

	Balance, 7/1/24	Additions	Deletions	Balance, 6/30/25	Current Portion
Accrued compensated absences	<u>\$ 1,075,792</u>	<u>\$ 2,761</u>	<u>\$ -</u>	<u>\$ 1,078,553</u>	<u>\$ 53,928</u>

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 4 - OTHER LONG-TERM OBLIGATIONS (CONTINUED)

The Authority's policies regarding combined time off permit employees to accumulate earned but unused combined time off. The liability for these compensated absences is recorded as long-term obligations in the government-wide financial statements. As of June 30, 2025, the Authority's liability for compensated absences is \$1,078,553, which represents a \$2,761 net increase from the prior year.

NOTE 5 - NET INVESTMENT IN CAPITAL ASSETS

The following is the calculation of the net investment in capital assets for the Authority at June 30, 2025:

Invested in capital assets	\$ 75,648,068
Accumulated depreciation	<u>(37,957,401)</u>
	<u>\$ 37,690,667</u>

NOTE 6 - RESTRICTED NET POSITION

The following net position has been restricted at June 30, for the following purposes:

	2025	2024
Restricted for obligated local match on future purchases	\$ 2,190,007	\$ 2,095,246
Restricted by the Board for future capital match	<u>54,444</u>	<u>352,473</u>
	<u>\$ 2,244,451</u>	<u>\$ 2,447,719</u>

NOTE 7 - NET POSITION

The following table discloses the composition of net position at June 30, 2025, separated between Rural and Urban programs:

	Urban	Rural	Total
Net investment in capital assets	\$ 32,754,565	\$ 4,936,102	\$ 37,690,667
Restricted net position (Note 6)	2,102,055	142,396	2,244,451
Unrestricted net position	<u>1,036,975</u>	<u>3,295,562</u>	<u>4,332,537</u>
	<u>\$ 35,893,595</u>	<u>\$ 8,374,060</u>	<u>\$ 44,267,655</u>

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 7 - NET POSITION (CONTINUED)

The Authority has recognized management-imposed designations on unrestricted net position as of June 30, 2025, separated between Rural and Urban programs:

	Urban	Rural	Total
Unrestricted net position	\$ 1,036,975	\$ 3,295,562	\$ 4,332,537
Less: management designated net position:			
Inventories	1,153,468	39,975	1,193,443
Prepaid items	418,020	179,449	597,469
Total management designated net position	1,571,488	219,424	1,790,912
 Unrestricted, undesignated net position	 \$ (534,513)	 \$ 3,076,138	 \$ 2,541,625

The Authority currently has approximately one month of operating expenses in unrestricted, undesignated net position.

NOTE 8 - RETIREMENT PLAN

The Authority contributes to a qualified 401(a) plan covering all eligible employees who have completed one year of service and have attained the age of 21. The plan is administered by Future Planning Associates, Inc. Employee contributions vest immediately and employer contributions are 100% vested after three years of service. Normal retirement age is 65, however, the pension plan also provides for early retirement at age 62 with completion of three years of service. The Authority's contribution will be equal to 2% to 7% or more of the eligible employees' gross wages for that year. Employee contributions during fiscal years ended June 30, 2025 and 2024, respectively, were \$815,386 and \$721,370. Pension expense for fiscal years ended June 30, 2025 and 2024, respectively, were \$603,658 and \$538,742. Total payroll covered under the plan is \$10,683,596.

NOTE 9 - CONTINGENCY

The Authority receives federal funds through grants and loans. Closeout of these grants may not happen until subsequent fiscal years. The Authority may be responsible for returning federal funds based upon the close out of these grants.

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2025 AND 2024

NOTE 10 - RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; injuries to employees and natural disasters. The Authority maintains insurance coverage covering each of those risks of loss. Management believes such coverage is sufficient to preclude any significant uninsured losses to the Authority. Settled claims have not exceeded this coverage in any of the past three fiscal years.

The Authority is self-insured for unemployment coverage. The Authority must pay the Vermont Department of Labor for any paid claims. The Authority paid \$30,187 and \$5,041 for unemployment claims for the years ended June 30, 2025 and 2024, respectively.

NOTE 11 - DEFERRED COST POOL

For the fiscal years ended June 30, 2025 and 2024, the Authority used a Simplified Allocation Method with a fixed rate and a carryforward provision as prescribed under the Uniform Guidance. This methodology resulted in an under-allocation of general and administration costs at June 30, 2025 of \$75,926 and an under-allocation of general and administration costs at June 30, 2024 of \$78,420.

Supplementary Information Description

Other supplementary information includes financial statements and schedules not required by the Governmental Accounting Standards Board, nor a part of the basic financial statements, but are presented for purposes of additional analysis.

