Green Mountain Transit Board of Commissioners Meeting Agenda
Tuesday, June 16, 2026 | 7:30 AM
101 Queen City Road, Burlington, VT 05401

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

Attendees may join in person or remotely via Zoom:

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

1. 7:30 AM – Meeting Called to Order
2. 7:31 AM – Adjustment to the Agenda
3. 7:32 AM – Public Comment
4. 7:37 AM – **Action:** Consent Agenda
   a. Board Meeting Minutes (May, 19, 2026)
   b. Check Register
   c. June 2026 Financial Report
5. 7:40 AM – **Acknowledgement:** Washington County and Lamoille Departures – Amy Brewer
6. 7:45 AM – **Action:** Election of Officers – Amy Brewer
7. 7:55 AM – **Action:** Modifications to 96(Franklin County Commuter) – Chris Damiani and Clayton Clark
8. 8:10 AM – **Action:** #4 Service – Clayton Clark
9. 8:30 AM – **Action:** CATMA Unlimited Access Extension – Clayton Clark
10. 8:40 AM – **Action:** FY27 Capital Budget Adjustment – Matt Kimball
11. 8:55 AM – **Action:** MOU to Correct Retirement Account Deposit in Urban

Operators Agreement – Clayton Clark

12. 9:00 AM – Committee Reports

13. 9:10 AM – Commissioner Comments

14. 9:15 AM – **Executive Session:** Personnel Matter

15. 9:30 AM – Adjourn

Next GMT Board of Commissioners Meeting Date: July 21, 2026

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

May 19, 2026 – 7:30 a.m.

Board Room, Burlington, Vermont and via Zoom

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.

Present:

Commissioner Amy Brewer, Williston
Commissioner Chapin Spencer, Burlington
Commissioner Christian Meyer, Washington County
Connor Smith, Capital Projects Manager
Commissioner Ilona Blanchard, South Burlington
Commissioner Tasha Wallis, Lamoille County
Commissioner Andrea Suozzo, Burlington
Commissioner Austin Davis, Winooski
Commissioner Paul Bohne, Essex Town
Commissioner Raj Chawla, City of Essex Junction
Alt. Commissioner Paul Connor, South Burlington
Alt. Commissioner Charlene Tallman, Williston
Alt. Commissioner Alec Jones, Lamoille County
Clayton Clark, General Manager
Jamie Smith, Director of Rider Experience
Jimmy Johnson, Director of Transportation
Matt Kimball, Director of Transit Infrastructure
Jon Moore, Assistant General Manager
Nick Foss, Director of Finance
Nate Bergeron, GMT Driver
Chris Damiani, Director of Planning
Stephanie Reid, Director of Human Resources
Tammy Masse, Controller
Camden Blatchly, Transit Data Analyst
Will Hodgson, Transit Planner
Connor Smith, Capital Projects Manager
Chris Cole, Director of Development

Green Mountain Transit

Monica White, Director Central VT Services
Melissa Pelchat, MTC Supervisor
Peggy O'Neill Vivanco, VT Clean Cities
Mike D'Amico, Facility Manager
Fernanda Inga, International Fellow
Peter Plumeau, Reframe Labs
Sandy Thibault, CATMA
Dan Currier, VTrans
Bryan Davis, CCRPC
Eliana Fox, CCRPC
Kimberly Clark, Member of the Public

Open Meeting

Chair Brewer opened the meeting at 7:31 AM.

Adjustment of the Agenda

Added Commissioner comments and Executive Session

Public Comment

Kim Clark thanked GMT staff for allowing her back on buses.

Action: Consent Agenda

Commissioner Bohne made a motion to approve the consent agenda, and Commissioner Suozzo seconded. All were in favor and the motion carried.

Action: FY26 Budget Adjustment

Director Foss presented the FY26 budget adjustment.

Commissioner Wallis made a motion to approve the FY26 Budget Adjustment, and Commissioner Blanchard seconded. All were in favor and the motion carried.

Action: Colchester Service Agreement

AGM Moore gave an update on the Colchester Service Agreement and the terms that will be valid for the next ten years.

Commissioner Blanchard made a motion that the GMT Board of Commissioners authorize the General Manager to execute the Colchester Public Transit Service Agreement as presented and Commissioner Spencer seconded. In discussion the Board agreed to encourage Colchester to join the authority in the future. All were In favor and the motion carried.

Presentation: GM Assessment Modernization Study
Peter Plumeau reviewed the study and the recommendations for GMT moving forward.

Presentation: Montpelier Transit Center HATCH
Monica White and Melissa Pelchat gave a presentation on the Montpelier Transit Center and the efforts to involve community and transit.

Presentation: CATMA Update
Sandy Thibault gave an update on the current initiatives that CATMA is involved in.

Presentation: Teamster Urban Operators Update
Nate Bergeron gave an urban operator update.

Committee Updates (added)
Committees gave an overview of their previous meetings. Clayton read a vision committee update from Commissioner Grasso.

Commissioner Comments
Commissioner Bohne spoke about the EWSD arrangement and conversation about the #4 route.

Commissioner Brewer spoke about the rural transition. Commissioner Meyer gave a quick update on how well the transition is progressing with TVT.

Executive Session: Personnel matter (added)
Commissioner Blanchard made a motion to enter executive session inviting in Director Reid, and Commissioner Bohne seconded. All were in favor and the Board entered executive session at 9:28 AM.

Commissioner Bohne made a motion to leave executive session, and Commissioner Spencer seconded. All were in favor and the Board exited executive session at 9:57 AM with no action taken.

Adjournment
Commissioner Suozzo made a motion to adjourn, and Commissioner Bohne seconded. All were in favor and motion carried. The meeting ended at 9:58 AM.

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V1340	4imprint, Inc.	5/1/26	106018	1,227.73	T-shirts Maintenance
V279	ABC Bus Companies-Muncie	5/1/26	106019	9,184.26	2 Part Invoices
V1817	Air Compressor Engineering CO., INC	5/1/26	106020	726.00	
V1305	Allegiant Care	5/1/26	106021	216,506.60	Health Insurance
V284	Brenntag Lubricants Northeast	5/1/26	106022	3,360.35	Part Invoice
V2339	Brochu Jerome	5/1/26	106023	171.00	DOT Reimbursement
V225	Burlington Electric Department	5/1/26	106024	6,565.65	8 Electric Bills
V2314	Burlington Safety Laboratory Inc.	5/1/26	106025	70.50	
V227	Burlington Telecom	5/1/26	106026	2,440.55	Communcation Invoice
V2067	Cintas Corporation	5/1/26	106027	477.13	
V1957	Clark Barbara	5/1/26	106028	82.65	
V220	Class C Solutions Group	5/1/26	106029	1,233.53	Part Invoice
V1956	Crystal Clean Inc.	5/1/26	106030	2,436.00	Pumped the Wash Bay
V239	Cummins Northeast LLC	5/1/26	106031	3,653.38	Part Invoice
V401	Dell Business Credit	5/1/26	106032	1,360.80	Computer Invoice
V250	Fisher Auto Parts	5/1/26	106033	4,196.96	25 Part Invoices
V252	FleetPride, Inc	5/1/26	106034	7,123.66	4 Part Invoices
V256	Genfare	5/1/26	106035	401.18	
V257	Gillig Corp.	5/1/26	106036	9,123.79	6 Part Invoices
V259	Grainger	5/1/26	106037	204.72	
V260	Green Mountain Kenworth, Inc.	5/1/26	106038	53.88	
V263	Heritage Ford	5/1/26	106039	197.35	
V446	Janek Corporation, The	5/1/26	106040	665.00	
V328	Kirk's Automotive Inc.	5/1/26	106041	723.66	
V2013	Luneau Brothers Glass LLC	5/1/26	106042	723.34	
V1923	Mcgee Ford Of Montpelier	5/1/26	106043	1,305.55	8 Part Invoices
V2032	Merrill John	5/1/26	106044	314.65	Volunteer
V1646	Milton, Town of	5/1/26	106045	1,027.00	Fare Media Refund
V278	Mohawk Mfg. & Supply Co.	5/1/26	106046	235.51	
V283	Neopart LLC	5/1/26	106047	2,759.94	Part Invoice
V996	New England Air Systems	5/1/26	106048	309.00	
V1320	NorthEast Mailing Systems, LLC	5/1/26	106049	250.66	
V950	Northern ToyotaLift	5/1/26	106050	141.02	
V2259	Nykiel Brian	5/1/26	106051	13.90	
V223	O'Reilly Auto Enterprises, LLC	5/1/26	106052	541.74	
V127	Omanovic, Nezim	5/1/26	106053	72.00	
V1906	Pete's Tire Barns Inc	5/1/26	106054	10,040.24	4 Tire Invoices
V1249	Petrosyan, Oleg	5/1/26	106055	341.00	FSA Reimbursement
V1653	Pradhan, Tilachand	5/1/26	106056	15.00	
V297	Safety-Kleen Systems, Inc.	5/1/26	106057	2,135.54	2 Maintenance Supply Invoices
V198	Smoren, Randolph	5/1/26	106058	135.00	Shoe Reimbursement
V301	Sovernet	5/1/26	106059	1,123.95	Communcation Invoice
V302	Sports & Fitness Edge Inc.	5/1/26	106060	280.85	
V2225	Sunoco LP	5/1/26	106061	15,947.40	Fuel
V186	Tech Group, The	5/1/26	106062	8,229.16	IT Invoice
V2050	Thomas Parker	5/1/26	106063	549.95	
V273	Transit Holding, Inc.	5/1/26	106064	102.30	
V315	United Parcel Service	5/1/26	106065	27.69	
V336	W.B Mason Co., Inc.	5/1/26	106066	136.54	
V2248	Anthony Peter	5/1/26	EFT000000018735	499.53	Volunteer
V2315	Carmo Richard	5/1/26	EFT000000018736	366.00	FSA Reimbursement
V1066	Cassell, Robert Jr.	5/1/26	EFT000000018737	394.13	Volunteer
V2349	Clark Muriel	5/1/26	EFT000000018738	426.30	Volunteer
V2231	Cohen Lori	5/1/26	EFT000000018739	279.85	Volunteer
V1044	Draper, Scott	5/1/26	EFT000000018740	200.75	FSA Reimbursement

V170	Hertz, Kenneth	5/1/26	EFT000000018741	978.75	Volunteer
V2353	Hynes Arthur	5/1/26	EFT000000018742	475.60	Volunteer
V2118	Marsh Donald	5/1/26	EFT000000018743	313.20	Volunteer
V2070	Masse Tammy	5/1/26	EFT000000018744	165.00	FSA Reimbursement
V38	Moore, Jon	5/1/26	EFT000000018745	334.24	FSA Reimbursement
V2075	New Flyer of America Inc.	5/1/26	EFT000000018746	7,737.42	Application 6 EV installation Invoice
V2218	Pelchat Melissa	5/1/26	EFT000000018747	1,516.90	FSA Reimbursement
V771	Sammons Chandra	5/1/26	EFT000000018748	355.25	Volunteer
V2356	Slayton Sidney	5/1/26	EFT000000018749	2,978.30	Volunteer
V303	SSTA	5/1/26	EFT000000018750	226,783.36	ADA and E&D Rides
V1856	Via Transportation Inc.	5/1/26	EFT000000018751	4,400.00	2 Mirco Transit Invoices

