



**Green Mountain Transit Board of Commissioners Meeting**  
**June 20, 2023 – 7:30 a.m.**  
**101 Queen City Road, Burlington VT 05401**

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

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

**To join the meeting via Zoom:**

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

Audio Only: (646)-558-8656

Meeting ID: 893 0596 8523

- 7:30 a.m. 1. Open Meeting
- 7:31 a.m. 2. Adjustment of the Agenda
- 7:33 a.m. 3. Public Comment
- 7:35 a.m. 4. Consent Agenda (Action Item)
- a. [May 16, 2023, Board Meeting Minutes](#) **Pages 3-6**
  - b. Finance Report **Pages 7-19**
  - c. Check Register **Pages 20-25**
  - d. Planning, Marketing and Public Affairs Report **Pages 26-27**
  - e. Ridership Reports **Pages 28-32**
  - f. Grants and Capital Projects **Pages 33-35**
- 7:45 a.m. 5. VTrans Update
- 7:55 a.m. 6. General Manager's Report
- 8:05 a.m. 7. Committee Reports
- 8:15 a.m. 8. **Action:** Approval of 12 Month Fuel Contract



- 8:25 a.m. 9. **Action:** Approval for Line of Credit **Pages 36-37**
- 8:35 a.m. 10. **Action:** Approval of FY24 Meeting Schedule
- 8:45 a.m. 11. **Action:** Approval of GenFare Link Procurement
- 8:55 a.m. 12. Executive Session to Discuss Labor Contracts
- 9:15 a.m. 13. **Action:** Approval of Adjustments to Maintenance Wages
- 9:20 a.m. 14. **Action:** Approval of Adjustments to Urban Operators Wages
- 9:25 a.m. 15. Commissioner Comments
- 9:30 a.m. 16. Adjourn

Next GMT Board of Commissioners Meeting Date: July 18, 2023

## NOTES

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



**Green Mountain Transit Board of Commissioners Meeting Minutes**  
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**Present:**

Alternate Commissioner Tom Derenthal, Burlington  
Jamie Smith, Director of Planning and Marketing  
Clayton Clark, General Manager  
Commissioner Bob Buermann, Grand Isle County  
Commissioner Paul Bohne, Essex  
Commissioner Amy Brewer, Williston  
Tammy Masse, Controller  
Ross MacDonald, VTrans  
Nick Foss, Director of Finance  
Alternate Commissioner Alice Peal, Washington County  
Tim Bradshaw, Director of Rural Transportation  
Commissioner Chapin Spencer, Burlington  
Commissioner Henry Bonges, Milton  
Commissioner Tasha Wallis, Lamoille County  
Alternate Commissioner Chapin Kaynor, Williston  
Dan Currier, VTrans  
Commissioner Christian Meyer, Washington County  
Alternate Commissioner Kyle Grenier, Franklin County  
Stephanie Reid, Director of Human Resources  
Alternate Commissioner Eric Covey, Winooski  
Alternate Commissioner Marcie Gallagher, Burlington  
Matt Kimball, Director of Grants and Project Development  
Commissioner Phil Pouech, Hinesburg  
Commissioner Matt Cota, South Burlington  
Jon Moore, Assistant General Manager  
Commissioner Susan Grasso, Shelburne  
Alternate Commissioner Judy Rosenstreich, Shelburne  
Jesse Rosado, Member of the public



41 **Open Meeting**

42 Vice Chair Brewer opened the meeting at 7:31AM.

43  
44 **Adjustment of the Agenda**

45 None

46  
47 **Public Comment**

48 Jesse Rosado from Barre City spoke about the service restoration and the  
49 disappointment as a result of not reversing permanent service reductions  
50 from 2020. Jesse spoke of the importance of the bookend bus trips as a  
51 crucial way for Barre City residents to participate in the bus system.

52  
53 **Consent Agenda (Action Item)**

54 Commissioner Bohne made a motion to approve the consent agenda,  
55 Commissioner Spencer seconded. Commissioner Grasso was interested in  
56 learning more about GMT's role in providing amenities at shelters and how  
57 we work with communities on park and ride locations. Commissioner Wallis  
58 asked why the finance information is in the consent agenda and asked for a  
59 full presentation on the financial position. All were in favor and the motion  
60 carried.

61  
62 **VTrans Update**

63 Ross MacDonald gave an update on FY24 grant processing. This year VTrans  
64 is starting with a \$950k deficit in state dollars, with some internal processes  
65 Ross is hoping that they are able to get the needed funding in place to meet  
66 the requests. VTrans is seeing increases annually and is reminding agencies  
67 that the budget cannot sustain the increases moving forward. Ross  
68 recommended that the Board be given the same presentations that GMT  
69 staff gave during the legislative session.

70  
71 **General Manager's Report**

72 Due to time, GM Clark didn't review the GM Report in detail. There were no  
73 questions for GM Clark.

74  
75 Commissioner Brewer noted that there may be a need for a special meeting  
76 to keep the lift construction project moving forward. Commissioner Buermann  
77 made a motion to grant authority to the Leadership Committee to approve  
78 the lift construction RPF award and report back on the decision at the next  
79 Board of Commissioners meeting. Commissioner Bohne seconded. All were in  
80 favor and the motion carried.



Commissioner Brewer also noted that the internal RFP committee is open to a board member or two joining in on the interviews to the two firms who submitted proposals.

### **Committee Reports**

**Strategy:** Met to discuss the Board retreat.

**Operations:** Did not meet

**Finance:** Commissioner Bohne gave an update on some of the specific items on the finance report, including Medicaid funding and the impacts of salaries on the long-term budget.

**JEDI:** Did not meet

Commissioner Spencer noted that the Financing study should be an item on the Board retreat agenda.

### **Action: Approval of 12 Month Fuel Contract**

Matt Kimball presented the fuel contract. Commissioner Spencer motion to issue an award to Sprague Operating Resources with the lowest responsive bid price of \$2.9509, for a total 12-month contract value of \$988,551.50.

Commissioner Pouech seconded. All were in favor and the motion carried.

### **Action: Approval for Line of Credit**

Nick Foss presented the line of credit memo noting that there could be a delay in the State budget approval, and this line of credit would allow GMT a path forward. Ross MacDonald noted that the Transportation Bill has been approved, and those funds will not be held up.

Commissioner Spencer noted that Nick and the Finance Committee should work together to bring a proposal to the Board with terms. The Board was supportive of Director Foss researching line of credit.

### **Action: Approval of FY24 Meeting Schedule**

GM Clark presented the open meeting law resolution and FY24 meeting schedule.

Commissioner Buermann made a motion to approve the FY24 Meeting schedule, Commissioner Meyer seconded. All were in favor and the motion carried.



**Action: Approval of Genfare Link Procurement**

GM Clark reviewed the Genfare quote, including the additional \$100k that we were not expecting. Commissioner Derenthal asked if this affects the external IT group and will that be another line item elsewhere.

Commissioner Bohne made a motion to approve the Genfare link procurement as presented, authorizing GM Clark to enter into an agreement, Commissioner Derenthal seconded. All were in favor and the motion carried.

**Executive Session to Discuss Labor Contracts**

Commissioner Buermann to enter executive session to discuss labor contracts inviting in the GM and the Leadership team present on the meeting, Commissioner Spencer seconded. All were in favor and the Board of Commissioner entered executive session at 8:59AM.

Commissioner Bohne made a motion to exit executive session, Commissioner Meyer seconded. All were in favor and the motion carried.

The Board exited Executive Session at 9:39AM with no action taken.

**Action: Approval of Adjustments to Maintenance and Urban Operator Wages**

Commissioner Spencer made a motion to amend the contracts, with union concurrence, to include the following changes in the urban operator contract:

- Eliminate the current reduced rate of \$21.75 for operators who are under one year of service
- Increase the FY24 operator rate to \$28.00 per hour
- and provide a bonus to operators that have already completed their one year of service (\$2,500 full-time, \$750 part-time)

And to include the following changes in the Maintenance contract:

- Increase Master Mechanic from \$30.18 to \$34.50
- Increase Journeyman Mechanic from \$26.74 to \$30.
- Increase Head Custodian and Wash Rack Crew Chief from \$21.06 to \$24.00
- Increase Wash Rack from \$17.48 to \$20.00
- Increase Custodians from Range up to \$20.00 (from \$15.97)



With the context that the Board is working to address a couple major challenges; staffing has become a constant constraint to GMT providing reliable public transit service, including staffing shortages in drivers and mechanics. There are competing challenges, a labor challenge and a long-term funding challenge. The Board has discussed and will continue to discuss at the upcoming retreat in September the long-term funding challenge. There are acute short-term needs that need addressing now and this motion is meant to address those. Commissioner Buermann seconded. All were in favor and the motion carried.

### **Commissioner Comments**

Commissioners thanked Commissioner Brewer for filling in as chair.

Commissioner Brewer made note about comments from earlier in the meeting about the bus being crucial in getting people to work. This includes GMT staff and the need to nurture them.

### **Adjourn**

Commissioner Buermann made a motion to adjourn, Commissioner Spencer seconded. All were in favor and the meeting adjourned at 9:48AM.

To: Finance Committee (FC)

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

Date: July 10, 2023

RE: Finance/Grants/Capital Projects

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

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

- **Staffing Update:**

- **Kimberly Smith** is GMT's newest Staff Accountant. She comes with previous experience as a General Manager at a local small business and is a recent grad from CCV's accounting program.

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

- **FTA Reimbursement:** GMT is responsible for reimbursing the FTA for assets taken out of service with remaining federal share, or assets that are disposed of with a market value greater than \$5K. GMT plans to reimburse the following amounts to the FTA:

- **CIDER 1 (Revenue Vehicle) - \$900** (Sale price of \$5.9K)
- **CIDER 5 (Revenue Vehicle) - \$860** (Sale price of \$5.86K)
- **Shelter #9421 - \$5,193.70** (Shelter was destroyed in vehicular accident)

- **FY24 Insurance Renewal:** Staff is happy to report that the commercial insurance renewal has been finalized and Travelers Insurance will remain GMT's partner for fiscal year 2024. Despite a "hard" insurance market, GMT was able to negotiate a renewal only slightly over budget – roughly 0.7% or roughly **\$11K**. Staff would also like to thank GMT's insurance broker Arthur J. Gallagher for all their support and expertise in getting this renewal across the finish line.

- **ADA Assessment Reform:** The committee will continue its discussions this month on reforming GMT's ADA assessment practices, however with a focus on the actual policy document. Staff has updated the language to reflect the proposal and will be asking the committee for any feedback before it goes before the larger Board of Commissioners.



- **FY23 Audit Schedule:** Staff has coordinated with its external auditors RHR Smith & Co. to schedule the FY23 Single Audit which will occur as follows:

➤ **Pre-Audit: May 1<sup>st</sup> – 5<sup>th</sup>**

- The pre-audit is off to a fantastic start and staff did a great job compiling the auditors' requests. Miranda MacDonald of RHR Smith was on-site two days this past week to review and test, as well as interview staff.
- Staff held an internal control working group with the auditor in May to discuss best practices and receive feedback on current GMT policies. The feedback from the auditor was positive and staff plans to hold another meeting before the end of the calendar year.

➤ **Single Audit: October 23<sup>rd</sup> – 27<sup>th</sup>**

- **Investment Portfolio Update:**

*Figure 1*

<i>Portfolio as of 6/30/23</i>			
	<b>Cost Basis</b>	<b>Market Value</b>	<b>Maturity Value</b>
U.S. Treasury Bill Due 7/13/23	\$ 993,698	\$ 1,015,576	\$ 1,017,000
U.S. Treasury Bill Due 9/7/23	\$ 998,737	\$ 1,014,323	\$ 1,024,000
U.S. Treasury Bill Due 10/12/23	\$ 1,006,840	\$ 1,013,032	\$ 1,028,000
Portfolio Market Value	\$ 3,042,932		
Total Money Market Value	\$ 843		
Total Investments:	\$ 3,043,775		
Investment Returns Since Inception*: \$	63,963		
<i>*Portfolio inception date is 1/11/23</i>			

- **Budget Development Tracker:**

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

❖ **FY24 Proposed Operating Budget Adjustment** – Target Date Sept./Oct.

❖ **FY24 Proposed Capital Budget Adjustment** – Target Date Sept./Oct.

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

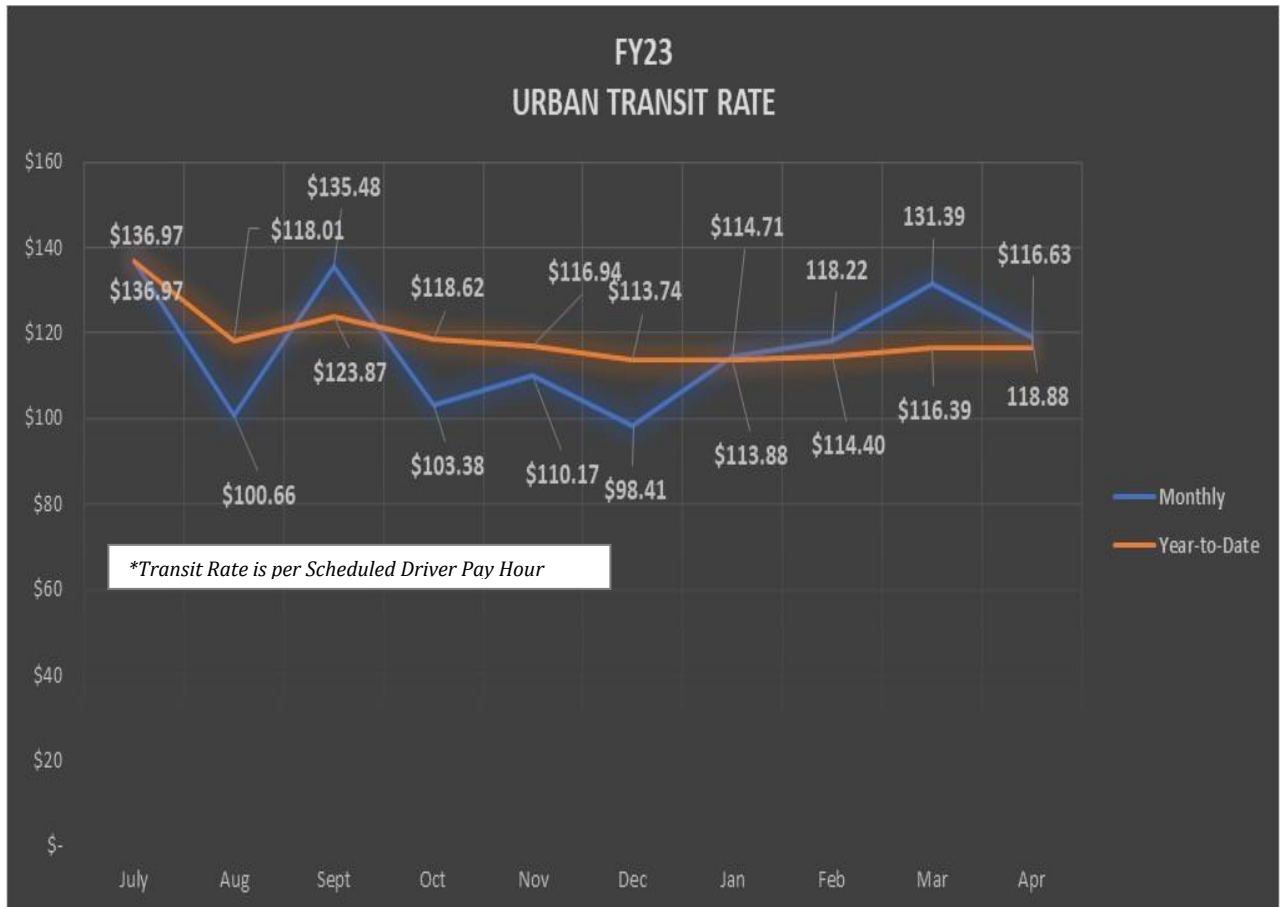
**Transit Rate (Operating Cost) Update:**

Each month the Finance Department will provide updates on the Authority's transit rates, which measures the operating costs associated with providing a distinct measurement unit of service. It is important to note that GMT's two systems (urban/rural) use different measurements for unit cost. The rural system uses a per vehicle hour (*actual time on-road*) measure, while the urban system utilizes scheduled driver payroll hours.

As expected, the **urban transit rate** fell in April by roughly 11% to \$116.63 (see Figure 2). The decrease was the result of returning to the standard two payrolls in a month, which March deviated from. The year-to-date rate did not follow the same path and showed a roughly 2% increase to \$118.88 as high levels of maintenance spending, specifically on facilities, pushed the rate higher. Staff has adjusted its guidance for where the transit rate will end the year and now predicts it will end the year between \$115 - \$120. Previous guidance was for the rate to end the year in the \$110 - \$115 range.