- Schedule of Operating Revenues and Subsidies
- Schedule of Expenses

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF OPERATING REVENUES AND SUBSIDIES
FOR THE YEARS ENDED JUNE 30,

	Urban	Rural	Total	
			2025	2024
Operating Revenues:				
Passenger fares:				
Fixed route	\$ 1,783,850	\$ -	\$ 1,783,850	\$ 297,413
Paratransit	142,473	-	142,473	15,066
Subtotal passenger fares	<u>1,926,323</u>	<u>-</u>	<u>1,926,323</u>	<u>312,479</u>
Purchase of services:				
Fixed route	<u>35,495</u>	<u>2,788,285</u>	<u>2,823,780</u>	<u>3,280,253</u>
Total other purchase of services	<u>1,961,818</u>	<u>2,788,285</u>	<u>4,750,103</u>	<u>3,592,732</u>
Other income:				
Advertising	176,581	720	177,301	291,538
Gain (loss) - sale of asset	19,385	37,070	56,455	23,239
Other income	6,792	1,630	8,422	14,325
Subtotal other income	<u>202,758</u>	<u>39,420</u>	<u>242,178</u>	<u>329,102</u>
Local subsidies:				
Fixed route operating	2,800,803	505,154	3,305,957	3,248,063
Paratransit operating	<u>972,437</u>	<u>-</u>	<u>972,437</u>	<u>880,426</u>
Subtotal local subsidies	<u>3,773,240</u>	<u>505,154</u>	<u>4,278,394</u>	<u>4,128,489</u>
State subsidies - State operating grant	<u>2,630,000</u>	<u>1,170,251</u>	<u>3,800,251</u>	<u>4,222,568</u>
Federal subsidies - Federal operating grant	<u>4,749,369</u>	<u>1,445,000</u>	<u>6,194,369</u>	<u>7,871,418</u>
Other grants:				
Planning revenue	422,844	45,417	468,261	419,210
Grants - JARC, CMAQ, other	<u>5,897,239</u>	<u>4,119,046</u>	<u>10,016,285</u>	<u>8,386,052</u>
Subtotal other grants	<u>6,320,083</u>	<u>4,164,463</u>	<u>10,484,546</u>	<u>8,805,262</u>
Total operating revenues	<u>19,637,268</u>	<u>10,112,573</u>	<u>29,749,841</u>	<u>28,949,571</u>
Nonoperating revenues:				
Local contributions:				
Vehicle lease payments	42,886	10,905	53,791	70,999
Interest income	119	221,451	221,570	236,981
Insurance proceeds	<u>35,894</u>	<u>-</u>	<u>35,894</u>	<u>183,321</u>
Total nonoperating revenue	<u>78,899</u>	<u>232,356</u>	<u>311,255</u>	<u>491,301</u>
Total revenues from operating grants and subsidies	<u>\$ 19,716,167</u>	<u>\$ 10,344,929</u>	<u>\$ 30,061,096</u>	<u>\$ 29,440,872</u>

See accompanying independent auditor's report and notes to financial statements.

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Urban								Urban Total	
	General Admin.	Transit Operations	Maintenance	Marketing	Planning	Mobility Management	Special Projects	Training		Capital Exp./ Depreciation
Operating Expenses:										
Labor:										
Operators' salaries and wages	\$ -	\$ 5,337,185	\$ 1,254,932	\$ -	\$ -	\$ -	\$ -	\$ 6,168	\$ -	\$ 6,598,285
Other salaries and wages	766,041	707,484	245,245	74,284	272,255	42,909	-	-	15,501	2,123,719
Benefit wages	26,286	67,890	13,200	13,607	(9,416)	-	-	-	-	111,567
Subtotal labor	<u>792,327</u>	<u>6,112,559</u>	<u>1,513,377</u>	<u>87,891</u>	<u>262,839</u>	<u>42,909</u>	<u>-</u>	<u>6,168</u>	<u>15,501</u>	<u>8,833,571</u>
Fringe benefits:										
Payroll taxes	62,325	493,383	121,337	6,692	20,524	3,414	-	491	1,228	709,394
Pension plan	46,300	296,753	107,368	2,832	13,501	2,347	-	296	1,042	470,439
Life insurance and short-term disability plan	17,308	93,219	20,908	800	6,645	571	-	-	703	140,154
Medical plan	131,508	1,525,138	462,059	16,165	52,961	6,654	-	948	1,971	2,197,404
Dental plan	6,477	77,092	22,019	760	2,733	308	-	51	91	109,531
Vision reimbursement	2,394	2,246	844	-	-	-	-	-	-	5,484
Vision plan	1,192	14,270	4,074	140	501	56	-	9	16	20,258
Employee testing	294	7,639	1,700	-	-	-	-	-	-	9,633
Unemployment insurance	-	6,372	-	-	-	-	-	-	-	6,372
Other employee benefits	16,990	135	1,637	-	143	-	-	-	-	18,905
Uniform and work clothing allowance	-	22,619	33,167	-	-	-	-	-	-	55,786
Employee development	4,754	6,692	9,799	-	-	-	-	35	-	21,280
Tool allowance	-	-	16,800	-	-	-	-	-	-	16,800
Subtotal fringe benefits	<u>289,542</u>	<u>2,545,558</u>	<u>801,712</u>	<u>27,389</u>	<u>97,008</u>	<u>13,350</u>	<u>-</u>	<u>1,830</u>	<u>5,051</u>	<u>3,781,440</u>
Services:										
Legal fees	23,396	-	235	-	-	-	-	-	-	23,631
Accounting and audit fees	32,406	-	-	-	-	-	-	-	-	32,406
Cleaning	-	-	-	-	-	-	-	-	-	-
Security	-	-	-	-	-	-	-	-	-	-
Consultants	33,606	-	-	-	-	10,630	-	-	-	44,236
Subtotal services	<u>89,408</u>	<u>-</u>	<u>235</u>	<u>-</u>	<u>-</u>	<u>10,630</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>100,273</u>

