



Green Mountain Transit Board of Commissioners Meeting
December 16, 2025 – 7:30 a.m.
Board Room, Burlington, Vermont

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.

To join the meeting via Zoom:

Video Conference: <https://us02web.zoom.us/j/7507551826>

- 7:30 a.m. 1. Open Meeting
- 7:31 a.m. 2. Adjustment of the Agenda
- 7:32 a.m. 3. Public Comment
- 7:37 a.m. 4. **Action:** Consent Agenda Pages 3-10
 - a. November 18, 2025, Board Meeting Minutes
 - b. Check Register
- 7:40 a.m. 5. **Action:** FY27 Operating Budget Approval for Public Comment – Nick Foss Pages 11-46
- 8:15 a.m. 6. **Action:** Rural Transfer Update Memo – Clayton Clark Pages 47-49



- 8:25 a.m. 7. **Presentation:** Update on O&D Program – Tim Bradshaw Pages 50-63
- 8:35 a.m. 8. **Discussion:** 2026 Legislative Approach – Clayton Clark
- 9:05 a.m. 9. **Discussion:** Board Coordination – Amy Brewer
- 9:20 a.m. 10. **Reports:** Board Committees (Finance, Leadership)
- 9:25 a.m. 11. Commissioner Comments
- 9:30 a.m. 12. Adjournment

Next GMT Board of Commissioners Meeting Date: January 6, 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.



1 **Green Mountain Transit Board of Commissioners Meeting Minutes**
2 **November 18, 2025 – 7:30 a.m.**
3 **Board Room, 101 Queen City Park Rd., Burlington and Via Zoom**

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

10
11 **Present:**

12 Commissioner Amy Brewer, Williston
13 Commissioner Bob Buermann, Grand Isle County
14 Commissioner Susan Grasso, Shelburne
15 Commissioner Catherine Dimitruk, Franklin County
16 Commissioner Christian Meyer, Washington County
17 Commissioner Henry Bonges, Milton
18 Commissioner Ilona Blanchard, South Burlington
19 Commissioner Tasha Wallis, Lamoille County
20 Commissioner Andrea Suozzo, Burlington
21 Commissioner Austin Davis, Winooski
22 Commissioner Raj Chawla, Essex Junction
23 Commissioner Paul Bohne, Essex Town
24 Alt. Commissioner Paul Connor, South Burlington
25 Alt. Commissioner Charlene Tallman, Williston
26 Alt. Commissioner Alec Jones, Lamoille County
27 Clayton Clark, General Manager
28 Jamie Smith, Director of Rider Experience
29 Jimmy Johnson, Director of Transportation
30 Matt Kimball, Director of Transit Infrastructure
31 Connor Smith, Capital Projects Manager
32 Nick Foss, Director of Finance
33 Rich Carmo, Senior Accountant
34 Nate Bergeron, GMT Driver
35 Tim Bradshaw, Director of Grants
36 Chris Damiani, Director of Planning
37 Stephanie Reid, Director of Human Resources
38 Tammy Masse, Controller
39 Will Hodgson, Transit Planner
40 Camden Blatchly, Transit Data Analyst
41 Jon Moore, Assistant General Manager



42 Mike D'Amico
43 Dan Currier, VTrans
44 Eliana Fox, CCRPC
45 Kimberly Clark, Member of the Public
46 Jason Lorber, Aplomb Consulting
47 Stephen Falbel, Steadman Hill Consulting
48 Sandy Thibault, CATMA

49
50

51 **Open Meeting**

52 Chair Brewer opened the meeting at 7:31AM.

53

54 **Adjustment of the Agenda**

55 Clayton Clark will present item 9.

56

57 **Public Comment**

58 Kim Clark recommended Jon Moore be GM for Green Mountain Transit.

59

60 **Action: Consent Agenda**

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

63

64 **Action: FY26 Capital Budget Adjustment**

65 Matt Kimball presented the FY26 capital budget adjustment items.

66

67 Commissioner Bohne made a motion to make the adjustments presented to
68 the FY26 Capital budget, and Christian Meyer seconded. All were in favor
69 and the motion carried.

70

71 **Action: FY27 Capital Budget**

72 Matt Kimball presented the FY27 Capital budget.

73

74 Commissioner Grasso made a motion to approve the FY27 Capital budget
75 totaling \$18,210,271, and Commissioner Dimitruk seconded. All were in favor
76 and the motion carried.

77

78 **Action: Authorization for Public Meetings for Potential Modifications to Franklin
79 Commuter, Montpelier LINK, #1, and #11**

80 Clayton Clark talked about the feedback received on four routes in the new
81 schedule. The board was asked for preemptive authority to schedule a



82 public meeting in the event that public meetings need to be held to adjust
83 the routes for the next schedule.

84

85 Commissioner Dimitruk made a motion to authorized to conduct public
86 meetings, if necessary, to gather input on potential improvements and
87 modifications to the Franklin Commuter, Montpelier LINK, #1 urban route, and
88 #11 urban route. Commissioner Meyer seconded. All were in favor and the
89 motion carried.

90

91 **Presentation: GMT Urban Climate Assessment**

92 Stephen Falbel and Jason Lorber presented the results of the GMT Urban
93 Climate Assessment.

94

95 **Presentation: CATMA Quarterly Update**

96 Sandy Thibault gave a quarterly update, including a presentation on
97 CATMA's Strategic Business Plan.

98

99 **Report: General Manager**

100 Clayton Clark gave an overview of several items including ADA assessment,
101 5339 grant application, O&D Program, assessment reform, discount
102 verification, statutory changes, package delivery fee, and the Medicaid
103 audit.

104

105 **Reports: Board Committees (Finance, Leadership)**

106 Committee chairs gave an overview of their last meeting. Chair Brewer
107 discussed the membership of the Board after the initial transfer of the Franklin
108 County service and meeting in person in December.

109

110 **Commissioner Comments**

111 Commissioner Wallis made a comment about financial reporting related to
112 the rural transition.

113

114 Commissioner Blanchard asked about data and asked for more regular
115 updates.

116

117 Commissioner Brewer made a comment about community coordination
118 around transit.

119

120 **Adjournment**



- 121 Commissioner Wallis made a motion to adjourn, and Commissioner
122 Blanchard seconded. All were in favor and the meeting ended at 9:27 AM.

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V1265	A.C. Hathorne Co., Inc.	11/7/25	105004	2,590.01	Repair Invoice 101 QCP leaks
V2236	Aaron Mangan	11/7/25	105005	155.00	
V1817	Air Compressor Engineering CO., INC	11/7/25	105006	2,591.90	Part Invoice
V1305	Allegiant Care	11/7/25	105007	263,642.00	Insurance Health
V1334	Background Investigation Bureau, LLC	11/7/25	105008	571.50	
V2196	Brady Industries	11/7/25	105009	351.95	
V284	Brenntag Lubricants Northeast	11/7/25	105010	7,532.64	2 Part Invoices
V225	Burlington Electric Department	11/7/25	105011	3,927.75	6 Electric Bills
V226	Burlington Public Works-Water	11/7/25	105012	966.41	
V2067	Cintas Corporation	11/7/25	105013	470.78	
V1564	Connolly Heather	11/7/25	105014	130.00	
V2084	Consolidated Communications	11/7/25	105015	122.46	
V928	Conway Office Solutions	11/7/25	105016	1,327.55	2 Office supply Invoices
V250	Fisher Auto Parts	11/7/25	105017	72.21	
V252	FleetPride, Inc	11/7/25	105018	857.54	
V253	FleetWave Partners, LLP	11/7/25	105019	3,887.10	3 Radio Repeater Invoices
V799	Gauthier Trucking Company, Inc.	11/7/25	105020	1,199.09	Dumpster 31 QCP
V259	Grainger	11/7/25	105021	252.00	
V261	Green Mountain Power	11/7/25	105022	28.35	
V263	Heritage Ford	11/7/25	105023	83.66	
V1509	Lawson Products, Inc	11/7/25	105024	256.23	
V473	Limoge & Sons Garage Doors, Inc.	11/7/25	105025	297.50	
V2281	Mooney Brother	11/7/25	105026	49,281.32	Bus Fire Detection system repairs and Inspection
V792	Myers Container Service Corp.	11/7/25	105027	308.04	
V2247	Necrason Group PLLC	11/7/25	105028	3,000.00	Consulting
V283	Neopart LLC	11/7/25	105029	540.94	
V996	New England Air Systems	11/7/25	105030	604.00	
V2226	New England Newspaper	11/7/25	105031	599.00	
V950	Northern ToyotaLift	11/7/25	105032	375.82	
V2010	Nucar Automall of Saint Albans	11/7/25	105033	1,485.79	Repair Invoice
V223	O'Reilly Auto Enterprises, LLC	11/7/25	105034	308.85	
V1906	Pete's Tire Barns Inc	11/7/25	105035	4,796.83	4 Tire Invoices
V1165	Posner, Jordan	11/7/25	105036	890.00	
V720	Power Washer Sales, LLC	11/7/25	105037	1,299.50	Repair Invoice Washbay
V864	Rick's Towing & Repair, Inc.	11/7/25	105038	600.00	
V301	Sovernet	11/7/25	105039	2,168.24	2 Communication Invoices
V309	Stride Creative Group	11/7/25	105040	82.50	
V1875	Sunwealth Project Pool 14 LLC	11/7/25	105041	4,408.72	Solar Invoice
V273	Transit Holding, Inc.	11/7/25	105042	1,299.23	2 Part Invoices
V315	United Parcel Service	11/7/25	105043	28.20	
V410	Vermont Gas Systems, Inc.	11/7/25	105044	884.36	
V2142	Visual Edge IT. Inc	11/7/25	105045	459.12	
V2133	Vital Delivery Solutions LLC	11/7/25	105046	80.64	
V336	W.B Mason Co., Inc.	11/7/25	105047	435.73	
V352	Wiemann-Lamphere Architects Inc.	11/7/25	105048	4,946.12	