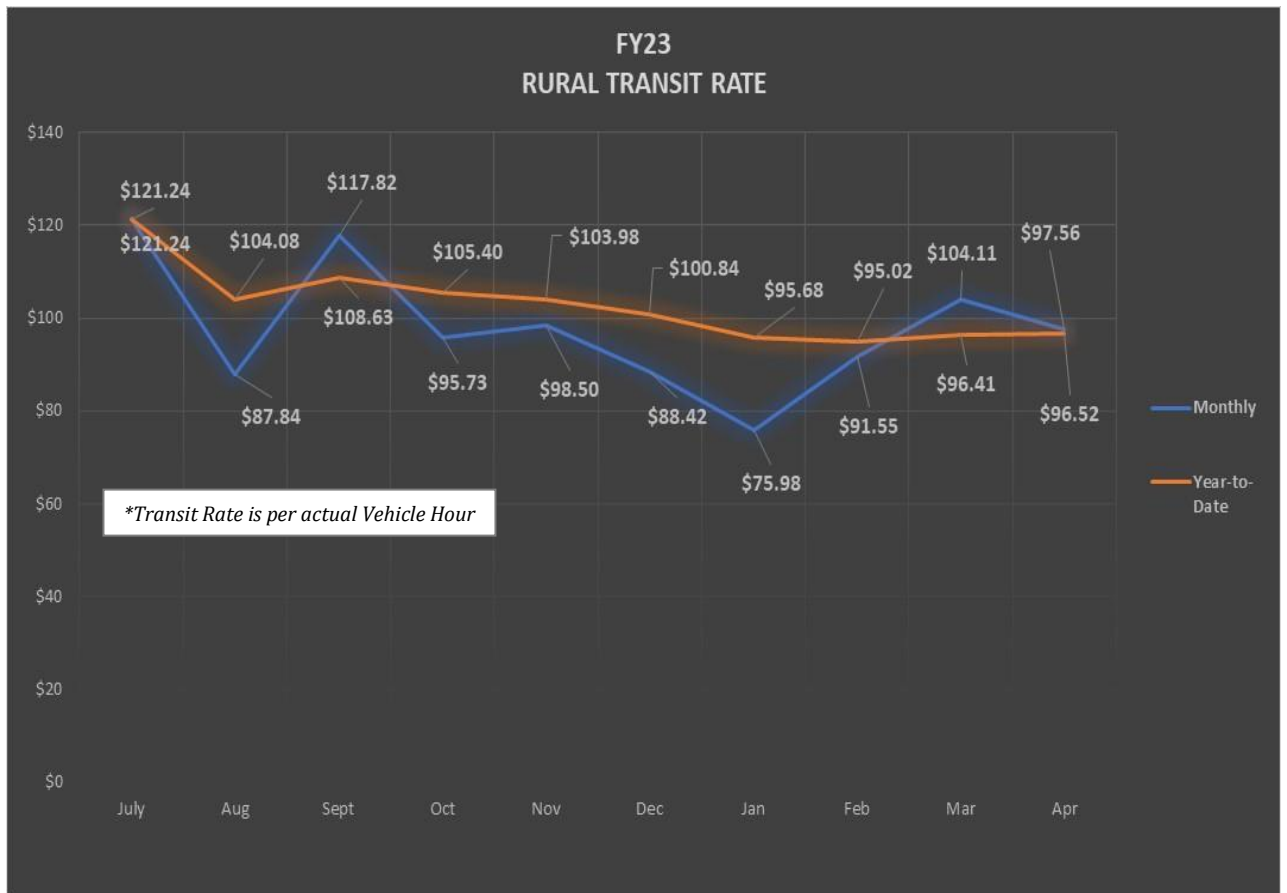
*Please remember, the monthly rate tends to be quite volatile because of one-time costs, and the timing of payrolls (September and March are good examples). Therefore, staff relies heavily on other measures, such as the year-to-date rate (Orange Line), or other time periods, to help smooth out these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

Figure 2



The **rural transit rate** (see Figure 3) fell 6.3% in April to \$97.56. The reduction in rate was also the result of going back to the traditional two payrolls in a month. The year-to-date rate also followed its urban counterpart, however with a more muted increase of 0.1% or \$0.11 to end the month at \$96.52.

Figure 3



### **Medicaid Financial Update:**

As reflected in Figure 4, GMT's NEMT program is currently operating at a pro forma loss of roughly **\$245.7K** for the year. Despite what is still a sizeable loss forecasted in the program, this result represents significant improvement over last month (24% decline or \$75K drop). These improving results are driven partially by the material drop in the rural transit rate witnessed in April, but also because of the additional revenue provided by the State Legislature and partner true ups conducted by VPTA.

*VPTA continued to disburse additional funding made available by the State Legislature in May, so staff feels confident next month's statement will show continued progress.*

Figure 4

FY23 Medicaid Profitability Analysis	
PRO FORMA	
As of April 30, 2023	
	<u>Totals</u>
<u>Revenue:</u>	
PMPW Revenue*	\$1,525,749
<u>Expenses:</u>	
Operating Costs	\$1,366,234
General & Administrative	<u>\$405,203</u>
Total:	\$1,771,437
<b>Profit/(Loss):</b>	<b>(\$245,689)</b>
<b>Net Margin:</b>	<b>-16.1%</b>
*Includes prior year escrow payments	

#### **Retirement Committee Update:**

Retirement Committee (RC) meetings are held quarterly. The last meeting was held on June 7<sup>th</sup> at 12 p.m.

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

#### **Financial Snapshot:**

As of **April 30, 2023**, the **Authority** has a **total operating surplus** of roughly **\$184.4K** and **negative change in net assets** of roughly **\$1.72M**.

The operating result between systems is the following:

- ❖ Urban System = **+\$5.2K Operating Surplus/- \$2.04M Change in Net Assets**
  - ➡ Because the Urban grant billing process is based on reimbursement, large operating surpluses, or deficits (unless grant funding ran out) should not be reported. The current operating surplus represents 0.04% of total urban revenues year-to-date which is positive reinforcement that GMT's grant billing and accounting processes are sound.
  - ➡ The Authority's urban net assets continue to be negative in February due to a lack of fixed asset investment year-to-date. The urban division has recognized roughly \$2.3M in depreciation expense year-to-date, offset by roughly \$39K in fixed asset investment. After receiving an update on GMT's vehicle delivery schedule, staff's forecast for fixed investment of

roughly \$1.6M is now unlikely. This change in guidance will result in a sizeable detraction in the urban division's equity in capital assets for FY23.

❖ **Rural System = +\$179.2K Operating Surplus/+\$321.7K Change in Net Assets**

➡ Despite sizeable losses in GMT's Medicaid (NEMT) program, GMT maintains an operating surplus in the division because of (1) additional Medicaid (NEMT) revenues made available by the legislature – see Medicaid section, and (2) sufficient funding in GMT's 5311 and CMAQ programs. GMT received enough rural federal and state funding this fiscal year to more than cover its costs, which is allowing a large portion of its local and operating revenues to fall to the bottom line and absorb the Authority's Medicaid losses.

➡ The rural division's change in net assets continues in positive territory for March thanks to both operating and capital surpluses of \$179.2K and \$84K respectively, as well as a higher level of net fixed asset investment year-to-date - this has declined over the past few months. As of March, GMT has capitalized roughly \$665.3K in fixed assets year-to-date, which currently exceeds its depreciation expense of roughly \$607K, equating to roughly \$58.4K of net capital investment.



	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
BENCHMARK = 83.3%	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
REVENUES											
FEDERAL, STATE AND LOCAL REVENUE											
Municipal Member Assessments	\$2,095,496		\$2,095,496	\$2,514,596		\$2,514,596	83.3%	0.0%	83.3%	\$2,086,337	
Municipal Paratransit Assessments	\$661,008		\$661,008	\$793,210		\$793,210	83.3%	0.0%	83.3%	\$569,187	
Local Operating Assistance	\$45,059	\$501,988	\$547,047	\$53,791	\$500,375	\$554,166	83.8%	100.3%	98.7%	\$45,346	\$391,751
Federal Urban Formula Grant	\$5,041,109		\$5,041,109	\$6,721,601		\$6,721,601	75.0%	0.0%	75.0%	\$6,849,711	
Federal Rural Operating Grant		\$1,612,239	\$1,612,239		\$1,750,000	\$1,750,000	0.0%	92.1%	92.1%		\$2,122,883
State Regular Subsidy Operating Grant	\$2,000,000	\$228,479	\$2,228,479	\$2,400,000	\$780,000	\$3,180,000	83.3%	29.3%	70.1%	\$666,667	\$56,181
E&D Grants and Local Match		\$1,312,971	\$1,312,971		\$1,747,506	\$1,747,506	0.0%	75.1%	75.1%		\$1,230,298
Other State Grants	\$402,781	\$180,427	\$583,208	\$436,863	\$312,107	\$748,970	92.2%	57.8%	77.9%	\$355,821	\$73,143
Other Federal Grants	\$3,559,728	\$1,091,320	\$4,651,049	\$3,797,522	\$1,653,033	\$5,450,555	93.7%	66.0%	85.3%	\$3,135,135	\$902,604
Fund Balance Reserves							0.0%	0.0%	0.0%		
Capital Reserve Revenue							0.0%	0.0%	0.0%		
Total Federal, State and Local Revenues	\$13,805,182	\$4,927,424	\$18,732,606	\$16,717,583	\$6,743,021	\$23,460,604	82.6%	73.1%	79.8%	\$13,708,204	\$4,776,860
OPERATING REVENUE											
Passenger Revenue	\$94,216		\$94,216	\$104,507		\$104,507	90.2%	0.0%	90.2%	(\$279)	
Paratransit Passenger Fares							0.0%	0.0%	0.0%		
Advertising Revenue	\$233,942	\$31,730	\$265,672	\$130,000	\$13,000	\$143,000	180.0%	244.1%	185.8%	\$109,664	\$11,256
Interest Earnings	\$1,049	\$57,084	\$58,133	\$300	\$4,000	\$4,300	349.6%	1427.1%	1351.9%	\$203	\$2,849
Miscellaneous Revenue	\$8,486	\$4,378	\$12,863	\$1,000		\$1,000	848.6%	0.0%	1286.3%	\$2,787	\$1,230
Sales Of Equipment	\$20,800	\$22,513	\$43,313	\$1,000	\$2,000	\$3,000	2080.0%	1125.7%	1443.8%	\$15,965	\$2,400
Medicaid Purchase Of Svc		\$1,525,749	\$1,525,749		\$1,495,000	\$1,495,000	0.0%	102.1%	102.1%		\$1,400,416
Purchase of Service	\$27,140	\$33,344	\$60,484	\$32,790	\$59,982	\$92,772	82.8%	55.6%	65.2%	\$30,790	\$44,999
Warranty Revenue							0.0%	0.0%	0.0%		
Operating Revenue	\$385,632	\$1,674,798	\$2,060,430	\$269,597	\$1,573,982	\$1,843,579	143.0%	106.4%	111.8%	\$159,130	\$1,463,150
Total Revenue	\$14,190,814	\$6,602,222	\$20,793,036	\$16,987,180	\$8,317,003	\$25,304,183	83.5%	79.4%	82.2%	\$13,867,333	\$6,240,010
EXPENSES											
SALARIES AND WAGES											
Other Wages	\$1,425,807	\$783,225	\$2,209,031	\$1,700,836	\$994,020	\$2,694,856	83.8%	78.8%	82.0%	\$1,233,126	\$774,537
Driver/Operator Wages	\$4,045,262	\$1,829,818	\$5,875,081	\$4,681,715	\$2,403,051	\$7,084,766	86.4%	76.1%	82.9%	\$3,915,304	\$1,733,353
Vehicle Repair Wages	\$767,519	\$114,076	\$881,595	\$1,060,185	\$163,413	\$1,223,598	72.4%	69.8%	72.0%	\$751,184	\$81,449
Salaries and Wages	\$6,238,588	\$2,727,119	\$8,965,707	\$7,442,736	\$3,560,484	\$11,003,220	83.8%	76.6%	81.5%	\$5,899,614	\$2,589,339
PERSONNEL TAXES AND BENEFITS											
Payroll Taxes (FICA/MC)	\$477,379	\$210,989	\$688,368	\$569,369	\$272,377	\$841,746	83.8%	77.5%	81.8%	\$456,120	\$193,556
Unemployment Tax Exp	\$114	\$17,182	\$17,296	\$20,000	\$15,000	\$35,000	0.6%	114.5%	49.4%	\$661	\$4,237
Medical Insurance/HRA	\$1,645,021	\$463,652	\$2,108,673	\$2,203,451	\$607,228	\$2,810,679	74.7%	76.4%	75.0%	\$1,567,333	\$421,776
Pension Plan Expenses	\$287,695	\$83,455	\$371,150	\$361,086	\$117,055	\$478,141	79.7%	71.3%	77.6%	\$279,204	\$77,202
Employee Development	\$3,853	\$21,141	\$24,994	\$13,000	\$28,000	\$41,000	29.6%	75.5%	61.0%	\$4,001	\$13,139
Other Employee Benefits	\$101,906	\$36,263	\$138,169	\$110,900	\$47,400	\$158,300	91.9%	76.5%	87.3%	\$118,103	\$46,407
Personnel Taxes and Benefits	\$2,515,967	\$832,681	\$3,348,648	\$3,277,806	\$1,087,060	\$4,364,866	76.8%	76.6%	76.7%	\$2,425,422	\$756,316
GENERAL AND ADMIN EXPENSES											
Admin Supplies and Expenses	\$35,109	\$22,022	\$57,131	\$35,331	\$18,700	\$54,031	99.4%	117.8%	105.7%	\$29,115	\$15,431
Recruiting Expenses	\$13,573	\$32,589	\$46,162	\$32,000	\$30,000	\$62,000	42.4%	108.6%	74.5%	\$18,465	\$15,745
Dues and Subscriptions	\$2,301	\$8,244	\$10,546	\$2,169	\$8,805	\$10,974	106.1%	93.6%	96.1%	\$1,380	\$8,906
Travel and Meetings	\$1,353	\$1,633	\$2,987	\$1,000	\$1,000	\$2,000	135.3%	163.3%	149.3%	\$1,189	\$33
Board Development							0.0%	0.0%	0.0%		
Communications	\$31,464	\$29,704	\$61,168	\$52,687	\$37,485	\$90,172	59.7%	79.2%	67.8%	\$28,504	\$29,409
Computer Service Exp	\$123,164	\$55,685	\$178,849	\$132,664	\$75,676	\$208,340	92.8%	73.6%	85.8%	\$70,821	\$134,922
Legal Fees	\$13,013	\$1,686	\$14,698	\$35,000	\$35,000	\$70,000	37.2%	4.8%	21.0%	\$35,337	\$34,038
Insurance	\$878,123	\$483,746	\$1,361,868	\$1,095,595	\$494,203	\$1,589,798	80.2%	97.9%	85.7%	\$810,478	\$435,707
Audit Fees	\$3,080	\$1,320	\$4,400	\$16,450	\$7,050	\$23,500	18.7%	18.7%	18.7%	\$2,800	\$1,200
Consulting Fees	\$10,259	\$1,125	\$11,384				0.0%	0.0%	0.0%		\$2,500
General and Admin Expenses	\$1,111,439	\$637,753	\$1,749,192	\$1,402,896	\$707,919	\$2,110,815	79.2%	90.1%	82.9%	\$998,088	\$677,890



