



FY2025 PUBLIC
TRANSIT BUDGET

ROSS MACDONALD
FEBRUARY 13, 2024



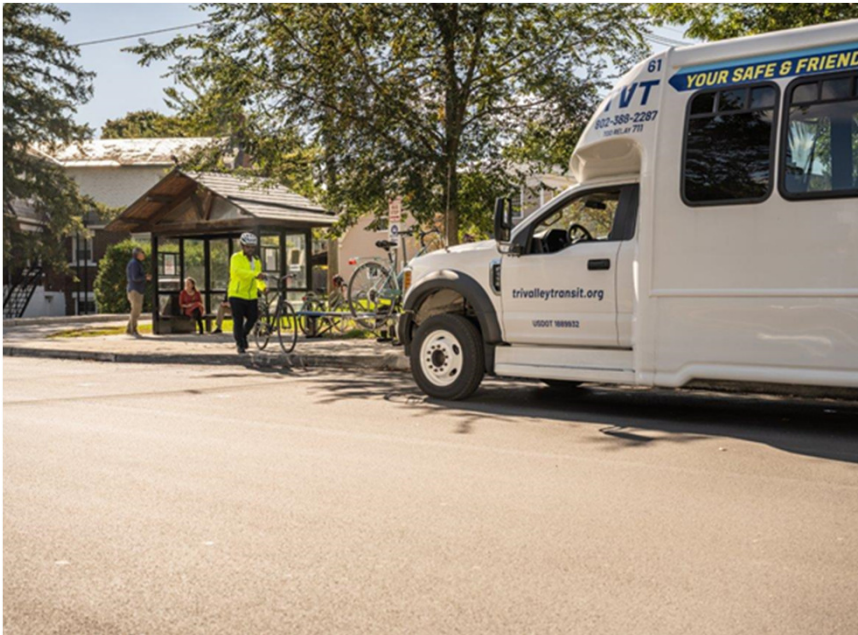
AGENCY OF
TRANSPORTATION



PUBLIC TRANSIT PROGRAM HIGHLIGHTS

- Transit services sustained after COVID pandemic
- 21% increase in Ridership in SFY 2023
- 3 Microtransit Pilots launched (Morrisville, Windsor, Manchester), with Middlebury starting in March
- Awarded another \$22.5M in “LowNo” federal funds for 17 HD e-buses.
 - Total of \$38.6M in federal, \$4.3M in VW settlement and \$4.9M in state/local for 44 e-buses , infrastructure and utility fit-up.
- Mobility and Transportation Innovation (MTI) grant program awarded \$266K in federal funds for transportation demand management (TDM) projects. Applying \$500K in special one-time state funds (FY’23) to support 3-year micro pilots.
- MVRTD (Rutland) constructed and opened a new transit facility