1106

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V942	Bushey, Cynthia	11/14/25	105049	135.8	Volunteer
V2149	Chesarek John	11/14/25	105050	71.4	
V1948	Falby James	11/14/25	105051	28	
V2071	Fleming Laurie	11/14/25	105052	34.3	
V2032	Merrill John	11/14/25	105053	681.8	Volunteer
V1911	O'Donnell Kathleen	11/14/25	105054	54.6	
V2033	Ward Leslie	11/14/25	105055	56	
V1895	Zinn Walter	11/14/25	105056	37.8	
V3001	AECOM Technical Services, Inc	11/14/25	105057	2,948.68	Consulting Invoice
V415	Amazon Capital Services	11/14/25	105058	2,964.32	36 Office Supply, IT, Parts Invoices
V1481	Amerigas	11/14/25	105059	837.81	
V2196	Brady Industries	11/14/25	105060	174.6	
V226	Burlington Public Works-Water	11/14/25	105061	3,196.45	2 Water and Sewer Bills
V981	Burlington, City of	11/14/25	105062	20	
V228	C.I.D.E.R., Inc.	11/14/25	105063	45,223.10	Medicaid, E&D,Cvaa and MM Invoices
V851	Champlain Medical	11/14/25	105064	230	
V2067	Cintas Corporation	11/14/25	105065	88.53	
V1564	Connolly Heather	11/14/25	105066	130	
V815	Curved Glass Distributors	11/14/25	105067	1,500.00	Part Invoice Windows
V2134	D'Amico Mike	11/14/25	105068	330.4	Mileage Reimbursement
V1799	Dahal Raju	11/14/25	105069	150	Shoe Reimbursement
V403	Firetech Sprinkler Corp.	11/14/25	105070	815.92	
V252	FleetPride, Inc	11/14/25	105071	2,015.86	2 Part Invoices
V1814	Fred's Plumbing & Heating Inc.	11/14/25	105072	572.45	
V2262	Golebiowski Stefan	11/14/25	105073	150	Shoe Reimbursement
V704	Government Finance Officers Association	11/14/25	105074	150	
V263	Heritage Ford	11/14/25	105075	350.08	
V2224	Jeanne Lamica	11/14/25	105076	375	
V1509	Lawson Products, Inc	11/14/25	105077	32.8	
V1068	Midwest Bus Corporation	11/14/25	105078	110.19	
V1891	Minuteman Security Technologies	11/14/25	105079	570	
V1709	Monaghan Safar Ducham PLLC	11/14/25	105080	495	
V1761	Montpelier City of	11/14/25	105081	812.5	
V2010	Nucar Automall of Saint Albans	11/14/25	105082	1,260.50	Repair Invoice
V1484	Parsons Environment & Infrastructure Group Inc.	11/14/25	105083	45.2	
V2316	Rita Tornatore	11/14/25	105084	580	
V854	S2Technology	11/14/25	105085	36.25	
V298	Sanel Auto Parts Co.	11/14/25	105086	119.8	
V451	Stowe, Town of Electric Department	11/14/25	105087	42.84	
V2225	Sunoco LP	11/14/25	105088	13,286.84	Fuel
V273	Transit Holding, Inc.	11/14/25	105089	376.37	
V2168	UVM Medical Center	11/14/25	105090	4,150.00	Fare media Reimbursement
V351	Vantage Press	11/14/25	105091	158.87	
V512	Vermont Engine Service, Inc.	11/14/25	105092	90	
V336	W.B Mason Co., Inc.	11/14/25	105093	182.51	
V2182	White Monica	11/14/25	105094	54.6	
V2248	Anthony Peter	11/14/25	EFT000000018518	990.5	Volunteer
V2186	Barabe James	11/14/25	EFT000000018519	598.5	Volunteer
V2289	Boulerice Judy	11/14/25	EFT000000018520	291.9	Volunteer
V1150	Bruley SR, Mark	11/14/25	EFT000000018521	1,520.40	Volunteer
V548	Burnor, David	11/14/25	EFT000000018522	1,201.90	Volunteer
V1707	Chase, Betty	11/14/25	EFT000000018523	1,197.70	Volunteer
V1676	Croteau, William	11/14/25	EFT000000018524	947.8	Volunteer
V2303	Lamson Diana	11/14/25	EFT000000018525	464.1	Volunteer
V70	LeClair Raymond	11/14/25	EFT000000018526	1,040.20	Volunteer
V2118	Marsh Donald	11/14/25	EFT000000018527	19.6	
V771	Sammons Chandra	11/14/25	EFT000000018528	494.9	Volunteer
V2100	Wood Jeremy	11/14/25	EFT000000018529	1,570.10	Volunteer
V3002	Wood Rodney	11/14/25	EFT000000018530	1,363.60	Volunteer
V2315	Carmo Richard	11/14/25	EFT000000018531	51	
V1066	Cassell, Robert Jr.	11/14/25	EFT000000018532	102	FSA Reimbursement
V1770	Damiani Christopher	11/14/25	EFT000000018533	1,701.33	Travel training Reimbursement
V2088	Gilbert Cynthia	11/14/25	EFT000000018534	25.99	
V38	Moore, Jon	11/14/25	EFT000000018535	202.05	Mileage ,meal and DCAP Reimbursement
V2150	Morris Kyle	11/14/25	EFT000000018536	230	FSA Reimbursement
V2075	New Flyer of America Inc.	11/14/25	EFT000000018537	41,872.45	EV Charging Station Invoice
V141	Riley, Shawn	11/14/25	EFT000000018538	143.04	FSA Reimbursement
V308	Steadman Hill Consulting, Inc.	11/14/25	EFT000000018539	2,895.00	Consulting

Vendor ID	Vendor Name	Document Date	Document Numl	Document Amount	
V1062	Bailey Spring & Chassis	11/21/25	105095	679.74	
V2196	Brady Industries	11/21/25	105096	105.57	
V284	Brenntag Lubricants Northeast	11/21/25	105097	3,754.10	Part Invoice
V224	Burlington Communications	11/21/25	105098	399.5	
V225	Burlington Electric Department	11/21/25	105099	7,111.39	8 Electric Bills Urban
V227	Burlington Telecom	11/21/25	105100	2,475.03	Communication Invoice
V2067	Cintas Corporation	11/21/25	105101	1,117.36	6 Maintenance Uniform Invoices
V2104	Community Rides Vermont, Inc.	11/21/25	105102	4,853.00	E&D And RJA Rides
V1564	Connolly Heather	11/21/25	105103	130	
V2084	Consolidated Communications	11/21/25	105104	122.46	
V242	Danform Shoes	11/21/25	105105	255.75	
V256	Genfare	11/21/25	105106	3,125.81	Bank Fee Invoice Fare Media
V261	Green Mountain Power	11/21/25	105107	1,766.77	3 Power Bills Rural
V263	Heritage Ford	11/21/25	105108	426.75	
V2276	Lenny's Shoe & Apparel	11/21/25	105109	259	
V268	Loomis	11/21/25	105110	194.28	
V2015	M&T Bank	11/21/25	105111	7,256.57	Meals, Travel, Parts And Marketing Invoices
V2240	Mesa Contract Incorporated	11/21/25	105112	350	
V1068	Midwest Bus Corporation	11/21/25	105113	462.25	
V223	O'Reilly Auto Enterprises, LLC	11/21/25	105114	24.15	
V863	P & P Septic Service, Inc	11/21/25	105115	675	
V1906	Pete's Tire Barns Inc	11/21/25	105116	7,549.95	3 Tire Invoice
V1682	Primmer Piper Eggleston & Cramer PC	11/21/25	105117	275	
V2059	Remix Technologies LLC	11/21/25	105118	20,274.00	Planning Software
V864	Rick's Towing & Repair, Inc.	11/21/25	105119	875	
V301	Sovernet	11/21/25	105120	2,154.12	2 Communication Invoices
V302	Sports & Fitness Edge Inc.	11/21/25	105121	401.2	
V1686	Stowe Pest Control	11/21/25	105122	55	
V186	Tech Group, The	11/21/25	105123	24,985.00	3 IT Invoices
V2318	Transit	11/21/25	105124	14,000.00	Software
V273	Transit Holding, Inc.	11/21/25	105125	87.22	
V313	Travelers	11/21/25	105126	100,271.00	Insurance
V1046	ULINE	11/21/25	105127	130.33	
V315	United Parcel Service	11/21/25	105128	25	
V2319	USA Brands LLC	11/21/25	105129	18,942.32	Employee Gifts
V391	Verizon Wireless	11/21/25	105130	1,300.25	Communication Invoice
V68	Vermont Agency of Transportation	11/21/25	105131	35,294.69	Overpayment
V410	Vermont Gas Systems, Inc.	11/21/25	105132	3,098.71	5 Gas Bills
V1459	Vermont Information Consortium LLC	11/21/25	105133	828	

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount
V2248	Anthony Peter	11/28/25	EFT000000018540	507.5 Volunteer
V2186	Barabe James	11/28/25	EFT000000018541	1,008.00 Volunteer
V1879	Bean Kelly	11/28/25	EFT000000018542	140 FSA Reimbursement
V2289	Boulerice Judy	11/28/25	EFT000000018543	215.6 Volunteer
V1150	Bruley SR, Mark	11/28/25	EFT000000018544	1,689.10 Volunteer
V548	Burnor, David	11/28/25	EFT000000018545	1,071.70 Volunteer
V1707	Chase, Betty	11/28/25	EFT000000018546	303.1 Volunteer
V1676	Croteau, William	11/28/25	EFT000000018547	1,119.30 Volunteer
V1751	Foss, Nicholas	11/28/25	EFT000000018548	735.83 FSA Reimbursement
V2317	Greenia Michael	11/28/25	EFT000000018549	979.3 Volunteer
V2303	Lamson Diana	11/28/25	EFT000000018550	1,169.70 Volunteer
V70	LeClair Raymond	11/28/25	EFT000000018551	702.8 Volunteer
V437	Maric, Branko	11/28/25	EFT000000018552	150 Shoe Reimbursement
V2118	Marsh Donald	11/28/25	EFT000000018553	95.2 Volunteer
V38	Moore, Jon	11/28/25	EFT000000018554	247.95 DCAP and Mileage Reimbursement
V2150	Morris Kyle	11/28/25	EFT000000018555	1,003.00 FSA Reimbursement
V2218	Pelchat Melissa	11/28/25	EFT000000018556	762.87 FSA Reimbursement
V771	Sammons Chandra	11/28/25	EFT000000018557	214.9 Volunteer
V303	SSTA	11/28/25	EFT000000018558	257,390.60 ADA And E&D
V537	Vermont Public Transportation Association	11/28/25	EFT000000018559	470.39
V1856	Via Transportation Inc.	11/28/25	EFT000000018560	2,200.00
V2100	Wood Jeremy	11/28/25	EFT000000018561	1,509.20 Volunteer
V3002	Wood Rodney	11/28/25	EFT000000018562	1,769.60 Volunteer
V2175	Woods Barbara	11/28/25	EFT000000018563	687.4 Volunteer
V1423	Alling, Andrew	11/28/25	105134	51.8 Volunteer
V1099	Barnett, Wendy	11/28/25	105135	896 Volunteer
V1877	Basel Naresh	11/28/25	105136	198 FSA Reimbursement
V2272	Boulerice Allen	11/28/25	105137	678.03 FSA Reimbursement
V107	Costes, Chris	11/28/25	105138	48.73 FSA Reimbursement
V1884	Donaghy Peardon	11/28/25	105139	177.1 Volunteer
V1904	Falby Irene	11/28/25	105140	38.5 Volunteer
V1948	Falby James	11/28/25	105141	26.6 Volunteer
V1639	Gratton, Yancey	11/28/25	105142	147.93 FSA Reimbursement
V2292	Hodgson-Walker William	11/28/25	105143	1,591.17 Travel Reimbursement
V1911	O'Donnell Kathleen	11/28/25	105144	74.9 Volunteer
V2048	Pokhrel Deepak	11/28/25	105145	417.12 FSA Reimbursement
V1317	Rai, Santa	11/28/25	105146	483 Shoe and FSA Reimbursement
V2107	Sylvester Gary	11/28/25	105147	257.76 FSA Reimbursement
V962	Williams, Kenneth	11/28/25	105148	108.36 Volunteer



TO: GMT Board of Commissioners
CC: GMT Finance Committee
FR: Nick Foss, Director of Finance
DT: December 12, 2025
RE: Proposed FY27 Operating Budget

Attachments:

Proposed FY27 Operating Budget
Proposed FY27 Operating Budget Finance Committee Memorandum
Proposed FY27 Operating Budget Finance Committee Presentation

Per 24 App. V.S.A. ch. 801, § 7 (a) of GMT's Municipal Charter, the Board of Commissioners are to prepare a budget for the Authority for the next fiscal year. This memo accompanies the Authority's Proposed FY27 Operating Budget for consideration by the Board of Commissioners, as well as supporting attachments.

The Finance Committee reviewed the proposed FY27 Operating Budget on December 11th, 2025, however quorum was lost before the committee could vote on a motion to recommend approval.

As a result, staff are requesting the Board of Commissioners endorse the FY27 Operating Budget, so that a Public Meeting can be held.

Staff will return in January to brief the Board of Commissioners on public feedback, as well as request consideration for full adoption of the budget.

A recommended motion is provided below.

The Board of Commissioners endorses the FY27 Operating Budget totaling \$20,985,156 and approves staff to move forward with the holding of its Annual Public Budget Meeting.