	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
BENCHMARK = 83.3%	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
OPERATIONS EXPENSES											
Background Checks	\$1,557	\$6,489	\$8,045	\$2,000	\$9,500	\$11,500	77.8%	68.3%	70.0%	\$1,676	\$6,621
Drug & Alchol Testing		\$470	\$470				0.0%	0.0%	0.0%		
DOT Testing	\$6,140	\$4,590	\$10,730	\$6,500	\$6,000	\$12,500	94.5%	76.5%	85.8%	\$5,247	\$4,364
Employment Recruitment Program			\$800	\$400	\$1,200		0.0%	0.0%	0.0%		
Driver's Uniforms	\$11,325	\$12,417	\$23,742	\$20,000	\$10,000	\$30,000	56.6%	124.2%	79.1%	\$15,932	\$6,270
Safety Expense	\$289		\$289	\$4,200	\$500	\$4,700	6.9%	0.0%	6.1%	\$2,744	
Misc. Operating Exp	\$2,004		\$2,004	\$2,800	\$1,000	\$3,800	71.6%	0.0%	52.7%	\$565	
Operations Expenses	\$21,315	\$23,965	\$45,280	\$36,300	\$27,400	\$63,700	58.7%	87.5%	71.1%	\$26,164	\$17,255
PLANNING EXPENSES											
Other Planning Expenses		\$10,779	\$10,779	\$4,200	\$26,800	\$31,000	0.0%	40.2%	34.8%		\$19,511
MPO Planning Expenses	\$86,722		\$86,722	\$100,000		\$100,000	86.7%	0.0%	86.7%	\$34,184	
Planning Expenses	\$86,722	\$10,779	\$97,502	\$104,200	\$26,800	\$131,000	83.2%	40.2%	74.4%	\$34,184	\$19,511
VEHICLE/BUILDING MAINTENANCE EXP (15 Industrial)											
Parts Expense - Non-Revenue Vehicles	\$9,526	\$3,730	\$13,256	\$5,000	\$2,000	\$7,000	190.5%	186.5%	189.4%	\$2,564	\$267
Parts Expense - Revenue Vehicles	\$552,863	\$74,791	\$627,655	\$637,000	\$98,000	\$735,000	86.8%	76.3%	85.4%	\$414,603	\$47,773
Tires	\$86,452	\$36,458	\$122,910	\$80,000	\$43,000	\$123,000	108.1%	84.8%	99.9%	\$68,833	\$24,416
Facility Maintenance	\$114,727	\$78,797	\$193,525	\$100,000	\$107,800	\$207,800	114.7%	73.1%	93.1%	\$75,704	\$54,304
Passenger Facility Expenses	\$25,689	\$1,000	\$26,689	\$29,224		\$29,224	87.9%	0.0%	91.3%	\$27,319	
Security Expenses	\$289		\$289				0.0%	0.0%	0.0%	\$729	
Cleaning Expense		\$1,599	\$1,599	\$4,200	\$8,000	\$12,200	0.0%	20.0%	13.1%		\$6,333
Repeater Fees	\$19,315	\$15,349	\$34,664	\$22,560	\$17,280	\$39,840	85.6%	88.8%	87.0%	\$19,569	\$15,171
Light, Heat and Water	\$208,935	\$57,102	\$266,037	\$190,000	\$70,000	\$260,000	110.0%	81.6%	102.3%	\$153,877	\$54,068
Fuel - Vehicles	\$1,158,195	\$440,153	\$1,598,348	\$1,581,100	\$625,000	\$2,206,100	73.3%	70.4%	72.5%	\$868,360	\$371,961
Maintenance Tools/Supplies/Uniforms	\$91,967	\$19,814	\$111,781	\$132,200	\$19,050	\$151,250	69.6%	104.0%	73.9%	\$103,457	\$9,553
Misc Maint Expenses and fees	\$16,238	\$9,198	\$25,437	\$10,787	\$7,420	\$18,207	150.5%	124.0%	139.7%	\$9,196	\$4,588
Vehicle/Building Maintenance Exp	\$2,284,198	\$737,991	\$3,022,190	\$2,792,071	\$997,550	\$3,789,621	81.8%	74.0%	79.7%	\$1,744,211	\$588,433
CONTRACTOR EXPENSES											
ADA/SSTA Paratransit	\$1,468,255		\$1,468,255	\$1,663,101		\$1,663,101	88.3%	0.0%	88.3%	\$1,283,152	
Partner Local Share	\$19,833	\$4,941	\$24,774	\$19,833	\$4,941	\$24,774	100.0%	100.0%	100.0%	\$9,917	\$19,610
Functional Assessment Costs							0.0%	0.0%	0.0%		
Volunteer Drivers		\$300,730	\$300,730		\$432,890	\$432,890	0.0%	69.5%	69.5%		\$275,462
Other Transportation (incl Cabs)	\$219	\$827,095	\$827,314		\$1,170,801	\$1,170,801	0.0%	70.6%	70.7%	\$3,328	\$746,781
Contractor Expenses	\$1,488,307	\$1,132,766	\$2,621,073	\$1,682,934	\$1,608,632	\$3,291,566	88.4%	70.4%	79.6%	\$1,296,397	\$1,041,852
MARKETING EXPENSE											
Bus Tickets/Fare Media							0.0%	0.0%	0.0%		
Marketing Expense	\$15,632	\$21,532	\$37,163	\$26,320	\$12,000	\$38,320	59.4%	179.4%	97.0%	\$13,358	\$10,425
Public Information	\$19,219	\$7,444	\$26,663	\$26,000	\$15,000	\$41,000	73.9%	49.6%	65.0%	\$18,845	\$9,377
Marketing Expense	\$34,851	\$28,976	\$63,826	\$52,320	\$27,000	\$79,320	66.6%	107.3%	80.5%	\$32,203	\$19,801
OTHER EXPENSES											
Allowance for Doubtful Accounts							0.0%	0.0%	0.0%		
Debt Service/Capital Reserve							0.0%	0.0%	0.0%	\$9,586	
Bond Interest							0.0%	0.0%	0.0%	\$41	
Capital Match	\$249,354	\$142,375	\$391,729	\$299,225	\$170,850	\$470,075	83.3%	83.3%	83.3%	\$1,123,298	\$91,987
Other Expenses	\$249,354	\$142,375	\$391,729	\$299,225	\$170,850	\$470,075	83.3%	83.3%	83.3%	\$1,132,925	\$91,987
TOTAL EXPENSES											
	\$14,030,742	\$6,274,405	\$20,305,147	\$17,090,488	\$8,213,695	\$25,304,183	82.1%	76.4%	80.2%	\$13,589,208	\$5,802,384
Current Year Deferred Costs	(\$303,432)		(\$303,432)				0.0%	0.0%	0.0%	(\$204,616)	
OH Admin Allocation	\$329,201	(\$329,201)		\$328,081	(\$328,081)		100.3%	100.3%	0.0%	\$222,443	(\$222,443)
Urban Shop Allocation	\$73,220	(\$73,220)		\$55,586	(\$55,586)		131.7%	131.7%	0.0%	\$39,958	(\$39,958)
Rural Link Cost Allocation	(\$253,837)	\$253,837		(\$280,360)	\$280,360		90.5%	90.5%	0.0%	(\$211,843)	\$211,843
ALLOCATIONS BETWEEN PROGRAMS	\$148,584	(\$148,584)		\$103,307	(\$103,307)		143.8%	143.8%	0.0%	\$50,558	(\$50,558)





	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
<b>BENCHMARK = 83.3%</b>											
<b>Balance Of Operating Budget</b>	<b>\$5,225</b>	<b>\$179,233</b>	<b>\$184,457</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>				<b>\$124,068</b>	<b>\$387,067</b>
<b>Capital Revenue</b>											
Federal Revenue	\$360,679	\$598,370	\$959,048	\$1,780,129	\$2,157,496	\$3,937,625	20.3%	27.7%	24.4%	\$1,725,082	\$61,115
State Revenue	\$44,955	\$50,508	\$95,464	\$151,754	\$260,839	\$412,593	29.6%	19.4%	23.1%	\$122,827	\$7,639
Paratransit Lease Revenue				\$6,179	\$144,979	\$151,158	0.0%	0.0%	0.0%		
Local Match Revenue	\$249,354	\$142,375	\$391,729	\$299,225	\$170,850	\$470,075	83.3%	83.3%	83.3%	\$1,123,298	\$91,987
<b>Total Capital Revenue</b>	<b>\$654,988</b>	<b>\$791,253</b>	<b>\$1,446,241</b>	<b>\$2,237,287</b>	<b>\$2,734,164</b>	<b>\$4,971,451</b>	<b>29.3%</b>	<b>28.9%</b>	<b>29.1%</b>	<b>\$2,971,207</b>	<b>\$160,741</b>
<b>Capital Expenses</b>											
Vehicles	\$33,050	\$651,465	\$684,515	\$1,351,536	\$2,435,482	\$3,787,018	2.4%	26.7%	18.1%	\$1,617,656	\$31,484
Maintenance Parts and Equipment	\$353,935	\$33,426	\$387,362	\$565,000	\$36,000	\$601,000	62.6%	92.9%	64.5%	\$321,749	\$15,632
Passenger Amenities	\$2,280		\$2,280	\$42,500	\$109,500	\$152,000	5.4%	0.0%	1.5%	\$2,803	\$5,670
Facility Repairs and Improvements	\$60,285	\$22,338	\$82,623	\$175,500	\$25,000	\$200,500	34.4%	89.4%	41.2%	\$124,362	\$24,896
<b>Total Capital Expenses</b>	<b>\$449,551</b>	<b>\$707,229</b>	<b>\$1,156,780</b>	<b>\$2,134,536</b>	<b>\$2,605,982</b>	<b>\$4,740,518</b>	<b>21.1%</b>	<b>27.1%</b>	<b>24.4%</b>	<b>\$2,066,569</b>	<b>\$77,682</b>
Balance of Capital Budget	\$205,437	\$84,024	\$289,462	\$102,751	\$128,182	\$230,933	199.9%	65.6%	125.3%	\$904,638	\$83,059
Transfer of Purchases to Fixed Assets	\$39,486	\$665,315	\$704,801	\$1,649,036	\$2,487,482	\$4,136,518	2.4%	26.7%	17.0%	\$1,570,891	(\$32,233)
Deferred Costs							0.0%	0.0%	0.0%		
Depreciation Expense	(\$2,294,029)	(\$606,887)	(\$2,900,915)	(\$2,744,557)	(\$809,049)	(\$3,553,606)	83.6%	75.0%	81.6%	(\$2,278,019)	(\$611,141)
Subtotal	(\$2,254,543)	\$58,428	(\$2,196,115)	(\$1,095,521)	\$1,678,433	\$582,912	205.8%	3.5%	376.7%	(\$707,128)	(\$643,374)
<b>Current Change in Net Assets</b>	<b>(\$2,043,881)</b>	<b>\$321,685</b>	<b>(\$1,722,196)</b>	<b>(\$992,770)</b>	<b>\$1,806,615</b>	<b>\$813,845</b>	<b>205.9%</b>	<b>17.8%</b>	<b>211.6%</b>	<b>\$321,577</b>	<b>(\$173,248)</b>



(EXPENSES ONLY)

	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
BENCHMARK = 91.7%	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
REVENUES											
FEDERAL, STATE AND LOCAL REVENUE											
Municipal Member Assessments	\$2,305,045		\$2,305,045	\$2,514,596		\$2,514,596	91.7%	0.0%	91.7%	\$2,294,970	
Municipal Paratransit Assessments	\$727,109		\$727,109	\$793,210		\$793,210	91.7%	0.0%	91.7%	\$626,105	
Local Operating Assistance	\$49,565	\$519,186	\$568,751	\$53,791	\$500,375	\$554,166	92.1%	103.8%	102.6%	\$49,881	\$409,947
Federal Urban Formula Grant	\$5,041,109		\$5,041,109	\$6,721,601		\$6,721,601	75.0%	0.0%	75.0%	\$7,752,139	
Federal Rural Operating Grant		\$1,612,239	\$1,612,239		\$1,750,000	\$1,750,000	0.0%	92.1%	92.1%		\$2,242,163
State Regular Subsidy Operating Grant	\$2,200,000	\$228,479	\$2,428,479	\$2,400,000	\$780,000	\$3,180,000	91.7%	29.3%	76.4%	\$733,333	\$94,705
E&D Grants and Local Match		\$1,313,190	\$1,313,190		\$1,747,506	\$1,747,506	0.0%	75.1%	75.1%		\$1,338,942
Other State Grants	\$402,781	\$180,427	\$583,208	\$436,863	\$312,107	\$748,970	92.2%	57.8%	77.9%	\$360,174	\$84,155
Other Federal Grants	\$3,559,728	\$1,091,320	\$4,651,049	\$3,797,522	\$1,653,033	\$5,450,555	93.7%	66.0%	85.3%	\$3,313,493	\$979,479
Fund Balance Reserves							0.0%	0.0%	0.0%		
Capital Reserve Revenue							0.0%	0.0%	0.0%		
Total Federal, State and Local Revenues	\$14,285,338	\$4,944,841	\$19,230,180	\$16,717,583	\$6,743,021	\$23,460,604	85.5%	73.3%	82.0%	\$15,130,096	\$5,149,391
OPERATING REVENUE											
Passenger Revenue	\$102,925		\$102,925	\$104,507		\$104,507	98.5%	0.0%	98.5%	(\$279)	
Paratransit Passenger Fares							0.0%	0.0%	0.0%		
Advertising Revenue	\$296,710	\$33,430	\$330,140	\$130,000	\$13,000	\$143,000	228.2%	257.2%	230.9%	\$111,944	\$11,256
Interest Earnings	\$2,408	\$63,710	\$66,117	\$300	\$4,000	\$4,300	802.5%	1592.7%	1537.6%	\$224	\$3,080
Miscellaneous Revenue	\$8,486	\$4,378	\$12,863	\$1,000		\$1,000	848.6%	0.0%	1286.3%	\$3,562	\$1,230
Sales Of Equipment	\$20,800	\$22,513	\$43,313	\$1,000	\$2,000	\$3,000	2080.0%	1125.7%	1443.8%	\$24,270	\$2,370
Medicaid Purchase Of Svc		\$1,838,229	\$1,838,229		\$1,495,000	\$1,495,000	0.0%	123.0%	123.0%		\$1,513,884
Purchase of Service	\$29,946	\$36,325	\$66,272	\$32,790	\$59,982	\$92,772	91.3%	60.6%	71.4%	\$33,283	\$48,675
Warranty Revenue							0.0%	0.0%	0.0%		
Operating Revenue	\$461,274	\$1,998,585	\$2,459,859	\$269,597	\$1,573,982	\$1,843,579	171.1%	127.0%	133.4%	\$173,005	\$1,580,495
Total Revenue	\$14,746,612	\$6,943,426	\$21,690,039	\$16,987,180	\$8,317,003	\$25,304,183	86.8%	83.5%	85.7%	\$15,303,101	\$6,729,886
EXPENSES											
SALARIES AND WAGES											
Other Wages	\$1,584,190	\$875,658	\$2,459,848	\$1,700,836	\$994,020	\$2,694,856	93.1%	88.1%	91.3%	\$1,360,077	\$838,453
Driver/Operator Wages	\$4,390,936	\$1,973,412	\$6,364,348	\$4,681,715	\$2,403,051	\$7,084,766	93.8%	82.1%	89.8%	\$4,264,567	\$1,875,742
Vehicle Repair Wages	\$840,002	\$124,854	\$964,855	\$1,060,185	\$163,413	\$1,223,598	79.2%	76.4%	78.9%	\$823,665	\$89,884
Salaries and Wages	\$6,815,127	\$2,973,924	\$9,789,051	\$7,442,736	\$3,560,484	\$11,003,220	91.6%	83.5%	89.0%	\$6,448,308	\$2,804,080
PERSONNEL TAXES AND BENEFITS											
Payroll Taxes (FICA/MC)	\$519,946	\$228,986	\$748,933	\$569,369	\$272,377	\$841,746	91.3%	84.1%	89.0%	\$497,480	\$209,779
Unemployment Tax Exp	\$114	\$17,798	\$17,911	\$20,000	\$15,000	\$35,000	0.6%	118.7%	51.2%	\$534	\$4,238
Medical Insurance/HRA	\$1,804,483	\$521,573	\$2,326,056	\$2,203,451	\$607,228	\$2,810,679	81.9%	85.9%	82.8%	\$1,731,259	\$463,040
Pension Plan Expenses	\$313,871	\$91,455	\$405,326	\$361,086	\$117,055	\$478,141	86.9%	78.1%	84.8%	\$303,929	\$83,351
Employee Development	\$3,853	\$21,536	\$25,389	\$13,000	\$28,000	\$41,000	29.6%	76.9%	61.9%	\$12,501	\$18,914
Other Employee Benefits	\$111,694	\$39,454	\$151,149	\$110,900	\$47,400	\$158,300	100.7%	83.2%	95.5%	\$128,382	\$55,867
Personnel Taxes and Benefits	\$2,753,961	\$920,803	\$3,674,763	\$3,277,806	\$1,087,060	\$4,364,866	84.0%	84.7%	84.2%	\$2,674,083	\$835,187
GENERAL AND ADMIN EXPENSES											
Admin Supplies and Expenses	\$36,320	\$23,939	\$60,259	\$35,331	\$18,700	\$54,031	102.8%	128.0%	111.5%	\$33,069	\$16,667
Recruiting Expenses	\$13,874	\$38,871	\$52,745	\$32,000	\$30,000	\$62,000	43.4%	129.6%	85.1%	\$31,479	\$22,626
Dues and Subscriptions	\$2,598	\$8,371	\$10,969	\$2,169	\$8,805	\$10,974	119.8%	95.1%	100.0%	\$1,380	\$7,928
Travel and Meetings	\$3,721	\$1,762	\$5,483	\$1,000	\$1,000	\$2,000	372.1%	176.2%	274.2%	\$997	\$533
Board Development							0.0%	0.0%	0.0%		
Communications	\$34,504	\$33,082	\$67,586	\$52,687	\$37,485	\$90,172	65.5%	88.3%	75.0%	\$29,424	\$32,051
Computer Service Exp	\$130,804	\$144,540	\$275,343	\$132,664	\$75,676	\$208,340	98.6%	191.0%	132.2%	\$73,922	\$141,922
Legal Fees	\$13,013	\$1,686	\$14,698	\$35,000	\$35,000	\$70,000	37.2%	4.8%	21.0%	\$40,319	\$34,423
Insurance	\$963,622	\$527,551	\$1,491,173	\$1,095,595	\$494,203	\$1,589,798	88.0%	106.7%	93.8%	\$914,515	\$492,950
Audit Fees	\$3,080	\$1,320	\$4,400	\$16,450	\$7,050	\$23,500	18.7%	18.7%	18.7%	\$2,800	\$1,200
Consulting Fees	\$11,239	\$1,695	\$12,934				0.0%	0.0%	0.0%	\$855	\$2,500
General and Admin Expenses	\$1,212,774	\$782,816	\$1,995,590	\$1,402,896	\$707,919	\$2,110,815	86.4%	110.6%	94.5%	\$1,128,759	\$752,800



(EXPENSES ONLY)