OPPORTUNITIES



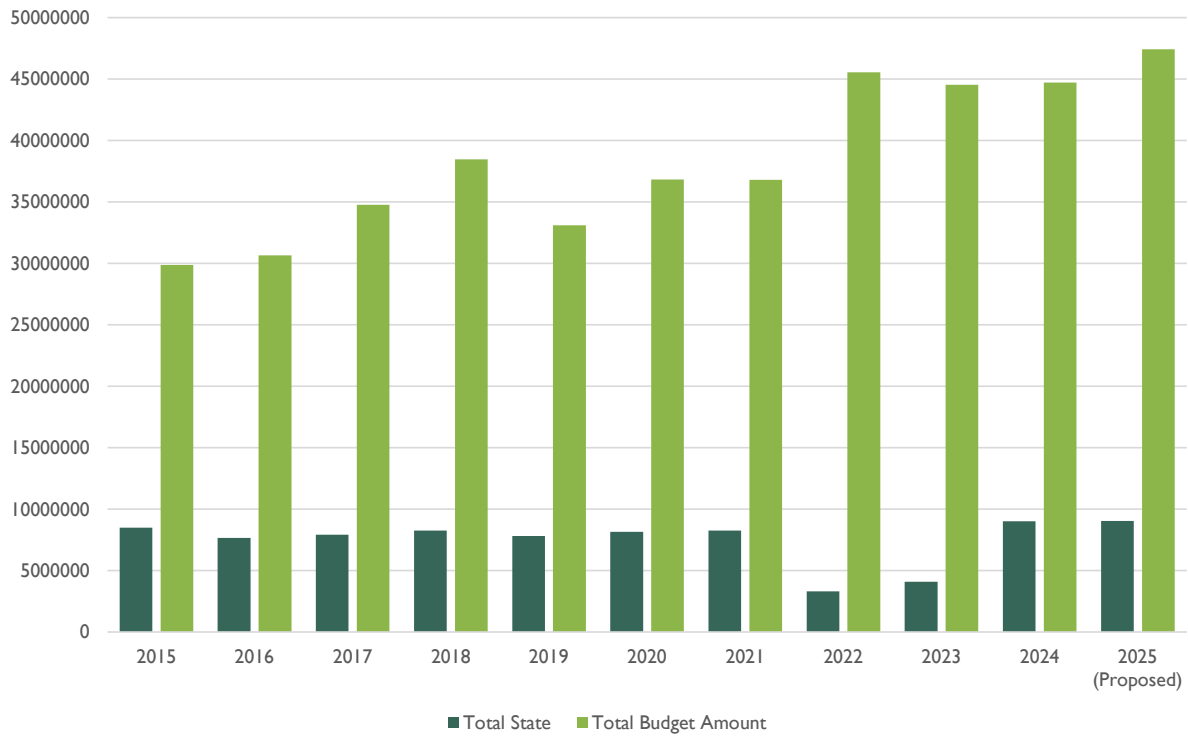
- Update the combined Public Transit Policy and Human Service Coordination Plan to address Environmental Policy and Sustainability efforts, revise electrification schedule, assess microtransit role in transit system, O&D survey results, etc.
- Contribute to Transportation Equity Plan and Carbon Reduction Strategies
- Disseminate impacts of the Medicaid program on transit services (Legislative report)
- Improved passenger amenities
- Continue to grow the transit “network of advocates” and capacity (Capstone, Community Driver programs, etc.).
- Align program and budget for sustainable services.

