

HOUSE TRANSPORTATION COMMITTEE

February 29, 2023



1. Organizational Overview

2. Funding Summary

3. Financial Outlook

PLAN FOR TODAY





ORGANIZATION OVERVIEW



HISTORY OF



Governance:

- ❑ 13-member Board of Commissioners
- ❑ Representation from Burlington (2), S. Burlington, Winooski, Essex, Shelburne, Williston, Milton, Hinesburg, Washington County, Lamoille County, Franklin County, and Grand Isle County.

1973 CCTA was chartered as a municipal corporation by the Vermont General Assembly after the private bus operator went out of business – first & only transit authority in Vermont

2011 CCTA and Green Mountain Transit Agency (GMTA) become a single unified organization, making CCTA the first and only regional transit authority in Vermont

2016 GMTA is rebranded as GMT



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

SERVICES OF



Fixed Route

In-city

Commuter

Demand Response

Micro-transit

Medicaid
(NEMT)

Elderly &
Disabled
(E&D)

Job Access
& Recovery

ADA

Partners

C.I.D.E.R

SSTA

Volunteer
Drivers

Community
Rides
Vermont



FUNDING SUMMARY



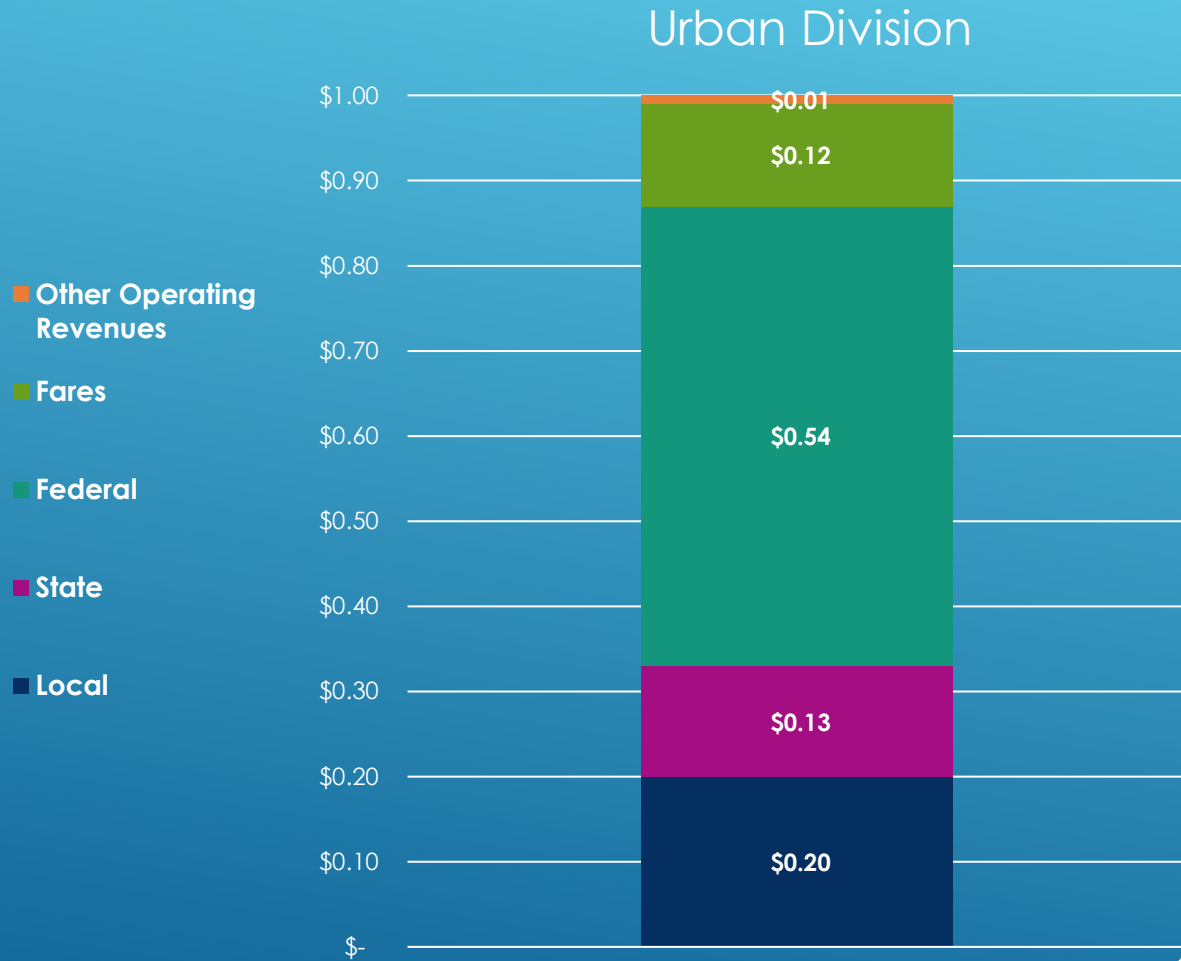
How is Funded?