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Rural												
	Transit				Broker	Micro	Mobility	Montpelier		Capital Exp./	Rural	2025	2024
	Operations	Maintenance	Marketing	RTAP	Services	Transit	Management	Transit	Training	Depreciation	Total	Total	Total
Operating Expenses:													
Labor:													
Operators' salaries and wages	\$ 2,775,533	\$ 211,759	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,410	\$ -	\$ 3,051,702	\$ 9,649,987	\$ 9,230,052
Other salaries and wages	824,110	52,291	27,861	-	441,712	-	73,405	108,472	-	608	1,528,459	3,652,178	3,250,344
Benefit wages	113,397	783	-	-	5,711	-	-	1,389	-	-	121,280	232,847	203,023
Subtotal labor	<u>3,713,040</u>	<u>264,833</u>	<u>27,861</u>	<u>-</u>	<u>447,423</u>	<u>-</u>	<u>73,405</u>	<u>109,861</u>	<u>64,410</u>	<u>608</u>	<u>4,701,441</u>	<u>13,535,012</u>	<u>12,683,419</u>
Fringe benefits:													
Payroll taxes	297,936	21,279	2,139	-	35,023	-	5,712	8,507	5,490	48	376,134	1,085,528	1,042,925
Pension plan	106,940	18,055	1,320	-	7,581	-	3,739	63	115	39	137,852	608,291	596,933
Life insurance and short-term disability plan	44,827	2,257	349	-	9,260	-	1,294	-	-	206	58,193	198,347	165,854
Medical plan	615,266	47,890	7,496	-	133,971	-	14,890	21,332	5,782	134	846,761	3,044,165	2,739,385
Dental plan	30,946	2,498	395	-	7,216	-	713	947	282	6	43,003	152,534	143,097
Vision reimbursement	663	-	-	-	-	-	-	-	-	-	663	6,147	3,822
Vision plan	5,694	451	74	-	1,323	-	131	173	53	1	7,900	28,158	26,337
Employee testing	10,319	505	-	-	6,547	-	-	-	-	-	17,371	27,004	31,394
Unemployment insurance	23,814	-	-	-	-	-	-	-	-	-	23,814	30,186	5,041
Other employee benefits	1,417	-	-	-	86	-	-	-	-	-	1,503	20,408	23,205
Uniform and work clothing allowance	15,298	3,308	-	-	-	-	-	-	-	-	18,606	74,392	85,910
Employee development	2,666	-	-	25,000	-	-	-	-	(228)	-	27,438	48,718	95,256
Tool allowance	-	-	-	-	-	-	-	-	-	-	-	16,800	14,300
Subtotal fringe benefits	<u>1,155,786</u>	<u>96,243</u>	<u>11,773</u>	<u>25,000</u>	<u>201,007</u>	<u>-</u>	<u>26,479</u>	<u>31,022</u>	<u>11,494</u>	<u>434</u>	<u>1,559,238</u>	<u>5,340,678</u>	<u>4,973,459</u>
Services:													
Legal fees	-	235	-	-	-	-	-	-	-	-	235	23,866	60,462
Accounting and audit fees	-	-	-	-	-	-	-	-	-	-	-	32,406	36,526
Cleaning	91	-	-	-	1,400	-	-	-	-	-	1,491	1,491	200
Security	-	-	-	-	-	-	-	-	-	-	-	-	311
Consultants	-	-	-	-	-	-	-	-	-	-	-	44,236	138,772
Subtotal services	<u>91</u>	<u>235</u>	<u>-</u>	<u>-</u>	<u>1,400</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,726</u>	<u>101,999</u>	<u>236,271</u>