CHALLENGES



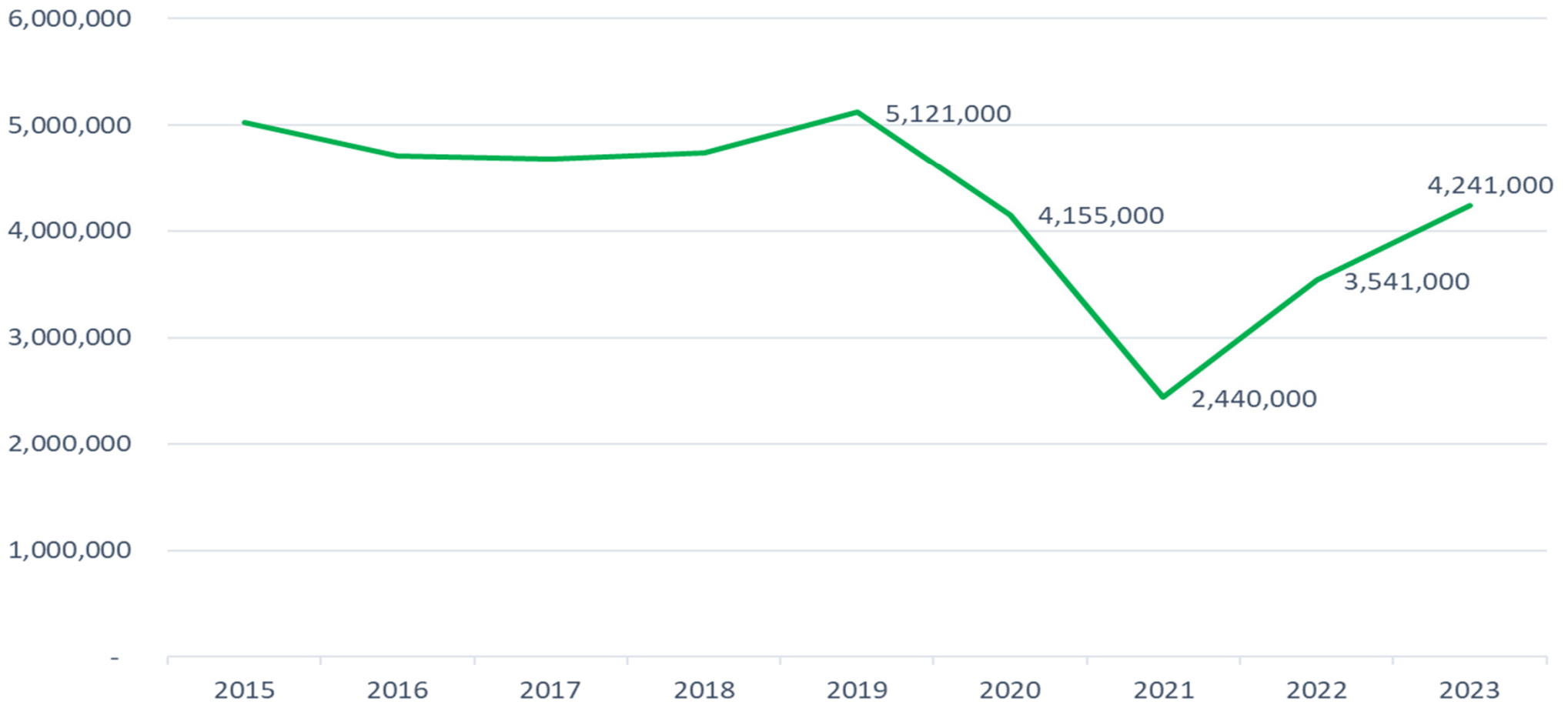
- Costs are increasing to maintain existing services.
- “Volunteer” driver numbers haven’t returned to pre-pandemic levels in most regions. Demand Response costs remain high. “Community Driver” pilots are continuing.
- Aging population is increasing demand for those DR trips.
- Mobility gaps are persistent and continually cited as a primary barrier to job access, healthcare, daycare, training and education.
- System has been rebuilt and the program goal is to sustain services... not grow outside of demand response mode.
- Ridership has largely returned to pre-pandemic levels but for Commuter routes.

Historical Funding Levels (State and Total)