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V2236	Aaron Mangan	5/15/26	106067	155.00	
V279	ABC Bus Companies-Muncie	5/15/26	106068	2,528.12	Part Invoice
V2359	Acrisure New England Partners Insurance	5/15/26	106069	4,275.00	Employee Development Invoice
V3001	AECOM Technical Services, Inc	5/15/26	106070	7,567.66	Consulting Invoice
V1229	Ahmed, Farhan	5/15/26	106071	1,340.45	FSA Reimbursement
V415	Amazon Capital Services	5/15/26	106072	5,297.69	40 Office supply, Part, and small Tool Invoices
V219	Aubuchon C/O Blue Tarp Financial, Inc.	5/15/26	106073	33.98	
V1334	Background Investigation Bureau, LLC	5/15/26	106074	102.00	
V284	Brenntag Lubricants Northeast	5/15/26	106075	1,958.75	Part Invoice
V1227	Burlington Public Works-NON Water!!!	5/15/26	106076	168.00	
V226	Burlington Public Works-Water	5/15/26	106077	4,628.53	4 Water and Sewer Bills
V228	C.I.D.E.R., Inc.	5/15/26	106078	1,066.32	Mobility Management Invoice
V851	Champlain Medical	5/15/26	106079	13.34	
V2360	Chiatavalle Cora	5/15/26	106080	379.87	FSA Reimbursement
V570	Chittenden County Regional Planning Commission	5/15/26	106081	91,358.13	Raise Grant
V2067	Cintas Corporation	5/15/26	106082	1,202.83	6 Maintenance Uniform Invoices
V1612	Control Technologies, Inc.	5/15/26	106083	15,334.90	Final EV Contract Invoice
V1622	Environmental Systems Research Institure, Inc.	5/15/26	106084	550.00	
V250	Fisher Auto Parts	5/15/26	106085	81.13	
V252	FleetPride, Inc	5/15/26	106086	2,759.76	2 Radio Repeater Invoices
V253	FleetWave Partners, LLP	5/15/26	106087	3,862.95	Part Invoice
V799	Gauthier Trucking Company, Inc.	5/15/26	106088	600.45	
V257	Gillig Corp.	5/15/26	106089	5,182.37	2 Part Invoices
V261	Green Mountain Power	5/15/26	106090	1,704.62	2 Power Bills
V264	IBF Solutions, Inc.	5/15/26	106091	199.98	
V472	Irving Energy Distribution	5/15/26	106092	2,197.87	Heating Oil Invoice
V2297	Justin Kirk	5/15/26	106093	1,975.00	Mowing and Yard work Invoice
V1283	Kelley Bros of NE, LLC	5/15/26	106094	4,646.65	Capital Repairs Berlin Building
V1880	Kyle Bellavance	5/15/26	106095	4,572.00	Shelter Removal Invoice
V268	Loomis	5/15/26	106096	239.08	
V2013	Luneau Brothers Glass LLC	5/15/26	106097	1,480.00	5 Glass Replacement Invoices
V2032	Merrill John	5/15/26	106098	570.58	Volunteer
V276	Metalworks	5/15/26	106099	130.00	
V1891	Minuteman Security Technologies	5/15/26	106100	173.00	
V1709	Monaghan Safar Ducham PLLC	5/15/26	106101	2,856.00	Legal Invoice
V1977	Moyes Douglas	5/15/26	106102	500.00	FSA Reimbursement
V792	Myers Container Service Corp.	5/15/26	106103	217.92	
V2247	Necrason Group PLLC	5/15/26	106104	3,000.00	Consulting Invoice
V283	Neopart LLC	5/15/26	106105	60.00	
V996	New England Air Systems	5/15/26	106106	345.57	
V223	O'Reilly Auto Enterprises, LLC	5/15/26	106107	88.14	
V863	P & P Septic Service, Inc	5/15/26	106108	400.00	
V1484	Parsons Environment & Infrastructure Group Inc.	5/15/26	106109	20.34	
V2356	Slayton Sidney	5/15/26	106110	1,000.50	Volunteer
V301	Sovernet	5/15/26	106111	668.74	
V1560	State Industrial Products Corporation	5/15/26	106112	803.67	
V451	Stowe, Town of Electric Department	5/15/26	106113	138.31	
V2225	Sunoco LP	5/15/26	106114	14,621.11	Fuel
V1875	Sunwealth Project Pool 14 LLC	5/15/26	106115	3,118.60	Solar Invoice
V2074	T-Mobile	5/15/26	106116	2,177.70	Communication Invoice
V273	Transit Holding, Inc.	5/15/26	106117	3,232.48	3 Part Invoices
V1046	ULINE	5/15/26	106118	1,254.74	Maintenance Shirts
V1945	Union Jack's	5/15/26	106119	10,496.55	10 Employee Meal Invoices
V351	Vantage Press	5/15/26	106120	1,013.91	Office Suppy Invoice
V876	Vehicle Maintenance Program, Inc.	5/15/26	106121	3,737.60	4 Part and Credit Invoices
V1459	Vermont Information Consortium LLC	5/15/26	106122	1,074.00	Background Checks
V2133	Vital Delivery Solutions LLC	5/15/26	106123	92.46	
V2182	White Monica	5/15/26	106124	643.00	FSA Reimbursement
V2248	Anthony Peter	5/15/26	EFT000000018752	824.33	Volunteer

V1225	Camdzic, Hamed	5/15/26	EFT000000018753	579.16	FSA Reimbursement
V2315	Carmo Richard	5/15/26	EFT000000018754	107.63	Training Reimbursment
V1066	Cassell, Robert Jr.	5/15/26	EFT000000018755	437.89	FSA Reimbursement
V2349	Clark Muriel	5/15/26	EFT000000018756	170.38	Volunteer
V170	Hertz, Kenneth	5/15/26	EFT000000018757	763.43	Volunteer
V29	Hirsch, Alain	5/15/26	EFT000000018758	150.00	Shoe Reimbursement
V2353	Hynes Arthur	5/15/26	EFT000000018759	234.90	Volunteer
V2118	Marsh Donald	5/15/26	EFT000000018760	108.75	Volunteer
V2070	Masse Tammy	5/15/26	EFT000000018761	105.00	FSA Reimbursement
V38	Moore, Jon	5/15/26	EFT000000018762	211.48	Training and FSA Reimbursement
V771	Sammons Chandra	5/15/26	EFT000000018763	318.28	Volunteer
V2356	Slayton Sidney	5/15/26	EFT000000018764	1,374.60	Volunteer
V308	Steadman Hill Consulting, Inc.	5/15/26	EFT000000018765	17,394.58	Consulting Invoice
V1953	WEX	5/5/26		27,375.13	Fuel
V1467	Charles Schwab	5/8/26		33,125.64	Retirement
V265	Mission Square	5/8/26		1,192.11	
V311	Teamsters	5/8/26		6,098.00	Union Dues
V545	Pitney Bowes	5/11/26		405.00	

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V279	ABC Bus Companies-Muncie	5/22/26	106125	4,464.42	2 Part Invoices
V316	Able Paint, Glass & Flooring Co.	5/22/26	106126	2,800.00	2 Shelter Repair Invoices
V1481	Amerigas	5/22/26	106127	1,166.94	Heating Invoice
V2196	Brady Industries	5/22/26	106128	722.67	
V284	Brenntag Lubricants Northeast	5/22/26	106129	2,241.60	Part Invoice
V851	Champlain Medical	5/22/26	106130	500	
V2067	Cintas Corporation	5/22/26	106131	799.27	
V220	Class C Solutions Group	5/22/26	106132	1,272.62	2 Part Invoices
V2104	Community Rides Vermont, Inc.	5/22/26	106133	5,241.16	E and D and RJA Rides
V2308	Cummins Electric Holding, LLC	5/22/26	106134	6,571.00	Repair Invoice
V239	Cummins Northeast LLC	5/22/26	106135	2,084.98	5 Part Invoices
V417	Dion Security, Inc.	5/22/26	106136	158	
V321	Empire Janitorial Supply Company	5/22/26	106137	68.26	
V250	Fisher Auto Parts	5/22/26	106138	2,008.84	8 Part Invoices
V252	FleetPride, Inc	5/22/26	106139	2,226.82	6 Part Invoices
V257	Gillig Corp.	5/22/26	106140	14,118.21	15 Part Invoices
V2027	Goss Dodge	5/22/26	106141	276.8	
V259	Grainger	5/22/26	106142	38.64	
V260	Green Mountain Kenworth, Inc.	5/22/26	106143	822.38	
V263	Heritage Ford	5/22/26	106144	1,515.64	2 Part Invoices
V446	Janek Corporation, The	5/22/26	106145	667	
V270	Lowe's	5/22/26	106146	407.92	
V2015	M&T Bank	5/22/26	106147	11,173.46	Travel, Meals, Parts and Marketing Invoices
V1923	Mcgee Ford Of Montpelier	5/22/26	106148	326.4	
V278	Mohawk Mfg. & Supply Co.	5/22/26	106149	663.18	
V283	Neopart LLC	5/22/26	106150	4,175.07	3 Part Invoices
V1320	NorthEast Mailing Systems, LLC	5/22/26	106151	250.98	
V223	O'Reilly Auto Enterprises, LLC	5/22/26	106152	781.74	
V1878	Otis Elevator Company	5/22/26	106153	350	
V1906	Pete's Tire Barns Inc	5/22/26	106154	3,893.84	5 Tire Invoices
V298	Sanel Auto Parts Co.	5/22/26	106155	241.57	
V302	Sports & Fitness Edge Inc.	5/22/26	106156	240.73	
V312	Stowe, Town of	5/22/26	106157	2,500.00	Annual plow Invoice
V2031	Sunbelt Rentals	5/22/26	106158	1,318.57	Equipment Rental Berlin
V734	Thermo King Northeast/Dattco	5/22/26	106159	1,646.04	2 Part Invoices
V273	Transit Holding, Inc.	5/22/26	106160	4,782.17	7 Part Invoices
V2358	United Rentals Inc	5/22/26	106161	26,717.56	Scissor Lift
V876	Vehicle Maintenance Program, Inc.	5/22/26	106162	812.7	
V336	W.B Mason Co., Inc.	5/22/26	106163	384.6	
V1467	Charles Schwab	5/22/26		33,178.78	Retirement
V265	Mission Square	5/22/26		1,192.31	Retirement
V311	Teamsters	5/22/26		75	

Vendor ID	Vendor Name	Document Date	Document	Document Amount	
V3001	AECOM Technical Services, Inc	5/29/26	106164	514.71	
V1817	Air Compressor Engineering CO., INC	5/29/26	106165	4,757.50	Repair Invoice
V1305	Allegiant Care	5/29/26	106166	179,513.90	Health Insurance Invoice
V2363	Blatchy Camden	5/29/26	106167	189.65	Travel and Training Reimbursement
V2196	Brady Industries	5/29/26	106168	228.6	
V225	Burlington Electric Department	5/29/26	106169	822.99	
V942	Bushey, Cynthia	5/29/26	106170	69.6	
V2293	Cane Carolyn	5/29/26	106171	500	FSA Reimbursement
V2360	Chiatavalle Cora	5/29/26	106172	139.95	Shoe Reimbursement
V2067	Cintas Corporation	5/29/26	106173	94.71	
V1957	Clark Barbara	5/29/26	106174	62.35	
V2081	Clark Clayton	5/29/26	106175	470.54	Meal and Mileage Reimbursement
V2362	Cummings Jennifer	5/29/26	106176	14.5	
V2325	FPH Tank Installation & Service	5/29/26	106177	407	
V256	Genfare	5/29/26	106178	13,342.19	8 Fare media,Bank Fee and Part Invoices
V257	Gillig Corp.	5/29/26	106179	98.4	
V1990	John M. Ellsworth Co. Inc.	5/29/26	106180	48.36	
V1880	Kyle Bellavance	5/29/26	106181	5,658.56	Asphalt Repair Invoice Berlin
V2032	Merrill John	5/29/26	106182	266.8	Volunteer
V2281	Mooney Brother	5/29/26	106183	12,845.00	Fire Inspection 44 Buses
V2361	Mughisa Dieudonne	5/29/26	106184	139.5	Shoe Reimbursement
V996	New England Air Systems	5/29/26	106185	1,160.06	2 Repair Invoices
V544	NorthEast Passenger Transportation Association	5/29/26	106186	375	
V2352	Norton Marie	5/29/26	106187	171	DOT Reimbursement
V136	Pilav, Omer	5/29/26	106188	150	Shoe Reimbursement
V273	Transit Holding, Inc.	5/29/26	106189	43.8	
V410	Vermont Gas Systems, Inc.	5/29/26	106190	5,526.80	5 Gas Bills Urban
V962	Williams, Kenneth	5/29/26	106191	158.34	Volunteer
V1229	Ahmed, Farhan	5/29/26	EFT000000	1,490.00	FSA Reimbursement
V2248	Anthony Peter	5/29/26	EFT000000	684.4	Volunteer
V1707	Chase, Betty	5/29/26	EFT000000	401.65	Volunteer
V2349	Clark Muriel	5/29/26	EFT000000	497.35	Volunteer
V1044	Draper, Scott	5/29/26	EFT000000	1,152.00	FSA Reimbursement
V2145	Harrington Deana	5/29/26	EFT000000	869.3	FSA Reimbursement
V170	Hertz, Kenneth	5/29/26	EFT000000	1,110.70	Volunteer
V2353	Hynes Arthur	5/29/26	EFT000000	18.85	
V2070	Masse Tammy	5/29/26	EFT000000	259.99	FSA Reimbursement
V38	Moore, Jon	5/29/26	EFT000000	338.62	FSA Reimbursement
V2075	New Flyer of America Inc.	5/29/26	EFT000000	4,023.46	EV work Invoice
V1994	Reid Stephanie	5/29/26	EFT000000	58.95	
V771	Sammons Chandra	5/29/26	EFT000000	290	Volunteer
V2356	Slayton Sidney	5/29/26	EFT000000	2,453.40	Volunteer
V303	SSTA	5/29/26	EFT000000	232,306.84	ADA, E&D and RJA Rides
V1856	Via Transportation Inc.	5/29/26	EFT000000	1,750.00	Micro Transit Invoice

To: Finance Committee (FC)

From: Nick Foss, Director of Finance
Tammy Masse, Controller
Kelly Bean, Senior Accounting Clerk
Rich Carmo, Senior Staff Accountant

Date: June 5, 2026

RE: Finance Report

Attachments:
April Financials (Budget-to-Actual, Statement of Net Position, Statement of Cash Flows)

Executive Summary

- **Strong Liquidity Position:** GMT continues to maintain a strong liquidity position with approximately $5.2 million in cash and investments, plus $2.7 million of available line of credit, providing approximately 113 days of cash and cash equivalents on hand, or 172 days including available credit.