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Urban									Urban	
	General Admin.	Transit Operations	Maintenance	Marketing	Planning	ADA	Mobility Management	Special Projects	Training	Capital Exp./ Depreciation	Total
Materials and supplies:											
Fuels and lubricants	-	1,013,667	-	-	-	-	-	-	-	-	1,013,667
Tires and tubes	-	-	123,158	-	-	-	-	-	-	-	123,158
Other materials and supplies:											
Hardware	-	-	11,340	-	-	-	-	-	-	-	11,340
Facility maintenance	-	-	136,611	-	-	-	-	15,000	-	-	151,611
Small tools expense	-	-	4,673	-	-	-	-	-	-	-	4,673
Parts expense:											
Service vehicles	-	-	7,710	-	-	-	-	-	-	-	7,710
Revenue vehicles	-	-	530,682	-	-	-	-	-	-	-	530,682
Towing maintenance	-	-	9,171	-	-	-	-	-	-	-	9,171
Maintenance supplies	-	-	97,658	-	-	-	-	-	-	-	97,658
Radio maintenance	-	-	6,921	-	-	-	-	-	-	-	6,921
Repeater fees	-	27,795	-	-	-	-	-	-	-	-	27,795
Safety expense	-	490	-	-	-	-	-	-	-	-	490
Vehicle registrations	-	644	-	-	-	-	-	-	-	-	644
Subtotal materials and supplies	-	1,042,596	927,924	-	-	-	-	15,000	-	-	1,985,520
Utilities:											
Light, heat and water	21,452	6,310	158,902	-	-	-	-	-	-	-	186,664
Communications	15,558	35,365	8,231	1,711	1,711	-	-	-	-	-	62,576
Subtotal utilities	37,010	41,675	167,133	1,711	1,711	-	-	-	-	-	249,240
Casualty and liability costs:											
Insurance premiums	142,405	1,101,445	172,201	8,657	8,263	-	-	-	-	-	1,432,971
Subtotal casualty and liability costs	142,405	1,101,445	172,201	8,657	8,263	-	-	-	-	-	1,432,971

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Rural												Rural Total	2025 Total	2024 Total	
	Transit Operations	Maintenance	Marketing	RTAP	Planning	Elders and Disabled	Broker Services	Micro Transit	Mobility Management	Montpelier Transit Center	Special Projects	Training				Capital Exp./ Depreciation
Materials and supplies:																
Fuels and lubricants	439,808	-	-	-	-	-	-	-	-	-	-	-	-	439,808	1,453,475	1,689,241
Tires and tubes	-	46,044	-	-	-	-	-	-	-	-	-	-	-	46,044	169,202	197,815
Other materials and supplies:																
Hardware	-	1,749	-	-	-	-	-	-	-	-	-	-	-	1,749	13,089	450,117
Facility maintenance	-	41,408	-	-	-	-	-	-	14,991	-	-	-	-	56,399	208,010	178,140
Small tools expense	-	4,157	-	-	-	-	-	-	-	-	-	-	-	4,157	8,830	17,498
Parts expense:																
Service vehicles	-	1,430	-	-	-	-	-	-	-	-	-	-	-	1,430	9,140	-
Revenue vehicles	-	102,302	-	-	-	-	-	-	-	-	-	-	-	102,302	632,984	-
Towing maintenance	-	16,116	-	-	-	-	-	-	-	-	-	-	-	16,116	25,287	26,014
Maintenance supplies	43	17,284	-	-	-	-	-	-	23	-	-	-	-	17,350	115,008	109,207
Radio maintenance	-	10,673	-	-	-	-	-	-	-	-	-	-	-	10,673	17,594	9,769
Repeater fees	19,757	-	-	-	-	-	-	-	-	-	-	-	-	19,757	47,552	43,522
Safety expense	326	-	-	-	-	-	-	-	-	-	-	-	-	326	816	2,467
Vehicle registrations	1,794	-	-	-	-	-	-	-	-	-	-	-	-	1,794	2,438	2,268
Subtotal materials and supplies	461,728	241,163	-	-	-	-	-	-	15,014	-	-	-	-	717,905	2,703,425	2,726,058
Utilities:																
Light, heat and water	21,149	32,022	-	-	-	-	5,278	-	-	9,106	-	-	-	67,555	254,219	259,331
Communications	33,772	-	-	-	-	-	6,728	-	-	5,411	-	-	-	45,911	108,487	100,332
Subtotal utilities	54,921	32,022	-	-	-	-	12,006	-	-	14,517	-	-	-	113,466	362,706	359,663
Casualty and liability costs:																
Insurance premiums	544,793	43,025	8,097	-	16,194	-	35,952	-	-	-	-	-	-	648,061	2,081,032	2,054,531
Subtotal casualty and liability costs	544,793	43,025	8,097	-	16,194	-	35,952	-	-	-	-	-	-	648,061	2,081,032	2,054,531