PUBLIC TRANSIT BUDGET

Public Transit Ridership by State Fiscal Year

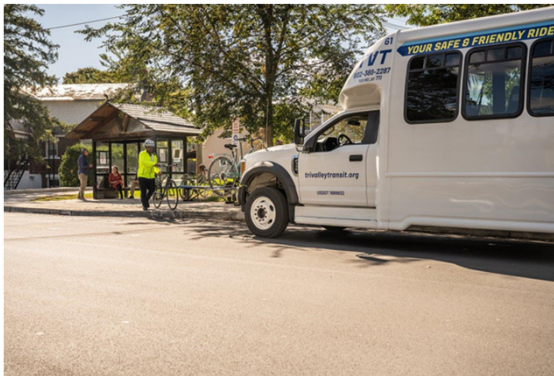


RURAL/URBAN FINANCE FORECASTS

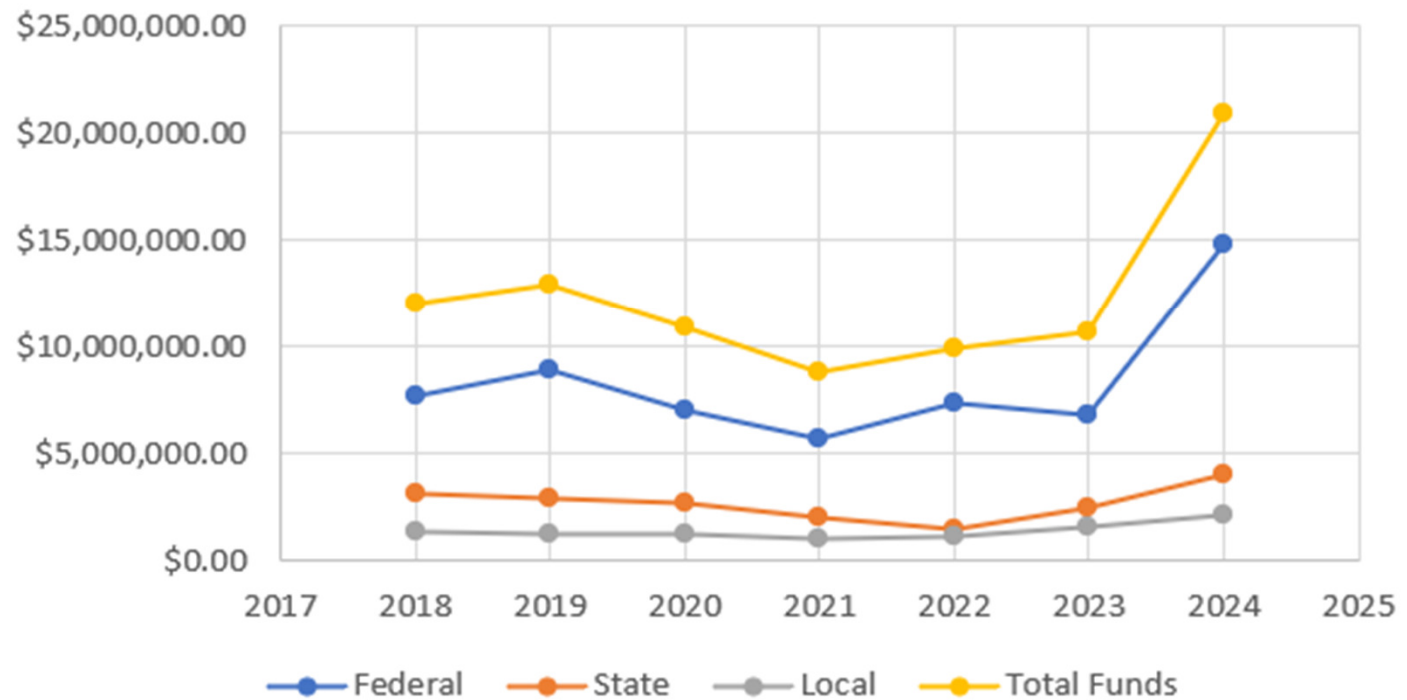
| Rural | FY25 | FY26 | FY27 |
|--|---------------|---------------|---------------|
| Total expected State and Federal Funds | \$ 35,524,600 | \$ 35,784,700 | \$ 36,046,900 |
| Total expected net need for S&F funds | \$ 33,617,000 | \$ 35,664,900 | \$ 36,489,900 |
| Statewide rural surplus (deficit) | \$ 1,907,600 | \$ 119,800 | \$ (443,000) |

| Urban | FY25 | FY26 | FY27 |
|--------------------------|---------------|----------------|----------------|
| Total revenue | \$ 16,282,575 | \$ 16,147,883 | \$ 16,369,577 |
| Reserved ARPA funds | \$ 2,262,177 | \$ 1,463,658 | \$ - |
| Total operating expenses | \$ 18,544,752 | \$ 19,007,992 | \$ 19,617,604 |
| Net Deficit | \$ -0- | \$ (1,396,451) | \$ (3,250,027) |