	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
<b>BENCHMARK = 91.7%</b>	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
<b>OPERATIONS EXPENSES</b>											
Background Checks	\$1,575	\$11,403	\$12,977	\$2,000	\$9,500	\$11,500	78.7%	120.0%	112.8%	\$1,676	\$6,975
Drug & Alcohol Testing		\$470	\$470				0.0%	0.0%	0.0%		
DOT Testing	\$6,341	\$4,685	\$11,026	\$6,500	\$6,000	\$12,500	97.6%	78.1%	88.2%	\$5,457	\$4,364
Employment Recruitment Program				\$800	\$400	\$1,200	0.0%	0.0%	0.0%		
Driver's Uniforms	\$11,842	\$12,537	\$24,379	\$20,000	\$10,000	\$30,000	59.2%	125.4%	81.3%	\$16,323	\$6,390
Safety Expense	\$928		\$928	\$4,200	\$500	\$4,700	22.1%	0.0%	19.7%	\$2,744	
Misc. Operating Exp	\$1,450		\$1,450	\$2,800	\$1,000	\$3,800	51.8%	0.0%	38.1%	\$565	
<b>Operations Expenses</b>	<b>\$22,135</b>	<b>\$29,094</b>	<b>\$51,230</b>	<b>\$36,300</b>	<b>\$27,400</b>	<b>\$63,700</b>	<b>61.0%</b>	<b>106.2%</b>	<b>80.4%</b>	<b>\$26,765</b>	<b>\$17,728</b>
<b>PLANNING EXPENSES</b>											
Other Planning Expenses		\$11,553	\$11,553	\$4,200	\$26,800	\$31,000	0.0%	43.1%	37.3%		\$19,526
MPO Planning Expenses	\$92,858		\$92,858	\$100,000		\$100,000	92.9%	0.0%	92.9%	\$36,131	
<b>Planning Expenses</b>	<b>\$92,858</b>	<b>\$11,553</b>	<b>\$104,411</b>	<b>\$104,200</b>	<b>\$26,800</b>	<b>\$131,000</b>	<b>89.1%</b>	<b>43.1%</b>	<b>79.7%</b>	<b>\$36,131</b>	<b>\$19,526</b>
<b>VEHICLE/BUILDING MAINTENANCE EXP (15 Industrial)</b>											
Parts Expense - Non-Revenue Vehicles	\$9,612	\$3,730	\$13,342	\$5,000	\$2,000	\$7,000	192.2%	186.5%	190.6%	\$2,948	\$323
Parts Expense - Revenue Vehicles	\$624,799	\$91,673	\$716,472	\$637,000	\$98,000	\$735,000	98.1%	93.5%	97.5%	\$490,046	\$53,424
Tires	\$91,021	\$40,359	\$131,380	\$80,000	\$43,000	\$123,000	113.8%	93.9%	106.8%	\$82,592	\$29,024
Facility Maintenance	\$129,034	\$81,701	\$210,736	\$100,000	\$107,800	\$207,800	129.0%	75.8%	101.4%	\$87,213	\$64,350
Passenger Facility Expenses	\$26,644	\$1,000	\$27,644	\$29,224		\$29,224	91.2%	0.0%	94.6%	\$28,274	
Security Expenses	\$289		\$289				0.0%	0.0%	0.0%	\$729	
Cleaning Expense		\$2,399	\$2,399	\$4,200	\$8,000	\$12,200	0.0%	30.0%	19.7%		\$6,933
Repeater Fees	\$21,290	\$16,907	\$38,197	\$22,560	\$17,280	\$39,840	94.4%	97.8%	95.9%	\$19,569	\$15,212
Light, Heat and Water	\$221,053	\$61,934	\$282,987	\$190,000	\$70,000	\$260,000	116.3%	88.5%	108.8%	\$166,127	\$57,049
Fuel - Vehicles	\$1,252,381	\$476,330	\$1,728,711	\$1,581,100	\$625,000	\$2,206,100	79.2%	76.2%	78.4%	\$983,251	\$411,786
Maintenance Tools/Supplies/Uniforms	\$99,457	\$21,846	\$121,303	\$132,200	\$19,050	\$151,250	75.2%	114.7%	80.2%	\$113,712	\$11,802
Misc Maint Expenses and fees	\$21,868	\$9,683	\$31,552	\$10,787	\$7,420	\$18,207	202.7%	130.5%	173.3%	\$9,996	\$5,968
<b>Vehicle/Building Maintenance Exp</b>	<b>\$2,497,448</b>	<b>\$807,563</b>	<b>\$3,305,011</b>	<b>\$2,792,071</b>	<b>\$997,550</b>	<b>\$3,789,621</b>	<b>89.4%</b>	<b>81.0%</b>	<b>87.2%</b>	<b>\$1,984,455</b>	<b>\$655,871</b>
<b>CONTRACTOR EXPENSES</b>											
ADA/SSTA Paratransit	\$1,703,880		\$1,703,880	\$1,663,101		\$1,663,101	102.5%	0.0%	102.5%	\$1,412,677	
Partner Local Share	\$19,833	\$4,941	\$24,774	\$19,833	\$4,941	\$24,774	100.0%	100.0%	100.0%	\$19,833	\$19,610
Functional Assessment Costs							0.0%	0.0%	0.0%		
Volunteer Drivers		\$338,281	\$338,281		\$432,890	\$432,890	0.0%	78.1%	78.1%		\$307,985
Other Transportation (incl Cabs)	\$219	\$979,154	\$979,373		\$1,170,801	\$1,170,801	0.0%	83.6%	83.6%	\$3,328	\$803,054
<b>Contractor Expenses</b>	<b>\$1,723,932</b>	<b>\$1,322,375</b>	<b>\$3,046,308</b>	<b>\$1,682,934</b>	<b>\$1,608,632</b>	<b>\$3,291,566</b>	<b>102.4%</b>	<b>82.2%</b>	<b>92.5%</b>	<b>\$1,435,838</b>	<b>\$1,130,649</b>
<b>MARKETING EXPENSE</b>											
Bus Tickets/Fare Media							0.0%	0.0%	0.0%		
Marketing Expense	\$30,695	\$21,796	\$52,491	\$26,320	\$12,000	\$38,320	116.6%	181.6%	137.0%	\$14,367	\$11,433
Public Information	\$19,219	\$7,444	\$26,663	\$26,000	\$15,000	\$41,000	73.9%	49.6%	65.0%	\$18,864	\$9,396
<b>Marketing Expense</b>	<b>\$49,914</b>	<b>\$29,239</b>	<b>\$79,154</b>	<b>\$52,320</b>	<b>\$27,000</b>	<b>\$79,320</b>	<b>95.4%</b>	<b>108.3%</b>	<b>99.8%</b>	<b>\$33,231</b>	<b>\$20,829</b>
<b>OTHER EXPENSES</b>											
Allowance for Doubtful Accounts							0.0%	0.0%	0.0%		
Debt Service/Capital Reserve							0.0%	0.0%	0.0%	\$9,586	
Bond Interest							0.0%	0.0%	0.0%		
Capital Match	\$274,290	\$156,613	\$430,902	\$299,225	\$170,850	\$470,075	91.7%	91.7%	91.7%	\$1,235,628	\$101,185
<b>Other Expenses</b>	<b>\$274,290</b>	<b>\$156,613</b>	<b>\$430,902</b>	<b>\$299,225</b>	<b>\$170,850</b>	<b>\$470,075</b>	<b>91.7%</b>	<b>91.7%</b>	<b>91.7%</b>	<b>\$1,245,215</b>	<b>\$101,185</b>
<b>TOTAL EXPENSES</b>	<b>\$15,442,440</b>	<b>\$7,033,980</b>	<b>\$22,476,420</b>	<b>\$17,090,488</b>	<b>\$8,213,695</b>	<b>\$25,304,183</b>	<b>90.4%</b>	<b>85.6%</b>	<b>88.8%</b>	<b>\$15,012,786</b>	<b>\$6,337,855</b>
Current Year Deferred Costs	(\$328,050)		(\$328,050)				0.0%	0.0%	0.0%	(\$204,616)	
OH Admin Allocation	\$356,448	(\$356,448)		\$328,081	(\$328,081)		108.6%	108.6%	0.0%	\$244,612	(\$244,612)
Urban Shop Allocation	\$80,680	(\$80,680)		\$55,586	(\$55,586)		145.1%	145.1%	0.0%	\$46,789	(\$46,789)
Rural Link Cost Allocation	(\$277,451)	\$277,451		(\$280,360)	\$280,360		99.0%	99.0%	0.0%	(\$232,534)	\$232,534
ALLOCATIONS BETWEEN PROGRAMS	\$159,677	(\$159,677)		\$103,307	(\$103,307)		154.6%	154.6%	0.0%	\$58,867	(\$58,867)



(EXPENSES ONLY)

	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
	Current Fiscal Year To Date			FY23 ADJ BUDGET (Approved Oct. 2022)			Budget Variance			PYTD 2022	
<b>BENCHMARK = 91.7%</b>											
<b>Balance Of Operating Budget</b>	<b>(\$864,200)</b>	<b>(\$250,231)</b>	<b>(\$1,114,431)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>				<b>\$144,566</b>	<b>\$333,164</b>
<b>Capital Revenue</b>											
Federal Revenue	\$360,679	\$598,370	\$959,048	\$1,780,129	\$2,157,496	\$3,937,625	20.3%	27.7%	24.4%	\$1,783,505	\$70,280
State Revenue	\$44,955	\$50,508	\$95,464	\$151,754	\$260,839	\$412,593	29.6%	19.4%	23.1%	\$130,120	\$8,618
Paratransit Lease Revenue				\$6,179	\$144,979	\$151,158	0.0%	0.0%	0.0%		
Local Match Revenue	\$274,290	\$156,613	\$430,902	\$299,225	\$170,850	\$470,075	91.7%	91.7%	91.7%	\$1,235,628	\$101,185
<b>Total Capital Revenue</b>	<b>\$679,923</b>	<b>\$805,491</b>	<b>\$1,485,414</b>	<b>\$2,237,287</b>	<b>\$2,734,164</b>	<b>\$4,971,451</b>	<b>30.4%</b>	<b>29.5%</b>	<b>29.9%</b>	<b>\$3,149,253</b>	<b>\$180,083</b>
<b>Capital Expenses</b>											
Vehicles	\$33,050	\$736,396	\$769,446	\$1,351,536	\$2,435,482	\$3,787,018	2.4%	30.2%	20.3%	\$1,618,578	\$31,484
Maintenance Parts and Equipment	\$368,833	\$33,810	\$402,643	\$565,000	\$36,000	\$601,000	65.3%	93.9%	67.0%	\$391,741	\$25,315
Passenger Amenities	\$2,280		\$2,280	\$42,500	\$109,500	\$152,000	5.4%	0.0%	1.5%	\$2,803	\$5,670
Facility Repairs and Improvements	\$64,194	\$23,339	\$87,533	\$175,500	\$25,000	\$200,500	36.6%	93.4%	43.7%	\$127,301	\$25,000
<b>Total Capital Expenses</b>	<b>\$468,357</b>	<b>\$793,545</b>	<b>\$1,261,902</b>	<b>\$2,134,536</b>	<b>\$2,605,982</b>	<b>\$4,740,518</b>	<b>21.9%</b>	<b>30.5%</b>	<b>26.6%</b>	<b>\$2,140,423</b>	<b>\$87,469</b>
Balance of Capital Budget	\$211,567	\$11,945	\$223,512	\$102,751	\$128,182	\$230,933	205.9%	9.3%	96.8%	\$1,008,830	\$92,615
Transfer of Purchases to Fixed Assets	\$74,951	\$715,526	\$790,478	\$1,649,036	\$2,487,482	\$4,136,518	4.5%	28.8%	19.1%	\$1,636,270	(\$16,886)
Deferred Costs							0.0%	0.0%	0.0%		
Depreciation Expense	(\$2,523,617)	(\$664,844)	(\$3,188,462)	(\$2,744,557)	(\$809,049)	(\$3,553,606)	91.9%	82.2%	89.7%	(\$2,492,356)	(\$667,834)
Subtotal	(\$2,448,666)	\$50,682	(\$2,397,984)	(\$1,095,521)	\$1,678,433	\$582,912	223.5%	3.0%	411.4%	(\$856,086)	(\$684,720)
<b>Current Change in Net Assets</b>	<b>(\$3,101,300)</b>	<b>(\$187,604)</b>	<b>(\$3,288,904)</b>	<b>(\$992,770)</b>	<b>\$1,806,615</b>	<b>\$813,845</b>	<b>312.4%</b>	<b>10.4%</b>	<b>404.1%</b>	<b>\$297,309</b>	<b>(\$258,941)</b>

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V2015	M&T Bank	5/30/23	99136	6,345.17	Credit cards Meals, Travel, Parts, and Marketing
V1467	Charles Schwab	5/30/23	V1467 2023 0530	25,462.65	Retirement
V1957	Clark Barbara	6/2/23	99137	403.48	Volunteer
V1669	Kriss, Bonnie	6/2/23	99138	40.61	
V1922	Lippa Laura	6/2/23	99139	34.06	
V2032	Merrill John	6/2/23	99140	404.79	Volunteer
V1911	O'Donnell Kathleen	6/2/23	99141	51.09	
V181	Owen, Helen	6/2/23	99142	1,254.98	Volunteer
V1855	Ray Kevin	6/2/23	99143	74.67	
V1800	Sells Catherine	6/2/23	99144	98.25	
V279	ABC Bus Companies-Muncie	6/2/23	99145	5,255.40	4 Part Invoices
V1804	Absolute Spill Response LLC	6/2/23	99146	1,324.13	Hazardous Waste Disposal
V1975	Berlin Automotive T1, LLC	6/2/23	99147	33,533.00	Rav 4
V2097	Bevington Tina	6/2/23	99148	120.00	Shoe Reimbursement
V284	Brenntag Lubricants Northeast	6/2/23	99149	4,400.43	2 Part Invoices
V226	Burlington Public Works-Water	6/2/23	99150	292.19	
V928	Conway Office Solutions	6/2/23	99151	60.00	
V1260	Dahal, Santi	6/2/23	99152	100.00	Shoe Reimbursement
V2096	DuBois & King, Inc.	6/2/23	99153	330.00	
V321	Empire Janitorial Supply Company	6/2/23	99154	63.86	
V250	Fisher Auto Parts	6/2/23	99155	381.40	
V252	FleetPride, Inc	6/2/23	99156	4,026.44	5 Part Invoices
V1814	Fred's Plumbing & Heating Inc.	6/2/23	99157	156.12	
V257	Gillig Corp.	6/2/23	99158	620.34	
V259	Grainger	6/2/23	99159	424.37	
V261	Green Mountain Power	6/2/23	99160	23.34	
V1976	Hanley Scott	6/2/23	99161	92.56	
V328	Kirk's Automotive Inc.	6/2/23	99162	2,701.14	3 Part Invoices
V1191	Lucky's Trailer Sales Inc.	6/2/23	99163	1,679.35	2 Part Invoices
V1004	Marcu, Daniel	6/2/23	99164	97.19	
V278	Mohawk Mfg. & Supply Co.	6/2/23	99165	490.01	
V325	Northern Tool & Equipment Catalog Company, Inc.	6/2/23	99166	39.99	
V1565	Noyes Automotive and Tire	6/2/23	99167	125.25	
V223	O'Reilly Auto Enterprises, LLC	6/2/23	99168	1,310.65	2 Part Invoices
V1878	Otis Elevator Company	6/2/23	99169	530.76	
V1903	RTN Publishing vt Maturity mag	6/2/23	99170	569.00	
V299	SB Collins, Inc.	6/2/23	99171	41,768.37	Fuel
V198	Smoren, Randolph	6/2/23	99172	21.89	
V310	Swish White River, LTD	6/2/23	99173	1,007.50	2 Maintenance Suppy Invoices
V439	Takele, Desta	6/2/23	99174	250.00	FSA Reimbursement
V1668	Tambon, Nicholas	6/2/23	99175	16.00	
V1030	UniFirst Corporation	6/2/23	99176	304.91	
V1945	Union Jack's	6/2/23	99177	912.90	
V682	Vermont State	6/2/23	99178	75.00	
V352	Wiemann-Lamphere Architects Inc.	6/2/23	99179	1,141.63	Consulting Capital
V1929	Brock Christine	6/2/23	EFT000000017183	247.59	Volunteer
V1150	Bruley SR, Mark	6/2/23	EFT000000017184	2,018.71	Volunteer
V1707	Chase, Betty	6/2/23	EFT000000017185	992.98	Volunteer
V2090	Churchill Brenda	6/2/23	EFT000000017186	301.31	Volunteer
V1952	Cook Kathleen	6/2/23	EFT000000017187	72.71	
V1676	Croteau, William	6/2/23	EFT000000017188	956.30	Volunteer
V1915	Donna Perry	6/2/23	EFT000000017189	454.58	Volunteer
V1121	Fitzgerald, Terry	6/2/23	EFT000000017190	73.36	
V1820	Franklin County Transportation	6/2/23	EFT000000017191	18,805.00	Cab Service
V170	Hertz, Kenneth	6/2/23	EFT000000017192	711.33	Volunteer
V70	LeClair Raymond	6/2/23	EFT000000017193	1,336.86	Volunteer
V86	Pike, Gail	6/2/23	EFT000000017194	998.88	Volunteer
V771	Sammons Chandra	6/2/23	EFT000000017195	689.06	Volunteer
V93	Timm, Marta	6/2/23	EFT000000017196	607.19	Volunteer
V1725	Utton, Debra	6/2/23	EFT000000017197	1,720.62	Volunteer
V1879	Bean Kelly	6/2/23	EFT000000017198	32.00	
V14	Bruce, Judith	6/2/23	EFT000000017199	118.12	FSA Reimbursement
V1066	Cassell, Robert Jr.	6/2/23	EFT000000017200	340.00	FSA Reimbursement
V1182	Charissakis, John	6/2/23	EFT000000017201	187.28	FSA Reimbursement
V2070	Masse Tammy	6/2/23	EFT000000017202	390.00	FSA Reimbursement
V38	Moore, Jon	6/2/23	EFT000000017203	290.82	FSA Reimbursement
V1994	Reid Stephanie	6/2/23	EFT000000017204	27.98	
V1825	Ride Your Bike LLC	6/2/23	EFT000000017205	955.09	
V308	Steadman Hill Consulting, Inc.	6/2/23	EFT000000017206	3,348.78	Consulting Planning