	DRAFT	APPROVED	\$ Change between FY27 &	% Changes between FY27
	FY27 Operating Budget	FY26 Operating Budget Adj.	FY26	& FY26
	URBAN	URBAN	URBAN	URBAN
GREEN MOUNTAIN TRANSIT AUTHORITY				
Revenues				
FEDERAL, STATE AND LOCAL REVENUES				
Municipal Member Assessments	\$3,260,430	\$2,854,722	\$405,708	14.2%
Municipal Paratransit Assessments	\$1,030,747	\$1,200,473	(\$169,726)	-14.1%
Local Operating Assistance	\$7,000	\$7,280	(\$280)	-3.8%
Federal Urban Formula Grant (5307)	\$6,175,923	\$4,778,578	\$1,397,345	29.2%
State Regular Subsidy Operating Grant	\$2,200,000	\$2,200,000	\$0	0.0%
CMAQ Grants	\$1,885,633	\$1,826,032	\$59,601	3.3%
Preventative Maintenance Grants	\$2,400,000	\$2,400,000	\$0	0.0%
Other Federal/State Grants	\$1,719,275	\$2,074,275	(\$355,000)	-17.1%
Fund Balance Reserves	\$0	\$0	\$0	
Local Match Fund Reserve Revenue	\$0	\$0	\$0	
Total Federal, State and Local Revenues	\$18,679,009	\$17,341,360	\$1,337,649	7.7%
OPERATING REVENUE				
Passenger Revenue	\$1,909,860	\$1,838,703	\$71,157	3.9%
Paratransit Fare	\$184,288	\$169,888	\$14,400	8.5%
Advertising Revenue	\$180,000	\$180,000	\$0	0.0%
Interest Earnings	\$200	\$200	\$0	0.0%
Miscellaneous Revenue	\$1,000	\$5,000	(\$4,000)	-80.0%
Sales of Equipment	\$5,000	\$5,000	\$0	0.0%
Misc. Purchase of Service	\$25,800	\$29,450	(\$3,650)	-12.4%
Operating Revenues	\$2,306,148	\$2,228,241	\$77,907	3.5%
TOTAL REVENUES	\$20,985,156	\$19,569,601	\$1,415,556	7.2%
SALARIES AND WAGES				
Other Wages	\$2,717,027	\$2,268,496	\$448,530	19.8%
Driver Wages	\$4,847,066	\$4,723,546	\$123,521	2.6%
Mechanic Wages	\$1,616,841	\$1,542,810	\$74,031	4.8%
SALARIES AND WAGES	\$9,180,934	\$8,534,852	\$646,082	7.6%
PERSONNEL TAXES AND BENEFITS				
Payroll Taxes FICA/MC (8% of Wages)	\$742,738	\$690,470	\$52,268	7.6%
Unemployment Tax Exp	\$25,000	\$25,000	\$0	0.0%
Medical Insurance	\$2,609,709	\$2,261,664	\$348,046	15.4%
Retirement ER Contributions	\$549,249	\$479,517	\$69,732	14.5%
Employee Development	\$59,000	\$43,000	\$16,000	37.2%
Employee Benefits	\$183,816	\$164,957	\$18,859	11.4%
PERSONNEL TAXES AND BENEFITS	\$4,169,513	\$3,664,608	\$504,905	13.8%
GENERAL AND ADMIN EXPENSES				
Admin Supplies and Expenses	\$94,100	\$90,600	\$3,500	3.9%
Recruiting Expenses	\$10,000	\$10,000	\$0	0.0%
Dues and Subscriptions	\$10,000	\$5,000	\$5,000	100.0%
Travel and meetings	\$3,500	\$3,500	\$0	0.0%
Communications	\$62,526	\$56,300	\$6,226	11.1%
Computer Services	\$292,716	\$232,950	\$59,766	25.7%
Board Development	\$1,000	\$0	\$1,000	
Legal Fees	\$20,000	\$20,000	\$0	0.0%
Insurance	\$1,724,051	\$1,524,780	\$199,272	13.1%
Audit Fees	\$37,525	\$22,768	\$14,758	64.8%
Consulting Fees	\$46,600	\$32,600	\$14,000	42.9%
GENERAL AND ADMIN EXPENSES	\$2,302,018	\$1,998,497	\$303,521	15.2%
OPERATIONS EXPENSES				
Employee New Hire/Background Checks	\$4,500	\$4,500	\$0	0.0%
DOT Testing	\$6,600	\$6,600	\$0	0.0%
Drivers' Uniforms	\$36,000	\$31,000	\$5,000	16.1%
Safety Expense	\$2,500	\$2,500	\$0	0.0%
Misc. Operating Expenses	\$4,000	\$4,000	\$0	0.0%
OPERATIONS EXPENSES	\$53,600	\$48,600	\$5,000	10.3%

	DRAFT	APPROVED	\$ Change between FY27 &	% Changes between FY27
	FY27 Operating Budget	FY26 Operating Budget Adj.	FY26	& FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
PLANNING EXPENSES				
CCRPC Planning Exp	\$524,000	\$524,000	\$0	0.0%
PLANNING EXPENSES	\$524,000	\$524,000	\$0	0.0%
VEHICLE/BUILDING MAINTENANCE EXP				
Parts Expense - Non-Revenue Vehicle	\$10,200	\$10,000	\$200	2.0%
Parts Expense - Revenue Vehicles	\$904,740	\$887,000	\$17,740	2.0%
Tires	\$153,000	\$150,000	\$3,000	2.0%
Facility Maintenance	\$173,400	\$170,000	\$3,400	2.0%
Passenger Facility Expense	\$0	\$4,624	(\$4,624)	-100.0%
Repeater Fees	\$28,560	\$28,000	\$560	2.0%
Light, Heat and Water	\$197,676	\$193,800	\$3,876	2.0%
Fuel -Vehicles	\$925,140	\$907,000	\$18,140	2.0%
Maintenance Tools/Supplies/Uniforms	\$157,761	\$155,954	\$1,807	1.2%
Misc. Maintenance Expenses and fees	\$33,660	\$33,000	\$660	2.0%
VEHICLE/BUILDING MAINTENANCE EXP	\$2,584,137	\$2,539,378	\$44,759	1.8%
CONTRACTED EXPENSES				
ADA/SSTA PARATRANSIT	\$2,276,967	\$2,232,321	\$44,646	2.0%
Other Contracted Service	\$413,256	\$0	\$413,256	
Functional Assessment Expenses	\$0	\$0	\$0	
CONTRACTOR EXPENSES	\$2,690,223	\$2,232,321	\$457,902	20.5%
MARKETING EXPENSE				
Bus Tickets/Fare Media	\$10,000	\$10,000	\$0	0.0%
Marketing Exp	\$92,320	\$26,320	\$66,000	250.8%
Public Information	\$34,000	\$34,000	\$0	0.0%
MARKETING EXPENSE	\$136,320	\$70,320	\$66,000	93.9%
OTHER EXPENSES				
Debt Service/Capital Reserve	\$0	\$0	\$0	
Capital Match Fund	\$186,000	\$222,966	(\$36,966)	-16.6%
OTHER EXPENSES	\$186,000	\$222,966	(\$36,966)	-16.6%
Total Expenses	\$21,826,745	\$19,835,541	\$1,991,203	10.0%
Deferred Cost				
Cost Allocations	\$0	\$265,941	(\$265,941)	-100.0%
Balance	(\$841,588)	(\$0)	(\$841,588)	
<i>Cost Allocations Details (negative is increased expense)</i>				
Admin Allocations based on internal projection	\$0	\$456,861	\$456,861	100.0%
Maintenance Labor/fringe/overhead	\$0	\$210,000	\$210,000	100.0%
GMTA Operated Link	\$0	(\$400,920)	(\$400,920)	100.0%
Current Year Deferred Costs IDC	\$0	\$265,941	\$265,941	100.0%
Total Cost Allocations:	\$0	\$265,941	\$265,941	100.0%



To: Finance Committee (FC)

From: Nick Foss, Director of Finance

Date: December 12, 2025

RE: Proposed FY27 Operating Budget

Attachments:

Proposed FY27 Operating Budget

1. Purpose

The purpose of this memo is to present the proposed FY27 Operating Budget for review by the Finance Committee. This budget includes updated revenue and expenditure assumptions, and accounts for the completion of the rural transfer expected by June 30, 2026.

2. Executive Summary

The proposed FY27 Operating Budget forecasts an **\$841,588 deficit (-4% margin)**, driven largely by structural changes associated with the rural service transfer. The elimination of rural cost sharing, higher fixed cost absorption, and inflationary/CBA pressures collectively inflated GMT's cost base. These impacts are only partially offset by higher member assessments, 5307 reserves, and a planned continuation of stable VTRANS support.

Even under optimistic funding assumptions, GMT faces a structural imbalance to its finances which require a near-term strategic discussion by staff, stakeholders, and the public. Without intervention, financial conditions are expected to deteriorate further in FY28 and beyond.

Key Drivers of Urban Deficit:

- Loss of operating leverage from rural transfer
 - Fixed costs entirely absorbed by urban
 - Loss of rural grant funding to support administrative staff
 - Elimination of General & Administrative (G&A) cost sharing (-\$456K) arrangement with rural
- Increase in headcount –2 rural FTE's transferring to urban
- Inflationary/CBA cost pressures
- Roll-off of 5311 Flex-to-5307 Funding (-\$355K)
- Elimination of Maintenance labor cost allocation (-\$210K)

Offsetting Factors:

101 Queen City Park Road, Burlington, VT 05401 | T: 802-864-2282 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



- Proposed member assessment increases (+\$231K)
- Reserve 5307 grant funding programmed (+\$1.9M)
- Planned continuation of VTRANS State Operating and Carbon Reduction funding (\$900K)
- Capital Match contribution reduction driven by reserve utilization (+37K)
- Passenger Revenue increase due to unlimited access increases (+\$71K)
- Paratransit Revenue increase resulting from change in College Street Shuttle fare program (+\$14K)

3. Revenue Overview

Federal, State, and Local Revenues

Total: \$18.67M (89% of Revenues)

(\$) Change vs. FY26 Adj. = \$1.33M

(%) Change vs. FY26 Adj. = 7.7%

- Largest contributor to y/y increase is the utilization of 5307 reserves (*amounts > than annual apportionment*)
 - Risks to forecast include loss of STIC factors in 2026 apportionment; overspending in FY26; change in base/STIC values

Figure 1

5307 Glide Path	
Total Funds Available for FY26 ¹	\$5,271,608
Budgeted Spending for FY26 ²	(\$3,379,574)
Remaining Funds End of FY26	\$1,892,034
Forecasted 2026 Apportionment ³	\$4,283,889
Funds Available for FY27	\$6,175,923
Budgeted Funds in FY27	(\$6,175,923)
Remaining Funds for FY28	\$0

¹ \$1.9M reserves; \$4.3M apportionment

² Spending lowered by use of \$1.4M of Covid Relief funds

³ Forecasted 0.8% apportionment growth + 4 STIC Factors

- Total Member Assessments increased by roughly 6% or \$233K – please see Figures 3-7 that make up the individual components

Figure 2

TOTAL ASSESSMENTS	Total	Burlington	So. Burl.	Essex Town	Essex Jct	Winooski	Shelburne	Williston	Milton	Colchester
FY27 Total Assessments	\$4,291,177	\$2,215,266	\$754,031	\$94,922	\$314,996	\$264,963	\$148,557	\$323,757	\$50,046	\$124,638
FY26 Total Assessments	\$4,057,820	\$2,109,949	\$708,470	\$88,833	\$284,593	\$252,174	\$142,059	\$303,278	\$40,785	\$127,678
FY27/FY26 Change \$	\$ 233,358	\$ 105,316	\$ 45,561	\$ 6,090	\$ 30,403	\$ 12,790	\$ 6,498	\$ 20,479	\$ 9,261	\$ (3,040)
FY27/FY26 Change %	5.75%	4.99%	6.43%	6.86%	10.68%	5.07%	4.57%	6.75%	22.71%	-2.38%

101 Queen City Park Road, Burlington, VT 05401 | T: 802-864-2282 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



- o Fixed route assessments as an aggregate were increased by 19.5% and spread across members based on updated service weightings

Figure 3

FIXED ROUTE FORMULA ASSESSMENT	Total	Burlington	So. Burl.	Essex Town	Essex Jct	Winooski	Shelburne	Williston	Milton	Colchester
FY27 Fixed Route Formula Assessment	\$ 2,972,855	\$ 1,611,859	\$ 435,187	\$ 39,962	\$ 254,707	\$ 161,482	\$ 92,044	\$ 265,189	\$ 48,814	\$ 63,611
FY26 Fixed Route Formula Assessment	\$ 2,487,745	\$ 1,345,887	\$ 363,741	\$ 32,412	\$ 213,916	\$ 133,153	\$ 74,653	\$ 232,800	\$ 39,591	\$ 51,592
FY27/FY26 Change \$	\$ 485,110	\$ 265,972	\$ 71,446	\$ 7,551	\$ 40,790	\$ 28,329	\$ 17,391	\$ 32,389	\$ 9,223	\$ 12,019
FY27/FY26 Change %	19.50%	19.76%	19.64%	23.30%	19.07%	21.28%	23.30%	13.91%	23.30%	23.30%
% of Fixed Route	100.00%	54.22%	14.64%	1.34%	8.57%	5.43%	3.10%	8.92%	1.64%	2.14%

- o Capital Match assessments were allocated based on each member's % of service, however the total amount of funds raised remained at \$75K