- **Operating Results Remain Stable:** Through April, GMT reported a modest operating deficit of $118K, while the larger $3.8 million decline in net position is primarily attributable to non-operating and non-cash factors, including depreciation and the transfer of Franklin Grand Isle (FGI) and CIDER assets. Excluding these items, underlying operating performance remains stable.

- **Revenue Trends Mixed but Manageable:** Federal and state funding sources continue to support operations as expected. Fare revenues remain below budget, totaling approximately $136K below benchmark through April, and may require future budget adjustments if ridership or average fare per passenger does not increase. Offsetting this pressure, Medicaid program results and grant funding continue to perform favorably.

- **Expenses Generally Well Controlled:** Wage and benefit expenses are tracking near budget across both divisions, while maintenance-related spending remains below forecast due to staffing vacancies and lower activity levels. Staff will continue to monitor whether these trends represent permanent savings or deferred expenditures that may shift into FY27.

- **Investment Portfolio Continues to Perform Well:** The Authority's investment portfolio remains fully invested in short-term U.S. Treasury securities and generated approximately $121K in year-to-date gains, while maintaining strong liquidity and minimal interest rate risk. Since inception, the portfolio has generated more than $513K in cumulative returns.

1. **Department & Program Updates:**

- **Summer Schedule:** Due to staff vacations and a conference in late June, the July Finance Committee meeting has been canceled. The Committee will reconvene in August to review year-end financial results and discuss the outcome of the rural transfer.

- **FY26 Operating Budget Adjustment #2:** The Board of Commissioners approved the latest operating budget adjustment last month. April financial statements now reflect the updated budget.

- **Rural Transfer – Financial Reporting:** Staff met with GMT's external auditor, RHR Smith & Co., this month to discuss the accounting treatment of the rural transfer. While the original plan was for June to be the final month of rural activity reflected in GMT's financial statements, this was not feasible because the transfer does not become effective until July 1. As a result, FY27 financial statements will include limited rural activity related solely to the liquidation of the business unit and the closeout of prior-year financial activity.

- **Positive Pay Enhancement:** As reported last month, staff identified an attempted fraud incident involving altered payee information on a check. GMT has since been upgraded to the bank's enhanced Positive Pay service, which will provide additional protection against similar incidents in the future.

- **Proposed FY27 Operating Budget Adjustment:** Staff plans to present the first draft of the FY27 Operating Budget Adjustment to the Finance Committee in September. If necessary, a final version will be presented to both the Finance Committee and Board of Commissioners in October.

- **Accounting Software Replacement:** Staff plans to procure consulting services in FY27 to assist with selecting GMT's next accounting software platform. This is a critical organization-wide investment, as the system supports operations across all departments. GMT currently uses Microsoft Dynamics GP, for which Microsoft will end product support in 2029, with end-of-life scheduled for April 30, 2031. Staff is targeting a software vendor selection in early FY28.

- **Happy Retirement, Tim Bradshaw:**
  After decades of dedicated service to public transit—both at the provider and state levels—Tim Bradshaw is preparing for a well-earned retirement this July. As this may be the last Finance Committee meeting he attends, please take a moment to thank Tim for his many years of service and commitment.

Throughout his career, Tim has made significant contributions to GMT's success across numerous areas, and his expertise, leadership, and dedication will be greatly missed. We wish Tim all the best in this exciting new chapter and a happy, fulfilling retirement.

- **Medicaid Program Updates**:

  - **Financial Results**: As of Q3, the Authority is reporting a program surplus of approximately $24.7K – excluding true-up payments. This reflects a sizeable improvement from Q2's deficit of $14.5K. The addition of seasonal service, which provides greater operating leverage, and the reduction in FGI operating costs was the primary driver of quarter-over-quarter improvement.

  - **True-up Payment**: GMT received a $110K true-up payment in early March for losses incurred in FY25. This is another factor leading to better bottom-line financial results than anticipated, as this additional revenue was not budgeted.

  - **Revenue Share**: The transfer of FGI operations has created the need for a Medicaid revenue-sharing agreement between GMT and RCT for the remainder of FY26. Medicaid trips are reimbursed through a Per-Member-Per-Week (PMPW) formula distributed by the Department of Vermont Health Access (DVHA) to Medicaid providers. Because providers receive 52 weeks of payments for each trip provided, GMT's weekly reimbursement continued to include revenue associated with FGI after the transfer. After reviewing the data, staff determined that GMT would receive 30% of the weekly revenue, with any variance addressed through the standard true-up process used by all VPTA members.

2. <u>**Liquidity & Cash Outlook:**</u>

Figure 1 summarizes GMT's current liquidity position as of the end of April, including cash balances, cash equivalents (*Figure 3*), and available line of credit. As of the most recent assessment, GMT maintains $1.8 million in cash and $3.4 million in cash equivalents, with $2.7 million available through its line of credit. This equates to approximately 113 days of cash and cash equivalents on hand, or approximately 171 days when including available credit, based on average monthly expenses year-to-date excluding vehicle purchases.

Figure 1

Liquidity & Cash Outlook	
Cash Balance	$ 1,771,715
Cash Equivalents Market Value	$ 3,447,081
Line of Credit (Less Utilization)	$ 2,700,000
Days of Cash on Hand**	21.4
Days of Cash & Cash Equivalents on Hand**	113.1
Days of Cash & Cash Equivalents on Hand + Credit**	171.6

***Expenses based on Avg. Monthly Expenses YTD excl. Vehicle Purchases*

Figure 2 presents a three-month rolling cash forecast through August 2026 (FY27). The May ending cash balance reflects actual cash on hand, while June through August reflects management's forecasts based on known revenues, expenditures, and expected timing of cash flows. The forecast indicates a slight downwards trend in cash in the coming month, due to the expected rural transfer, seasonal cash flow dynamics and the timing of receipts and disbursements.

Figure 2

3-Month Rolling CASH Forecast

	**Actual*	*Forecast*	*Forecast*	*Forecast*
Period	**May'26**	**Jun'26**	**Jul'27**	**Aug'27**
Ending Balance	$ 3,006,081	$ 2,389,953	$ 2,261,776	$ 1,995,490

**Actuals presented are as of 6/5/2026 and could change until month is officially closed*

3. Investments Portfolio Overview:

Figure 3 presents GMT's investment portfolio, which is managed in accordance with the Authority's investment policy, with a primary focus on safety of principal, liquidity, and return, in that order. The portfolio is invested exclusively in short-term U.S. Treasury securities, representing high-quality, low-risk instruments permitted under the policy.

The portfolio is structured to align closely with GMT's anticipated cash flow needs and operating timelines, with all holdings maturing within a short-term horizon. As of April 30, 2026, the portfolio had an average duration of approximately 0.2 years (2.4 months), reflecting minimal exposure to interest rate risk and a strong liquidity position.

As shown in Figure 3, portfolio values are presented on a market value, cost basis, and maturity value basis, providing transparency into both realized and unrealized positions. As of quarter-end, the portfolio had a market value of approximately $3.45 million, compared to a cost basis of approximately $3.43 million and a maturity value of approximately $3.47 million. The portfolio reflected approximately $14K in unrealized gains, driven by favorable market pricing of Treasury securities.

Portfolio activity during the quarter remained consistent with GMT's conservative investment strategy. In January 2026, total assets declined from approximately $4M to $3.4M due to the planned sale of $550K in securities to fund the initial rural transfer installment. Following this planned drawdown, the portfolio remained stable, with proceeds from maturing securities systematically reinvested into new short-term U.S. Treasury issuances.

During April, the portfolio experienced an increase in market value of approximately $10K. This performance reflects stable market conditions and the continued effectiveness of the Authority's low-risk, short-duration investment approach.

Overall, the portfolio continues to preserve capital, maintain strong liquidity, and provide a modest return consistent with GMT's investment policy objectives. Since inception, the investment portfolio has generated approximately $513K in cumulative returns, while maintaining a highly liquid, low-risk investment profile focused exclusively on U.S. Treasury securities

Figure 3

Account Holdings - *Portfolio as of 04/30/26*

Fixed Income - Governement & Agency Bonds

	Maturity Value	Market Value	Cost Basis
U.S. Treasury Bill Due 5/26/26	$ 576,000	$ 574,566	$ 569,408
U.S. Treasury Bill Due 6/23/26	$ 1,081,000	$ 1,075,214	$ 1,068,458
U.S. Treasury Bill Due 7/28/26	$ 729,000	$ 722,638	$ 720,518
U.S. Treasury Bill Due 8/25/26	$ 1,086,000	$ 1,073,367	$ 1,073,400
Total:	**$ 3,472,000**	**$ 3,445,785**	**$ 3,431,783**

Cash & Cash Equivalents

Portfolio Market Value	$ 3,445,785
Total Money Market Value	$ 296
Total Investments:	$ 3,446,081
***Investment Returns Since Inception:**	**$ 513,212**

**Portfolio inception date is 1/11/23*

4. Operating Results:

As of **April,** the **Authority** had a **Total Operating Deficit** of **-$118K** and a **negative change in Net Assets** of **-$3.8M**.

The operating result between divisions is the following:

- **Urban Division** = **-$28.8K Operating Deficit/Net Assets -$2.1M**
  - ✓ The urban deficit is a combined result of unallowable administrative costs, which cannot be billed to federal grants
  - ✓ The large decrease in net position is entirely due to low capital investment year-to-date, with depreciation exceeding investments by $2.2M.

  Future Guidance: The operating deficit should end the year close to zero as local funds are utilized to cover the unallowable costs generating the deficit.

- **Rural Division**= **-$89K Operating Deficit/Net Assets -$1.7M**
  - ✓ The rural deficit continues to be primarily attributable to the fund transfer to Rural Community Transit Inc. (RCT), which occurred in January 2026 in the amount of $484K. Excluding this transfer the rural division would have shown an operating surplus of roughly $395K year-to-date.
  - ✓ Please note losses in the rural division are often skewed towards Q4, as federal and state funds become exhausted, and the additional revenue recognition provided by the ski resorts ends. To smooth this out staff will begin increasing its local match to preserve federal and state funding and smooth losses over the remainder of the fiscal year.
  - ✓ The large decrease in net position is due to low capital investment year-to-date and the transfer/retirement of Franklin Grand Isle (FGI) Assets from our books. These Assets had remaining total book value of $897K, which after transfer lowered the Authority's net position.

  Future Guidance: While the approved FY26 adjusted budget projects a rural operating deficit of $529K, current operating trends indicate year-end losses may be lower than budgeted, driven primarily by maintenance costs tracking below forecast. The budget and forecast both reflect the divestment of Franklin Grand Isle (FGI) operations effective January 1, 2026.

Budget Variances

Revenues

Revenue variances are as of April (83.3% benchmark) – reference Apr'26 Financials

Rural Local Operating Assistance: A large share of recognized revenue comes from the ski resorts that contribute to seasonal service in Washington County. As a result, revenue recognition is heavier during the winter months, which is causing the budget variance (95.2%)

Federal Urban Formula Grant (5307): The positive variance (68.3%) is driven by two primary factors. First, seasonal spending patterns result in lower reliance on 5307 funding earlier in the fiscal year, as other funding sources—such as capital, preventative maintenance (PM), and 5311 flex to 5307—are utilized more heavily, with this trend typically reversing later in the year. Second, maintenance-related expenses are lower year-to-date, including wages (69.5%) and total vehicle and building maintenance costs (72.5%), helping to extend PM federal funds and take pressure from 5307.

While some of these trends are expected to moderate as the fiscal year progresses, 5307 expenditures are currently projected to end the year below budget. It is highly likely this will have a positive carryforward impact in FY27; however, a key consideration will be whether lower maintenance spending reflects true savings or deferred activity. If expenses are deferred, this would shift costs into FY27, offsetting any perceived benefit from current-year underspending and indicating that these funds will be needed to support higher future expenses.

Federal Rural Operating Grant: This revenue line includes Section 5311 Operating and Administrative grant funding that supports a substantial portion of Washington County fixed-route operations. Staff expected these funds would not be sufficient to support operations for the full fiscal year, and the anticipated funding shortfall is the primary factor contributing to the budgeted operating deficit.

Other State Grants:
Figure 4 illustrates that the urban variance is driven by higher year-to-date utilization of GMT's 5311 Flex-to-5307 and Mobility Management grant funding, which has historically never lasted the full year. The rural variance is largely driven by lower MyRide state match needs, as the service has taken on a smaller portion of total operating costs than originally expected, as well as lower spending on MTI and RTAP related items.