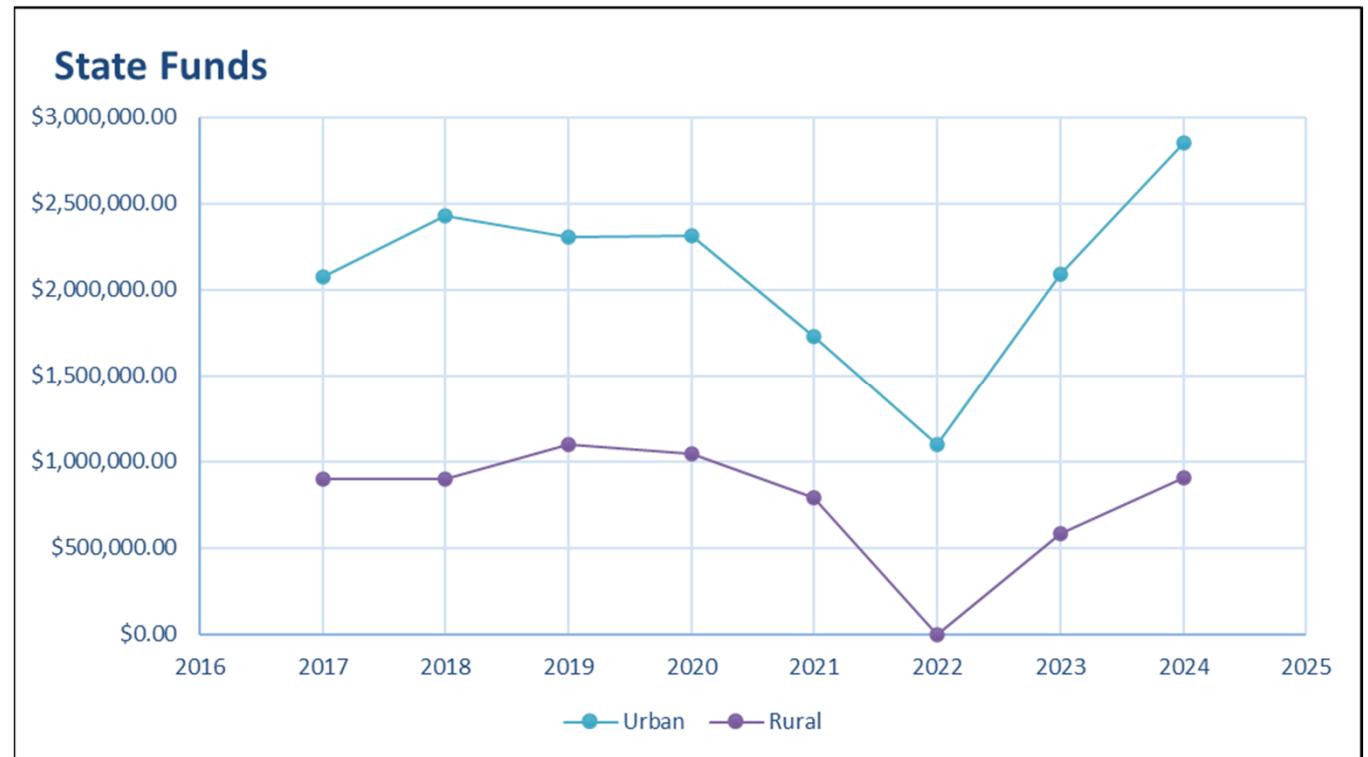
TOTAL GRANT FUNDS (INCLUDING CAPITAL)