Figure 4

Capital Match/Debt Reserve	Total	Burlington	So. Burl.	Essex Town	Essex Jct	Winooski	Shelburne	Williston	Milton	Colchester
FY27 Capital Match/Debt Reserve repair	\$ 75,000	\$ 40,664	\$ 10,979	\$ 1,008	\$ 6,426	\$ 4,074	\$ 2,322	\$ 6,690	\$ 1,231	\$ 1,605
FY26 Capital Match/Debt Reserve repair	\$ 75,000	\$ 40,576	\$ 10,966	\$ 977	\$ 6,449	\$ 4,014	\$ 2,251	\$ 7,018	\$ 1,194	\$ 1,555
FY27/FY26 Change \$	\$ -	\$ 89	\$ 13	\$ 31	\$ (23)	\$ 60	\$ 71	\$ (328)	\$ 38	\$ 49
FY27/FY26 Change %	0.00%	0.22%	0.12%	3.18%	-0.36%	1.49%	3.18%	-4.68%	3.18%	3.18%

- o Paratransit Assessments fell by 14% or roughly \$170K because of a credit to members to reverse the impact of a change in the member discount in FY26, as well as a shift back to the standard 50% discount for FY27

Figure 5

PARATRANSIT ASSESSMENT	Total	Burlington	So. Burl.	Essex Town	Essex Jct	Winooski	Shelburne	Williston	Milton	Colchester
FY27 Paratransit Assessment	\$ 1,030,747	\$ 355,167	\$ 302,865	\$ 53,952	\$ 53,863	\$ 99,408	\$ 54,191	\$ 51,878	\$ -	\$ 59,422
FY26 Paratransit Assessment	\$ 1,200,472	\$ 431,510	\$ 331,138	\$ 55,444	\$ 64,228	\$ 115,007	\$ 65,156	\$ 63,459	\$ -	\$ 74,531
FY27/FY26 Change \$	\$ (169,726)	\$ (76,343)	\$ (28,273)	\$ (1,492)	\$ (10,365)	\$ (15,599)	\$ (10,965)	\$ (11,581)	\$ -	\$ (15,109)
FY27/FY26 Change %	-14.14%	-17.69%	-8.54%	-2.69%	-16.14%	-13.56%	-16.83%	-18.25%	-	-20.27%

- o College Street Shuttle Assessment fell by 38% or \$94K due to the reintroduction of fares, as the assessment now only includes the estimated 20% local match to operate the service



Figure 6

College Street Shuttle	Total	Burlington
FY27 Non-Fare Services	\$ 150,209	\$ 150,209
FY26 Non-Fare Services	\$ 243,972	\$ 243,972
FY27/FY26 Change \$	\$ (93,763)	\$ (93,763)
FY27/FY26 Change %	-38.43%	-38.43%

- New Service/Special Assessments grew by 23% or roughly \$12K driven by the fixed route assessment increase and a higher local match request to operate the S. Burlington Shopper

Figure 7

NEW SERVICES OR SPECIAL ASSESSME	Total	Burlington	So. Burl.
FY27 New Fare/Special Assessments	\$ 62,366	\$ 57,366	\$ 5,000
FY26 New Fare/Special Assessment:	\$ 50,630	\$ 48,005	\$ 2,625
FY25/FY24 Change \$	\$ 11,736	\$ 9,361	\$ 2,375
FY25/FY24 Change %	23%	20%	90%

- CMAQ Grant spending is budgeted to increase by 3.3%, or \$60K, due to a 3% increase in GMT's projected transit rate (cost of service) and a slight increase in billable service hours
 - CMAQ stands for Congestion Mitigation Air Quality and is federal funding provided by VTRANS to support the operating costs of eligible routes. To learn more about CMAQ click [HERE](#)
- Other Federal/State grants fell by 17% or \$355K, reflecting the loss of 5311 Flex- to-5307 funds. These were federal funds that VTRANS received as part of their rural 5311 apportionment and then transferred to GMT to support urban operations

Operating Revenue

Total: \$2.3M (11% of Revenues)

(\$) Change vs. FY26 Adj. = \$78K

(%) Change vs. FY26 Adj. = 3.5%

- Urban Passenger Revenue (fares) has been adjusted upward by roughly \$71K due to contracted increases with local partners
- Urban Paratransit Fare Revenue was adjusted upward by roughly \$14K to consider updated assumptions of ridership and fare levels due to changes in the College Street Shuttle fare free zone



- Miscellaneous Revenue and Purchase of Service were reduced by roughly \$8K to reflect updated assumptions and the discontinuation of a contribution from St. Michaels College for late night service

4. Expenditure Overview

Salaries & Wages

Total: \$9.2M (42% of Expenses)

(\$) Change vs. FY26 Adj. = \$646K

(%) Change vs. FY26 Adj. = 7.6%

- Other Wages increased by \$449K due to a combination of a loss of rural funding sources, increased administrative headcount (+2 FTE), and a budgeted COLA increase (3.33%)
- Driver Wages increased by \$124K or 2.6% due to CBA wage increases of 3.33%, but offset by a projected 800 hour decrease in total pay hours – see *Figure 8*

Figure 8

Forecasted Driver Pay Hours 136,519

Hour Type	Share	Allocated Hours	Pay Rate	Wages
% Regular Pay Hours	72%	97,747	\$ 32.03	\$ 3,130,975
% Average Overtime	15%	19,795	\$ 48.05	\$ 951,099
% CTO Union	10%	14,198	\$ 32.03	\$ 454,779
% Dispatch	2%	2,730	\$ 32.53	\$ 88,823
% Dispatch Doubletime	0%	137	\$ 65.06	\$ 8,882
% Dispatch OT	1%	1,365	\$ 48.80	\$ 66,617
% Doubletime	0%	546	\$ 64.06	\$ 34,983
Total:	100%	136,519	\$ 33.57	\$ 4,736,158
			Add: Bonuses/Cash in Lieu	\$ 74,900
			Add: Excess Benefit Wages	\$ 36,008
			Total Budgeted Wages	\$ 4,847,066

- Maintenance Wages increased by \$74K or 4.8%, primarily due to an average 5.3% increase in pay rates among the maintenance staff per the CBA

Personnel Taxes and Benefits

Total: \$4.2M (19% of Expenses)

(\$) Change vs. FY26 Adj. = \$505K

(%) Change vs. FY26 Adj. = 13.8%



- Payroll taxes follow wages which account for the 8% increase and were exacerbated by wage increases related to the rural transfer
- Medical insurance saw a 15% increase due to projected premium increases of 8%, loss of rural funding sources, increased headcount, and the proposed discontinuation of a 7.5% employee contribution – see figure 9. Open enrollment is ongoing, which could cause variances from what is currently budgeted.

Figure 9

Plan Type	Forecasted Annual Cost	# of Plans	Cost
Medical, Dental, Vision, Life - Single	\$ 13,837	34	\$ 470,469
Medical, Dental, Vision, Life - EE&Child	\$ 22,582	7	\$ 158,071
Medical, Dental, Vision, Life - EE&Spouse	\$ 29,685	29	\$ 860,877
Medical, Dental, Vision, Life - Family	\$ 36,922	31	\$ 1,144,569
Dental and Vision Only - Family	\$ 1,441	1	\$ 1,441
Total:		102	\$ 2,635,428
		Less: Vacancy Savings	\$ (26,361)
		Budgeted Medical Insurance:	\$ 2,609,067

- Retirement contributions increased by \$70K or 15% as their costs largely follow wages, but additional cost pressures occurred due to contractual urban operator special retirement contributions and an increase in the maintenance special retirement contribution – see Figure 10

Figure 10

Budgeted Wages	\$ 9,180,934
Retirement Rate	5.3%
Est. Regular Retirement Contributions	\$ 486,589
Add: Special Retirement Contributions (Drivers)	\$ 28,080
Add: Special Retirement Contribution (Maint.)	\$ 34,580
Budgeted Retirement Contributions:	\$ 549,249

- Employee Development increased by \$16K or 37% due to the loss of rural training funds and increased training needs for the Authority
- Employee Benefits increased by \$19K or 11% largely because of the decision to provide long-term disability to all unionized maintenance staff. This differs from the active CBA which only provides this benefit based on 10 years of service

General & Admin Expenses

Total: \$2.3M (11% of Expenses)

(\$) Change vs. FY26 Adj. = \$304K

(%) Change vs. FY26 Adj. = 15.2%



- Admin Supplies increased slightly by \$3.5K or 4% because of higher third-party payroll costs, which will now be fully absorbed by the remaining urban division, however this was partially offset by lower electronic payment processing fees by GMT's fare technology provider
- Dues and Subscriptions increased by \$5K or 100%, as a large amount of these expenses will be retained even with the departure of the rural division
- Communications increased by \$6.2K or 11%, because of a loss of cost sharing with the departure of the rural division
- Computer services had a large increase of \$59.8K or 26%, largely due to some large dollar technology products/services that were previously shared with the rural division that are remaining and at the same cost. Some examples include the Authority's dispatching software (\$44K) and outsourced I.T. services (\$90K), however staff are hopeful some of these contracts can be renegotiated lower. In addition, several new software products have been added recently in the maintenance department and for customer service
- Board Development has been assigned a small budget of \$1K this year to support conference and training costs
- Commercial Insurance expenses were increased by \$200K or 13% to budget for potential increases at the level experienced over the past two renewal cycles. Staff have been working with the Authority's insurance broker to estimate the potential impact of the rural transfer but were unable to gain that information before the budget had to be presented. Therefore, staff's best estimate has been provided, and it will be refined during the budget adjustment process
- Audit Fees increased by \$14.8K or 65% due to the loss of cost sharing with the rural transfer, however staff are planning to discuss a possible fee reduction with its audit firm. In addition, based on possible need staff added an additional \$5K to the budget to allow for the possible need for an additional single audit which may be required
- Consulting Fees were increased by \$14K or 43% due to the loss of cost sharing with the rural division on GMT's lobbyist

Operations Expenses

Total: \$53.6K (<1% of Expenses)

(\$) Change vs. FY26 Adj. = \$5K

(%) Change vs. FY26 Adj. = 10.3%



- Driver uniforms were increased by \$5K to allow for the purchase of a higher quality product
- All other items were left at their FY26 level as expectations have not changed since the passage of the FY26 Operating Budget Adjustment

Planning Expenses

Total: \$524K (2% of Expenses)
(\$ Change vs. FY26 Adj. = \$0
(%) Change vs. FY26 Adj. = 0%

- CCRPC Planning Expenses represents external expenses supported by the federal grant GMT receives from CCRPC, as well as expenses related to the RAISE grant which CCRPC is a subrecipient to GMT. Expectations have not changed since the passage of the FY26 Operating Budget Adjustment

Vehicle/Building Maintenance Expense

Total: \$2.6M (12% of Expenses)
(\$ Change vs. FY26 Adj. = \$45K
(%) Change vs. FY26 Adj. = 1.8%

- All Vehicle/Building Maintenance expense lines not mandated by the CBA were increased by a 2% inflation factor to maintain purchasing power. Staff recently passed the FY26 Budget Adjustment which reset expectations based on actual spending and will look to refine the maintenance budget further once FY27 capital funding and vehicle deliveries are confirmed, and FY26 spending data is available

Contracted Expenses

Total: \$2.7M (12% of Expenses)
(\$ Change vs. FY26 Adj. = \$458K
(%) Change vs. FY26 Adj. = 20.5%

- ADA/SSTA Paratransit budget line was increased by \$45K or 2% to budget for a possible increase in service costs or higher volume
- Other Contracted Service is a new budget line with \$413.2K of spending programmed, which will be used to support costs related to contracting out Montpelier Link runs that originate in the rural service area. This cost was previously found in the cost allocations section of the budget, however with the rural transfer this no longer becomes an internal cost transfer and instead an external cost
 - Staff are currently exploring the option of doing this service internally, which would likely provide material cost savings and eliminate this budget line item



Marketing Expense

Total: \$136K (<1% of Expenses)
(\$ Change vs. FY26 Adj. = \$66K
(%) Change vs. FY26 Adj. = 94%

- Marketing Expenses were adjusted upward by \$66K to support increased marketing campaigns

Other Expenses

Total: \$186K (1% of Expenses)
(\$ Change vs. FY26 Adj. = **-\$37K**
(%) Change vs. FY26 Adj. = **-17%**

- Capital Match Fund was adjusted lower by roughly \$37K to reflect expected local match needs in FY27 based on the approved FY27 Capital budget

6. Risks and Challenges

The FY27 Operating Budget remains subject to several risks:

- Drop in 5307 apportionments and VTRANS funding
- Energy price volatility (Electric/Diesel)
- Delay in new vehicle deliveries
- A decline in operating revenues: fares, advertising
- Higher financial impact of rural transfer than budgeted
- Increase in ADA demand/cost of service
- Impact of tariffs may still be coming
- Capital funding uncertainty

7. Requested Action

Staff are requesting the Finance Committee recommend approval of the Proposed FY27 Operating Budget to the GMT Board of Commissioners.