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount
V2099	First Unitarian Universalist Society	6/7/23	99181	175
V279	ABC Bus Companies- Muncie	6/9/23	99182	2,548.87 2 Part Invoices
V1305	Allegiant Care	6/9/23	99183	216,971.00 Insurance
V415	Amazon Capital Services	6/9/23	99184	353.43
V219	Aubuchon C/O Blue Tarp Financial, Inc.	6/9/23	99185	33.73
V1334	Background Investigation Bureau, LLC	6/9/23	99186	1,734.00 Yearly Background Checks
V226	Burlington Public Works-Water	6/9/23	99187	2,586.16 2 Water and Sewer Bills
V227	Burlington Telecom	6/9/23	99188	2,165.96 IT Invoice
V220	Class C Solutions Group	6/9/23	99189	1,190.32 3 Part Invoices
V250	Fisher Auto Parts	6/9/23	99190	2,381.14 20 Part and Credit Invoices
V252	FleetPride, Inc	6/9/23	99191	327.8
V253	FleetWave Partners, LLP	6/9/23	99192	3,533.25 2 Radio Repeater Invoices
V257	Gillig Corp.	6/9/23	99193	8,984.57 8 Part Invoices
V1129	Global Montello Group Corp	6/9/23	99194	14,131.42 Fuel
V259	Grainger	6/9/23	99195	373.95
V260	Green Mountain Kenworth, Inc.	6/9/23	99196	8,314.27 2 Part Invoices
V1658	J. David White Associates, Inc.	6/9/23	99197	1,120.00 Part Invoice
V2094	Josephson Taylor	6/9/23	99198	2,524.34 Lawn Care Invoice
V1880	Kyle Bellavance	6/9/23	99199	1,001.57 Removed Shelter
V1191	Lucky's Trailer Sales Inc.	6/9/23	99200	2,767.97 5 Part Invoices
V2013	Luneau Brothers Glass LLC	6/9/23	99201	400.86
V1923	Mcgee Ford Of Montpelier	6/9/23	99202	208.02
V1484	Parsons Environment & Infrastructure Group Inc.	6/9/23	99203	42.94
V1906	Pete's Tire Barns Inc	6/9/23	99204	3,594.68 4 Tire Invoices
V1165	Posner, Jordan	6/9/23	99205	1,025.00 Consulting
V291	Prevost Parts	6/9/23	99206	139.77
V518	Queen City Steel	6/9/23	99207	45
V298	Sanel Auto Parts Co.	6/9/23	99208	25.29
V299	SB Collins, Inc.	6/9/23	99209	2,777.31 Fuel
V2098	Southeast Vermont Transit	6/9/23	99210	10,673.01 Fareboxes
V302	Sports & Fitness Edge Inc.	6/9/23	99211	668.72
V1875	Sunwealth Project Pool 14 LLC	6/9/23	99212	4,353.32 Solar Invoice
V1637	Tractor Supply Credit Plan	6/9/23	99213	36.98
V2017	Trapeze Software Group	6/9/23	99214	86,185.05 6 Software licenses and Support Invoices
V1030	UniFirst Corporation	6/9/23	99215	41.52
V315	United Parcel Service	6/9/23	99216	54.37
V410	Vermont Gas Systems, Inc.	6/9/23	99217	112.43
V1683	VHV Company	6/9/23	99218	1,875.00 Repair Invoice
V336	W.B Mason Co., Inc.	6/9/23	99219	1,264.85 4 Office Supply Invoices
V1953	WEX BANK	6/9/23	99220	25,699.71 Fuel
V1446	M T Wallets, LLC	6/9/23	EFT000000017207	3,200.00 Lease
V303	SSTA	6/9/23	EFT000000017208	77,136.00 ADA Invoice

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V1738	Altrui Emily	6/16/23	99221	142.18	Volunteer
V1099	Barnett, Wendy	6/16/23	99222	1,006.08	Volunteer
V1957	Clark Barbara	6/16/23	99223	113.97	Volunteer
V1884	Donaghy Peardon	6/16/23	99224	41.92	
V2083	Macey Sabrina	6/16/23	99225	52.4	
V2032	Merrill John	6/16/23	99226	210.91	Volunteer
V1911	O'Donnell Kathleen	6/16/23	99227	135.59	Volunteer
V181	Owen, Helen	6/16/23	99228	1,485.54	Volunteer
V1855	Ray Kevin	6/16/23	99229	37.99	
V1932	Sheridan Megan	6/16/23	99230	66.81	
V2058	Vassar Carol	6/16/23	99231	395.21	Volunteer
V962	Williams, Kenneth	6/16/23	99232	81.62	
V279	ABC Bus Companies-Muncie	6/16/23	99233	763.84	
V217	Airgas USA, LLC	6/16/23	99234	808.9	
V671	Beaupre, Jeff	6/16/23	99235	250	FSA Reimbursement
V284	Brenntag Lubricants Northeast	6/16/23	99236	1,838.20	2 Part Invoices
V224	Burlington Communications	6/16/23	99237	391.5	
V1487	Chamberlin, Justin	6/16/23	99238	375	Boot Allowance
V293	Charlebois, R.R Inc.	6/16/23	99239	23.81	
V220	Class C Solutions Group	6/16/23	99240	843.41	
V239	Cummins Northeast LLC	6/16/23	99241	11,212.45	15 Part and Credit Invoices
V320	EM Cahill Company, Inc.	6/16/23	99242	880.07	
V250	Fisher Auto Parts	6/16/23	99243	946.74	
V252	FleetPride, Inc	6/16/23	99244	1,606.68	6 Part Invoices
V445	Front Porch Forum, Inc	6/16/23	99245	8,136.00	4 Marketing And Recruiting Invoices
V257	Gillig Corp.	6/16/23	99246	5,032.46	5 Part Invoices
V259	Grainger	6/16/23	99247	511.67	
V260	Green Mountain Kenworth, Inc.	6/16/23	99248	3,739.09	5 Part Invoices
V261	Green Mountain Power	6/16/23	99249	1,520.50	Electric Bill
V1658	J. David White Associates, Inc.	6/16/23	99250	1,100.00	Part Invoice
V2077	Jason Jones	6/16/23	99251	400	
V1082	Jusupovic, Mustafa	6/16/23	99252	100	Shoe Reimbursement
V328	Kirk's Automotive Inc.	6/16/23	99253	3,021.50	3 Part Invoices
V270	Lowe's	6/16/23	99254	266.66	
V1191	Lucky's Trailer Sales Inc.	6/16/23	99255	40.5	
V2013	Luneau Brothers Glass LLC	6/16/23	99256	401.86	
V436	Mabee, Jonathan	6/16/23	99257	115	FSA Reimbursement
V1923	Mcgee Ford Of Montpelier	6/16/23	99258	108.26	
V278	Mohawk Mfg. & Supply Co.	6/16/23	99259	849.26	
V283	Neopart LLC	6/16/23	99260	488.12	
V331	North Avenue News	6/16/23	99261	200	
V1192	NS Corporation	6/16/23	99262	953.57	
V2010	Nucar Automall of Saint Albans	6/16/23	99263	1,178.96	Repair Work
V223	O'Reilly Auto Enterprises, LLC	6/16/23	99264	147.33	
V1906	Pete's Tire Barns Inc	6/16/23	99265	7,098.87	5 Tire Invoices
V545	Pitney Bowes - Leasing	6/16/23	99266	179.85	
V1553	Rai, Dilip	6/16/23	99267	265	Boot Allowance
V297	Safety-Kleen Systems, Inc.	6/16/23	99268	1,262.00	Hazardous Waste Disposal
V299	SB Collins, Inc.	6/16/23	99269	14,492.03	Fuel
V451	Stowe, Town of Electric Department	6/16/23	99270	139.4	
V310	Swish White River, LTD	6/16/23	99271	1,362.60	2 Maintance Supply Invoices
V439	Takele, Desta	6/16/23	99272	100	Shoe Reimbursement
V1030	UniFirst Corporation	6/16/23	99273	683.05	
V315	United Parcel Service	6/16/23	99274	41.92	
V1961	Vehicle Technical Consultants Inc	6/16/23	99275	4,640.00	Gillig Bus Inspection
V1459	Vermont Information Consortium LLC	6/16/23	99276	3,198.00	Yearly Background Checks
V336	W.B Mason Co., Inc.	6/16/23	99277	728.68	
V352	Wiemann-Lamphere Architects Inc.	6/16/23	99278	827.02	
V1593	Zebic, Branko	6/16/23	99279	100	Shoe Reimbursement

V1628	Andrews, Nancy	6/16/23	EFT000000017209	88.43	
V1929	Brock Christine	6/16/23	EFT000000017210	171.61	Volunteer
V1150	Bruley SR, Mark	6/16/23	EFT000000017211	1,574.64	Volunteer
V1707	Chase, Betty	6/16/23	EFT000000017212	1,126.60	Volunteer
V2090	Churchill Brenda	6/16/23	EFT000000017213	127.07	Volunteer
V1952	Cook Kathleen	6/16/23	EFT000000017214	150	Volunteer
V1676	Croteau, William	6/16/23	EFT000000017215	788.62	Volunteer
V1915	Donna Perry	6/16/23	EFT000000017216	281	Volunteer
V1820	Franklin County Transportation	6/16/23	EFT000000017217	15,800.00	Cab Service
V170	Hertz, Kenneth	6/16/23	EFT000000017218	901.28	Volunteer
V70	LeClair Raymond	6/16/23	EFT000000017219	1,254.34	Volunteer
V86	Pike, Gail	6/16/23	EFT000000017220	328.81	Volunteer
V771	Sammons Chandra	6/16/23	EFT000000017221	234.49	Volunteer
V1523	Smith Erika	6/16/23	EFT000000017222	167.65	Volunteer
V93	Timm, Marta	6/16/23	EFT000000017223	586.88	Volunteer
V1725	Utton, Debra	6/16/23	EFT000000017224	1,303.45	Volunteer
V370	Ballou, Philip	6/16/23	EFT000000017225	89.98	
V1225	Camdzic, Hamed	6/16/23	EFT000000017226	100	Shoe Reimbursement
V1751	Foss, Nicholas	6/16/23	EFT000000017227	354.72	FSA and Travel Reimbursments
V2088	Gilbert Cynthia	6/16/23	EFT000000017228	112.66	Mileage Reimbursement
V38	Moore, Jon	6/16/23	EFT000000017229	84.18	
V1994	Reid Stephanie	6/16/23	EFT000000017230	62.54	
V308	Steadman Hill Consulting, Inc.	6/16/23	EFT000000017231	3,530.65	Consulting
V39	Sweeney, Cecil	6/16/23	EFT000000017232	250	FSA Reimbursement



Vendor ID	Vendor Name	Document Date	Document	Document Amount	
V303	SSTA	6/23/23	EFT00000C	249,729.60	ADA and E&D
V224	Burlington Communications	6/23/23	99280	1,590.00	Radio Repair
V225	Burlington Electric Department	6/23/23	99281	1,869.60	5 Electric Bills
V226	Burlington Public Works-Water	6/23/23	99282	309.54	
V228	C.I.D.E.R., Inc.	6/23/23	99283	26,637.10	E&D, Medicaid, Van Service
V1564	Connolly Heather	6/23/23	99284	250	
V242	Danform Shoes	6/23/23	99285	126.89	
V250	Fisher Auto Parts	6/23/23	99286	41.7	
V799	Gauthier Trucking Company, Inc.	6/23/23	99287	1,529.22	Trash Removal 3 Months
V1129	Global Montello Group Corp	6/23/23	99288	20,494.11	Fuel
V261	Green Mountain Power	6/23/23	99289	436.51	
V1509	Lawson Products, Inc	6/23/23	99290	108.48	
V2015	M&T Bank	6/23/23	99291	9,308.79	Credit Cards, Travel, Parts, Meals
V1709	Monaghan Safar Ducham PLLC	6/23/23	99292	210	
V2010	Nucar Automall of Saint Albans	6/23/23	99293	2,609.63	Repair Invoice
V232	Petty Cash	6/23/23	99294	83.46	
V864	Rick's Towing & Repair, Inc.	6/23/23	99295	500	
V299	SB Collins, Inc.	6/23/23	99296	4,726.37	Fuel
V301	Sovernet	6/23/23	99297	407.77	
V306	Staples Credit Plan	6/23/23	99298	793.35	
V1883	TDI Repair Facility LLC	6/23/23	99299	860	
V186	Tech Group, The	6/23/23	99300	9,342.90	IT Invoices
V734	Thermo King Northeast/Dattco	6/23/23	99301	194.67	
V315	United Parcel Service	6/23/23	99302	10.14	
V351	Vantage Press	6/23/23	99303	304.05	
V410	Vermont Gas Systems, Inc.	6/23/23	99304	1,433.28	5 Gas Bills
V336	W.B Mason Co., Inc.	6/23/23	99305	26.24	
V796	Yipes Auto Accessories	6/23/23	99306	201	

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount
V1423	Alling, Andrew	6/30/23	99307	95.63
V1025	Alter, Charles	6/30/23	99308	121.83 Volunteer
V935	Bourbeau, Brittany	6/30/23	99309	297.18 Volunteer
V1884	Donaghy Peardon	6/30/23	99310	60.92
V2071	Fleming Laurie	6/30/23	99311	40.61
V1922	Lippa Laura	6/30/23	99312	10.48
V2032	Merrill John	6/30/23	99313	437.54 Volunteer
V181	Owen, Helen	6/30/23	99314	1,358.47 Volunteer
V2058	Vassar Carol	6/30/23	99315	131 Volunteer
V279	ABC Bus Companies-Muncie	6/30/23	99316	24.24
V316	Able Paint, Glass & Flooring Co.	6/30/23	99317	269.96
V1892	Allen Michael	6/30/23	99318	100 Shoe Reimbursement
V1481	Amerigas	6/30/23	99319	581.08
V1944	Arthur J Gallagher Risk Management Service	6/30/23	99320	8,435.00 Insurance Cyber
V1877	Basel Naresh	6/30/23	99321	100 Shoe Reimbursement
V284	Brenntag Lubricants Northeast	6/30/23	99322	288.06
V225	Burlington Electric Department	6/30/23	99323	494.15
V964	Campbell, Arthur	6/30/23	99324	100 Shoe Reimbursement
V220	Class C Solutions Group	6/30/23	99325	789.51
V928	Conway Office Solutions	6/30/23	99326	505.05
V524	CPL Electrical Contracting	6/30/23	99327	1,080.00 2 Repair Invoices
V239	Cummins Northeast LLC	6/30/23	99328	65.5
V242	Danform Shoes	6/30/23	99329	144
V2019	Ferguson Malachy	6/30/23	99330	298.1 Mile and Boot Reimbursement
V250	Fisher Auto Parts	6/30/23	99331	1,362.16 7 Part Invoices
V252	FleetPride, Inc	6/30/23	99332	6,396.87 2 Part Invoices
V256	Genfare	6/30/23	99333	54,986.40 Money Vault
V257	Gillig Corp.	6/30/23	99334	2,013.81 3 Part Invoices
V259	Grainger	6/30/23	99335	38.34
V260	Green Mountain Kenworth, Inc.	6/30/23	99336	67.8
V117	Guyette, Howard	6/30/23	99337	380 FSA and Boot Reimbursement
V2102	Hanshew Shelly	6/30/23	99338	74.99
V426	Hulbert Supply Co., Inc.	6/30/23	99339	91.26
V2077	Jason Jones	6/30/23	99340	400
V1378	Johnson, James	6/30/23	99341	64.19
V826	LaRoche Towing & Recovery	6/30/23	99342	450
V1455	Mag & Sons Clothing	6/30/23	99343	2,311.19 Driver Uniforms Berlin
V340	Mayville, Michael	6/30/23	99344	100 Shoe Reimbursement
V1923	Mcgee Ford Of Montpelier	6/30/23	99345	71.12
V133	Mezetovic, Nusret	6/30/23	99346	250 FSA Reimbursement
V1761	Montpelier City of	6/30/23	99347	3,959.33 Utilities MTC 6 months
V1576	New England Auto Glass LLC	6/30/23	99348	325
V1192	NS Corporation	6/30/23	99349	232.19
V2010	Nucar Automall of Saint Albans	6/30/23	99350	3,413.98 2 Part and Repair Invoices
V223	O'Reilly Auto Enterprises, LLC	6/30/23	99351	125.69
V1906	Pete's Tire Barns Inc	6/30/23	99352	6,174.70 5 Tire Invoices
V408	Pitney Bowes - Purchase Power	6/30/23	99353	272.25
V720	Power Washer Sales, LLC	6/30/23	99354	1,599.00 Lift Maintenance Berlin
V828	Rural Community Transit Inc.	6/30/23	99355	70.14
V299	SB Collins, Inc.	6/30/23	99356	2,593.23 Fuel
V414	Seon Systems Sales Inc.	6/30/23	99357	1,748.00 Part Invoice
V2101	Smith Connor	6/30/23	99358	222.05 Mileage Reimbursement
V302	Sports & Fitness Edge Inc.	6/30/23	99359	481.44
V310	Swish White River, LTD	6/30/23	99360	53.15
V734	Thermo King Northeast/Dattco	6/30/23	99361	873.47
V1559	Tiwari, Indra	6/30/23	99362	100 Shoe Reimbursement

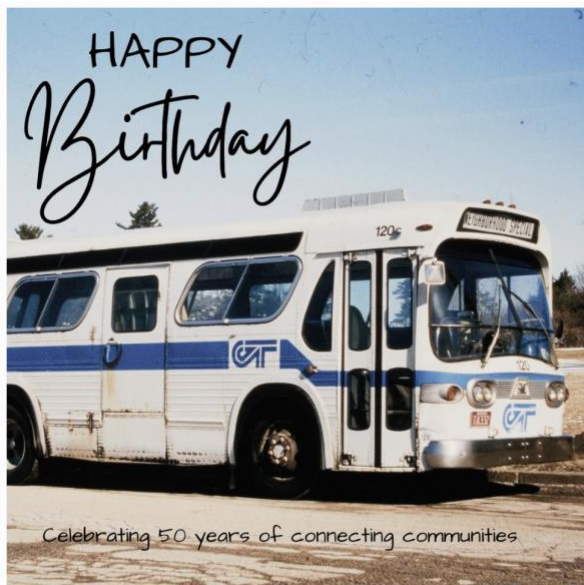
V1030	UniFirst Corporation	6/30/23	99363	666.82	
V1722	Wolcott, Corey	6/30/23	99364	69.54	
V1929	Brock Christine	6/30/23	EFT000000017234	207.64	Volunteer
V1150	Bruley SR, Mark	6/30/23	EFT000000017235	1,710.88	Volunteer
V1707	Chase, Betty	6/30/23	EFT000000017236	1,165.90	Volunteer
V2090	Churchill Brenda	6/30/23	EFT000000017237	300	Volunteer
V1952	Cook Kathleen	6/30/23	EFT000000017238	58.3	
V1676	Croteau, William	6/30/23	EFT000000017239	1,004.77	Volunteer
V1915	Donna Perry	6/30/23	EFT000000017240	404.8	Volunteer
V1820	Franklin County Transportation	6/30/23	EFT000000017241	8,050.00	Cab Service
V170	Hertz, Kenneth	6/30/23	EFT000000017242	304.58	Volunteer
V70	LeClair Raymond	6/30/23	EFT000000017243	1,515.68	Volunteer
V86	Pike, Gail	6/30/23	EFT000000017244	644.52	Volunteer
V771	Sammons Chandra	6/30/23	EFT000000017245	746.7	Volunteer
V93	Timm, Marta	6/30/23	EFT000000017246	498.46	Volunteer
V1725	Utton, Debra	6/30/23	EFT000000017247	1,371.57	Volunteer
V2100	Wood Jeremy	6/30/23	EFT000000017248	948.45	Volunteer
V2103	Bensel Michael	6/30/23	EFT000000017249	332.84	Travel Reimbursement
V1182	Charissakis, John	6/30/23	EFT000000017250	57.16	
V583	Griffith, Tom	6/30/23	EFT000000017251	261.1	FSA Reimbursement
V2070	Masse Tammy	6/30/23	EFT000000017252	9.9	
V38	Moore, Jon	6/30/23	EFT000000017253	185.06	FSA Reimbursement
V1994	Reid Stephanie	6/30/23	EFT000000017254	25	

To: GMT Board of Commissioners  
From: Jamie L. Smith, Director of Marketing and Planning and team  
Date: July 14, 2023  
Re: Marketing and Planning Report

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**AmeriCorps VISTA:** The Planning team will welcome a VISTA to our site in August 2023. We are excited to begin work developing a street outreach network of volunteers which takes our public information directly to passengers. The VISTA will develop this program allowing GMT to use it for years to come!