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Urban										
	General Admin.	Transit Operations	Maintenance	Marketing	Planning	ADA	Mobility Management	Special Projects	Training	Capital Exp./ Depreciation	Urban Total
General and administration:											
Dues and subscriptions	7,923	-	-	-	-	-	-	-	-	-	7,923
Travel, meetings and meals	3,223	1,075	798	106	-	-	500	-	-	-	5,702
Marketing expense	-	-	-	25,491	-	-	-	-	-	-	25,491
Advertising/public information	-	-	-	33,538	-	-	-	-	-	-	33,538
Office supplies	25,981	2,176	1,750	159	-	-	-	-	-	-	30,066
Fare media	-	-	-	383	-	-	-	-	-	-	383
Recruiting	1,428	-	-	-	-	-	-	-	-	-	1,428
Computer services	172,072	16,757	19,454	-	-	-	-	-	-	-	208,283
Postage and freight	11,369	-	-	-	-	-	-	-	-	-	11,369
Bank charges	63,193	-	-	-	-	-	-	-	-	-	63,193
Rent expense	-	-	8,100	-	-	-	-	-	-	-	8,100
Subtotal general and administration	285,189	20,008	30,102	59,677	-	-	500	-	-	-	395,476

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

Rural															
Transit					Elders	Broker	Micro	Mobility	Montpelier	Special	Capital Exp./	Rural	2025	2024	
Operations	Maintenance	Marketing	RTAP	Planning	and Disabled	Services	Transit	Management	Transit Center	Projects	Depreciation	Total	Total	Total	
General and administration:															
Dues and subscriptions	130,728	-	-	-	-	7,362	-	-	-	-	-	138,090	146,013	110,201	
Travel, meetings and meals	7,062	400	-	-	-	2,433	-	-	-	-	-	9,895	15,597	16,999	
Marketing expense	-	-	16,518	-	-	-	-	-	-	-	-	16,518	42,009	33,706	
Advertising/public information	-	-	11,601	-	-	-	-	-	-	-	-	11,601	45,139	58,492	
Office supplies	3,949	-	-	-	-	2,318	-	-	1,804	-	-	8,071	38,137	41,424	
Fare media	-	-	-	-	-	-	-	-	-	-	-	-	383	10,513	
Recruiting	338	-	-	-	-	-	-	3,594	-	-	-	3,932	5,360	14,657	
Computer services	8,460	2,922	-	-	-	-	24,440	-	-	-	-	35,822	244,105	282,958	
Postage and freight	-	-	-	-	-	-	-	-	-	-	-	-	11,369	9,210	
Bank charges	-	-	-	-	-	-	-	-	-	-	-	-	63,193	22,145	
Rent expense	-	40,300	-	-	-	-	-	-	-	-	-	40,300	48,400	47,970	
Subtotal general and administration	150,537	43,622	28,119	-	-	12,113	24,440	3,594	1,804	-	-	264,229	659,705	648,275	