Figure 4

URBAN			
Other State Grants	**Revenue**	**Budget**	**Budget Variance**
5311 Flex-to-5307	$ 355,000	$ 355,000	100.0%
Mobility Management (State)	$ 6,250	$ 6,250	100.0%
Mobility Management (Federal)	$ 50,000	$ 50,000	100.0%
Capital (State)	$ 1,098	$ 3,125	35.1%
Total:	**$ 412,348**	**$ 414,375**	**99.5%**

RURAL			
Other State Grants	**Revenue**	**Budget**	**Budget Variance**
CMAQ State Match (MyRide)	$ 97,623	$ 197,993	49.3%
Mobility Management (State)	$ 11,726	$ 13,632	86.0%
Mobility Management (Federal)	$ 93,808	$ 109,053	86.0%
Capital (State)	$ 82	$ 375	21.8%
Other State Grants (MTI)	$ 48,895	$ 73,417	66.6%
RTAP	$ 28,961	$ 40,000	72.4%
Total:	**$ 281,094**	**$ 434,470**	**64.7%**

**Rural's budget has been updated with Second FY26 Operating Budget Adjustment*

Passenger Revenue/Paratransit Fares:
Figure 5 shows passenger fare revenues for both fixed-route and paratransit services remain below budget expectations. Through April, fixed-route passenger revenue has achieved 76.7% of budget, while paratransit fares have reached 74.8% of budget. Combined fare revenue totals approximately $1.54 million, which is $135.8K below budget.

Based on current trends, fare revenue targets may need to be adjusted downward in future budget cycles if ridership growth does not fully recover to projected levels. Continued monitoring of ridership and fare collections will be necessary to evaluate long-term revenue assumptions and potential budget impacts.

Figure 5

Urban Fares	Revenue	Budget	Budget Variance	Benchmark	Revenue Per Benchmark	Actual vs. Projected
Passenger Revenue (Fixed Route)	$ 1,410,882	$ 1,838,703	76.7%	83.3%	$ 1,532,191	$ (121,309)
Paratransit Passenger Fares (ADA)	$ 127,040	$ 169,888	74.8%	83.3%	$ 141,568	$ (14,528)
Total:	**$ 1,537,922**	**$ 2,008,591**	**76.6%**	**83.3%**	**$ 1,673,759**	**$ (135,837)**

Figure 5.1

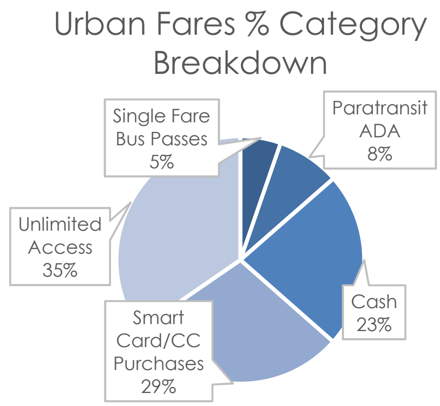
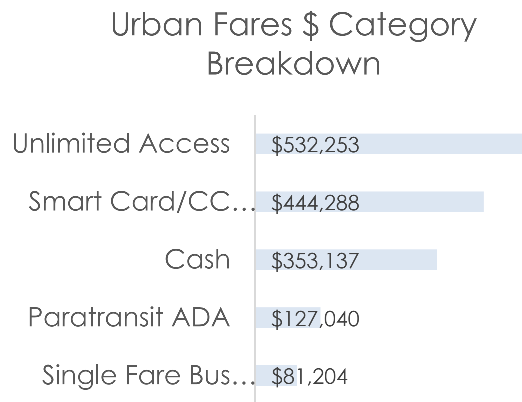


Figure 5.2



Investment Income: The urban variance (39%) is the result of lower urban cash levels in the Authority's sweep accounts, which have generated less interest income than anticipated; however, this is an immaterial portion of overall urban operating revenues.

Misc. Revenue: Combined budget line is 123.7% of the year-to-date target. Staff recently completed its annual Section 125 true-up, and the associated revenue was recognized this month.

Urban Sales of Equipment: This revenue line primarily reflects proceeds from the sale of retired vehicles and other capital assets. Because these transactions occur periodically rather than evenly throughout the year, revenue can be volatile and is currently tracking at 62.4% of benchmark. Additional asset sales later in the fiscal year may reduce this variance.

Budget Variances
Expenses

Expense variances are as of April (83.3% benchmark) – reference Apr'26 financials.
In addition, Wages only variances as of April are 84.6% benchmark.

Salaries and Wages: Staff are pleased with where total wages stand currently at 84.3% and 83% of budget for Urban and Rural respectively, even more so considering that there have been 22 pay periods through April, which would result in a more accurate benchmark of 84.6%. The Urban driver segment has especially required considerable analysis to incorporate all the variables resulting from the recent service reductions, which have so far proven to be in-line. Figure 6 below gives a comprehensive look at what urban driver compensation has been year-to-date versus expectations, with pay hours slightly higher, but compensation lower due to the mix of pay types.

Figure 6

Urban Driver Pay Hours

HOURS	YTD Budgeted Hours	Actual Hours	Hours Variance	Hours % Variance
Regular Pay Hours	83,198	82,796	(403)	0%
Average Overtime	16,849	15,755	(1,094)	-6%
Doubletime	465	263	(202)	-43%
CTO Union & Bereavement	12,085	13,175	1,090	9%
Dispatch	2,324	3,158	834	36%
Dispatch OT	1,162	1,252	90	8%
Dispatch Doubletime	116	6	(110)	-95%
	116,199	**116,405**	**206**	**0%**

WAGES	YTD Budgeted Wages	Actual Wages	Wages Variance	Wages % Variance
Regular Pay Hours	$2,598,429	$2,569,591	($28,838)	-1%
Average Overtime	$790,143	$729,439	($60,704)	-8%
Doubletime	$27,517	$16,163	($11,355)	-41%
CTO Union & Bereavement	$377,382	$404,562	$27,180	7%
Dispatch	$74,690	$100,433	$25,743	34%
Dispatch OT	$55,035	$59,323	$4,288	8%
Dispatch Doubletime	$7,862	$366	($7,496)	-95%
	$3,931,058	**$3,879,877**	**($51,181)**	**-1%**

Maintenance wages remain below benchmark for both divisions at 70.6%. This is largely driven by elevated vacancy levels in the urban division, primarily due to increased workers' compensation and disability claims. While this reduces current costs, it is expected to contribute to higher insurance premiums in the future.

Rural Pension Plan Expenses: The Rural division is currently at 81.8% of budget and no longer flagged as high risk. Which as mentioned, was a direct result of a higher retirement rate than forecasted, all based off FY25 data. Now, after the second budget adjustment for FY26 this account is in line with budget.

Rural Employee Development: Where as in the prior month we were 160.6% of budget, as of April and after the second budget adjustment for FY26, this account is now in good standing and at 87.1% of budget.

Other Employee Benefits: Combined total budget for both divisions is at 90.1%. Timing and higher spending than budgeted for staff holiday gifts are driving the variance.

Urban DOT Testing: This budget line is 87.4% over benchmark, yet immaterial.

Urban MPO Planning Expenses: This line is for expenses associated with external planning costs and reimbursements related to CCRPC's RAISE grant. GMT budgeted distributions for the year of $250K, however distributions year-to-date have exceeded that figure resulting in the budget variance. This variance has no fiscal impact to GMT, as the Authority strictly acts as a pass-through to CCRPC, while also maintaining oversight responsibilities related to the grant. Currently 161% to benchmark.

Urban Facility Maintenance: Is 113.7% to benchmark in April, due to high plowing costs throughout the winter season, which increased significantly over FY25 and longer than planned storage costs for buses awaiting transfer. April monthly costs are in line with normal operational trends.

Urban Passenger Facility Expenses: Budget remains unchanged at 101.4% and is due to a final FY25 payment made for a St. Albans parking lease. Reminder, the FGI transfer to RCT occurred in January 2026. No further FY costs expected.

Urban Light, Heat and Water: 94.8% of budget, flagged for the first time in the fiscal year. This is primarily attributable to increase in overall utility rates year-over-year, as well as a more demanding winter season bringing an increase in our usage levels. Again, we use prior year usages/meter readings as an initial baseline for future budgets.

Rural Partner Local Share: Activity in this account is due to the first rural transfer installment paid to Rural Community Transit Inc. (RCT), which occurred in January 2026 for $484K.

Rural Other Transportation (incl. Cabs): This budget line has gone down compared to prior month, in part due to the second budget adjustment for FY26. It is currently at 86.4% of budget. We will be keeping a close eye as to where our local partners land versus their respective budgets under the O&D program.

5. **Other Financials**:

Statement of Net Position Overview
Overall, the organization remains in a strong financial position, with approximately $40.5M in total fund equity, representing roughly 90% of total

assets. Compared to the prior year-end (June 30, 2025), net position declined by \$3.8M, primarily due to the transfer of FGI and CIDER assets, as well as depreciation exceeding the capitalization of new assets.

Current assets increased by approximately \$1.3 million year-over-year, supported by higher receivables, prepaid expenses, and cash and investments. Cash and investments totaled approximately \$5.2 million as of April 30, 2026, indicating that overall liquidity remains stable.

Total liabilities increased by approximately \$1.2 million compared to June 30, 2025, driven primarily by a \$1.3 million increase in deferred revenue. This balance is expected to be recognized over the remainder of the fiscal year as related expenses are incurred, and eligible grant activity is completed.

In summary, while net position declined year-over-year due to asset transfers and ongoing depreciation, GMT continues to maintain a strong balance sheet, solid liquidity, and a high level of fund equity relative to total assets.

Statement of Cash Flows Overview

GMT's cash position remained strong into April, with cash and cash equivalents increasing by approximately \$217K year-to-date to \$5.2 million. Although operating cash flow remained positive at \$102K, it was lower than the prior year's \$1.2 million, reflecting a one-time improvement in working capital activity largely due to quicker grant billing.

Investing activities generated approximately \$155K in interest income, providing a modest source of additional cash flow while maintaining a highly liquid investment portfolio.

Capital and related financing activities resulted in a relatively small net cash outflow of approximately \$41K. Capital asset purchases and capital-related expenditures were substantially offset by proceeds from capital grants and contributions, demonstrating the Authority's continued ability to fund its capital program through external sources.

Overall, GMT's liquidity position remains strong. Positive operating cash flow, investment earnings, and continued grant support have more than offset capital spending requirements, allowing the Authority to maintain adequate cash levels.

If you have any questions about this report, please email nfoss@ridegmt.com or call (802) 540-2455.

Green Mountain Transit Authority
Budget v. Actual Report
For the Eight Months Ending Thursday, April 30, 2026