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



FY27 PROPOSED OPERATING BUDGET

DECEMBER 11TH, 2025



FY27 KEY ITEMS

URBAN ONLY
BUDGET

LARGELY LEVEL
FUNDED VTRANS
SUPPORT

CURRENT SERVICE
LEVELS PLANNED

6% AVG.
ASSESSMENT
INCREASE

RURAL TRANSFER
= OPERATING
RESULT

OPERATING
DEFICIT

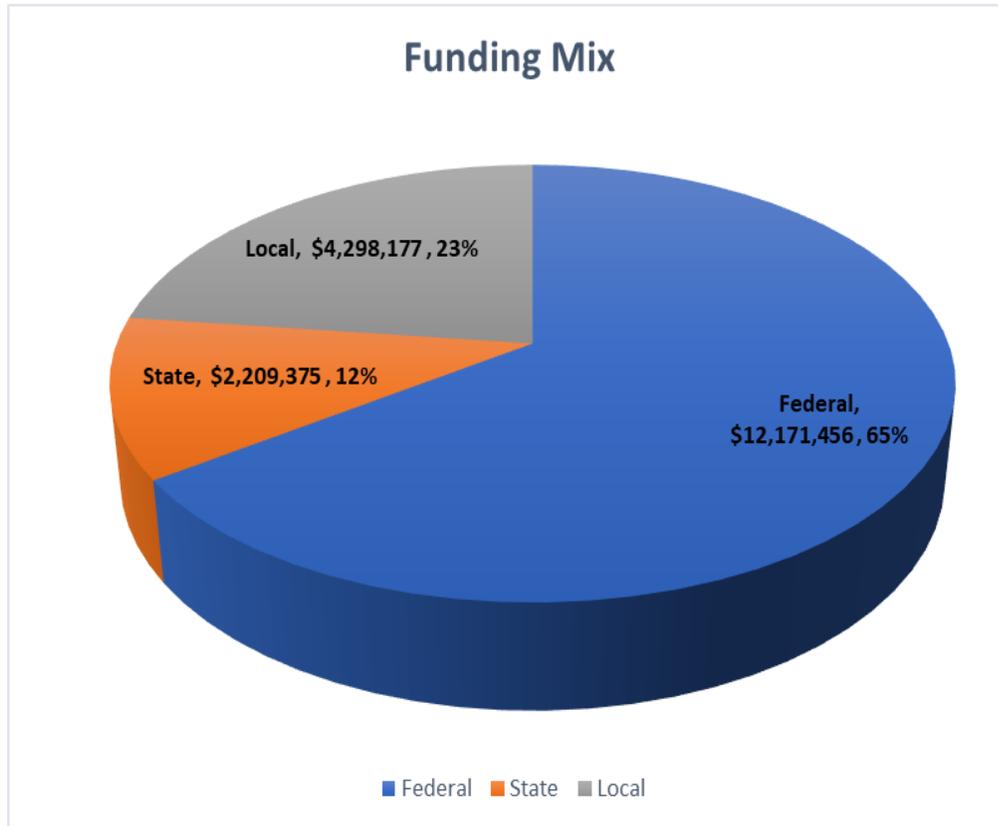
FY27 PROPOSED OPERATING BUDGET (CONSOLIDATED)

	Proposed FY27 Operating Budget	Approved FY26 Operating Budget Adj.	\$ Change between FY27 & FY26 Adj.	% Change between FY27 & FY26 Adj.
Revenues				
Federal, State and Local Revenues	\$18,679,009	\$17,341,360	\$1,337,649	8%
Operating Revenues	<u>\$2,306,148</u>	<u>\$2,228,241</u>	<u>\$77,907</u>	<u>3%</u>
Total Revenues	\$20,985,156	\$19,569,601	\$1,415,556	7%
Expenses				
Salaries & Wages	\$9,180,934	\$8,534,852	\$646,082	8%
Personnel Taxes & Benefits	\$4,169,513	\$3,664,608	\$504,905	14%
General & Administrative	\$2,302,018	\$1,998,497	\$303,521	15%
Operations	\$53,600	\$48,600	\$5,000	10%
Planning	\$524,000	\$524,000	\$0	0%
Vehicle & Building Maintenance	\$2,584,137	\$2,539,378	\$44,759	2%
Contractors	\$2,690,223	\$2,232,321	\$457,902	21%
Marketing	\$136,320	\$70,320	\$66,000	94%
Other	<u>\$186,000</u>	<u>\$222,966</u>	<u>(\$36,966)</u>	<u>-17%</u>
Total Expenses	\$21,826,745	\$19,835,541	\$1,991,203	10%
Cost Allocations	\$0	\$265,941	<u>(\$265,941)</u>	-100%
Balance	<u>(\$841,588)</u>	\$0	<u>(\$841,588)</u>	

FEDERAL, STATE & LOCAL FUNDING

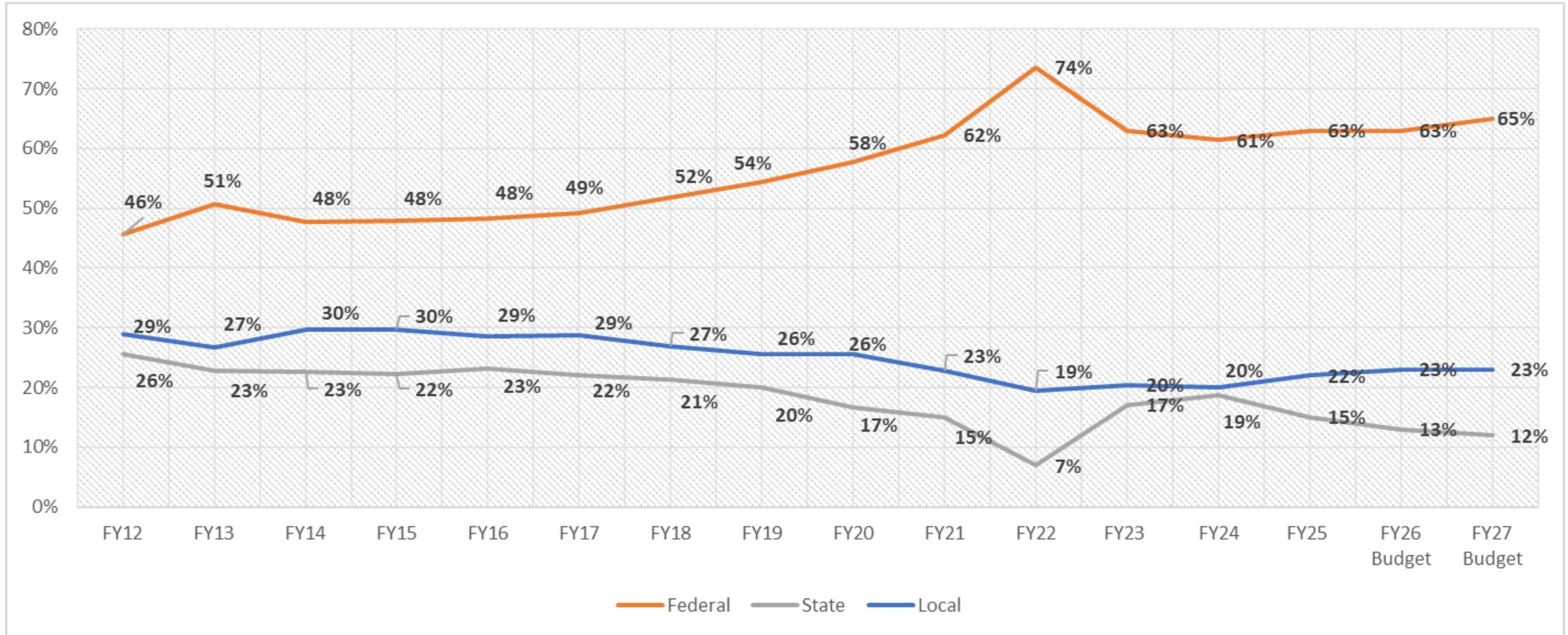


FEDERAL, STATE, AND LOCAL REVENUES

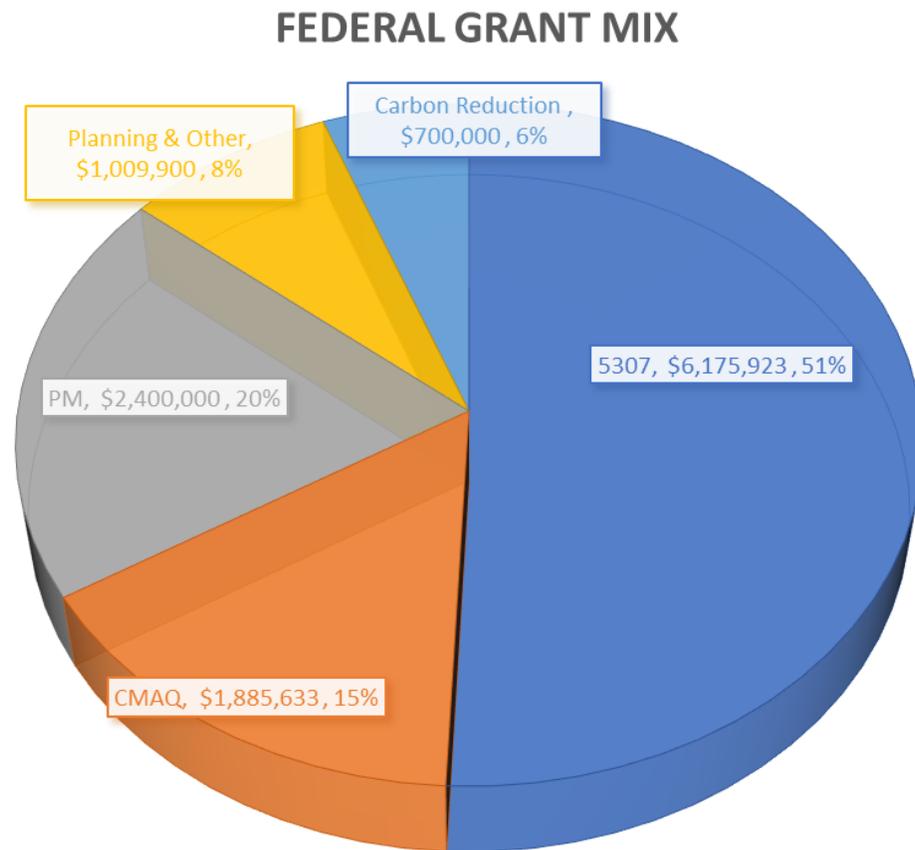


- 23% LOCAL MATCH BUDGETED
- 5307 RESERVES FULLY BUDGETED
- \$2.2M OF STATE OPERATING & \$700K CRF BUDGETED
- FED., STATE, AND LOCAL REPRESENTS 89% OF TOTAL URBAN BUDGET

HISTORICAL FUNDING MIX



FEDERAL GRANTS MIX



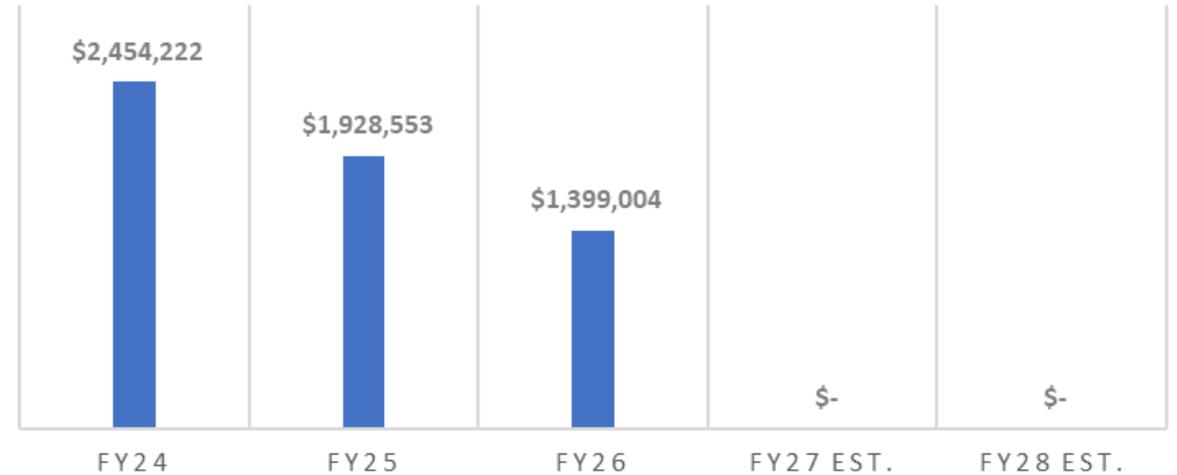
- \$1.4M INCREASE IN 5307 Y/Y
- PLANNING INCLUDES \$250K PASS THRU (RAISE)
- PM (PREVENTATIVE MAINTENANCE) INCLUDES ADDITIONAL \$200K OF 5307 FUNDS
- CARBON REDUCTION FUNDS LIKELY TO END IN FY27