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Urban										
	General Admin.	Transit Operations	Maintenance	Marketing	Planning	ADA	Mobility Management	Special Projects	Training	Capital Exp./ Depreciation	Urban Total
Miscellaneous expenses:											
Park and ride lease payments	-	14,837	-	-	-	-	-	-	-	-	14,837
Planning expenses	-	-	-	-	905,116	-	-	-	-	-	905,116
Cash counting expense	4,931	-	-	-	-	-	-	-	-	-	4,931
Paratransit transportation expense	-	-	-	-	-	2,254,403	-	-	-	-	2,254,403
Volunteer mileage reimbursements	-	-	-	-	-	-	-	-	-	-	-
Contracted transportation expense	-	44,693	-	-	-	-	-	-	-	-	44,693
Other miscellaneous expenses	-	4,705	28,736	-	-	-	-	-	-	-	33,441
Subtotal miscellaneous expenses	4,931	64,235	28,736	-	905,116	2,254,403	-	-	-	-	3,257,421
Total operating expenses	1,640,812	10,928,076	3,641,420	185,325	1,274,937	2,254,403	67,389	15,000	7,998	20,552	20,035,912
Nonoperating expenses:											
Capital fund expenses	298,598	-	-	-	-	-	-	-	-	313,030	611,628
Depreciation expense	(25,191)	-	-	-	-	-	-	-	-	3,245,747	3,220,556
Subtotal nonoperating expenses	273,407	-	-	-	-	-	-	-	-	3,558,777	3,832,184
Total expenses	1,914,219	10,928,076	3,641,420	185,325	1,274,937	2,254,403	67,389	15,000	7,998	3,579,329	23,868,096
General administration allocation	(1,494,666)	939,265	132,709	12,009	23,964	-	3,678	-	518	1,332	(381,191)
Deferred Cost Pool - Current year	(75,926)	-	-	-	-	-	-	-	-	-	(75,926)
Total change in deferred cost pool	(75,926)	-	-	-	-	-	-	-	-	-	(75,926)
Net expenses	\$ 343,627	\$ 11,867,341	\$ 3,774,129	\$ 197,334	\$ 1,298,901	\$ 2,254,403	\$ 71,067	\$ 15,000	\$ 8,516	\$ 3,580,661	\$ 23,410,979

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULES OF EXPENSES
FOR THE YEARS ENDED JUNE 30,

	Rural											Rural Total	2025 Total	2024 Total	
	Transit Operations	Maintenance	Marketing	RTAP	Planning	Elders and Disabled	Broker Services	Micro Transit	Mobility Management	Montpelier Transit Center	Training				Capital Exp./ Depreciation
Miscellaneous expenses:															
Park and ride lease payments	-	-	-	-	-	-	-	-	-	-	-	-	-	14,837	24,425
Planning expenses	-	-	-	-	56,771	-	-	-	-	-	-	-	56,771	961,887	260,038
Cash counting expense	-	-	-	-	-	-	-	-	-	-	-	-	-	4,931	640
Paratransit transportation expense	-	-	-	-	-	-	-	-	-	-	-	-	-	2,254,403	2,293,068
Volunteer mileage reimbursements	-	-	-	-	-	79,254	240,292	-	-	-	-	-	319,546	319,546	375,677
Contracted transportation expense	-	-	-	-	-	920,646	561,735	-	34,721	-	-	-	1,517,102	1,561,795	1,507,558
Other miscellaneous expenses	2,538	5,766	-	-	-	-	-	-	-	-	-	-	8,304	41,745	207,151
Subtotal miscellaneous expenses	2,538	5,766	-	-	56,771	999,900	802,027	-	34,721	-	-	-	1,901,723	5,159,144	4,668,557
Total operating expenses	6,083,434	726,909	75,850	25,000	72,965	999,900	1,511,928	24,440	138,199	172,218	75,904	1,042	9,907,789	29,943,701	28,350,233
Nonoperating expenses:															
Capital fund expenses	-	-	-	-	-	-	-	-	-	-	-	(73,506)	(73,506)	538,122	405,698
Depreciation expense	-	-	-	-	-	-	-	-	-	-	-	1,083,777	1,083,777	4,304,333	3,956,704
Subtotal nonoperating expenses	-	-	-	-	-	-	-	-	-	-	-	1,010,271	1,010,271	4,842,455	4,362,402
Total expenses	6,083,434	726,909	75,850	25,000	72,965	999,900	1,511,928	24,440	138,199	172,218	75,904	1,011,313	10,918,060	34,786,156	32,712,635
General administration allocation	150,752	150,359	4,915	-	4,728	-	46,001	1,584	6,705	11,160	4,919	68	381,191	-	-
Deferred Cost Pool - Current year	-	-	-	-	-	-	-	-	-	-	-	-	-	(75,926)	(78,420)
Total change in deferred cost pool	-	-	-	-	-	-	-	-	-	-	-	-	-	(75,926)	(78,420)
Net expenses	\$ 6,234,186	\$ 877,268	\$ 80,765	\$ 25,000	\$ 77,693	\$ 999,900	\$ 1,557,929	\$ 26,024	\$ 144,904	\$ 183,378	\$ 80,823	\$ 1,011,381	\$ 11,299,251	\$ 34,710,230	\$ 32,634,215

See accompanying independent auditor's report and notes to financial statements.