Urban Funds



GMT – STATE



HISTORICAL AWARDS - % OF “CORE” BUDGET PER PROVIDER

| Year | Year | Year | Year | Year | Year |
|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Total Budget | Total Budget | Total Budget | Total Budget | Total Budget | Total Budget |
| \$22,820,106 | \$26,297,818 | \$25,948,842 | \$24,221,909 | \$36,518,172 | \$40,029,186 |
| Total % of Budget By Provider | Total % of Budget By Provider | Total % of Budget By Provider | Total % of Budget By Provider | Total % of Budget By Provider | Total % of Budget by Provider |
| AT 3.2% | AT 4.3% | AT 5.3% | AT 5.2% | AT 4.3% | AT 4.9% |
| GMCN 4.4% | GMCN 4.8% | GMCN 4.6% | GMCN 5.0% | GMCN 4.9% | GMCN 4.7% |
| GMT-Urban 22.5% | GMT-Urban 20.3% | GMT-Urban 18.2% | GMT-Urban 16.9% | GMT-Urban 18.8% | GMT-Urban 19.9% |
| GMT-Rural 19.3% | GMT-Rural 19.6% | GMT-Rural 18.7% | GMT-Rural 16.7% | GMT-Rural 19.1% | GMT-Rural 13.6% |
| MVRTD 17.6% | MVRTD 16.8% | MVRTD 16.0% | MVRTD 18.6% | MVRTD 14.3% | MVRTD 14.7% |
| RCT 2.6% | RCT 6.5% | RCT 7.8% | RCT 8.5% | RCT 9.6% | RCT 8.4% |
| TVT 14.3% | TVT 13.3% | TVT 14.8% | TVT 14.8% | TVT 15.6% | TVT 17.4% |
| SEVT 16.1% | SEVT 14.4% | SEVT 14.6% | SEVT 14.3% | SEVT 13.4% | SEVT 16.4% |
| Total State Funds | Total State Funds | Total State Funds | Total State Funds | Total State Funds | Total State Funds |
| \$6,506,543 | \$6,199,692 | \$4,741,644 | \$1,309,409 | \$3,543,217 | \$6,846,572 |
| Total % of State Budget | Total % of State Budget | Total % of State Budget | Total % of State Budget | Total % of State Budget | Total % of State Budget |
| AT 1.6% | AT 1.8% | AT 2.3% | AT N/A | AT N/A | AT 1.8% |
| GMCN 2.7% | GMCN 2.9% | GMCN N/A | GMCN N/A | GMCN 1.7% | GMCN 1% |
| GMT Urban 35.4% | GMT Urban 37.3% | GMT Urban 36.5% | GMT Urban 84.0% | GMT Urban 59.1% | GMT-Urban 41.7% |
| GMT Rural 16.9% | GMT Rural 16.9% | GMT Rural 16.6% | GMT Rural N/A | GMT Rural 16.4% | GMT-Rural 13.2% |
| MVRTD 17.7% | MVRTD 18.5% | MVRTD 18.2% | MVRTD N/A | MVRTD 5.6% | MVRTD 16.0% |
| RCT 1.8% | RCT 1.8% | RCT 2.3% | RCT 8.4% | RCT 5.4% | RCT 5.4% |
| TVT 8.7% | TVT 9.4% | TVT 9.2% | TVT N/A | TVT 4.0% | TVT 10.3% |
| SEVT 15.2% | SEVT 11.4% | SEVT 14.9% | SEVT 7.6% | SEVT 7.8% | SEVT 10.6% |