5307 FEDERAL GRANT BUDGET / OUTLOOK

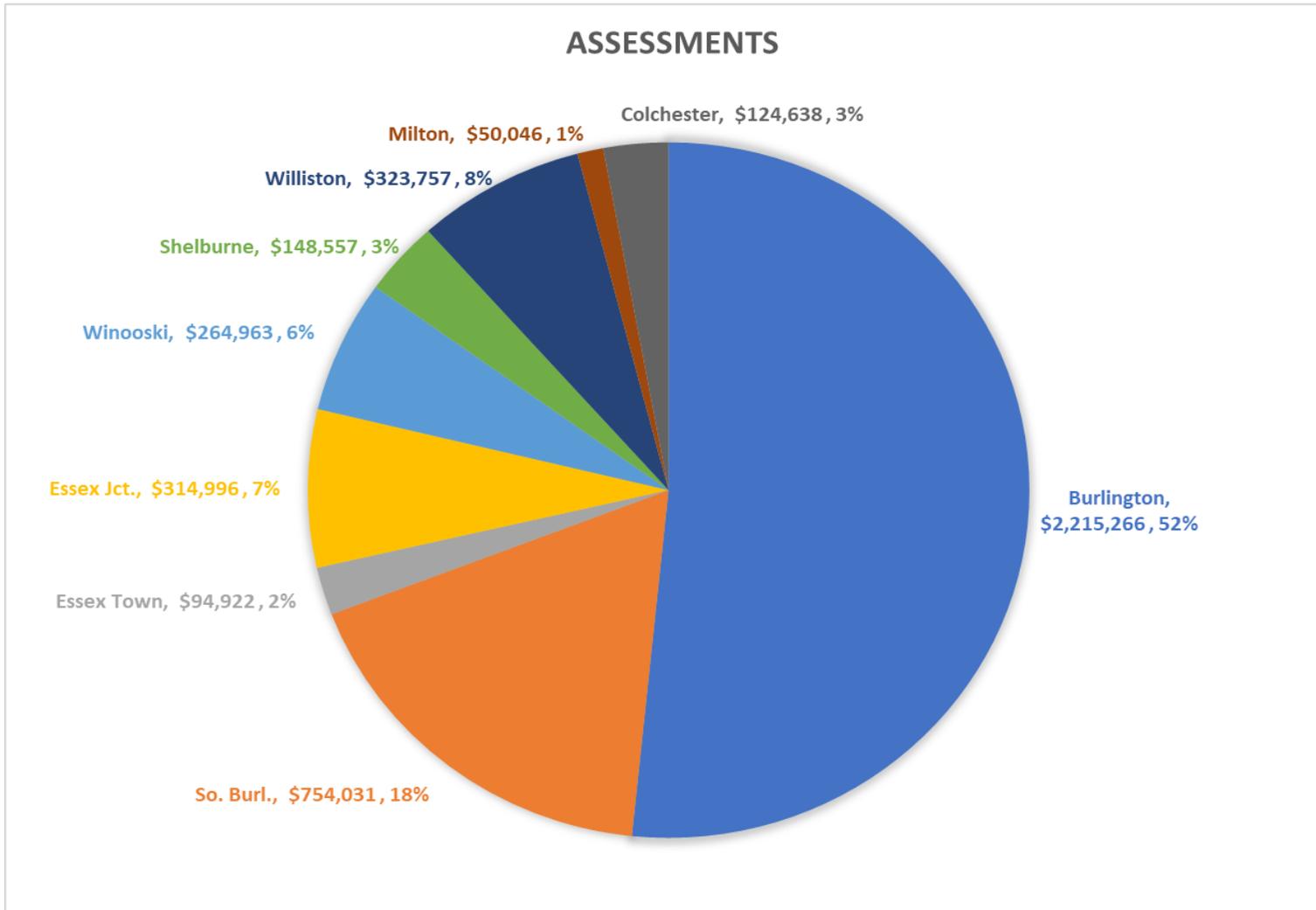
FORMULA 5307 AVAILABLE
(START OF FY)



COVID RELIEF FUNDS AVAILABLE
(START OF FY)



STATE & LOCAL ASSESSMENTS

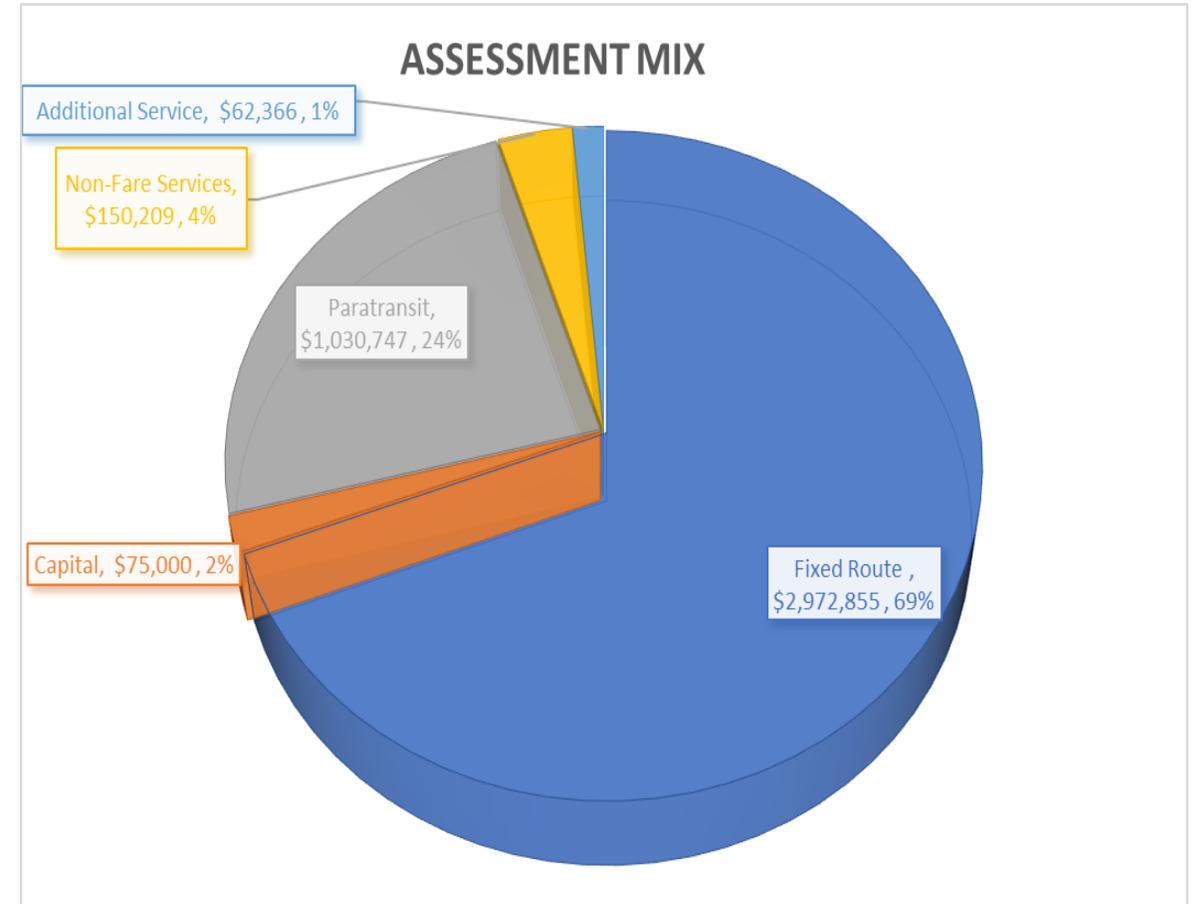


- FY27 ASSESSMENTS INCREASING ON AVERAGE 6% PER MEMBER (EXCLUDING FY26 SPECIAL ASSESSMENT) AND TOTAL \$4.29M
- FIXED ROUTE ASSESSMENTS UPDATED TO REFLECT CURRENT SERVICE LEVELS
- ADA ASSESSMENTS BASED ON NEW METHODOLOGY – BACK TO 50% DISCOUNT AND CREDIT BACK FOR FY26
- STATE FUNDS LARGELY LEVEL FUNDED

<u>State Funds</u>	
State Operating	\$2,200,000
Mobility Management Match	\$6,250
Capital (Operating)	\$3,125
Total State Funds:	\$2,209,375

ASSESSMENTS BY SOURCE

- FIXED ROUTE INCREASED BY 19.5% TO OFFSET ADA DECLINE
- ADA DECREASED BY 14% REFLECTING CREDIT FOR PY AND REVERSAL BACK TO 50% DISCOUNT
- CSS REDUCED BY 38% DUE TO END OF FARE-FREE
- S. BURLINGTON O&D ASSESSMENT INCREASED TO ACTUAL LOCAL MATCH NEED



OPERATING REVENUES

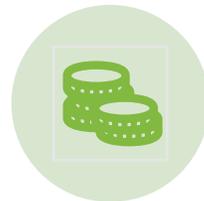


OPERATING REVENUE

	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
OPERATING REVENUE				
Passenger Revenue	\$1,909,860	\$1,838,703	\$71,157	3.9%
Paratransit Fare	\$184,288	\$169,888	\$14,400	8.5%
Advertising Revenue	\$180,000	\$180,000	\$0	0.0%
Interest Earnings	\$200	\$200	\$0	0.0%
Miscellaneous Revenue	\$1,000	\$5,000	(\$4,000)	-80.0%
Sales of Equipment	\$5,000	\$5,000	\$0	0.0%
Misc. Purchase of Service	\$25,800	\$29,450	(\$3,650)	-12.4%
Operating Revenues	\$2,306,148	\$2,228,241	\$77,907	3.5%