Federal Compliance Description

Federal compliance includes financial information and reports that are required in accordance with Government Auditing Standards and/or the Uniform Guidance in accordance with 2 CFR § 515. Such financial information and reports include:

- Schedule of Expenditures of Federal Awards
- Notes to Schedule of Expenditures of Federal Awards
- Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards
- Independent Auditor's Report on Compliance or Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance
- Schedule of Findings and Questioned Costs

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2025

Federal Grantor Pass-through Grantor Program Title or Cluster	Federal AL Number	Pass-Through Grantor Identifying Number	Total Federal Expenditures	Expenditures to Subrecipients
U.S. DEPARTMENT OF TRANSPORTATION:				
Federal Transit Cluster:				
Direct Programs:				
Federal Transit Capital Investment Grants - Capital Assistance Program	20.500	VT-03-0048	\$ 10,672	\$ -
Federal Transit Capital Investment Grants - Capital Assistance Program	20.500	VT-04-0019	21,560	-
			<u>32,232</u>	<u>-</u>
Direct Programs:				
Federal Transit Formula Grants - Capital Assistance Program	20.507	VT-2019-004	78,557	-
Federal Transit Formula Grants - Capital Assistance Program	20.507	VT-2022-004	3,440	-
Federal Transit Formula Grants - Capital Assistance Program	20.507	VT-2024-003	98,755	-
Federal Transit Formula Grants - Capital Assistance Program	20.507	VT-2023-007	32,233	-
Federal Transit Formula Grants - Preventative Maintenance	20.507	VT-2024-004	957,733	-
Federal Transit Formula Grants - Preventative Maintenance	20.507	VT-2024-001	200,000	-
Federal Transit Formula Grants - Preventative Maintenance	20.507	VT-2025-001	1,242,267	-
Federal Transit Formula Grants - Operating - COVID-19	20.507	VT-2020-006	-	-
Federal Transit Formula Grants - Operating	20.507	VT-2021-009	529,549	-
Federal Transit Formula Grants - Operating	20.507	VT-2024-001	1,416,290	-
Federal Transit Formula Grants - Operating	20.507	VT-2024-005	3,513,530	-
Federal Transit Formula Grants - CMAQ Operating	20.507	VT-2025-001	348,771	-
Federal Transit Formula Grants - CMAQ Operating	20.507	VT-2024-004	1,525,088	-
Passed through the State of Vermont Agency of Transportation:				
Federal Transit Formula Grants - Capital Assistance Program	20.507	1393-2023-2	1,066,122	-
			<u>11,012,335</u>	<u>-</u>
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program				
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	1393-2024-7	43,763	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	VT-2024-002	625,042	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	1393-2024-7	388,908	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	1393-2024-5	232,992	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	1393-2024-7	580,351	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	VT-2018-003	113,370	-
Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program	20.526	1393-2022-8	190,318	-
Subtotal Bus and Bus Facilities Formula, Competitive and Low or No Emissions Program - Capital Assistance Program			<u>2,174,744</u>	<u>-</u>
Subtotal Federal Transit Cluster			<u>13,219,311</u>	<u>-</u>
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research - Rural Planning				
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research - Rural Planning	20.505	VT-2021-013	34,162	-
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research - Rural Planning	20.505	VT-2023-002	6,030	-
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research - Rural Planning	20.505	VT-2024-009	5,225	-
Subtotal Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research - Rural Planning			<u>45,417</u>	<u>-</u>

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (CONTINUED)
FOR THE YEAR ENDED JUNE 30, 2025

Federal Grantor Pass-through Grantor Program Title or Cluster	Federal AL Number	Pass-Through Identifying Grantor Number	Total Federal Expenditures	Expenditures to Subrecipients
Passed through Chittenden County Regional Planning Commission (CCRPC): Highway Planning and Construction	20.205	PL2025-GMT	422,844	-
Passed through State of Vermont, Agency of Transportation:				
Formula Grants for Rural Areas	20.509	VT-2024-007	69,992	-
Formula Grants for Rural Areas	20.509	VT-2024-007	658	-
Formula Grants for Rural Areas	20.509	VT-2022-001	67,311	-
Formula Grants for Rural Areas	20.509	VT-2024-008	661,237	-
Formula Grants for Rural Areas	20.509	1393-2024-10	96,452	-
Formula Grants for Rural Areas	20.509	1393-2024-1	48,962	-
Formula Grants for Rural Areas	20.509	1393-2024-6	571,038	-
Formula Grants for Rural Areas	20.509	1393-2024-6	720,000	-
Formula Grants for Rural Areas	20.509	1393-2024-6	1,550,000	-
Formula Grants for Rural Areas	20.509	1393-2024-6	299,420	-
Formula Grants for Rural Areas	20.509	1393-2024-1	15,628	-
Formula Grants for Rural Areas	20.509	VT-2024-008	18,485	-
Formula Grants for Rural Areas	20.509	1393-2024-10	6,515	-
Formula Grants for Rural Areas	20.509	1393-2024-6	987,469	-
Subtotal Formula Grants for Rural Areas			5,113,167	-
Transit Services Programs Cluster:				
Passed through State of Vermont, Agency of Transportation:				
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	1393-2024-8	270,208	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	VT-2024-006	25,724	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	1393-2024-8	74,001	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	VT-2023-004	19,285	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	VT-2024-006	18,239	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	VT-2022-003	1,847	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	1393-2024-8	32,685	-
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	VT-2023-004	4,084	-
Subtotal Transit Services Programs Cluster			446,073	-
Direct Program:				
National Infrastructure Investments	20.933	VT-2023-006	829,070	-
TOTAL U.S. DEPARTMENT OF TRANSPORTATION			20,075,882	-
Total Federal Expenditures			\$ 20,075,882	\$ -