| Category | SFY 2025 | Inter | FFY 24/25 | | | | | | | |
|--|--------------|------------|---------------|--------------|----------------|---------------|---------------|---------------|----------------|----------|
| | State Funds | Transfer | FTA formula | FTA Comp. | STBG/CMAQ Flex | Total Federal | Total FY 25 | Total FY 24 | \$ Difference | % change |
| Planning 20.505 | \$ 35,000 | | \$ 117,200 | | | \$ 117,200 | \$ 152,200 | \$ 145,200 | \$ 7,000 | 4.8% |
| CMAQ routes 20.509 | | | | | \$ 3,175,000 | \$ 3,175,000 | \$ 3,175,000 | \$ 3,125,000 | \$ 50,000 | 1.6% |
| Program Administration 20.509 | \$ 157,525 | \$ 40,000 | | | \$ 750,000 | \$ 750,000 | \$ 947,525 | \$ 950,000 | \$ (2,475) | -0.3% |
| | | | | | | \$ - | \$ - | | | |
| Operations | | | | | | \$ - | \$ - | | | |
| Transit Agencies - Administration 20.509 | | | | | \$ 4,275,000 | \$ 4,275,000 | \$ 4,275,000 | \$ 5,000,000 | \$ (725,000) | -14.5% |
| Transit Agencies - Maintenance 20.509 | | | \$ 615,000 | | \$ 3,625,000 | \$ 4,240,000 | \$ 4,240,000 | \$ 2,900,000 | \$ 1,340,000 | 46.2% |
| Transit Agencies - Operating 20.509 | | | \$ 5,125,250 | | | \$ 5,125,250 | \$ 5,125,250 | \$ 5,275,250 | \$ (150,000) | -2.8% |
| State Match for Operations | \$ 6,208,986 | | | | | \$ - | \$ 6,208,986 | \$ 5,837,255 | \$ 371,731 | 6.4% |
| Elders and Disabled Service 20.509 | | | | | \$ 4,650,000 | \$ 4,650,000 | \$ 4,650,000 | \$ 4,750,000 | \$ (100,000) | -2.1% |
| Reserve Assistance for E&D 20.509 | | | | | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 175,000 | \$ (75,000) | -42.9% |
| VT Kidney Association grant | \$ 50,000 | | | | | \$ - | \$ 50,000 | \$ 50,000 | \$ - | 0.0% |
| RTAP (training) 20.509 | | | \$ 200,000 | | | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ - | 0.0% |
| Recovery and Job Access DR Program | \$ 100,000 | \$ 100,000 | \$ 200,000 | | | \$ 200,000 | \$ 400,000 | \$ 440,000 | \$ (40,000) | -9.1% |
| | | | | | | | \$ - | | | |
| go!Vermont | \$ 30,000 | | | | \$ 375,000 | \$ 375,000 | \$ 405,000 | \$ 405,000 | \$ - | 0.0% |
| MTI TDM Grant Program | \$ 50,000 | | | | \$ 450,000 | \$ 450,000 | \$ 500,000 | \$ 500,000 | \$ - | 0.0% |
| | | | | | | | \$ - | | | |
| Capital Assistance | | | | | | | \$ - | | | |
| Capital - General (formula & comp flex) | \$ 2,851,014 | | \$ 3,485,250 | \$ 8,250,000 | | \$ 11,735,250 | \$ 14,586,264 | \$ 13,267,625 | \$ 1,318,639 | 9.9% |
| Capital - E&D 20.513 | \$ 50,000 | | \$ 300,000 | | | \$ 300,000 | \$ 350,000 | \$ 475,000 | \$ (125,000) | -26.3% |
| Capital - Facilities 20.509 comp, form.) | \$ 275,000 | | \$ 500,000 | | | \$ 500,000 | \$ 775,000 | \$ 2,300,000 | \$ (1,525,000) | -66.3% |
| | | | | | | \$ - | | | | |
| Grand Total | \$ 9,807,525 | \$ 140,000 | \$ 10,542,700 | \$ 8,250,000 | \$ 17,400,000 | \$ 36,192,700 | \$ 46,140,225 | \$ 45,795,330 | \$ 344,895 | 0.8% |
| GMT Direct Flex | | | | | \$ 3,500,000 | \$ 3,500,000 | \$ 3,500,000 | \$ 3,000,000 | \$ 500,000 | 16.7% |
| Combined Totals | \$ 9,807,525 | | | | \$ 20,900,000 | \$ 39,692,700 | \$ 49,640,225 | \$ 48,795,330 | \$ 844,895 | 1.7% |