Wages Benchmark = 84.6%	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
Benchmark = 83.3%	Current Fiscal Year To Date			FY26 ADJ BUDGET (Approved Oct. 2025)			Budget Variance			PYTD 2025	
REVENUES											
FEDERAL, STATE AND LOCAL REVENUE											
Municipal Member Assessments	$2,378,935		$2,378,935	$2,854,722		$2,854,722	83.3%	0.0%	83.3%	$2,311,040	
Municipal Paratransit Assessments	$1,000,394		$1,000,394	$1,200,473		$1,200,473	83.3%	0.0%	83.3%	$810,364	
Local Operating Assistance	$6,067	$630,570	$636,636	$7,280	$662,124	$669,404	83.3%	95.2%	95.1%	$18,238	$481,058
Federal Urban Formula Grant	$3,248,337		$3,248,337	$4,757,058		$4,757,058	68.3%	0.0%	68.3%	$3,958,162	
Federal Rural Operating Grant		$1,231,625	$1,231,625		$1,320,000	$1,320,000	0.0%	93.3%	93.3%		$1,349,787
State Regular Subsidy Operating Grant	$1,833,333	$936,899	$2,770,232	$2,200,000	$1,100,000	$3,300,000	83.3%	85.2%	83.9%	$2,156,667	$918,308
E&D Grants and Local Match		$1,407,919	$1,407,919		$1,635,075	$1,635,075	0.0%	86.1%	86.1%		$1,624,350
Other State Grants	$412,348	$281,094	$693,443	$414,375	$434,470	$848,845	99.5%	64.7%	81.7%	$761,843	$327,141
Other Federal Grants	$5,307,882	$1,521,874	$6,829,756	$5,885,932	$1,848,425	$7,734,357	90.2%	82.3%	88.3%	$4,631,252	$1,622,150
Fund Balance Reserves							0.0%	0.0%	0.0%		
Capital Reserve Revenue							0.0%	0.0%	0.0%		
Total Federal, State and Local Revenues	***$14,187,296***	***$6,009,981***	***$20,197,278***	***$17,319,840***	***$7,000,094***	***$24,319,934***	***81.9%***	***85.9%***	***83.0%***	***$14,647,566***	***$6,322,794***
OPERATING REVENUE											
Passenger Revenue	$1,410,882		$1,410,882	$1,838,703		$1,838,703	76.7%	0.0%	76.7%	$1,487,698	
Paratransit Passenger Fares	$127,040		$127,040	$169,888		$169,888	74.8%	0.0%	74.8%	$115,913	
Advertising Revenue	$136,240		$136,240	$180,000		$180,000	75.7%	0.0%	75.7%	$148,601	$450
Investment Income	$78	$155,208	$155,286	$200	$178,225	$178,425	38.9%	87.1%	87.0%	$100	$191,250
Miscellaneous Revenue	$6,271	$532	$6,803	$5,000	$500	$5,500	125.4%	106.4%	123.7%	$6,794	$1,630
Sales Of Equipment	$3,120		$3,120	$5,000		$5,000	62.4%	0.0%	62.4%	$19,385	$37,070
Medicaid Purchase Of Svc		$2,164,236	$2,164,236		$2,309,276	$2,309,276	0.0%	93.7%	93.7%		$2,270,128
Purchase of Service	$29,433	$32,117	$61,550	$29,450	$33,500	$62,950	99.9%	95.9%	97.8%	$29,066	$28,282
Warranty Revenue							0.0%	0.0%	0.0%		
Operating Revenue	***$1,713,064***	***$2,352,094***	***$4,065,158***	***$2,228,241***	***$2,521,501***	***$4,749,742***	***76.9%***	***93.3%***	***85.6%***	***$1,807,557***	***$2,528,811***
Total Revenue	**$15,900,360**	**$8,362,075**	**$24,262,436**	**$19,548,081**	**$9,521,595**	**$29,069,676**	**81.3%**	**87.8%**	**83.5%**	**$16,455,123**	**$8,851,605**
EXPENSES											
SALARIES AND WAGES											
Other Wages	$1,911,801	$1,362,334	$3,274,135	$2,268,496	$1,640,798	$3,909,294	84.3%	83.0%	83.8%	$1,861,520	$1,293,443
Driver/Operator Wages	$3,908,461	$2,165,020	$6,073,480	$4,723,546	$2,451,233	$7,174,779	82.7%	88.3%	84.7%	$4,633,821	$2,483,098
Vehicle Repair Wages	$1,071,989	$177,705	$1,249,694	$1,542,810	$227,682	$1,770,492	69.5%	78.0%	70.6%	$1,068,198	$177,796
Salaries and Wages	***$6,892,250***	***$3,705,058***	***$10,597,309***	***$8,534,852***	***$4,319,713***	***$12,854,565***	***80.8%***	***85.8%***	***82.4%***	***$7,563,539***	***$3,954,338***
PERSONNEL TAXES AND BENEFITS											
Payroll Taxes (FICA/MC)	$551,112	$301,183	$852,296	$690,470	$349,465	$1,039,935	79.8%	86.2%	82.0%	$606,933	$316,424
Unemployment Tax Exp		$15,138	$15,138	$25,000	$25,000	$50,000	0.0%	60.6%	30.3%	$6,372	$18,298
Medical Insurance/HRA	$1,806,182	$714,977	$2,521,160	$2,261,664	$917,798	$3,179,462	79.9%	77.9%	79.3%	$1,958,897	$728,766
Pension Plan Expenses	$419,029	$134,169	$553,198	$479,517	$164,119	$643,636	87.4%	81.8%	85.9%	$397,665	$110,837
Employee Development	$12,310	$34,825	$47,135	$43,000	$40,000	$83,000	28.6%	87.1%	56.8%	$18,336	$19,392
Other Employee Benefits	$149,906	$66,432	$216,338	$164,957	$75,235	$240,192	90.9%	88.3%	90.1%	$135,360	$54,554
Personnel Taxes and Benefits	***$2,938,539***	***$1,266,725***	***$4,205,264***	***$3,664,608***	***$1,571,617***	***$5,236,225***	***80.2%***	***80.6%***	***80.3%***	***$3,123,563***	***$1,248,271***
GENERAL AND ADMIN EXPENSES											
Admin Supplies and Expenses	$62,894	$27,103	$89,998	$90,600	$36,000	$126,600	69.4%	75.3%	71.1%	$64,291	$25,129
Recruiting Expenses	$4,791	$2,396	$7,187	$10,000	$5,000	$15,000	47.9%	47.9%	47.9%		$3,333
Dues and Subscriptions	$2,337	$8,187	$10,524	$5,000	$10,000	$15,000	46.7%	81.9%	70.2%	$4,219	$9,919
Travel and Meetings	$179	$6,588	$6,767	$3,500	$8,000	$11,500	5.1%	82.4%	58.8%	$3,021	$9,963
Board Development							0.0%	0.0%	0.0%		

Wages Benchmark = 84.6%	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
Benchmark = 83.3%	Current Fiscal Year To Date			FY26 ADJ BUDGET (Approved Oct. 2025)			Budget Variance			PYTD 2025	
Communications	$40,656	$41,057	$81,713	$56,300	$50,100	$106,400	72.2%	82.0%	76.8%	$45,004	$45,588
Computer Service Exp	$181,047	$95,775	$276,823	$232,950	$116,619	$349,569	77.7%	82.1%	79.2%	$134,254	$217,000
Legal Fees	$16,615	$6,285	$22,899	$20,000	$10,000	$30,000	83.1%	62.8%	76.3%	$10,188	$8,447
Insurance	$1,327,607	$678,818	$2,006,425	$1,524,780	$833,495	$2,358,275	87.1%	81.4%	85.1%	$1,156,118	$560,291
Audit Fees	$15,892	$6,811	$22,703	$22,768	$9,757	$32,525	69.8%	69.8%	69.8%	$11,474	$5,169
Consulting Fees	$21,405	$16,375	$37,780	$32,600	$20,000	$52,600	65.7%	81.9%	71.8%	$16,621	$7,803
General and Admin Expenses	***$1,673,423***	***$889,395***	***$2,562,818***	***$1,998,498***	***$1,098,971***	***$3,097,469***	***83.7%***	***80.9%***	***82.7%***	***$1,445,189***	***$892,641***
OPERATIONS EXPENSES											
Background Checks	$1,338	$6,022	$7,359	$4,500	$9,500	$14,000	29.7%	63.4%	52.6%	$868	$5,269
Drug & Alchol Testing							0.0%	0.0%	0.0%	$46	
DOT Testing	$5,770	$5,493	$11,263	$6,600	$8,000	$14,600	87.4%	68.7%	77.1%	$5,935	$6,471
Employment Recruitement Program							0.0%	0.0%	0.0%		
Driver's Uniforms	$15,352	$6,400	$21,752	$31,000	$10,500	$41,500	49.5%	61.0%	52.4%	$13,090	$10,929
Safety Expense				$2,500	$500	$3,000	0.0%	0.0%	0.0%	$490	$327
Misc. Operating Exp	$2,781	$304	$3,086	$4,000	$1,000	$5,000	69.5%	30.4%	61.7%	$4,672	$2,538
Operations Expenses	***$25,241***	***$18,219***	***$43,460***	***$48,600***	***$29,500***	***$78,100***	***51.9%***	***61.8%***	***55.6%***	***$25,100***	***$25,534***
PLANNING EXPENSES											
Other Planning Expenses		$55,088	$55,088		$68,750	$68,750	0.0%	80.1%	80.1%		$56,338
MPO Planning Expenses	$843,459		$843,459	$524,000		$524,000	161.0%	0.0%	161.0%	$663,349	
Planning Expenses	***$843,459***	***$55,088***	***$898,546***	***$524,000***	***$68,750***	***$592,750***	***161.0%***	***80.1%***	***151.6%***	***$663,349***	***$56,338***
VEHICLE/BUILDING MAINTENANCE EXP (15 Industrial)											
Parts Expense - Non-Revenue Vehicles	$6,275	$1,161	$7,435	$10,000	$5,000	$15,000	62.7%	23.2%	49.6%	$6,306	$1,430
Parts Expense - Revenue Vehicles	$498,671	$97,457	$596,127	$887,000	$139,000	$1,026,000	56.2%	70.1%	58.1%	$444,954	$93,964
Tires	$109,214	$35,495	$144,709	$150,000	$60,000	$210,000	72.8%	59.2%	68.9%	$118,293	$48,619
Facility Maintenance	$193,344	$53,739	$247,083	$170,000	$81,400	$251,400	113.7%	66.0%	98.3%	$114,664	$86,452
Passenger Facility Expenses	$4,689		$4,689	$4,624		$4,624	101.4%	0.0%	101.4%	$30,116	
Security Expenses	$645		$645				0.0%	0.0%	0.0%		
Repeater Fees	$22,460	$15,761	$38,220	$28,000	$20,400	$48,400	80.2%	77.3%	79.0%	$22,397	$16,475
Light, Heat and Water	$183,784	$63,287	$247,071	$193,800	$78,000	$271,800	94.8%	81.1%	90.9%	$159,706	$53,801
Fuel - Vehicles	$675,601	$276,565	$952,165	$907,000	$315,000	$1,222,000	74.5%	87.8%	77.9%	$814,992	$352,402
Maintenance Tools/Supplies/Uniforms	$124,403	$10,786	$135,189	$155,954	$23,934	$179,888	79.8%	45.1%	75.2%	$126,113	$20,066
Misc Maint Expenses and fees	$23,062	$23,266	$46,328	$33,000	$28,000	$61,000	69.9%	83.1%	75.9%	$25,837	$27,618
Vehicle/Building Maintenance Exp	***$1,842,147***	***$577,516***	***$2,419,662***	***$2,539,378***	***$750,734***	***$3,290,112***	***72.5%***	***76.9%***	***73.5%***	***$1,863,376***	***$700,826***
CONTRACTOR EXPENSES											
ADA/SSTA Paratransit	$1,812,114		$1,812,114	$2,232,321		$2,232,321	81.2%	0.0%	81.2%	$1,869,001	
Partner Local Share		$484,235	$484,235		$484,235	$484,235	0.0%	100.0%	100.0%	$44,693	
Functional Assessment Costs							0.0%	0.0%	0.0%		
Volunteer Drivers		$215,495	$215,495		$241,000	$241,000	0.0%	89.4%	89.4%		$272,026
Other Transportation (incl Cabs)		$974,888	$974,888		$1,128,721	$1,128,721	0.0%	86.4%	86.4%		$1,255,389
Contractor Expenses	***$1,812,114***	***$1,674,618***	***$3,486,732***	***$2,232,321***	***$1,853,956***	***$4,086,277***	***81.2%***	***90.3%***	***85.3%***	***$1,913,694***	***$1,527,415***