GREEN MOUNTAIN TRANSIT AUTHORITY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2025

1. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes the federal awards activity of Green Mountain Transit Authority under programs of the federal government for the year ended June 30, 2025. The federal awards activity presented in the Schedule includes all federal awards received directly from federal agencies as well as federal awards passed through other government agencies. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance). Since the Schedule presents only a selected portion of the operations of Green Mountain Transit Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of Green Mountain Transit Authority.

2. Summary of Significant Accounting Policies

- a. Expenditures presented on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.
- b. Green Mountain Transit Authority elected to use an 6.48% fixed indirect cost rate for fiscal year 2025, as approved by the Federal Transit Administration. The approved fixed indirect cost rate used by Green Mountain Transit Authority in fiscal year 2025 is calculated using an indirect cost rate base type of modified total direct costs.

3. Major Programs - Federal

The following programs were considered major programs as defined by the Uniform Guidance and also Type A programs as defined by the Uniform Guidance. These programs were tested due to the Agency being classified as low-risk as defined in the Uniform Guidance:

<u>Program</u>	<u>AL #</u>
Formula Grants for Rural Areas & Tribal Transit Program	20.509
National Infrastructure Investments	20.933



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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Board of Commissioners
Green Mountain Transit Authority
Burlington, Vermont

We have audited, in accordance with generally accepted auditing standards in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the major fund of Green Mountain Transit Authority as of and for the year ended June 30, 2025 and the related notes to the financial statements, which collectively comprise Green Mountain Transit Authority's basic financial statements and have issued our report thereon dated February 18, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Green Mountain Transit Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Green Mountain Transit Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Green Mountain Transit Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the organization's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Green Mountain Transit Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and accordingly, we do not express such an opinion.

The results of our tests disclosed no instance of noncompliance or other matters that are required to be reported under *Government Auditing Standards*. In a separate management letter dated February 18, 2026, we documented other matters that were required to be reported to the management of the Authority.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing and not to provide an opinion on the effectiveness of the organization's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

RHR Smith & Company

Buxton, Maine
Vermont Registration No. 092.0000697
February 18, 2026



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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR
PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE
REQUIRED BY UNIFORM GUIDANCE

Board of Commissioners
Green Mountain Transit Authority
Burlington, Vermont

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Green Mountain Transit Authority's compliance with the types of compliance requirements identified as subject to audit in the OMB Compliance Supplement that could have a direct and material effect on each of Green Mountain Transit Authority's major federal programs for the year ended June 30, 2025. Green Mountain Transit Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Green Mountain Transit Authority complied, in all material respects, with compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Green Mountain Transit Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Green Mountain Transit Authority's compliance with the compliance requirements referred to above.

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Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to Green Mountain Transit Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error and express an opinion on Green Mountain Transit Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards* and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Green Mountain Transit Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards* and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Green Mountain Transit Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Green Mountain Transit Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Green Mountain Transit Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

RHR Smith & Company

Buxton, Maine
Vermont Registration No. 092.0000697
February 18, 2026

GREEN MOUNTAIN TRANSIT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2025

Section I - Summary of Auditor's Results

• *Financial Statements*

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? yes no
- Significant deficiency(ies) identified? yes no
- Noncompliance material to financial statements noted? yes no

• *Federal Awards*

Internal control over major programs:

- Material weakness(es) identified? yes no
- Significant deficiency(ies) identified? yes no

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported
In accordance with 2 CFR 200.516(a) yes no

Identification of major programs:

<u>AL Number</u>	<u>Name of Federal Program or Cluster</u>
20.509	Formula Grants for Rural Areas & Tribal Transit Program
20.933	National Infrastructure Investments

Dollar threshold used to distinguish between type A and B: \$750,000

Auditee qualified as low-risk auditee? yes no

Section II – Financial Statement Findings

None

Section III – Federal Awards Findings and Questioned Costs

None