**GMT's 50-year celebration:** July 1 was the kick-off of GMT's 50-year Anniversary celebration. Over the coming months we will showcase events from GMT's rich history including a Hall of Fame dinner for retired staff. The Marketing staff will be reaching out to all Commissioners to gather some info (like tee shirt size) so you can all join in on the fun.



**IT Coordinator:** The Planning and Marketing team is excited to welcome Scott Ballard to the team. Scott brings a wealth of experience and knowledge and we are excited to move forward with some on-board technology projects that will improve the rider experience.

## Urban Ridership Report - June Data

#	Route Name	Type of Service	Rank	Ridership ▾	Avg Weekday Daily Ridership
1	Williston	Local	1	28,124	1,042
2	Essex Junction	Local	2	26,777	1,020
7	North Avenue	Local	3	19,579	787
6	Shelburne Rd	Local	4	19,551	759
9	Riverside/Winooski	Local	5	12,721	507
11	Airport	Local	6	7,572	291
5	Pine Street	Local	7	6,989	273
86	Montpelier Link	Commuter	1	3,678	167
8	City Loop	Local	8	3,463	139
21	Neighborhood Special	Local	9	3,408	341
10	Williston/Essex	Local	10	3,143	131
56	Milton Commuter	Commuter	2	1,061	48
96	St. Albans Link	Commuter	3	809	37
36	Jeffersonville Commuter	Commuter	4	441	20
46	116 Commuter	Commuter	5	200	9
19	Price Chopper #1	Local	11	96	19
20	Price Chopper #2	Local	12	80	20
16	Hannaford's	Local	13	68	17
3	Lakeside Commuter	Local	14	18	1

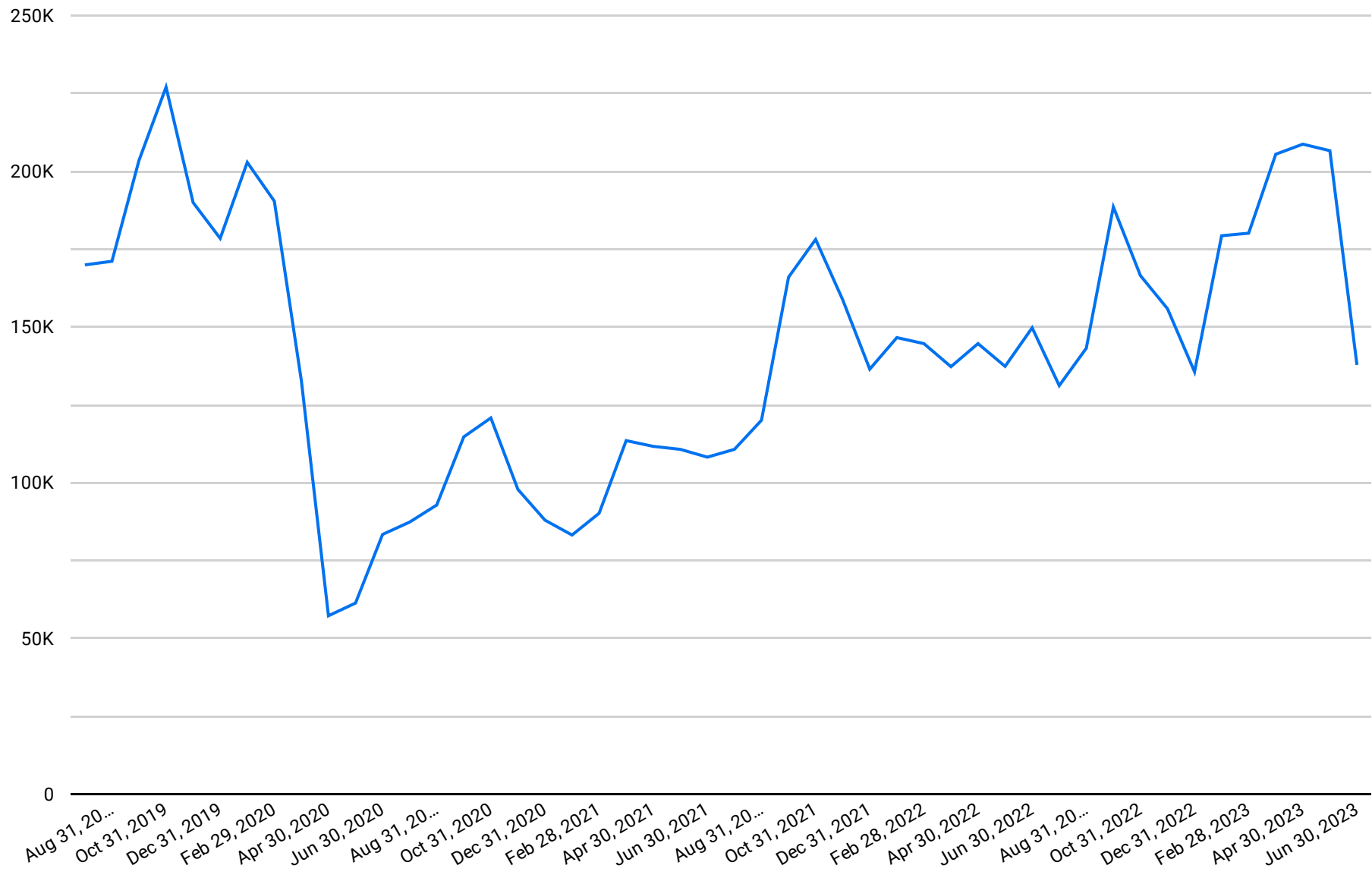
Type of Service	Ridership
Local	131,589
Commuter	6,189
<b>Grand total</b>	<b>137,778</b>

#	Route Name	% Change From Previous Month ▾	YTD	YTD FY 22	YTD FY 21
19	Price Chopper #1	66%	1,656	-8%	-30%
46	116 Commuter	-4%	3,057	72%	
86	Montpelier Link	-20%	50,228	27%	186%
56	Milton Commuter	-22%	13,193	16%	36%
96	St. Albans Link	-22%	12,213	70%	103%
10	Williston/Essex	-24%	34,822	28%	73%
11	Airport	-25%	105,261	51%	91%
5	Pine Street	-28%	87,578	10%	68%
1	Williston	-30%	477,667	19%	65%
6	Shelburne Rd	-34%	267,447	8%	37%
36	Jeffersonville Commuter	-34%	6,502	13%	63%
7	North Avenue	-34%	269,945	18%	70%
2	Essex Junction	-35%	417,134	13%	73%
9	Riverside/Winooski	-36%	170,710	16%	56%
8	City Loop	-42%	63,721	34%	137%
21	Neighborhood Special	-53%	49,793	20%	105%
20	Price Chopper #2	-60%	1,960	3%	-2%
16	Hannaford's	-65%	2,206	34%	18%
3	Lakeside Commuter	-68%	655	185%	90%

#### System Wide Percent Change Totals

YTD	YTD 22 %	YTD 21%	YTD 20%	YTD 19%
2,037,832	17.72%	67.55%	11.01%	-11.78%

## Urban Ridership August 2019 -June 2023



## Rural Ridership Report - June Data

# ▲	Route Name	Type of Service	Rank	Ridership	Avg Weekday Daily Ridership
80	City Route Mid-Day	Local	3	2,144	88
81	Barre Hospital Hill	Local	1	3,377	139
83	Waterbury Commuter	Commuter	2	404	18
85	Hannaford Shopping Special	Local	5	182	46
87	Northfield Shuttle	Local	7	30	8
89	City Commuter	Local	2	2,324	99
93	Northfield Commuter	Commuter	4	303	14
109	Tuesday Shopping Shuttle (FGI)	Local	6	40	8
110	St.Albans DT Shuttle	Local	4	2,119	88
115	Alburg-Georgia Commuter	Commuter	3	369	17
116	Richford-St.Albans Commuter	Commuter	1	419	19

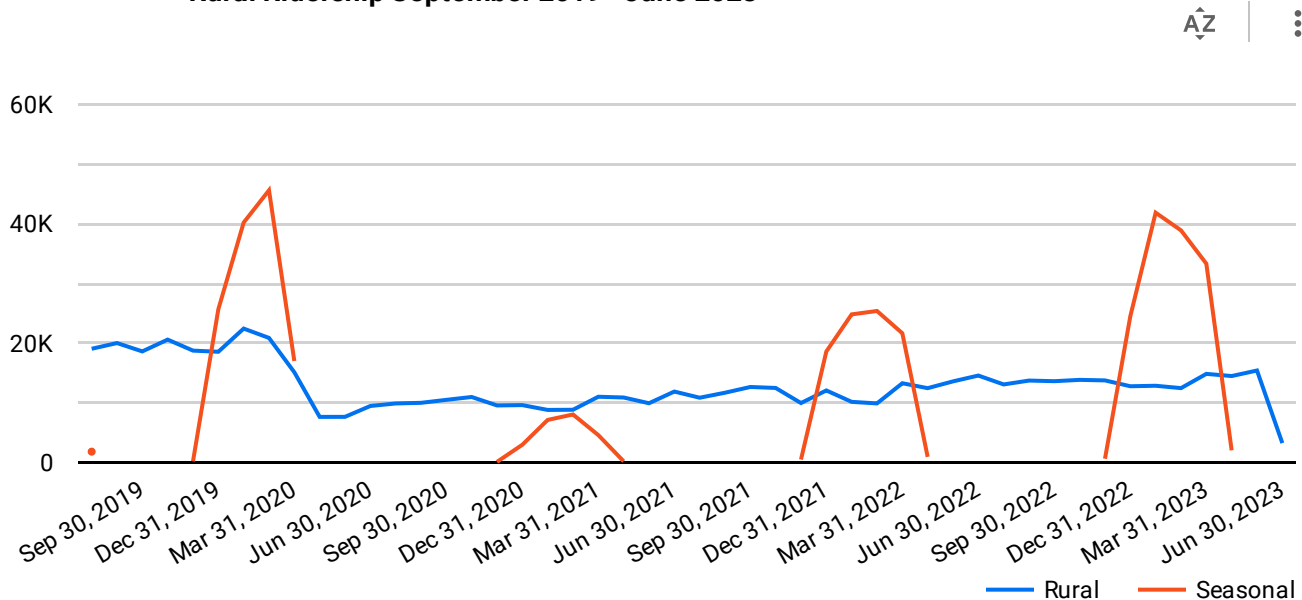
Type of Service	Ridership
Local	10,216
Commuter	1,515

Service Region	Ridership
Capital District	8,784
FGI	2,947
<b>Grand total</b>	<b>11,731</b>



# ▲	Route Name	% Change From Previous Month	YTD	YTD FY 22	YTD FY 21
80	City Route Mid-Day	-3%	24,773	33%	56%
81	Barre Hospital Hill	-1%	35,452	35%	47%
83	Waterbury Commuter	4%	4,112	13%	128%
85	Hannaford Shopping Special	-12%	2,021	6%	7%
87	Northfield Shuttle	-17%	396	-7%	-8%
89	City Commuter	-6%	26,075	1%	23%
93	Northfield Commuter	20%	4,514	-22%	42%
108	Mountain Road Shuttle		93,882		
109	Tuesday Shopping Shuttle (FGI)	-33%	646	-1%	3%
110	St.Albans DT Shuttle	7%	22,896	21%	26%
115	Alburg-Georgia Commuter	-22%	5,217	43%	30%
116	Richford-St.Albans Commuter	1%	3,890	24%	51%
120	Valley Floor		10,419		
122	Mount Ellen		19,650		
124	Mountain Condos		6,081		
125	Access Road		11,325		

Rural Ridership September 2019 - June 2023



System Wide Percent Change Totals

YTD	YTD 22 %	YTD 21%	YTD 20%	YTD 19%
306,930	30.05%	128.13%	10.92%	9.21%



To: GMT Board of Commissioners

From: Matt Kimball, Director of Grants & Project Development

Date: July 13, 2023

RE: Grants and Project Development Report

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### **GRANTS**

The SFY24 Urban State Grant Agreement has been approved by the Contracts department at the State of Vermont and has been submitted to GMT for signature. Staff are reviewing the agreement prior to signing and returning to Vtrans for execution. The Rural agreement is still being processed by Contracts and will be submitted to GMT in the coming weeks.

FTA Region 1 is reviewing GMT's federal grant applications in TrAMS for the FFY2023 5307 apportionment and SFY23 transfer federal funding from VTrans. Grants staff are staying apprised of the progress to ensure that these applications are validated and submitted as soon as possible to ensure that grants are executed prior to the shutdown of TrAMS near the close of the federal fiscal year at the end of September.

### **PROJECT DEVELOPMENT**

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

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

- The IFB for shop construction work was issued on July 11, 2023. A pre-bid meeting will be held on July 19, 2023 and bids are due on August 3, 2023. Staff will present its award recommendation to the Leadership committee for approval in early-mid August.
- Construction is anticipated to begin within 7-14 days of award, with beneficial use of the new lifts expected in Fall 2023. Lift equipment is currently in production and the new equipment is expected to be ready for delivery in August/September.

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

- VHB has commenced work on the NEPA Phase 1 analysis at the Paine Turnpike site. Road closures in Berlin due to flooding impacted the consultants' ability to perform a site visit at the property this week, but they are in communication with the State and fire dept regarding the re-opening of roads to the property. Staff are in communication with appraisers to get this project into their schedule in September.



- Preparing scope of work and procurement materials for FTA Uniform Act consulting assistance and appraisal/appraisal review services. Working to align these items with the completion of NEPA activities and fall within the validity period of the final NEPA materials.

☆ **GMT Fare Collection System Overhaul Project**

- Working with Genfare on the development of a sales agreement for the Genfare Link system. This goal is to executed this agreement as possible to be on track launch in conjunction with the restoration of fares.

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

- A purchase order has been prepared and is ready for issue upon approval of the updated FY24 capital budget.
- A site visit was held with Burlington Electric Department and Pearson Associates to discuss transformer size and siting for new service infrastructure to support bus charging equipment located at 101 QCP. Preliminary analysis indicates that two (2) 1500 kVA transformers will provide sufficient on-site power infrastructure to support full build out of 60+ electric buses. BED and Pearson are looking into in-ground vault designs that support two (2) 1500 kVA transformers and both indicated that UVM has installed this vault style in the past. There is a fair amount of underground stormwater infrastructure in the vicinity of the proposed transformer location, which may create some design challenges that need to be considered.
- Staff is reviewing an updated proposal from New Flyer Infrastructure Solutions (NFIS) for a turnkey charging solution. The proposal is above the infrastructure budget amount in the LONO grant award, so staff is working with VEIC to identify value engineering opportunities to bring the project within budget.

☆ **Vehicle Orders**

- Evaluating piggybacking opportunities for cutaway vehicle orders to compare with the existing contract. There may be cost savings as well as shorter delivery schedules through other contracting opportunities.
- Participating in a procurement committee for a new statewide vehicle procurement with other transit agencies in the Vermont. The new procurement is intended to cover a wide array of vehicle types and sizes, including cutaway buses and full size transit buses.

☆ **ADA Conversion Van RFP**

- Continuing to evaluate staff's capacity to move forward with an RFP for minivans to fulfill the capital needs of GMT and its subcontractors in FY24. GMT will discuss the timeline of the statewide vehicle



procurement to determine if GMT can await the results of this procurement to fulfill these capital needs.

☆ **Urban & Rural Passenger Shelters:**

- Coordinating with project management consultants and Enseicom to schedule the installation of three shelters in Summer/Fall 2023 at the following locations:
  - Shelburne Road @ Fayette Drive in South Burlington
  - Shelburne Road @ Market 32 in Burlington
  - Educational Drive in Essex Junction
- A fourth proposed Enseicom shelter location on North Ave @ Cambrian Way is planned for calendar year 2024 after the shelter pad is construction as part of the streetscape work of the Cambrian Rise development project
- The State of Vermont and Town of Williston are supportive of repurposing the concrete pad at the former Williston Village bus stop for use as a streetscape enhancement. A kick-off meeting is being scheduled for late July to discuss the scope and timeline to develop the enhancements. There is also a local group that will likely take ownership of maintaining the enhancement.
- Coordinating with Stowe Mountain Resort on site needs for installation of a shelter at a bus stop located on Mountain Road near the Toll House Conference Center.
- Conducting outreach with property owners regarding the installation of benches as bus stops within GMT's system. The goal is to develop a bid package for improvements at multiple locations. Several locations in Burlington as well as one location in Berlin have been identified as suitable locations with interested property owners.
- Staff is working on identifying a new location for the former Williston Road-Industrial Ave. The former location has been eliminated due to road changes in this corridor of Williston Road. The adjacent stops do not have either the ridership or suitable existing site conditions to support a bus shelter. Staff has had preliminary discussions with the City of Burlington and Burlington Housing Authority regarding the installation of a bus shelter near the Community Health Center on Riverside Ave
- Researching options for covered bike storage within the City of Burlington easement areas adjacent to the DTC.