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Wages Benchmark = 84.6%	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural	Combined	Urban	Rural
Benchmark = 83.3%	Current Fiscal Year To Date			FY26 ADJ BUDGET (Approved Oct. 2025)			Budget Variance			PYTD 2025	
MARKETING EXPENSE											
Bus Tickets/Fare Media	$312		$312	$10,000		$10,000	3.1%	0.0%	3.1%	$196	
Marketing Expense	$2,611	$11,228	$13,840	$26,320	$15,000	$41,320	9.9%	74.9%	33.5%	$22,300	$15,996
Public Information	$17,212	$9,410	$26,622	$34,000	$15,000	$49,000	50.6%	62.7%	54.3%	$28,644	$8,391
Marketing Expense	***$20,134***	***$20,639***	***$40,773***	***$70,320***	***$30,000***	***$100,320***	***28.6%***	***68.8%***	***40.6%***	***$51,139***	***$24,387***
OTHER EXPENSES											
Allowance for Doubtful Accounts							0.0%	0.0%	0.0%		
Debt Service/Capital Reserve							0.0%	0.0%	0.0%		
Bond Interest							0.0%	0.0%	0.0%		
Capital Match	$185,805	$33,417	$219,222	$222,966	$40,100	$263,066	83.3%	83.3%	83.3%	$131,582	$117,250
Other Expenses	***$185,805***	***$33,417***	***$219,222***	***$222,966***	***$40,100***	***$263,066***	***83.3%***	***83.3%***	***83.3%***	***$131,582***	***$117,250***
TOTAL EXPENSES	**$16,233,112**	**$8,240,674**	**$24,473,786**	**$19,835,543**	**$9,763,341**	**$29,598,884**	**81.8%**	**84.4%**	**82.7%**	**$16,780,531**	**$8,547,000**
Current Year Deferred Costs	$93,292		$93,292				0.0%	0.0%	0.0%	$51,791	
OH Admin Allocation	$349,672	($349,672)		$456,861	($456,861)		76.5%	76.5%	0.0%	$330,374	($330,374)
Urban Shop Allocation	$118,395	($118,395)		$145,600	($145,600)		81.3%	81.3%	0.0%	$219,292	($219,292)
Service Cost Allocation	($257,429)	$257,429		($315,000)	$315,000		81.7%	81.7%	0.0%	($317,075)	$317,075
ALLOCATIONS BETWEEN PROGRAMS	$210,639	($210,639)		$287,461	($287,461)		73.3%	73.3%	0.0%	$232,591	($232,591)
Balance Of Operating Budget	***($28,821)***	***($89,238)***	***($118,058)***	***$0***	***($529,207)***	***($529,208)***				***($41,026)***	***$72,015***
Capital Revenue											
Federal Revenue	$541,128	$128,674	$669,801	$10,270,886	$1,490,186	$11,761,072	5.3%	8.6%	5.7%	$2,010,323	$1,112,911
State Revenue	$55,508	$16,084	$71,592	$1,114,444	$327,699	$1,442,143	5.0%	4.9%	5.0%	$204,125	$97,751
Paratransit Lease Revenue		$15,242	$15,242	$71,400		$71,400	0.0%	0.0%	21.3%		
Local Match Revenue	$185,805	$33,417	$219,222	$222,966	$40,100	$263,066	83.3%	83.3%	83.3%	$131,582	$117,250
Total Capital Revenue	***$782,441***	***$193,417***	***$975,857***	***$11,679,696***	***$1,857,985***	***$13,537,681***	***6.7%***	***10.4%***	***7.2%***	***$2,346,030***	***$1,327,912***
Capital Expenses											
Vehicles	$156,225		$156,225	$8,400,341	$1,469,192	$9,869,533	1.9%	0.0%	1.6%	$223,903	$1,820,704
Maintenance Parts and Equipment	$185,450	$24,671	$210,122	$312,383	$40,150	$352,533	59.4%	61.4%	59.6%	$395,104	$29,813
Passenger Amenities	$31,041	$111,439	$142,480	$211,160	$82,034	$293,194	14.7%	135.8%	48.6%	$74,463	$3,056
Facility Repairs and Improvements	$285,713	$24,395	$310,108	$3,033,610	$259,041	$3,292,651	9.4%	9.4%	9.4%	$1,652,463	$90,832
Total Capital Expenses	***$658,430***	***$160,505***	***$818,935***	***$11,957,494***	***$1,850,417***	***$13,807,911***	***5.5%***	***8.7%***	***5.9%***	***$2,345,933***	***$1,944,404***
Balance of Capital Budget	$124,010	$32,912	$156,922	($277,798)	$7,568	($270,230)	-44.6%	434.9%	-58.1%	$97	($616,492)
Transfer of Purchases to Fixed Assets	$399,784	($878,360)	($478,576)	$10,896,165	$1,634,224	$12,530,389	3.7%	-53.7%	-3.8%	$1,953,196	$1,895,704
Deferred Costs							0.0%	0.0%	0.0%		
Depreciation Expense	($2,606,756)	($769,832)	($3,376,588)	($3,522,240)	($1,166,628)	($4,688,868)	74.0%	66.0%	72.0%	($2,616,076)	($888,823)
Subtotal	($2,206,972)	($1,648,191)	($3,855,164)	$7,373,925	$467,596	$7,841,521	-29.9%	-352.5%	-49.2%	($662,881)	$1,006,881
Current Change in Net Assets	**($2,111,783)**	**($1,704,517)**	**($3,816,300)**	**$7,096,126**	**($54,043)**	**$7,042,083**	**-29.8%**	**3154.0%**	**-54.2%**	**($703,810)**	**$462,404**

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Statement of Net Position
As of 4/30/2026

	4/30/2026	6/30/2025	Changes CY over PY
ASSETS			
Current Assets:			
Cash and Investments	$5,217,797	$5,001,062	$216,735
Receivables:			
Grant, Assessments & Other Receivables	$4,136,753	$3,525,531	$611,222
Deferred Cost Pool	($558,464)	($651,756)	$93,292
Inventories	$1,193,443	$1,193,443	
Prepaid Expenses	$935,973	$597,469	$338,504
Total Current Assets	$10,925,501	$9,665,749	$1,259,752
Noncurrent Assets:			
Land, Structures And			
Equipment - net of accumulated depreciation	$33,814,888	$37,690,667	($3,875,779)
TOTAL ASSETS	**$44,740,389**	**$47,356,416**	**($2,616,027)**
LIABILITIES AND FUND EQUITY			
Current Liabilities:			
Accounts Payable	$990,037	$939,494	$50,543
Accrued Payroll Expenses	$553,809	$553,809	
Other Accrued Expenses	$207,265	$301,287	($94,022)
Deferred Revenue	$1,537,434	$215,616	$1,321,817
Total Current Liabilities	$3,288,545	$2,010,207	$1,278,338
Long-Term Liabilities:			
Accrued Compensated Absences	$1,000,487	$1,078,552	($78,065)
Total Long-Term Liabilities	$1,000,487	$1,078,552	($78,065)
Total Liabilities	**$4,289,033**	**$3,088,760**	**$1,200,273**
Fund Equity:			
Invested in capital assets, net of related debt	$37,690,667	$37,690,667	
Restricted	$2,244,451	$2,244,451	
Unrestricted	$4,332,538	$4,832,036	($499,498)
Current Year Change in Net Assets	($3,816,300)	($499,498)	($3,316,802)
Total Fund Equity	**$40,451,356**	**$44,267,656**	**($3,816,300)**
TOTAL LIABILITIES AND FUND EQUITY	**$44,740,389**	**$47,356,416**	**($2,616,027)**

STATEMENT C

GREEN MOUNTAIN TRANSIT AUTHORITY

PRO FORMA STATEMENTS OF CASH FLOWS
YTD FY26, ENDING APRIL 30, 2026

	YTD 2026	YE 2025
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and local partners	$9,247,654	$8,906,707
Receipts from operating grants	$15,570,090	$22,583,082
Payments to vendors	($13,946,072)	($16,844,409)
Payments to employees	($10,769,396)	($13,447,724)
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	**$102,277**	**$1,197,656**
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest income	$155,286	$221,570
NET CASH PROVIDED (USED) BY INVESTING ACTIVITIES	**$155,286**	**$221,570**
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Purchase of capital assets	($418,344)	($4,252,287)
Disposal of capital assets	$40,030	$25,191
Payments for capital fund expenses	($419,151)	($538,122)
Proceeds from SSTA lease payments	$15,242	$53,791
Insurance proceeds	$0	$35,894
Proceeds from capital grants and contributions	$741,393	$4,149,634
NET CASH PROVIDED (USED) BY CAPITAL AND RELATED **FINANCING ACTIVITIES**	**($40,829)**	**($525,899)**
NET INCREASE (DECREASE) IN CASH	$216,735	$893,327
CASH AND CASH EQUIVALENTS - JULY 1	$5,001,062	$4,107,735
CASH AND CASH EQUIVALENTS - APRIL 30	**$5,217,797**	**$5,001,062**
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Operating income (loss) - Statement of Activities*	($147,415)	($193,860)
Changes in operating assets and liabilities:		
(Increase) decrease in grants, assessments and other receivables	($611,222)	$2,103,916
(Increase) decrease in inventories**	($855)	$78,197
(Increase) decrease in prepaid items	($338,504)	($292,303)
(Decrease) increase in accounts payable	$50,543	($221,614)
(Decrease) increase in accrued payroll expenses**	$0	$64,399
(Decrease) increase in deferred revenue	$1,321,817	($363,968)
(Decrease) increase in other accrued liabilities	($94,022)	$20,128
(Decrease) increase in accrued compensated absences	($78,065)	$2,761
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	**$102,277**	**$1,197,656**

** Statement of Activities operating result differs from the Budget-to-Actual due to separation of operating and non-operating expenses and revenues, local capital match, and deferred cost pool.*

*** Cash & Cash Equivalents for the month will have marginal differences compared to Statement of Net Position, Cash & Investments Ending Balance, due to unavailable Inventory Balances and Accrued Payroll Expenses. Both are updated on an annual basis. Currently we have estimated balances.*

MEMO

To: GMT Board of Commissioners
From: Chris Damiani, Director of Planning
CC: Clayton Cark, General Manager
Date: June 8, 2026
RE: June 16, 2026 Board Meeting- Service Modifications to #96

Recommendation:

Motion to approve service modifications as identified below.

"I move to approve the service modifications as outlined below:

> #96 Franklin County Commuter- Routing alignment change as outlined in the Board Packet for implementation in the August 2026 schedule change.

Related Policy

This process is guided by the GMT Fare and Service Changes Public Hearing Policy which was approved by the board on October 21, 2025, administratively approved by the GMT Board Chair on Jan 12, 2026, and approved by the Federal Transit Administration on Jan 16, 2026 for the purposes of completing GMT's Triennial Review.

Background

At the March 2026 Board meeting, the GMT Board provided the following action item.

"I move that the Green Mountain Transit Board of Commissioners authorize staff to initiate public hearings to gather feedback on potential service adjustments to the following routes (4 Essex Center, 5 Pine Street, 11 City Connector, 86 Montpelier LINK, 96 Franklin County Commuter "

Public Meetings and Outreach:

Staff provided outreach on these changes in a variety of ways

- Outreach via newspaper notice, website, and posters onboard vehicles.
- Email comments to the Planning Department via planning@ridegmt.com
- Communication to Institutional Partners and community organizations
- Social Media
- Direct Email outreach to riders who engaged with GMT on 96 and 56 changes during 2024 public meetings

- Notification on Transit App
- Postering and flyers at the Downtown Transit Center
- One Public Meetings
- One Tabling Opportunity at UVM Medical Center
- Survey Opportunities
    - Survey Respondents were asked a variety of questions outlined below as well as more specific questions that pertain to specific pieces of the proposed service adjustments.
        - How often do you ride
        - Purpose of Trip
        - Origin/ Destination
        - Transfer to/from route
        - Time at Work/School
        - What improvements would most improve your experience
        - Other Comments
    - Not all survey results will be found in the memo. Some data from the survey twill be summarized in each of the Route profiles in this memo. Other parts will be used for scheduling purposes.

Public Meetings and Outreach Opportunities-

Public Meetings	
June 5, 2026 @ 12:00 PM	**Green Mountain Transit Administrative Office** 101 Queen City Park Road, Burlington, VT 05401 **And Via Zoom**
Tabling	
June 4, 2026 @ 7:00-9:00 AM; 11:30-1:30 PM; 4:00-6:00 PM	**UVM Medical Center Bus Stop** 111 Colchester Ave. Burlington, VT 05401

Service Modifications Route Review

#96 Franklin County Commuter- Staff Recommendation: Approve new routing alignment

This route is being adjusted based on feedback staff received from riders when the Franklin County Commuter was initially implemented in August 2025. Much of the feedback staff had heard was how long the route became due to extended travel on Route 7 instead of Interstate 89. The proposed routing is to adjust service to Interstate 89 between Exits 16 and 17. This change would eliminate 3 stops in Colchester (Creek Farm Plaza, Severance Corners, and Water Tower Hill.) Water Tower Hill will be continued to be served in August 2025 when the #9 Winooski route begins routing through there to service many of the offices and Shaws. Staff confirmed during last month's board meeting there is no permit requirement to serve the Severance Corners Development. In addition, a pull off on route 7 is not slated to be built until 2029 according project managers for that project from Vtrans.

Below is a comparison of running times for this route pre 56/96 combination, since FCC started, and with the proposed routing change before the Board in June. The change improves running times by about 7 minutes (8% decrease from current run times).