FARE REVENUE ADJUSTED
UPWARD TO ACCOUNT
FOR CHANGES IN
UNLIMITED ACCESS AND
COLLEGE STREET SHUTTLE

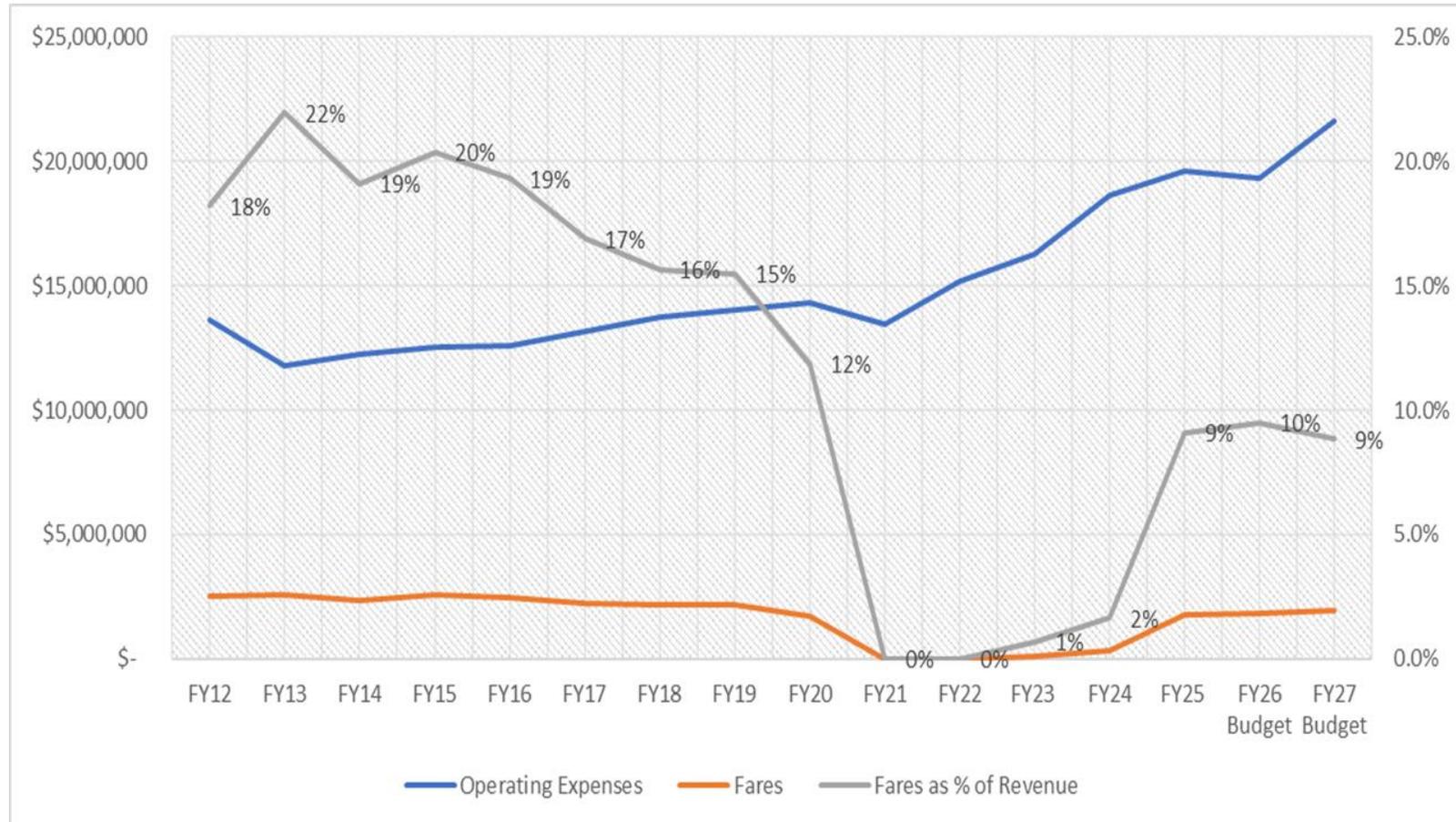


CHANGE IN COLLEGE
STREET SHUTTLE DRIVING
UPWARD REVISION IN
ADA FARES



LOSS OF ST. MICHAELS
CONTRIBUTION DRIVING
REDUCTION IN PURCHASE
OF SERVICE

HISTORICAL FARE REVENUE





OPERATING EXPENSES



SALARY & FRINGE

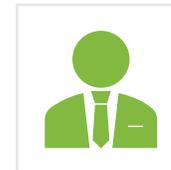
	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
SALARIES AND WAGES				
Other Wages	\$2,717,027	\$2,268,496	\$448,530	19.8%
Driver Wages	\$4,847,066	\$4,723,546	\$123,521	2.6%
Mechanic Wages	\$1,616,841	\$1,542,810	\$74,031	4.8%
SALARIES AND WAGES	\$9,180,934	\$8,534,852	\$646,082	7.6%
PERSONNEL TAXES AND BENEFITS				
Payroll Taxes FICA/MC (8% of Wages)	\$742,738	\$690,470	\$52,268	7.6%
Unemployment Tax Exp	\$25,000	\$25,000	\$0	0.0%
Medical Insurance	\$2,609,709	\$2,261,664	\$348,046	15.4%
Retirement ER Contributions	\$549,249	\$479,517	\$69,732	14.5%
Employee Development	\$59,000	\$43,000	\$16,000	37.2%
Employee Benefits	\$183,816	\$164,957	\$18,859	11.4%
PERSONNEL TAXES AND BENEFITS	\$4,169,513	\$3,664,608	\$504,905	13.8%



RURAL TRANSFER DRIVING
LARGE INCREASE IN OTHER
WAGES



DRIVER/MECHANIC WAGE
INCREASES DUE TO CBA'S



RETIREMENT HIGHER DUE TO
RURAL TRANSFER AND SPECIAL
UNION BONUSES



MEDICAL INSURANCE DRIVEN
BY 8% PREMIUM INCREASE,
RURAL TRANSFER, & END OF
ADMIN COST SHARE

GENERAL & ADMIN

	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
GENERAL AND ADMIN EXPENSES				
Admin Supplies and Expenses	\$94,100	\$90,600	\$3,500	3.9%
Recruiting Expenses	\$10,000	\$10,000	\$0	0.0%
Dues and Subscriptions	\$10,000	\$5,000	\$5,000	100.0%
Travel and meetings	\$3,500	\$3,500	\$0	0.0%
Communications	\$62,526	\$56,300	\$6,226	11.1%
Computer Services	\$292,716	\$232,950	\$59,766	25.7%
Board Development	\$1,000	\$0	\$1,000	
Legal Fees	\$20,000	\$20,000	\$0	0.0%
Insurance	\$1,724,051	\$1,524,780	\$199,272	13.1%
Audit Fees	\$37,525	\$22,768	\$14,758	64.8%
Consulting Fees	\$46,600	\$32,600	\$14,000	42.9%
GENERAL AND ADMIN EXPENSES	\$2,302,018	\$1,998,497	\$303,521	15.2%

COMMUNICATIONS, DUES/SUB., ADMIN SUPPLIES, COMPUTER SERVICES, CONSULTING INCREASED DUE TO RURAL TRANSFER

AUDIT INCREASES DUE TO RURAL TRANSFER AND POSSIBILITY OF ADDITIONAL SINGLE AUDIT

INSURANCE COSTS COULD BE VOLATILE AND BUDGETED BASED ON RECENT RENEWAL RATES

OPERATING & PLANNING

	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
OPERATIONS EXPENSES				
Employee New Hire/Background Checks	\$4,500	\$4,500	\$0	0.0%
DOT Testing	\$6,600	\$6,600	\$0	0.0%
Drivers' Uniforms	\$36,000	\$31,000	\$5,000	16.1%
Safety Expense	\$2,500	\$2,500	\$0	0.0%
Misc. Operating Expenses	\$4,000	\$4,000	\$0	0.0%
OPERATIONS EXPENSES	\$53,600	\$48,600	\$5,000	10.3%
PLANNING EXPENSES				
CCRPC Planning Exp	\$524,000	\$524,000	\$0	0.0%
PLANNING EXPENSES	\$524,000	\$524,000	\$0	0.0%

- DRIVER UNIFORMS INCREASED FOR PURCHASE OF HIGHER QUALITY PRODUCT
- CCRPC PLANNING EXP. REFLECTS EXTERNAL COSTS AND PASS-THRU EXPENSES DUE TO RAISE AWARD (\$250k)

VEHICLE/BUILDING MAINTENANCE

	DRAFT	APPROVED	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
	FY27 Operating Budget	FY26 Operating Budget Adj.		
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
VEHICLE/BUILDING MAINTENANCE EXP				
Parts Expense - Non-Revenue Vehicle	\$10,200	\$10,000	\$200	2.0%
Parts Expense - Revenue Vehicles	\$904,740	\$887,000	\$17,740	2.0%
Tires	\$153,000	\$150,000	\$3,000	2.0%
Facility Maintenance	\$173,400	\$170,000	\$3,400	2.0%
Passenger Facility Expense	\$0	\$4,624	(\$4,624)	-100.0%
Repeater Fees	\$28,560	\$28,000	\$560	2.0%
Light, Heat and Water	\$197,676	\$193,800	\$3,876	2.0%
Fuel -Vehicles	\$925,140	\$907,000	\$18,140	2.0%
Maintenance Tools/Supplies/Uniforms	\$157,761	\$155,954	\$1,807	1.2%
Misc. Maintenance Expenses and fees	\$33,660	\$33,000	\$660	2.0%
VEHICLE/BUILDING MAINTENANCE EXP	\$2,584,137	\$2,539,378	\$44,759	1.8%

- 2% INFLATION FACTOR BUDGETED ACROSS ALL NON-LABOR MAINTENANCE LINES
- EXCEPTION IS REDUCTION IN PASSENGER FACILITY LINE, WHICH IS REFLECTION OF EXPECTED DROP IN 3RD PARTY VEHICLE STORING COSTS

CONTRACT, MARKETING & OTHER

	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
CONTRACTED EXPENSES				
ADA/SSTA PARATRANSIT	\$2,276,967	\$2,232,321	\$44,646	2.0%
Other Contracted Service	\$413,256	\$0	\$413,256	
Functional Assessment Expenses	\$0	\$0	\$0	
CONTRACTOR EXPENSES	\$2,690,223	\$2,232,321	\$457,902	20.5%
MARKETING EXPENSE				
Bus Tickets/Fare Media	\$10,000	\$10,000	\$0	0.0%
Marketing Exp	\$92,320	\$26,320	\$66,000	250.8%
Public Information	\$34,000	\$34,000	\$0	0.0%
MARKETING EXPENSE	\$136,320	\$70,320	\$66,000	93.9%
OTHER EXPENSES				
Debt Service/Capital Reserve	\$0	\$0	\$0	
Capital Match Fund	\$186,000	\$222,966	(\$36,966)	-16.6%
OTHER EXPENSES	\$186,000	\$222,966	(\$36,966)	-16.6%

- ADA EXPENSE INCREASED TO CAPTURE ADDITIONAL DEMAND/INFLATIONARY INCREASES IN SERVICE
- NEW BUDGET LINE “OTHER CONTRACTED SERVICE” CAPTURES EST. COSTS OF OUTSOURCED BERLIN LINK RUNS
- MARKETING EXPENSES INCREASED TO SUPPORT MORE FREQUENT MARKETING CAMPAIGNS
- CAPITAL MATCH FUND EXPENSES BUDGETED PER APPROVED CAPITAL BUDGET

COST ALLOCATIONS

	DRAFT FY27 Operating Budget	APPROVED FY26 Operating Budget Adj.	\$ Change between FY27 & FY26	% Changes between FY27 & FY26
GREEN MOUNTAIN TRANSIT AUTHORITY	URBAN	URBAN	URBAN	URBAN
<i>Cost Allocations Details (negative is increased expense)</i>				
Admin Allocations based on internal projection	\$0	\$456,861	\$456,861	100.0%
Maintenance Labor/fringe/overhead	\$0	\$210,000	\$210,000	100.0%
GMTA Operated Link	\$0	(\$400,920)	(\$400,920)	100.0%
Current Year Deferred Costs IDC				
Total Cost Allocations:	\$0	\$265,941	\$265,941	100.0%

- RURAL TRANSFER HAS ELIMINATED NEED FOR COST ALLOCATIONS IN FY27
- THIS RESULTS IN \$266K IN HIGHER URBAN COSTS DUE TO LOSS OF COST ALLOCATIONS TO RURAL DIVISION

The Bottom Line

	Proposed FY27 Operating Budget	Approved FY26 Budget Adj.	\$ Change	% Change
Total Revenues	\$20,985,156	\$19,569,601	\$1,415,556	7%
Total Expenses	\$21,826,745	\$19,835,541	\$1,991,203	10%
Cost Allocations	\$0	\$265,941	(\$265,941)	-100%
Balance	(\$841,588)	\$0	(\$841,588)	



THE URBAN DEFICIT IS
PRIMARILY THE RESULT OF
EXPENSE GROWTH/REVENUE
LOSS DRIVEN BY THE RURAL
TRANSFER



THE PROPOSED BUDGET
WOULD NEED A ROUGHLY 4%
INCREASE IN REVENUES TO
BALANCE



REVENUE GROWTH FOR FY27 IS
ACCELERATED B/C OF THE USE OF
FEDERAL GRANT RESERVES (ONE-TIME)

POSSIBLE SOLUTIONS/RISKS



SOLUTIONS

- FARE INCREASES /CHANGES
- SERVICE REDUCTIONS
- IN-SOURCE BERLIN LINK TRIPS
- INCREASED LOCAL/STATE SUPPORT

RISKS

- HIGHER INFLATION
- 5307 APPORTIONMENT
- LOWER SUPPORT FROM VTRANS
- CASH FLOW

Recommended Motion



THE FINANCE COMMITTEE RECOMMENDS APPROVAL TO THE GMT BOARD OF COMMISSIONERS OF THE PROPOSED FY27 OPERATING BUDGET TOTALING \$20,985,156

QUESTIONS?