☆ **Berlin Wastewater Collection**

- Working with VHB to finalize the wastewater permit application and submit to DEC.



To: GMT Board of Commissioners

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

CC: GMT Finance Committee

Date: July 13, 2023

RE: FY24 Capital Budget Adjustment

Attached is an amended FY24 Capital Budget for approval by the Board of Commissioners. GMT staff and VTrans have agreed upon the projects and funding levels of the SFY24 state grant. The FY24 state grant agreement is currently in the development stage at VTrans and is expected to be submitted to GMT before the end of July. This amendment to the capital budget is to adjust the line items to match the grant.

Following is the detail regarding the changes in this amendment.

**The urban capital budget has increased by \$4,588,065. The following explains the changes to the urban capital budget approved in September 2022.**

Line item description	Inc/(Dec)
Renamed Line Item A from "4 - Replacement 40' Heavy-Duty Buses (Electric) @ \$1,082,330 each (85% Fed/9.8% State/5.2% Local)" to "5 - Replacement 40' Heavy-Duty Buses (Electric) @ \$1,151,302 each (85% Fed/9.5% State/5.5% Local)" and increased line to \$5,739,029.	\$1,409,709
Removed Line Item C "1 - Replacement 30' Heavy-Duty Letenda Electric Bus @ \$810,000 (85% Fed/8.1% State/6.9% Local)"	(\$810,000)
Increased Line Item D from "4 - Replacement SSTA Vehicles (3 Ford Transit + 1 Cutaway)" to \$423,500	\$12,635
Reduced Line Item E "Facility PM" to \$40,000	(\$20,000)
Renamed Line Item F "Spare parts, miscellaneous support equipment" to "Spare parts, miscellaneous support equipment, Engine and Transmission PM" and decreased line to \$195,000	(\$68,120)
Removed Line Item G "Engine and Transmission PM"	(\$90,480)
Removed Line Item H "1 - Replacement Shop Truck (One Ton)"	(\$51,250)
Increased Line Item I "Electric Bus Charging Infrastructure (90% Fed/9% State/1% Local)" to \$1,171,000	\$501,000
Removed Line Item J "Backup 50 kW Mobile Charging Unit (90% Fed/8% State/2% Local) - 50% of LCM paid by MVRTD"	(\$50,000)
Reduced Line Item K "Passenger Amenities (shelters, benches and bike racks)" to \$75,000	(\$25,000)



Removed Line Item L "Replace radiant tube heaters in shop and garage"	(\$56,500)
Reduced Line M "101 QCP Building LED Lighting Upgrade" to \$117,690	(\$17,310)
Removed Line Item N "Install Networked Building Climate Control System"	(\$40,000)
Renamed Line Item P "Purchase Six (6) Genfare FastFare Fareboxes @ \$20,000 each" to "Fare Collection System Upgrades (20 FastFare fareboxes, installation, Genfare Link implementation)" and increased line to \$889,955	\$769,955
Added Line Item Q "Electric Bus Staff Training" for \$35,000	\$35,000
Added Line Item R "2 - Replacement 40' HD Diesel Buses @ \$617,542.44 each (85% Fed/5% State/10% Local) (FY23 Carryforward)" for \$1,244,524	\$1,244,524
Added Line Item S "6 - Replacement SSTA Cutaways @ \$109,710 each + partial funding for FY24 (FY23 Carryforward)" for \$702,500	\$702,500
Added Line Item T "Replace Four (4) In-Ground Bus Lifts (FY23 Carryforward)" for \$990,000	\$990,000
Added Line Item U "ITS Improvements (Supplemental funding for fare collection system upgrades) (FY23 Carryforward)" for \$151,402.	\$151,402
Change in budget 100% totals	\$4,588,065

Line Item A "5 - Replacement 40' Heavy-Duty Buses (Electric) @ \$1,151,302 each (85% Fed/9.5% State/5.5% Local)" has been increased by \$1,409,709 due to the addition of one bus from the capital budget. This change is connected with the elimination of Line Item C "1 - Replacement 30' Heavy-Duty Letenda Electric Bus @ \$810,000". The LoNo grant award that is funding this line item originally included five (5) New Flyer buses and one (1) Letenda bus for GMT. GMT staff previously determined that efforts should be focused on the New Flyer electric platform over the Letenda platform, so the Letenda bus has been eliminated from GMT's capital planning. This change increases the local capital match for this line by \$89,577.

Line Item C "1 - Replacement 30' Heavy-Duty Letenda Electric Bus @ \$810,000 (85% Fed/8.1% State/6.9% Local)" has been removed in the proposed capital budget. This vehicle is removed from the capital budget due to the elimination of the Letenda bus from GMT's anticipated future fleet planning. The removal of this line item reduces the current year local capital match by \$56,000 in the proposed adjustment.

Line Item E "Facility PM" has decreased from \$60,000 to \$40,000. This decrease is due to limitations in capital funding available through VTrans in FY24. Staff will prioritize its facility capital needs to stay within the reduced budget and will discuss any additional available funds during the mid-year amendment process. Local capital match for this line item has decreased by \$2,000 in the proposed adjustment.

Line Item F "Spare parts, miscellaneous support equipment, Engine and Transmission PM" has decreased from \$263,120 to \$195,000 in the proposed capital budget. This change is made due to limitations in capital funding available through VTrans in FY24. Parts and equipment purchases above the capital budget figure will likely be absorbed by GMT's operating PM funding. Staff will discuss funding availability during the mid-year amendment process with VTrans. Local capital match for this line item has decreased by \$6,812 in the proposed adjustment.

Line Item G "Engine and Transmission PM" has been removed due to the funding constraints experienced by VTrans outlined above. Engine and Transmission PM activities will be captured in





Line Item F and staff will discuss funding availability during the mid-year amendment process with VTrans. This decrease reduces the local capital match for this line by \$9,048.

Line Item H "1 - Replacement Shop Truck (One Ton)" has been removed due to the funding constraints experienced by VTrans outlined above. Staff will push replacement of the existing shop truck to FY25. This change decreases the local capital match for this line by \$5,125.

Line Item I "Electric Bus Charging Infrastructure (90% Fed/9% State/1% Local)" has increased from \$670,000 to \$1,171,000. The original budget only included part of the full infrastructure award in the FFY2022 LONO grant award for GMT. This project includes carryover funding from FY23 as part of the LONO infrastructure grant was programmed in FY23 to start coordination and design activities as early as possible. This change increases the current year local capital match by \$4,010.

Line Item J "Backup 50 kW Mobile Charging Unit (90% Fed/8% State/2% Local)" has been removed in the proposed capital budget as the mobile charging unit included in the FFY2022 LONO award has been shifted to Marble Valley Regional Transit District. GMT applied for funding in the FFY2023 LONO opportunity for two (2) mobile charging units to eliminate the need for the mobile charging unit from the FFY2022 award. The intent is for each agency which has electric vehicles to purchase these mobile charging units, which can be made available to all agencies based on emergent charging needs. Staff plans to program the FFY2023 funding award for mobile charging units in FY25. This change reduces the local capital match for this line by \$500.

Line Item K "Passenger Amenities (shelters, benches and bike racks)" has been reduced from \$100,000 to \$75,000 to balance GMT's FY24 capital request due to limitations in available capital funding through VTrans. This line item includes approximately \$40,000 in carryforward funding from FY23, which will include \$4,000 in local funding from the prior year local capital match fund. Current year local capital match for this line has been reduced by \$6,500 as a result of this change.

Line Item L "Replace radiant tube heaters in shop and garage" has been removed in the proposed capital budget due to the funding constraints experienced by VTrans outlined in other line items above. This project will be pushed to a future fiscal year and the current year local capital match is reduced by \$5,650 as a result of this change.

Line Item M "101 QCP Building LED Lighting Upgrade" has been reduced from \$135,000 to \$117,690. GMT is programming the unliquidated balance from an older facility renovation capital grant to support this line and the 100% budget amount has been adjusted to reflect the actual balance of this line.

Line Item N "Install Networked Building Climate Control System" has been removed in the proposed capital budget due to the funding constraints experienced by VTrans outlined in other line items above. This project will be pushed to a future fiscal year and the current year local capital match is reduced by \$4,000 as a result of this change.

Line Item P has been renamed from "Purchase Six (6) Genfare FastFare Fareboxes @ \$20,000 each" to "Fare Collection System Upgrades (20 FastFare fareboxes, installation, Genfare Link implementation)". The proposed adjustment increases this line from \$120,000 to \$889,955. VTrans is providing state and federal funding for \$790,000 of this line item (including \$79,000 in matching local funds from GMT's prior year local capital match fund). Staff has also identified \$99,955 in



additional funding needed to cover all project expenses. VTrans is unable to commit any additional capital funding in FY24, so staff is programming the additional \$99,955 from GMT's local capital match fund for this project to ensure that sufficient funding is in place to cover all funding expenses. Staff will explore all avenues (reducing project costs, programming direct federal capital funds, etc.) to try to reduce the local capital match needed for this project. Since all local funds for this project are coming from the local capital match fund, this change reduces the current year local capital match by \$12,000.

Line Item Q "Electric Bus Staff Training" has been added in the amount of \$35,000. This line item will cover training for GMT's maintenance staff on the maintenance of electric buses. Due to the increased commitment in state funding for the bus purchase and infrastructure, GMT will cover the full 20% non-federal match for training. The addition of this line item increases the current year local capital match by \$7,000.

**Below are FY23 Carryforward projects that will remain ongoing in FY24. Actual carryforward balances will be adjusted after the close of FY23. All local match for these projects will come from the prior year local capital match fund:**

Line Item R "2 - Replacement 40' HD Diesel Buses @ \$617,542.44 each (85% Fed/5% State/10% Local)" has been added in the amount of \$1,244,524. These buses are expected to be delivered in September and will need to be carried over to FY23. \$124,452 in local match has been programmed from the local capital match fund for this project.

Line Item S "6 - Replacement SSTA Cutaways @ \$109,710 each + partial funding for FY24" has been added in the amount of \$702,500. Purchase order materials are being prepared for seven (7) replacement cutaways in FY24. No local match is programmed for this project as local match will be covered by the lease payments by SSTA for these vehicles.

Line Item T "Replace Four (4) In-Ground Bus Lifts" has been added in the amount of \$990,000. The lift equipment is on order and staff is releasing an IFB for shop construction to occur this summer. \$99,000 in local match has been programmed from the local capital match fund for this project.

Line Item U "ITS Improvements (Supplemental funding for fare collection system upgrades)" has been added in the amount of \$151,402. The balance of this line item after FY23 ITS activities will be used to support the fare collection upgrade project. \$15,140,000 in local match has been programmed from the local capital match fund for this project.

**Local capital match from FY24 has been reduced by \$8,779 from the capital budget approved in September 2022. \$422,548 of local capital match has been programmed from the local capital match fund for FY23 carryforward projects and the Fare Collection System Upgrade project.**





**The rural capital budget has increased by \$1,892,780. The following explains the changes to the rural capital budget approved in September 2022.**

Line item description	Inc/(Dec)
Renamed Line Item AA from "5 - Replacement <30' Cutaway Buses ((4) 18-pass + (1) 12-pass) (85% Fed/5% State/10% Local)" to "9 - Replacement <30' Cutaway Buses and Minivans ((7) 18-pass cutaways, (1) 12-pass cutaway, (1) Minivan) (Combination of 80% Fed and 85% Fed)" and increased line to \$1,101,000	\$491,500
Removed Line Item AB from "2 - Replacement >30' Medium-Duty Cutaway Buses @ \$187,425 each (85% Fed/5% State/10% Local)"	(\$374,850)
Renamed Line Item AC from "2 - Replacement 40' Heavy-Duty Bus (Diesel) @ 629,000 each (85% Fed/5% State/10% Local)" to "1 - Heavy-Duty Bus 40' Bus (Diesel) @ 629,000 (85% Fed/5% State/10% Local)" and decreased line item to \$629,000	(\$629,000)
Increased Line Item AD "1 Replacement CIDER Cutaway" to \$118,000	\$7,225
Removed Line Item AE "2 New Washington County Facility Land Acquisition"	(\$1,000,000)
Added Line Item AI "6 - Replacement Cutaway** Buses @ \$122,557 each (85% Federal) (FY23 Carryforward)" for \$735,344	\$735,344
Added Line Item AJ "2 - Non-BRT 40' HD Diesel Bus @ \$617,542.44 each (1 Replacement + 1 Stowe Expansion) (85% Federal) (FY23 Carryforward)" for \$1,244,524	\$1,244,524
Added Line Item AK "2 - Replacement Minivans for CIDER*** @ \$65,000 each (FY23 Carryforward)" for \$130,000	\$130,000
Added Line Item AL "Property Acquisition Activities & Design for New Wash County Facility (FY23 Carryforward)" for \$196,000.	\$196,000
Added Line Item AN "Rural Shelter site prep and installations (FY23 Carryforward)" for \$30,000	\$30,000
Added Line Item AO "2 - Expansion Minivans for Barre Microtransit (FY23 Carryforward)" for \$129,500	\$129,500
Added Line Item AP "2 - Replacement Narrow-Body Buses (FY22 Carryforward)" for \$207,000.20.	\$207,000
Added Line Item AQ "1 Replacement 32' Medium-Duty Cutaway Bus (85% Federal) (FY23 Carryforward)" for \$134,302.	\$134,302
Added Line Item AR "2 - Replacement Electric Cutaway Buses @ \$285,000 per vehicle (85% Federal) (FY23 Carryforward)" for \$571,235.	\$571,235
Added Line Item AS "Electric Cutaway Charging Infrastructure (FY23 Carryforward)" for \$20,000.	\$20,000
Change in budget 100% totals	\$1,892,780

Line Item AA has been renamed to "9 - Replacement <30' Cutaway Buses and Minivans ((7) 18-pass cutaways, (1) 12-pass cutaway, (1) Minivan) (Combination of 80% Fed and 85% Fed)" and has been increased by \$491,500. Staff has determined that it is in the best interest of GMT to prioritize replacement of 18 passenger cutaways rather than the purchase of an additional 40' heavy duty bus and the replacement of >30' medium-duty cutaway buses. While this line item has increased significantly, the total vehicle capital has decreased from the original FY24 capital budget. Local capital match for this line has increased by \$47,550 in the proposed adjustment.

Line Item AB "2 - Non-BRT 40' HD Diesel Bus @ \$577,500 each (1 Replacement + 1 Stowe Expansion)" has been removed in the proposed adjustment. This line has been removed so that



vehicle capital funding can be prioritized to Line AA. This change reduces the current year local capital match by \$37,485.

Line Item AC has been renamed "1 - Heavy-Duty Bus 40' Bus (Diesel) @ 629,000 (85% Fed/5% State/10% Local)" and reduced by \$629,000 due to the elimination of one bus to free up federal and state funding for additional cutaway buses included in GMT's state grant application. Additionally, the local match for this line has been shifted from current year local capital match to "Non-GMT local funds" due to a commitment from Stowe Mountain Resort to provide the local match for this vehicle. The changes outlined above reduce the current year local capital match by \$125,800.

Line Item AE "New Washington County Facility Land Acquisition" has been removed as GMT is not currently in a position to proceed with a land purchase at this time. Staff is currently in the environmental review phase of the project with appraisals to occur following completion of the environmental process. GMT will engage with VTrans to program funding for a land acquisition in the mid-year amendment phase if an acquisition can be made later this year. This change reduces the current year local capital match by \$100,000.

**Below are FY23 Carryforward projects that will remain ongoing in FY23. All local match for these projects will come from the prior year local capital match fund:**

Line Item AI "6 - Replacement Cutaway\*\* Buses @ \$122,557 each (85% Federal) (FY23 Carryforward)" has been added in the amount of \$735,344. These vehicles are on order and expected to be delivered to GMT in Dec/Jan. \$73,534 in local match has been programmed from the local capital match fund for this project.

Line Item AJ "2 - Non-BRT 40' HD Diesel Bus @ \$617,542.44 each (1 Replacement + 1 Stowe Expansion) (85% Federal) (FY23 Carryforward)" has been added in the amount of \$1,244,524. These buses are expected to be delivered in September and will need to be carried over to FY23. Stowe Mountain Resort has committed \$62,900 in local funding for this line item and the remaining \$61,552.40 in local match has been programmed from the local capital match fund for this project.

Line Item AK "2 - Replacement Minivans for CIDER @ \$65,000 each (FY23 Carryforward)" has been added in the amount of \$130,000. An RFP for minivans is in development, which will be used to purchase these vehicles. \$13,000 in non-GMT local funds have been programmed for this project.

Line Item AL "Property Acquisition Activities & Design for New Wash County Facility (FY23 Carryforward)" has been added for \$196,000. Environmental review work at the preferred site remains ongoing with other consulting work and appraisal work to follow in the coming months. \$19,600 in local match has been programmed from the local capital match fund for this project.

Line Item AM "Rural Shelter site prep and installations (FY23 Carryforward)" has been added in the amount of \$30,000. This line will cover the cost for pad construction and installation the 1-2 post and beam shelters in the rural system. Staff is currently working with Stowe Mountain Resort to determine sitework needs for an installation at an existing stop on Stowe Mountain Road. This line will also cover the installation of a bus stop bench at a stop on Route 302 in Berlin. \$3,000 in local match has been programmed from the local capital match fund for this project.