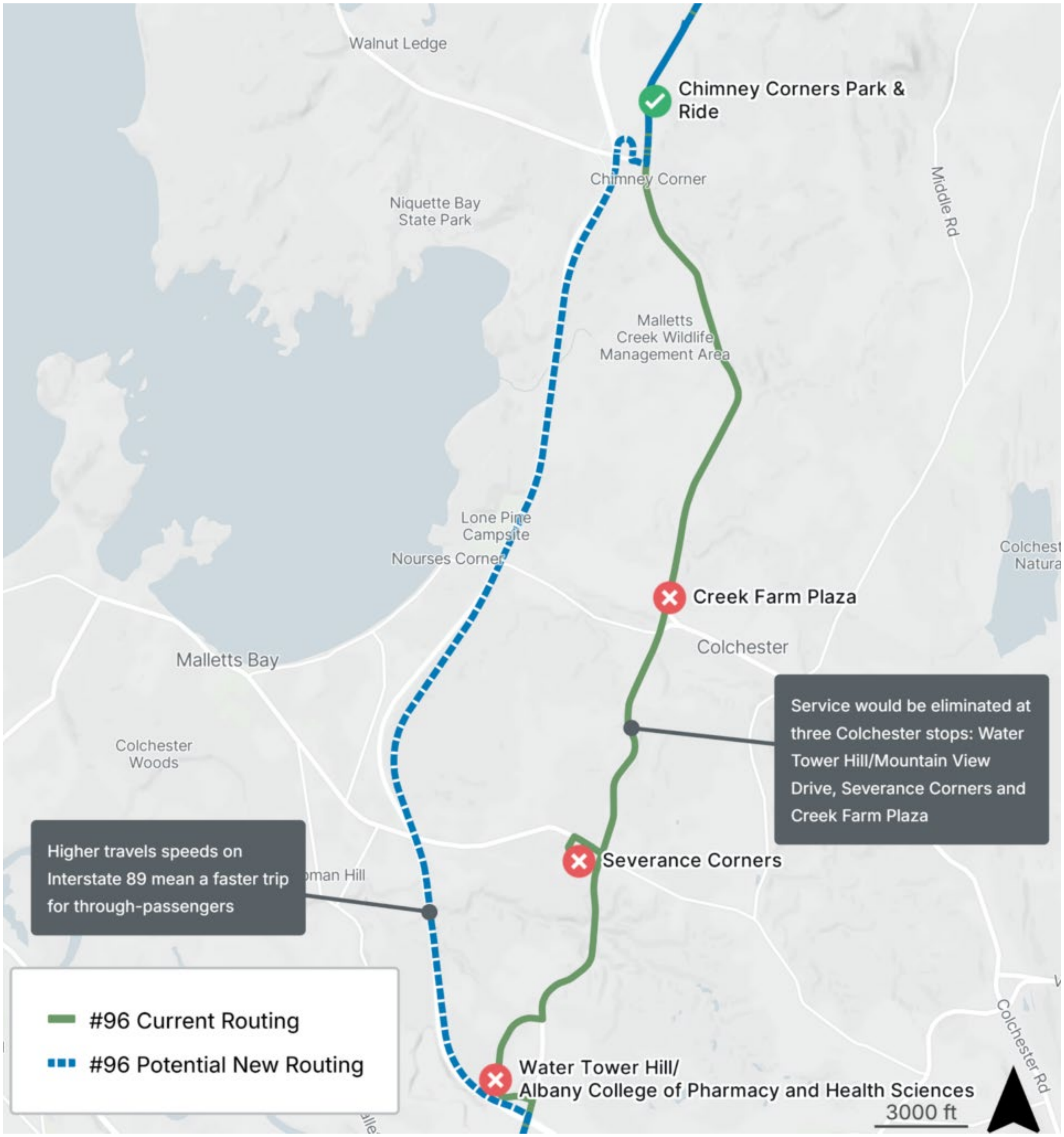
Original 96 St. Albans LINK Run Time:
Collins- Perley Park & Ride to Downtown Transit Center- 53 minutes

March 2026 Franklin County Commuter Run Time:
St. Albans Park and Ride to Downtown Transit Center- 83 minutes (57% increase in run time)

Proposed Routing for August 2026 Franklin County Commuter Run Time:
St. Albans Park and Ride to Downtown Transit Center- 76 minutes (43 % increase in run time from original 96 St. Albans LINK Express)

ADA Impact: There is no ADA impact as no ADA paratransit service is provided for commuter routes.

Adjusted Routing Map:



Additional Data

Looking at stop level boarding data, staff broke down how many boardings occurred outside of the three impacted stops as well as the three stops that will no longer be served by the #96 Franklin County Commuter. Each data set is combined between Northbound and Southbound trips by time of day.

Data from August 25, 2025 through April 30, 2026 (10 months)

Morning Trips
628 boardings south of Colchester, 4003 north of Colchester
(13% & 81% of 4964 total AM boardings)

<u>Morning Colchester Boardings Affected = 306 (6%)</u> ~1.75 riders per day

Midday
726 boardings south of Colchester, 617 north of Colchester
(53% & 45% of 1370 total midday boardings)

<u>Midday Colchester Boardings Affected = 27 (2%)</u>

Afternoon
3539 boardings south of Colchester, 573 boardings north of Colchester
(84.5% & 14% of 4177 total afternoon boardings)

<u>Afternoon Colchester Boardings Affected = 65 (1.5%)</u>

Public Feedback and Survey Summary

Survey Overview
A total of 11 responses were received from riders on the Route 96 Franklin County Commuter

Ridership Patterns
Survey respondents represent a highly frequent rider base:

- 5 days per week: 18.2%
- 3–4 days per week: 27.3%
- 1–2 days per week: 36.4%
- Never: 18.2 %

Trip Purpose
- Work/School Commute: 55.6%
- Other Trips (shopping, medical, personal, recreation): 44.4%

Colchester Reroute Impact

- 80% of survey respondents indicated their trip would be improved
- 20% of survey respondents indicated their trip would be worsened.

Email Response Summary

One person wrote into GMT about the #96 Franklin County Commuter proposed change and indicated that they are opposed to the change.

Public Meeting and Tabling Summary

Public Meeting: One member of the public came to the public meeting and expressed their concern for those who access the bus from the Colchester stops.

Tabling at UVMMC:

Comments regarding the #96 Franklin County Commuter

- Staff spoke to a few riders regarding the #96 changes: One rider Matt shared that he was in favor of the change. He said that he hasn't seen many people get off at the stops in Colchester and that the change would benefit the majority of riders who take it from St Albans.
- Another rider Marjorie, a monthly rider, said she'd support the change, and wants to see better transfer amenities in St. Albans between RCT's Alburgh commuter and GMT's Franklin County Commuter
- Finally, Duncan, a regular Milton to Winooski rider (4-5x per week) was positive and happy about the potential change. Duncan commented that he was not a fan of the full-wrapped buses from a rider experience perspective

Comments regarding other routes while tabling

- Comments from riders included questions about the new 86 Montpelier LINK schedule that starts at the end of June.
- A rider of the #4 Essex and #2 Essex Junction mentioned that they are very grateful for the two routes and was concerned about #4's future. Staff informed them about it's future and that it will be finalized at the upcoming board meeting. This passenger stated that if the #4 were to be cut, an extension of the #2 extension to Essex Experience would meet his needs
- Staff spoke with multiple #2 riders, who stated that the service was really valuable and met their needs, as well as a Shelburne resident's use of the #6 and transferring to the #2. In addition, some riders spoke about some customer service issues where they were referred to our info@ email to provide more details there.

GMT Public Meeting

6/5/26

12:00-1:00 PM

GMT Headquarters and via Zoom

Members of the Public: Thomas Caswell

Staff Present: Clayton Clark, Jamie Smith, Chris Damiani, William Hodgson- Walker, Camden Blatchly

Thomas Caswell: Thomas discussed timepoint changes that occurred in Colchester due to the combination of 56/96 to the new Franklin County Commuter. He also mentioned that while he doesn’t utilize the stops in Colchester he expressed his concern for riders who might loose access.

Christopher Damiani <cdamiani@ridegmt.com>

Route 96 re-route

1 message

Steve Gaarder <stevegaarder@gmail.com> Wed, Jun 3, 2026 at 10:12 AM
To: Planning@ridegmt.com

I am opposed to that change. My daughter lives in Colchester and the Creek Farm Plaza stop is the only bus service anywhere near her.
I do have an alternative to propose, one that will preserve that stop and save time by avoiding the construction delays at Exit 16. In Winooski, take Union St or Spring St to Mallets Bay Avenue. From Mallets Bay Ave, take Rt 127 to Severance Corners. Either use Lavigne Road as a shortcut to 127, or stay on Mallets Bay Ave all the way to 127, which would allow a stop near the Colchester schools.

Thank you for listening,
Steve Gaarder

Green Mountain **Transit**

To: GMT Board of Commissioners

From: Matt Kimball, Director of Transit Infrastructure

CC: Clayton Clark, General Manager
Jon Moore, Assistant General Manager
Nicholas Foss, Director of Finance

Date: June 12, 2026

RE: FY27 Capital Budget Adjustment

Attached is an amended Capital Budget for approval by the Board of Commissioners. GMT has received a draft state grant award from VTrans and expects to have an executed FY27 state grant agreement by July 1, 2026. The proposed changes to the FY27 Capital Budget are intended to align the capital budget with the anticipated state grant award at the start of FY27 and the current status of GMT's direct federal capital grant projects. Balances for carryforward projects from FY26 are current projections based on internal project tracking and grant billing to date. Enclosed with this memo is the proposed adjusted FY27 Capital Budget.

FY27 VTrans State Grant Award Detail

The capital section of the draft award includes the transfer of 5310, 5339, and Carbon Reduction Program (CRP) funds from VTrans to GMT, which will be directly awarded to GMT by FTA in FY27. FTA's 5310 and 5339 apportionments to the State of Vermont includes amounts specifically apportioned for the Burlington UZA. VTrans has elected to transfer these federal funds to GMT rather than award pass-through funding to GMT under these programs. Below is the capital transfer funding detail from the VTrans award table:

						Fed		Local	
49 U.S.C. § 5310 Urbanized Transportation Enhanced Mobility of Seniors and Persons with Disabilities O&D Capital or Operations (Federal funding to be applied for directly by GMT).	20.536	Direct Flex to GMT				$317,371.00	$0.00	$79,342.75	$396,713.75
49 U.S.C. § 5339 Urbanized Transportation Bus & Bus Facilities Capital Program (Federal funding to be applied for directly by GMT).	20.526	Direct Flex to GMT				$219,446.00	$0.00	$54,861.50	$274,307.50
49 U.S.C. § 5307 Urbanized Transportation, **Capital for Two (2) EV LHDB (CRP FHWA Flex)**. Flexed from (Federal funding to be applied for directly by GMT)	20.507	Direct Flex to GMT				$803,200.00	$0.00	$200,800.00	$1,004,000.00

$65,815 of the 5310 transfer funds shown above are programmed to GMT's operating budget to fund the South Burlington Shopping Shuttle (GMT's only directly operated O&D bus service) and Mobility Management staff expenses. The balance of the 5310 transfer funds will be used for 5310 vehicle capital.

In addition, VTrans is awarding $471,775 in state match for capital, which will be used as matching state funds for the transfer funding shown above (10% match for 5310 and 5339, 20% match for CRP) and other capital projects funded through direct FTA federal awards to GMT.

Multiple changes to the capital budget are proposed as a result of FTA's determination that VTrans' FY24 LowNo award is no longer eligible to be used for battery-electric buses and related

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

purchases. FTA will allow this grant to be used for eligible "low emission" bus purchases, including diesel-electric hybrid buses and related expenses. VTrans is in the process of obligating this grant with a revised scope in accordance with the directive from FTA, which will be used to fund hybrid bus purchases in FY27 and future year capital budgets. VTrans will award additional funds in FY27 to continue electric bus purchases and associated charging infrastructure activities undertaken by GMT in FY26. The below table shows how the funding sources will be applied to the two active bus electrification projects carried over from FY26 to FY27:

FY27 Cap Line	Line Item Description	100% Budget	Fed Source			State Source		Local Source		Total	
			CRP Transfer	FY23 LONO	FY25 LONO	Vtrans Match	VW Funds	GMT	BED Tier III	Funding	Difference
Line X	2 - Replacement 35' Heavy-Duty Buses (Electric)	$ 2,582,002	$591,386.00			$ 147,846.74	$ 1,805,118.41		$37,650.79	$ 2,582,002	$ -
Line Y	Phase 2 Electric Bus Charging Infrastructure	$ 1,275,107		$269,355.00	$779,500.00	$ 18,833.96	$ 194,667.23	$12,751.06		$ 1,275,107	$ -

FY27 Urban Capital Budget Changes

Below is a detailed breakdown of changes to line items from the Board approved capital budget from 4/21/26:

Line Item	Line Item Description and Change Detail (Removed Line Items in RED)	100% Budget Change Inc/(Dec)	FY27 LCM Change Inc/(Dec)	LCM Fund Change Inc/(Dec)
A	Change "7 - Replacement 40' Heavy-Duty Buses (Electric)" to "4 - Replacement 40' Heavy-Duty Buses (Hybrid)"	($5,071,840)	$0	$0
B	Increase "3 - Replacement 40' Heavy-Duty Buses (Diesel)" from $2,088,000 to $2,253,000	$165,000	$10,186	$2,189
E	Decrease "Facility PM" from $72,800 to $40,000	($32,000)	($3,200)	$0
F	Decrease "Spare parts, miscellaneous support equipment" from $328,559 to $234,308	($94,252)	($9,425)	$0
G	Change "Mid-Life Overhaul for three Heavy-Duty Buses" to "Mid-Life Overhaul for Five (5) Heavy-Duty Buses"	$104,000	$10,400	$0
H	Remove Line H "Electric Bus Charging Infrastructure Phase 3"	($1,483,134)	($37,229)	$0
J	Change Federal/State/Local splits for "Electric Bus Diagnostic Equipment, Special Tools, and PPE" due to change in funding source.	$0	($760)	$0
N	Decrease "Passenger Amenity Improvements including ADA accessibility improvements" from $74,270 to $50,000	($24,270)	($1,214)	$0
O	Change "Replacement Bus Wash for 101 QCP" to "Design and Procurement Development for Replacement Bus Wash for 101 QCP" and reduce from $877,357 to $40,000	($837,357)	($13,649)	($70,087)
Q	Decrease "101 QCP Building Envelope Repair and Maintenance" from $185,000 to $100,000	($85,000)	($8,500)	$0
S	Remove Line S "Replacement Office and Technology Equipment"	($35,000)	($3,500)	$0