December 16, 2025

Update on Transfer of GMT's Rural Service to RCT and TVT

To: House and Senate Transportation Committees
Vermont Agency of Transportation
Rural Community Transportation (RCT)
Tri Valley Transit (TVT)

As discussed during the 2025 legislative session, Green Mountain Transit (GMT) will transfer our rural service to Rural Community Transportation (RCT) and Tri Valley Transit (TVT). This update will describe the positive work being done by GMT, RCT, TVT, and VTrans to make public transit better in Vermont.

Transfer Timing

At this time, GMT and TVT are targeting a July 1, 2026, transfer date for Washington County Service.

At this time, GMT and RCT are targeting a January 1, 2026, transfer date for Franklin and Grand Isle County service. Transfer of Lamoille Service (Stowe Mountain Shuttle) to RCT will occur during the 2026-2027 ski season.

Broad Support within GMT for Transfer

GMT's 2023 organizational assessment was the catalyst for considering a transfer of rural service. The assessment included surveying employees and board members. The results, which showed widespread concern over workloads, demonstrated the challenges of being one of the few urban and rural providers in the nation. The assessment's top recommendation was to determine whether GMT should continue its dual mission when it was staffed only for an urban mission.

The climate assessment was repeated in October 2025, and the results show broad internal support for the transfer of rural service. When asked if things are getting better,

worse, or the same, 0% of administrative staff and board members reported that GMT is headed in the wrong direction.

Most importantly, our perception is that rural staff are largely neutral or in favor of the transfers. When this process began, our rural teams expressed trepidation about moving to a new employer. This trepidation began to dissolve when GMT staff began working with their new organizations and it became clear that there would be no loss of jobs and that the new organizations were committed to consumer service and employee satisfaction.

Collaboration Fuels Transfer Process

Shortly after the end of the 2025 legislative session, GMT, RCT, TVT, and VTrans began the process of transferring service, with coordination provided by Steadman Hill Consulting (Steadman Hill was involved both with GMT's organizational assessment and the financial study of the transfer). Two working groups were established to attend to the transfer details for both receiving organizations. Outside the working groups, GMT staff have had an opportunity to work closely with RCT and TVT.

In June 2025, the GMT Board of Commissioners held a retreat to identify issues and concerns related to the transfer. By and large the working groups have successfully addressed these concerns, and GMT staff and board members have had their opportunity to provide input that has been received in a collaborative and thoughtful manner.

Throughout this process, RCT and TVT have demonstrated commitment to our riders and employees. GMT's good feelings about the direction we are moving in are largely a result of our confidence that our people are in good hands.

Continued Negotiations: Commuter Service Connecting to Chittenden County

One of the problems to solve during the transfer period is how to fund and operate commuter service that connects Franklin and Washington Counties to Chittenden County.

The Franklin Commuter connects St. Albans, Milton, and Colchester on its way to downtown Burlington. The Montpelier LINK connects Montpelier, Waterbury, and Richmond. Issues we'll discuss include local match, potential sharing of routes, and collection of fares for any service not provided by GMT. We are confident that we can work with VTrans, RCT, and TVT to provide service the community needs in the most financially efficient way possible.

Appreciation for Urban Funding Support

GMT appreciates the past support from the Legislature and Administration for our urban service. The reductions we've made over the past year would have been much more severe without this assistance.

For a variety of reasons, the rural transfers will have a negative financial impact on GMT urban. We are hopeful that VTrans will maintain their commitment to limit the financial impact of the transfers so that the rural transfers do not result in additional losses to urban service.

DRAFT

Older Adults and Persons with Disabilities Program (O&D)





Chittenden County O&D Program

Chittenden County O&D Financial Update

- FY26 federal budget for Chittenden County O&D is \$435,200.
- Federal expenditures through October 2025 are \$289,622.
- To be budget neutral, GMT should be at \$143,616 Federal through October.
- The Chittenden County O&D program does not use volunteer in-kind dollars to support the 20% matching requirement.
- Chittenden O&D partners are required to provide the 20% cash match.

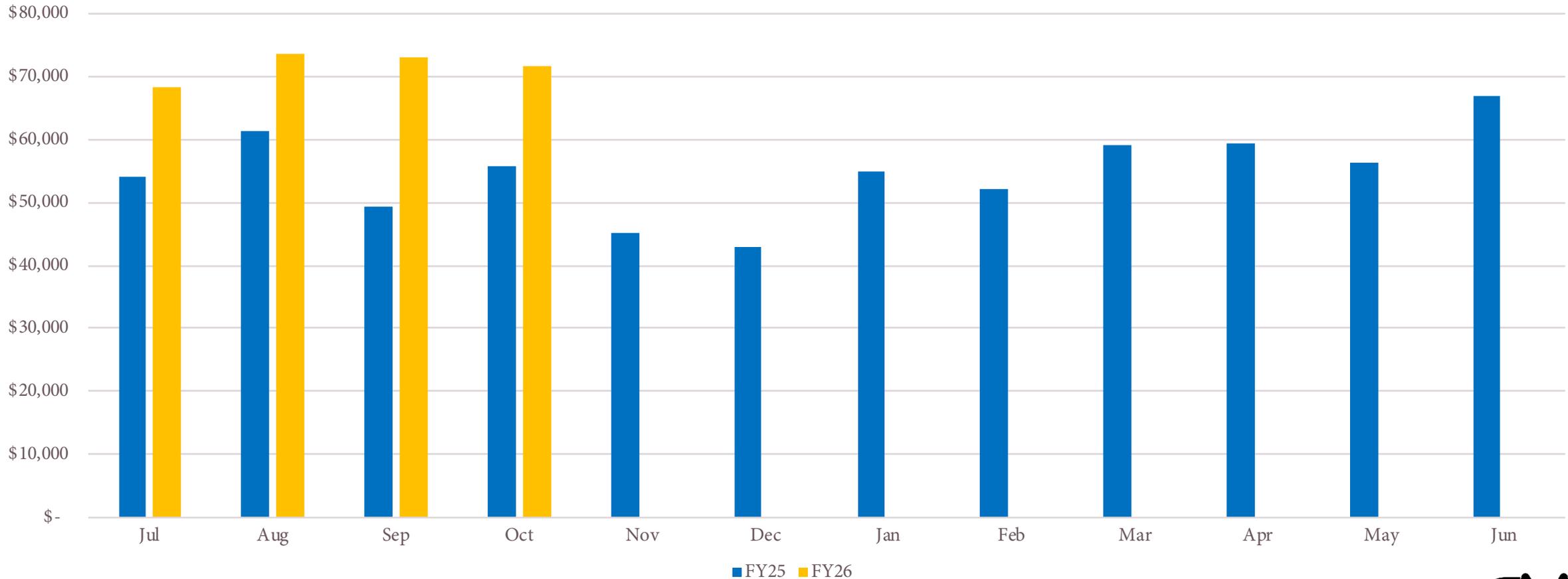
Chittenden County O&D Financial Update

- GMT has exhausted 65% of the FY26 budget in four (4) months.
- In FY25 Chittenden County O&D Federal expenditures exceeded the budget by \$87,767.
- GMT used underspent Rural O&D and Mobility for All funds to cover the FY25 Chittenden O&D program shortfall.
- GMT's Rural O&D program is overspending in FY26 and the Mobility for All funding has been discontinued.
- Those discretionary funds are no longer available in FY26.

FY25 Actuals to FY26 to date

<u>100%</u>	<u>Full Year FY25</u>	<u>YTD FY26, as of Oct'25</u>
Rider Count	607	419
Count of Trips	13,663	5,641
Cost of Trips	\$822,283	\$358,375
Cost per Trip	\$60.18	\$63.53

Fund Usage by month (80%) – Year over Year Compare



FY26 O&D Budget through October 2025

YEAR TO DATE - SUMMARY								
			100%		80%		20%	
		CATHEDRAL SQUARE	\$ 415.87	48%	\$ 332.70	48%	83.17	48%
		AGE WELL -CHAMPLAIN AGENCY AGING (CVAA)	\$ -	0%	\$ -	0%	-	0%
		AGE WELL - COUNTY WIDE (CVAA)	\$ 115,903.35	72%	\$ 93,915.15	73%	21,975.51	69%
		CHAMPLAIN SENIOR & COMMUNITY CENTER	\$ 10,090.29	41%	\$ 8,072.23	41%	2,018.06	41%
		CITY OF WINOOSKI	\$ 4,663.10	124%	\$ 3,783.75	126%	879.35	117%
		TOWN OF MILTON	\$ 49,569.28	65%	\$ 39,881.10	65%	9,688.18	63%
		TOWN OF COLCHESTER	\$ 101,805.96	63%	\$ 82,168.69	64%	19,637.27	61%
		TOWN OF RICHMOND	\$ 11,216.02	85%	\$ 9,040.82	85%	2,175.20	82%
		TOWN OF WILLISTON	\$ 56,188.20	58%	\$ 45,627.90	58%	10,547.61	54%
		UVM-HOME HEALTH & HOSPICE	\$ 1,248.60	18%	\$ 998.88	18%	249.72	18%
			\$ 351,100.67	65%	\$ 283,821.22	65%	\$ 67,254.07	62%

VTrans additional FY26 funding support

- GMT provided VTrans extensive trip data analysis for FY26 through October 2025 in our request for additional Federal funding.
- VTrans based on the analysis and other key factors committed an additional \$215,000 Federal and \$50,000 state funding for FY26 to support the Chittenden County O&D program.
- With the additional funding commitment from VTrans, GMT is finalizing an equitable allocation of the additional Federal funds by O&D Partner based on FY26 spending forecasts.
- GMT has been contacting the O&D partners to request the additional 20% cash match commitment for their increased Federal award.

Trip Constraints (Effective Monday January 5, 2026)

- Critical care unlimited trips (no trip constraints)
- Adult day unlimited trips (no trip constraints)
- Maximum of 6 round trips per client per month for either non-emergency medical or shopping trip purposes.
- Social/Personal trips are no longer eligible.
- Vocational/work related trips are no longer eligible unless funded under the Recovery and Job Access (RJA) funding program.

Trip Constraints (Effective Monday January 5, 2026)

- Based on GMT's FY26 annual projections, we still estimate a \$20,000-\$30,000 Federal deficit for Chittenden County O&D.
- GMT will be monitoring the monthly budget vs actuals closely over the coming months to determine the impact of the trip constraints and the significant increased funding from VTrans.
- During the Chittenden County O&D Advisory Committee Meeting held on Wednesday December 10, 2025, GMT provided a financial update to the O&D partners and other key stakeholders.
- Some committee members asked for details on the impacts to their constituents based on the changes in transportation eligibility.

GMT Rural O&D Program



Rural O&D Program Financial Update

- The rural O&D program is also trending to overspend but not as severely as the Chittenden O&D program.
- The rural O&D program does apply available volunteer driver in-kind dollars to support the 20% matching requirement.
- It is worth noting, the application of in-kind dollars accelerates the draw down of Federal dollars as it marks up the total expense.
- Several of the Rural O&D partners agreed to increase their FY26 cash match contribution to support the program.
- GMT has deferred applying administrative fees in order to extend the Federal dollars.

Rural O&D Program Financial Update

Benchmark
FY26 Thru Oct

33.3%

WC/FGI Budget Tracking

Partner	YTD Federal (\$) Budget	YTD Federal (\$) Spending	Remaining Federal (\$) Funds	Fed. (\$) Budget Variance	YTD Local (\$) Budget	YTD Local (\$) Spending	Remaining Local (\$) Funds	Local (\$) Budget Variance
EandD_Care Partners	\$ 77,000	\$ 33,681	\$ 43,319	43.7%	\$ 14,438	\$ 7,951	\$ 6,487	55.1%
EandD_Cider	\$ 116,500	\$ 67,394	\$ 49,106	57.8%	\$ 29,125	\$ 15,978	\$ 13,147	54.9%
EandD_COA	\$ 250,000	\$ 102,341	\$ 147,659	40.9%	\$ 15,500	\$ 15,284	\$ 216	98.6%
EandD_Age Well	\$ 386,500	\$ 180,764	\$ 205,736	46.8%	\$ 33,000	\$ 26,611	\$ 6,389	80.6%
Total:	\$ 830,000	\$ 384,181	\$ 445,819	46.3%	\$ 92,063	\$ 65,824	\$ 26,239	71.5%

Trip Constraints (Effective Monday December 15, 2026)

- In the rural O&D program the same trip constraints were imposed as the urban program but effective December 15, 2026.
- All O&D partners received formal letters notifying them of the changes.
- O&D Client letters were issued well in advance of the required fifteen (15) day notification period.
- GMT will continue to monitor the program closely in the coming months.

Questions?