| Category | SFY 2025 | Inter | FFY 24/25 | | | | | | | | |
|--|--------------|------------|---------------|------------------|--------------|----------------|---------------|---------------|---------------|----------------|----------|
| | State Funds | Transfer | FTA formula | Carbon Reduction | FTA Comp. | STBG/CMAQ Flex | Total Federal | Total FY 25 | Total FY 24 | \$ Difference | % change |
| Planning 20.505 | \$ 35,000 | | \$ 117,200 | | | | \$ 117,200 | \$ 152,200 | \$ 145,200 | \$ 7,000 | 4.8% |
| CMAQ routes 20.509 | | | | | | \$ 3,175,000 | \$ 3,175,000 | \$ 3,175,000 | \$ 3,125,000 | \$ 50,000 | 1.6% |
| Program Administration 20.509 | \$ 157,525 | \$ 40,000 | | | | \$ 750,000 | \$ 750,000 | \$ 947,525 | \$ 950,000 | \$ (2,475) | -0.3% |
| | | | | | | | \$ - | \$ - | | | |
| Operations | | | | | | | \$ - | \$ - | | | |
| Transit Agencies - Administration 20.509 | | | | | | \$ 4,275,000 | \$ 4,275,000 | \$ 4,275,000 | \$ 5,000,000 | \$ (725,000) | -14.5% |
| Transit Agencies - Maintenance 20.509 | | | \$ 615,000 | | | \$ 3,625,000 | \$ 4,240,000 | \$ 4,240,000 | \$ 2,900,000 | \$ 1,340,000 | 46.2% |
| Transit Agencies - Operating 20.509 | | | \$ 5,125,250 | | | | \$ 5,125,250 | \$ 5,125,250 | \$ 5,275,250 | \$ (150,000) | -2.8% |
| State Match for Operations | \$ 6,208,986 | | | | | | \$ - | \$ 6,208,986 | \$ 5,837,255 | \$ 371,731 | 6.4% |
| Elders and Disabled Service 20.509 | | | | | | \$ 4,650,000 | \$ 4,650,000 | \$ 4,650,000 | \$ 4,750,000 | \$ (100,000) | -2.1% |
| Reserve Assistance for E&D 20.509 | | | | | | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 175,000 | \$ (75,000) | -42.9% |
| VT Kidney Association grant | \$ 50,000 | | | | | | \$ - | \$ 50,000 | \$ 50,000 | \$ - | 0.0% |
| RTAP (training) 20.509 | | | \$ 200,000 | | | | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ - | 0.0% |
| Recovery and Job Access DR Program | \$ 100,000 | \$ 100,000 | \$ 200,000 | | | | \$ 200,000 | \$ 400,000 | \$ 440,000 | \$ (40,000) | -9.1% |
| | | | | | | | | \$ - | | | |
| go!Vermont | \$ 30,000 | | | | | \$ 375,000 | \$ 375,000 | \$ 405,000 | \$ 405,000 | \$ - | 0.0% |
| MTI TDM Grant Program | \$ 50,000 | | | | | \$ 450,000 | \$ 450,000 | \$ 500,000 | \$ 500,000 | \$ - | 0.0% |
| MTI Program - Carbon Reduction Funds | | | | \$ 3,000,000 | | | \$ 3,000,000 | \$ 3,000,000 | \$ 3,000,000 | \$ 3,000,000 | 0.0% |
| | | | | | | | | \$ - | | | |
| | | | | | | | | \$ - | | | |
| Capital Assistance | | | | | | | | \$ - | | | |
| Capital - General (formula & comp flex) | \$ 2,851,014 | | \$ 3,485,250 | | \$ 8,250,000 | | \$ 11,735,250 | \$ 14,586,264 | \$ 13,267,625 | \$ 1,318,639 | 9.9% |
| Capital - E&D 20.513 | \$ 50,000 | | \$ 300,000 | | | | \$ 300,000 | \$ 350,000 | \$ 475,000 | \$ (125,000) | -26.3% |
| Capital - Facilities 20.509 comp, form.) | \$ 275,000 | | \$ 500,000 | | | | \$ 500,000 | \$ 775,000 | \$ 2,300,000 | \$ (1,525,000) | -66.3% |
| e-vehicles - Carbon Reduction Funds | | | | \$ 4,000,000 | | | \$ 4,000,000 | \$ 4,000,000 | \$ - | \$ 4,000,000 | 0.0% |
| | | | | | | | \$ - | | | | |
| Grand Total | \$ 9,807,525 | \$ 140,000 | \$ 10,542,700 | \$ 7,000,000 | \$ 8,250,000 | \$ 17,400,000 | \$ 43,192,700 | \$ 53,140,225 | \$ 45,795,330 | \$ 7,344,895 | 16.0% |
| GMT Direct Flex | | | | | | \$ 3,500,000 | \$ 3,500,000 | \$ 3,500,000 | \$ 3,000,000 | \$ 500,000 | 16.7% |
| Combined Totals | \$ 9,807,525 | | | | | \$ 20,900,000 | \$ 46,692,700 | \$ 56,640,225 | \$ 48,795,330 | \$ 7,844,895 | 16.1% |