T	Change "Third Party Inspection & Buy America Audit for HD Bus Orders" to "Third Party Inspection & Buy America Audit for HD Electric Bus Order"	($11,000)	($1,100)	$0
U	Add new line item "101 QCP Building-Wide HVAC Upgrade"	$250,000	$25,000	$0
V	Add new line item "Replacement SSTA 5310 Paratransit Vehicles"	$315,464	$31,546	$0
W	Add new line item "Consulting for New Accounting System Software Procurement (includes $25,000 carryforward from FY26)"	$40,243	$1,524	$2,500
X	Add new FY26 carryforward line item "2 - Replacement 35' Heavy-Duty Buses (Electric)"	$2,582,002	$0	$0
Y	Add new FY26 carryforward line item "Phase 2 Electric Bus Charging Infrastructure"	$1,275,107	$0	$12,751
Z	Add new FY26 carryforward line item "Upgrade Fire Suppression System at 101 QCP Bus Storage Area"	$318,253	$0	$15,913
AA	Add new FY26 carryforward line item "ITS Improvements (Automatic Voice Annunciators, Automatic Passenger Counters, DTC Passenger Information & ADA accessibility improvements)"	$362,291	$0	$36,229
BB	Add new FY26 carryforward line item "31 QCP Facility Improvements + Master Plan Study"	$59,346	$0	$5,935
CC	Add new FY26 carryforward line item "Server Replacement & IT Equipment"	$32,424	$0	$3,242
DD	Add new FY26 carryforward line item "City of Burlington Passenger Amenity Improvements (Bus Stop Improvements, Rider Communications Technology, DTC Technology) (100% Local)"	$59,415	$0	$59,415

The above changes decrease the overall capital budget by $2,111,108 and the overall local capital match by $279,262. The local capital match from FY27 remains fixed at $186,000 programmed from GMT's FY27 operating budget. The total local capital match programmed from GMT's local capital match fund increases from $226,687 to $294,774. $135,985 of this is attributed to FY26 carryforward projects, which are pushed from the FY26 operating budget to the fund after the close of the fiscal year. This means that new local capital match programmed from the fund decreases from $226,687 to $158,789.

Capital Purchase Approval

In conjunction with the approval of the FY27 capital budget adjustment, staff is requesting that the GMT Board of Commissioners authorize the General Manager to execute purchase orders for vehicles listed capital budget which can be purchased using active vehicle contracts awarded by the Vermont Public Transportation Association (VPTA) within the budget limits established in the adjusted FY27 capital budget.

In addition to the above, staff is updating its request to the Board to delegate authority to the Board Chair and Treasurer to authorize the General Manager on behalf of the full Board to execute a purchase order with New Flyer for three (3) 40' heavy-duty diesel buses not to exceed **$2,250,000**. GMT has received a proposal from New Flyer with a per unit price of $764,110.22. The primary differences between the proposed price and GMT's prior estimate is the inclusion of estimated tariff costs, higher PPI increase than projections associated with a change in bus model year, and the inclusion of a new farebox that is not needed in the build. Staff are working with New Flyer to remove the farebox as well as other adjustments to reduce the price as much as possible. For a not-to-exceed figure of $2,250,000, GMT would need an additional $165,000 in funding for FY28 to cover the increase. Using the same 85%/7.5%/7.5% Fed/State/Local splits of the prior $695,000 budget figure, this would equate to an additional $140,250 in federal funding and $12,375 in state funds. Staff have reached out to VTrans about committing additional funding in FY28 to cover the increased funding need. VTrans has indicated that they can commit the additional state match and requested that the FFY27 FTA 5339 formula apportionment for the Burlington UZA be used to cover the additional federal funding need. Based on the FFY26 apportionment amount of $219,446, this source is sufficient to cover the federal share of the increased budget figure. VTrans intends to transfer this apportionment to GMT in the FY28 state grant agreement.

*****Staff is recommending approval from the GMT Board of Commissioners to amend the FY27 capital budget to incorporate the changes in the proposed FY27 Capital Budget Adjustment enclosed with this memo, and to authorize vehicle capital purchases as outlined above.*****

FY27 Proposed Urban Capital

Priority	Item	Description	100%	Federal*	State*	Local*	From GMT Current fiscal year Local Capital Match	From Prior Year Local Capital Match Fund	From Non-GMT local Funds	Federal Funds Awarded by Vtrans	Federal Funds Awarded by FTA
1	A	4 - Replacement 40' Heavy-Duty Buses (Hybrid) @ $1,100,000 each (85% Fed/15% State/0% Local)**	$ 4,400,000	$3,740,000	$660,000	$ -	$ -	$ -	$ -	$ 3,740,000	$ -
1	B	3 - Replacement 40' Heavy-Duty Buses (Diesel) @ $750,000 each + Third Party Inspection ($3,000) (85% Fed/7.5% State/7.5% Local)*****	$ 2,253,000	$1,915,050	$168,975	$ 168,975	$ 10,186	$ 158,789		$ -	$ 1,915,050
1	C	6 - Replacement SSTA*** LPG**** Cutaways @ $192,500 each	$ 1,155,000	$981,750	$57,750	$ 115,500	$ -	$ -	$ 115,500	$ -	$ 981,750
1	D	3 - Replacement SSTA*** Gas Vehicles (1-Ford Transit + 2-nonADA Minivans)	$ 204,000	$173,400	$10,200	$ 20,400	$ -	$ -	$ 20,400	$ -	$ 173,400
1	E	Facility PM (shop lubricant system replacement, 101 QCP tile floor replacement, staff kitchen rehab, DTC HVAC repair and maintenance, DTC sewer maintenance)	$ 40,000	$32,000	$4,000	$ 4,000	$ 4,000	$ -		$ -	$ 32,000
1	F	Spare parts, miscellaneous support equipment	$ 234,308	$187,446	$23,431	$ 23,431	$ 23,431	$ -		$ -	$ 187,446
1	G	Mid-Life Overhaul for Five (5) Heavy-Duty Buses (Engine, Transmission, corrosion repair)	$ 260,000	$208,000	$26,000	$ 26,000	$ 26,000	$ -		$ 208,000	$ -
2	H	Electric Bus Charging Infrastructure Phase 3 (90% Fed/7.5% State/2.5% Local	$ -	$0	$0	$ -	$ -	$ -		$ -	$ -
1	I	Electric Bus Deployment Workforce Development (80% Federal/0% State/20% Local)	$ 90,000	$72,000	$0	$ 18,000	$ 18,000			$ 72,000	$ -
2	J	Electric Bus Diagnostic Equipment, Special Tools, and PPE (80% Federal/20% State)	$ 38,000	$30,400	$7,600	$ -	$ -	$ -		$ -	$ 30,400
2	K	LPG**** Fueling Infrastructure for SSTA Leased Cutaways	$ 37,950	$34,155	$1,297.50	$ 2,498	$ -	$ -	$ 2,498	$ -	$ 34,155
2	L	GMT LPG**** Project Administration	$ 42,895	$34,316	$3,467	$ 5,113	$ 5,113	$ -		$ -	$ 34,316
2	M	LPG**** Vehicle and Infrastructure Training for SSTA	$ 2,360	$1,888	$236	$ 236	$ -	$ -	$236	$ -	$ 1,888
3	N	Passenger Amenity Improvements including ADA accessibility improvements (90% Federal)	$ 50,000	$45,000	$2,500	$ 2,500	$ 2,500	$ -		$ -	$ 45,000
3	O	Design and Procurement Development for Replacement Bus Wash for 101 QCP	$ 40,000	$32,000	$4,000	$ 4,000	$ 4,000	$ -		$ -	$ 32,000
1	P	Diesel Fuel Tank and Pump Replacements	$ 129,000	$103,200	$12,900	$ 12,900	$ 12,900	$ -		$ -	$ 103,200
1	Q	101 QCP Building Envelope Repair and Maintenance	$ 100,000	$80,000	$10,000	$ 10,000	$ 10,000	$ -		$ -	$ 80,000
2	R	Improvements to Exterior Walkway Corridor between Driver Break Room and Bus Garage	$ 113,000	$90,400	$11,300	$ 11,300	$ 11,300	$ -		$ -	$ 90,400
3	S	Replacement Office and Technology Equipment (security system, general IT hardware,)	$ -	$0	$0	$ -	$ -	$ -		$ -	$ -
1	T	Third Party Inspection & Buy America Audit for HD Electric Bus Order	$ 5,000	$4,000	$500	$ 500	$ 500	$ -		$ -	$ 4,000
1	U	101 QCP Building-Wide HVAC Upgrade	$ 250,000	$200,000	$25,000	$ 25,000	$ 25,000	$ -		$ -	$ 200,000
1	V	Replacement SSTA 5310 Paratransit Vehicles	$ 315,464	$252,371	$31,546	$ 31,546	$ 31,546	$ -		$ -	$ 252,371
CF-3	W	Consulting for New Accounting System Software Procurement (includes $25,000 carryforward from FY26)	$ 40,243	$32,194	$4,024	$ 4,024	$ 1,524	$ 2,500		$ 20,000	$ 12,194
CF-1	X	2 - Replacement 35' Heavy-Duty Buses (Electric) @ $1,253,339 each + 3% Tariff Contingency (22.90% Fed/75.64% State/1.46% Local)** (FY26 Carryforward)	$ 2,582,002	$591,386	$1,952,965	$ 37,651	$ -	$ -	$ 37,651	$ -	$ 591,386
CF-1	Y	Phase 2 Electric Bus Charging Infrastructure (82.26% Fed/16.74% State/1% Local) (FY26 Carryforward)	$ 1,275,107	$1,048,855	$213,501	$ 12,751	$ -	$ 12,751		$ 1,048,855	$ -
CF-1	Z	Upgrade Fire Suppression System at 101 QCP Bus Storage Area (90% Fed/5% State/5% Local) (FY26 Carryforward)	$ 318,253	$286,428	$15,913	$ 15,913	$ -	$ 15,913		$ 286,428	$ -
CF-2	AA	ITS Improvements (Automatic Voice Annunciators, Automatic Passenger Counters, DTC Passenger Information & ADA accessibility improvements) (FY26 Carryforward)	$ 362,291	$289,833	$36,229	$ 36,229	$ -	$ 36,229		$ -	$ 289,833
CF-1	BB	31 QCP Facility Improvements + Master Plan Study (FY26 Carryforward)	$ 59,346	$47,477	$5,935	$ 5,935	$ -	$ 5,935		$ -	$ 47,477
CF-3	CC	Server Replacement & IT Equipment (FY26 Carryforward)	$ 32,424	$25,939	$3,242	$ 3,242	$ -	$ 3,242		$ 14,186	$ 11,753
CF-2	DD	City of Burlington Passenger Amenity Improvements (Bus Stop Improvements, Rider Communications Technology, DTC Technology) (100% Local) (FY26 Carryforward)	$ 59,415	$0	$0	$ 59,415	$ -	$ 59,415		$ -	$ -
		Total	**$ 14,489,057**	**$ 10,539,488**	**$ 3,292,511**	**$ 657,058**	**$ 186,000**	**$ 294,774**	**$ 176,284**	**$ 5,389,469**	**$ 5,150,019**
							Total Local Match	$ 480,774			

*80% Federal, 10% State, and 10% Local unless otherwise stated.
**15% State Match due to removal of Tier III incentive, which is not available for hybrid buses.
*** Special Services Transportation Agency
**** LPG = Liquefied Petroleum Gas (propane)
***** State Matching funds committed in FY28 to align with expected delivery of replacement buses

MEMORANDUM OF UNDERSTANDING

Between Green Mountain Transit (GMT) and Teamsters Local 597

This Memorandum of Understanding (MOU) is entered into by and between Green Mountain Transit (GMT) and Teamsters Local 597 (the Union).

WHEREAS, the parties are signatories to the Urban Collective Bargaining Agreement (CBA);

WHEREAS, Article V(G)(2) of the CBA provides for an employer retirement contribution of $0.25 per hour effective July 1, 2026;

WHEREAS, the parties recognize that the reference to the 457 plan in Article V(G)(2) was made in error;

NOW, THEREFORE, the parties agree as follows:

1. Effective July 1, 2026, the $0.25 per hour employer retirement contribution for Urban Operators shall be deposited into each eligible employee's 401(a) retirement plan.

2. This provision replaces the reference to the 457 plan in Article V(G)(2) solely for purposes of this contribution.

3. All other terms and conditions of the Collective Bargaining Agreement remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding:

________________________________	________________________________
Curtis Clough, President	Clayton Clark, General Manager
Teamsters Local 597	Green Mountain Transit
Date: ________________	Date: ________________