Line Item AN "2 - Expansion Minivans for Barre Microtransit (FY23 Carryforward)" has been added in the amount of \$129,500. GMT will utilize the RFP described in Line AK for this purchase. VTrans has committed to cover the full match for these vehicles so there is no impact to GMT's current year local capital match.

Line Item AO "2 - Replacement Narrow-Body Buses (FY23 Carryforward)" has been added in the amount of \$207,000.20. Staff is working on a contract amendment to approve an adjustment to the contract pricing as a result of higher than normal supply chain price increases. \$20,700.10 in local match has been programmed from the local capital match fund for this project.

Line Item AO "1 Replacement 32' Medium-Duty Cutaway\*\* Bus (85% Federal) (FY23 Carryforward)" has been added in the amount of \$134,302. This vehicle is projected for delivery in July and needs to be carried over to FY23. \$13,430 in local match has been programmed from the local capital match fund for this project.

Line Item AQ "2 - Replacement Electric Cutaway Buses @ \$285,000 per vehicle (85% Federal) (FY23 Carryforward)" has been added in the amount of \$570,000. Staff is evaluating the status of Altoona testing for the vehicle under contract prior to placing an order. \$37,123.50 in local match has been programmed from the local capital match fund for this project. The remaining \$20,000 in local capital match for this line item comes from incentive funding from Green Mountain Power.

Line Item AR "Electric Cutaway Charging Infrastructure (FY23 Carryforward)" has been added in the amount of \$20,000. This line will cover design, purchase, and installation of level two chargers and associated infrastructure. Staff will align this project with the projected delivery schedule of the electric cutaway buses. Local funding for this project will come from incentive funds from Green Mountain Power.

**Local capital match from FY24 has decreased by \$215,735 from the capital budget approved in September 2022. \$228,941 of local capital match has been programmed from the local capital match fund for FY23 carryforward projects.**

***The proposed capital budget adjustment was presented to the Finance Committee on July 13, 2023. No vote could be taken by the Finance Committee regarding recommendation of the budget as the meeting did not have a quorum of the members. A minor adjustment, reduction of \$17,310 to Line Item M, was made after the budget was presented to the Finance Committee.***

***Staff is recommending approval from the GMT Board of Commissioners to adopt the above referenced adjustments to the FY24 capital budget. Additionally, staff is requesting approval to issue a purchase order to New Flyer for the five (5) Battery Electric buses outlined in Line A in accordance with the GMT-New Flyer partnership agreement in the LONO grant award to VTrans/GMT.***

FY24 Proposed Urban Capital											
Prio	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	5 - Replacement 40' Heavy-Duty Buses (Electric) @ \$1,151,302 each (85% Fed/9.5% State/5.5% Local)**	\$ 5,739,029	\$4,877,674	\$547,778	\$ 313,577	\$ 313,577.00	\$ -		\$4,877,674	
1	B	1 - Replacement 40' Heavy-Duty Buses (Diesel) @ \$629,000 each (85% Fed/5% State/10% Local)	\$ 629,000	\$534,650	\$31,450	\$ 62,900	\$ 62,900.00	\$ -		\$534,650	
1	C	1 - Replacement 30' Heavy-Duty Letenda Electric Bus @ \$810,000 (85% Fed/8.1% State/6.9% Local)**	\$ -	\$0	\$0	\$ -	\$ -	\$ -		\$0	
1	D	4 - Replacement SSTA*** Vehicles (3 Ford Transit + 1 Cutaway)	\$ 423,500	\$338,800	\$42,350	\$ 42,350	\$ -	\$ -	\$ 42,350	\$338,800	
1	E	Facility PM (Asphalt repair, Landscaping, roof top unit repair, tube heater rehab, siding replacement)	\$ 40,000	\$32,000	\$4,000	\$ 4,000	\$ 4,000.00	\$ -		\$32,000	
1	F	Spare parts, miscellaneous support equipment, Engine and Transmission PM	\$ 195,000	\$156,000	\$19,500	\$ 19,500	\$ 19,500.00	\$ -		\$156,000	
1	G	Engine and Transmission PM	\$ -	\$0	\$0	\$ -	\$ -	\$ -		\$0	
2	H	1 - Replacement Shop Truck (One Ton)	\$ -	\$0	\$0	\$ -	\$ -	\$ -		\$0	
1	I	Electric Bus Charging Infrastructure (90% Fed/9% State/1% Local)	\$ 1,171,000	\$1,053,900	\$105,390	\$ 11,710	\$ 10,710.00	\$ 1,000		\$1,053,900	
2	J	Backup 50 kW Mobile Charging Unit (90% Fed/8% State/2% Local) - 50% of LCM paid by MVRTD		\$0	\$0	\$ -		\$ -	\$500	\$0	
2	K	Passenger Amenities (shelters, benches and bike racks)	\$ 75,000	\$60,000	\$7,500	\$ 7,500	\$ 3,500.00	\$ 4,000			\$60,000
2	L	Replace radiant tube heaters in shop and garage		\$0	\$0	\$ -	\$ -	\$ -		\$0	
2	M	101 QCP Building LED Lighting Upgrade	\$ 117,690	\$94,152	\$11,769	\$ 11,769	\$ 11,769.00	\$ -		\$0	\$94,152
3	N	Install Networked Building Climate Control System		\$0	\$0	\$ -	\$ -	\$ -		\$0	
3	O	Replacement Office Equipment for Main Office and DTC	\$ 35,000	\$28,000	\$3,500	\$ 3,500	\$ 3,500.00	\$ -		\$28,000	
2	P	Fare Collection System Upgrades (20 FastFare fareboxes, installation, Genfare Link implementation)	\$ 889,955	\$632,000	\$79,000	\$ 178,955	\$ -	\$ 178,955		\$632,000	
1	Q	Electric Bus Staff Training	\$ 35,000	\$28,000	\$0	\$ 7,000	\$ 7,000.00			\$28,000	
CF-1	R	2 - Replacement 40' HD Diesel Buses @ \$617,542.44 each (85% Fed/5% State/10% Local) (FY23 Carryforward)	\$ 1,244,524	\$1,057,845	\$62,226	\$ 124,452	\$ -	\$ 124,452		\$1,057,845	
CF-1	S	6 - Replacement SSTA*** Cutaways @ \$109,710 each + partial funding for FY24 (FY23 Carryforward)	\$ 702,500	\$576,700	\$55,550	\$ 70,250	\$ -		\$ 70,250	\$576,700	
CF-1	T	Replace Four (4) In-Ground Bus Lifts (FY23 Carryforward)	\$ 990,000	\$792,000	\$99,000	\$ 99,000	\$ -	\$ 99,000			\$792,000
CF-1	U	ITS**** Improvements (Supplemental funding for fare collection system upgrades) (FY23 Carryforward)	\$ 151,402	\$121,122	\$15,140	\$ 15,140	\$ -	\$ 15,140			\$121,122
Total			\$ 12,438,600	\$ 10,382,843	\$ 1,084,153	\$ 971,604	\$ 436,456	\$ 422,548	\$ 113,100	\$ 9,315,569	\$ 1,067,274
								Total Local Match	\$ 859,004		

\*80% Federal, 10% State, and 10% Local unless otherwise stated.  
\*\* Local match kept level with equivalent diesel bus estimate due to commitment from Vtrans to cover increase in local match from diesel to electric  
\*\*\* Special Services Transportation Agency  
\*\*\*\* Intelligent Transportation Systems

FY24 Proposed Rural Capital											
Prio	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	8 - Replacement <30' Cutaway Buses and Minivans ((6) 18-pass cutaways, (1) 12-pass cutaway, (1) Minivan) (85% Fed/5%	\$ 1,101,000	\$909,500	\$83,000	\$ 108,500	\$ 108,500.00	\$ -		\$909,500	
1	AB	2 - Replacement >30' Medium-Duty Cutaway Buses @ \$187,425 each (85% Fed/5% State/10% Local)	\$ -	\$0	\$0	\$ -	\$ -			\$0	
1	AC	1 - Heavy-Duty Bus 40' Bus (Diesel) @ 629,000 (85% Fed/5% State/10% Local)	\$ 629,000	\$534,650	\$31,450	\$ 62,900	\$ -		\$62,900	\$534,650	
1	AD	1 Replacement CIDER Cutaway @ \$118,000	\$ 118,000	\$94,400	\$11,800	\$ 11,800	\$ -		\$ 11,800	\$94,400	
1	AE	New Washington County Facility Land Acquisition		\$0	\$0	\$ -	\$ -			\$0	
2	AF	Spare Parts, Misc. Support Equipment, etc	\$ 31,500	\$25,200	\$3,150	\$ 3,150	\$ 3,150.00			\$25,200	
2	AG	Facility PM - Rural Facilities	\$ 31,500	\$25,200	\$3,150	\$ 3,150	\$ 3,150.00			\$25,200	
2	AH	Replacement Office Equipment (Computers, monitors, etc.)	\$ 7,000	\$5,600	\$700	\$ 700	\$ 700.00			\$5,600	
CF-1	AI	6 - Replacement Cutaway** Buses @ \$122,557 each (85% Federal) (FY23 Carryforward)	\$ 735,344	\$625,042	\$36,767	\$ 73,534	\$ -	\$ 73,534		\$625,042	
CF-1	AJ	2 - Non-BRT 40' HD Diesel Bus @ \$617,542.44 each (1 Replacement + 1 Stowe Expansion) (85% Federal) (FY23 Carryforward)	\$ 1,244,524	\$1,057,845	\$62,226	\$ 124,452	\$ 0.00	\$ 61,552	\$62,900	\$1,057,845	
CF-2	AK	2 - Replacement Minivans for CIDER*** @ \$65,000 each (FY23 Carryforward)	\$ 130,000	\$104,000	\$13,000	\$ 13,000	\$ -		\$13,000	\$104,000	
CF-1	AL	Property Acquisition Activities & Design for New Wash County Facility (FY23 Carryforward)	\$ 196,000	\$156,800	\$19,600	\$ 19,600	\$ -	\$ 19,600		\$156,800	
CF-2	AM	Rural Shelter site prep and installations (FY23 Carryforward)	\$ 30,000	\$24,000	\$3,000	\$ 3,000	\$ -	\$ 3,000		\$24,000	
CF-1	AN	2 - Expansion Minivans for Barre Microtransit (FY23 Carryforward)	\$ 129,500	\$110,075	\$19,425	\$ -	\$ -	\$ -		\$110,075	
CF-1	AO	2 - Replacement Narrow-Body Buses (FY22 Carryforward)	\$ 207,000.20	\$165,600.00	\$20,700	\$20,700	\$ -	\$ 20,700		\$165,600	
CF-1	AP	1 Replacement 32' Medium-Duty Cutaway** Bus (85% Federal) (FY23 Carryforward)	\$ 134,302	\$107,442	\$13,430	\$ 13,430	\$ -	\$ 13,430		\$107,442	
CF-1	AQ	2 - Replacement Electric Cutaway Buses @ \$285,000 per vehicle (85% Federal) (FY23 Carryforward)	\$ 571,235	\$485,550	\$28,562	\$ 57,124	\$ -	\$ 37,124	\$20,000	\$485,550	
CF-1	AR	Electric Cutaway Charging Infrastructure (FY23 Carryforward)	\$ 20,000	\$16,000		\$ 4,000	\$ -	\$ -	\$4,000	\$16,000	
Total			\$ 5,315,905	\$ 4,446,904	\$ 349,960	\$ 519,041	\$ 115,500	\$ 228,941	\$ 174,600	\$ 4,446,904	\$ -
								Total Local Match	\$ 344,441		

\*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.

## **Draft Fare Proposal for Public Comment**

### **Overview:**

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Urban local, commuter, and LINK Express bus routes will return to fare collection in January 2024. GMT will use a new fare management system, named Genfare Link, that will greatly improve payment options for both riders and organizations that support riders. The new options of this system will allow us to simultaneously adjust fare rates to match higher operating costs while also limiting the impact of fares on individual users. The draft fare plan below was developed with the following factors in mind:

- Limiting the financial impact of fares, especially frequent users reliant on public transit.
- Offering a simple and easily understandable fare structure.
- Increasing opportunities for organizations to support riders.
- Creating a system that has greater reliability and decreased maintenance requirements.
- Providing GMT with critical local match funding to help sustain operations.

### **Changes in Fare Technology Drive Fare Adjustments**

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#### **How will Genfare Link be different?**

In addition to accepting cash payment for fares on buses, the Genfare Link system provides:

- The ability for riders to pay via debit/credit card/smartphone on the bus.
- The ability to cap costs for individual users.
- Improved options for organizations to pay for service, partially or in full.

#### **The Role of Individual Rider Accounts for GMT's Fare System: Caps and Organizational Support**

Individual rider accounts will allow GMT to establish cost caps for riders. These caps are critical for ensuring financially vulnerable riders can use public transit. GMT will have daily and monthly caps for each rider. Once the rider reaches the cap, additional rides are provided at no additional cost. Importantly, caps do not require an upfront payment like a monthly or day pass.

Individual accounts will also allow organizations to directly manage the support they provide to riders. Participating organizations will have their own portal in the Genfare Link system that will allow them to add funds to specific riders. Organizations will have access only to the riders they support. This will vastly simplify the way employers, schools, and human service agencies administer programs to support riders.

### **Will it be Difficult to Create Rider Accounts?**

No. Most riders will create their own accounts. Both from our own experience on our buses and in collaborating with human service providers in the area, we know roughly 90% of our riders have a smartphone. These riders can install the Genfare App on their smartphone and create their own account in less than 5 minutes without GMT's assistance. When they enter a bus, they will wave their smartphone over the farebox to pay for their ride.

Riders without a smartphone will be able to create an account and receive a physical smart pass in about 5 minutes at our transit centers. The smart pass is the size and shape of a credit card. The rider will then wave the smart pass over the farebox when they enter the bus.

From November 2023 through January 2024, GMT will have pass creation events in the area that will provide a convenient way for riders to receive assistance in setting up an account, whether they use their smartphone or prefer a smart pass. As we do with the annual ride check, we will bring on temporary staffing to help us with these account creation events.

### **Will Riders be Required to Create an Account?**

No. Riders who do not wish to create an account can still pay by cash on the bus. They will not, however, benefit from fare caps or the ability to have their rides paid for by another organization.

## **Proposed Fares, Passes, and Caps**

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### **\$2.00 Fare for Urban Local, Commuter, and LINK Express Routes**

GMT proposes a \$2.00 fare for urban local, commuter, and LINK Express routes. This is a 33% increase over the previous urban local fare (\$1.50), no change to the commuter fare (\$2.00), and a 50% reduction to LINK Express fare (\$4.00).

- Urban local routes have returned to their pre-pandemic levels.

- Commuter and LINK Express routes are still significantly below pre-pandemic ridership levels. Furthermore, there has been a shift in our perception of who uses these routes, with more riders using commuter and LINK Express for medical and human services related travel.

GMT will continue to provide a 50% discount fare for riders under 17, over 60, or with a disability. Discounted urban local, commuter, and LINK Express routes will be \$1.00.

### **Creation of Daily Pass**

GMT will offer a day pass for \$4.00. GMT had not previously offered day passes. A day pass will allow for unlimited rides for a single day. These passes will be for sale to the general public on buses, at the transit center, and to organizations that want to provide day passes to individuals they serve.

### **Elimination of Monthly and 10 Pass Rides**

GMT previously sold a monthly pass for \$40.00 and a 10 ride pass for \$15.00. Both of these products will not be necessary with an account-based system that offers caps and with the ability to pay on the bus with a credit/debit card.

### **Elimination of Transfers**

With the creation of a daily cap that is the equivalent of two rides, free transfers will be eliminated.

### **\$4.00 Daily Cap and \$40.00 Monthly Cap**

The daily cap for full-price riders will be \$4.00. After a rider pays for two full-price rides at \$2.00, their remaining rides for the day will be free of charge. The cap for our discounted rate will be \$2.00.

The monthly cap for full-price riders will be \$40.00, the same price as the discontinued monthly pass. The cap for our discounted rate will be \$20.00.

Caps are not purchased separately. They will automatically apply when the rider reaches that threshold.

### **Elimination of Separate Monthly Passes for Commuter and LINK Express**

Previously, urban local, commuter, and LINK Express routes had separate fare prices. This led to different monthly pass costs, with the commuter monthly pass \$75 and the LINK Express monthly



pass \$150. The \$40 fare cap will apply to commuter and LINK Express service, significantly reducing the financial impact of these routes on regular uses.

### **ADA Service - \$4.00/Ride Without Caps**

With GMT's return to fare service, ADA transportation provided by SSTA to augment our urban local routes will also no longer be free. The Federal Transit Administration provides guidelines for ADA pricing, and GMT's practice consistent with those guidelines has been to charge twice the full-price fare for ADA transportation. ADA riders in Chittenden County will see their door-to-door transportation increase from \$3.00/ride to \$4.00/ride, and there will not be a daily or monthly cap.

### **Price Increase and Price Cap Combination**

The \$40 monthly cap will allow GMT to increase the urban local fare by 33% while also ensuring riders' monthly costs do not exceed the previous cost of a monthly pass.

Infrequent riders will see an increase in their costs, while our most frequent riders will have the same or lower cost than previously without having to pay the upfront cost of a monthly pass.

## **Future Consideration**

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### **Payment Network**

The Genfare Link system will provide access to the nationwide Incomm payment network. This will allow riders to add funds to their smart pass using cash or credit/debit card at participating retailers, such as CVS, Walmart, etc.. Setup for inclusion in this system takes 18-24 months to complete, which is why it is not being included when we restart service.

### **Expanded Discounts**

Further work will be done to highlight populations eligible to receive a discounted fare rate directly from GMT. To begin, our focus will be on assisting organizations that wish to support riders through the Genfare Link system. This will expand the options for riders to have a free or discounted ride while also ensuring that GMT meets its obligation to generate approximately 10% of its urban operating costs from fare revenue.