	Approved FY24 Operating Budget		
	URBAN	RURAL	Total
<u>Revenues</u>			
Federal, State and Local Revenues	\$15,515,128	\$6,785,412	\$22,300,541
Operating Revenues	<u>\$2,238,162</u>	<u>\$1,566,982</u>	<u>\$3,805,144</u>
Total Revenues	<u>\$17,753,291</u>	<u>\$8,352,394</u>	<u>\$26,105,685</u>
<u>Expenses</u>			
Salaries & Wages	\$7,774,103	\$3,707,215	\$11,481,318
Personnel Taxes & Benefits	\$3,408,496	\$1,172,100	\$4,580,595
General & Administrative	\$1,567,372	\$748,605	\$2,315,977
Operations	\$36,300	\$27,400	\$63,700
Planning	\$104,200	\$26,800	\$131,000
Vehicle & Building Maintenance	\$2,627,247	\$941,585	\$3,568,832
Contractors	\$1,758,839	\$1,338,635	\$3,097,474
Marketing	\$62,320	\$28,000	\$90,320
Other	\$445,235	\$331,235	\$776,470
Total Expenses	<u>\$17,784,112</u>	<u>\$8,321,574</u>	<u>\$26,105,685</u>
Cost Allocations	\$30,821	(\$30,821)	\$0
Balance	\$0	\$0	\$0

Sources of



Operating Funds

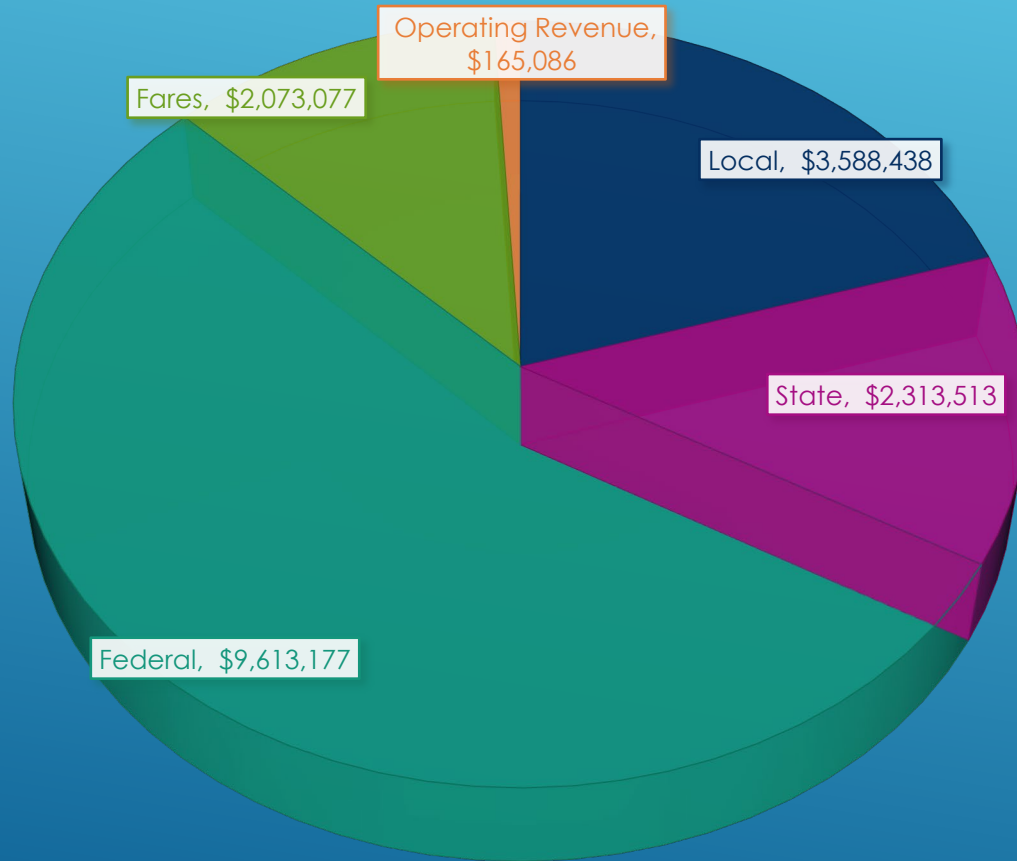


Sources of



Operating Funds – (Continued)

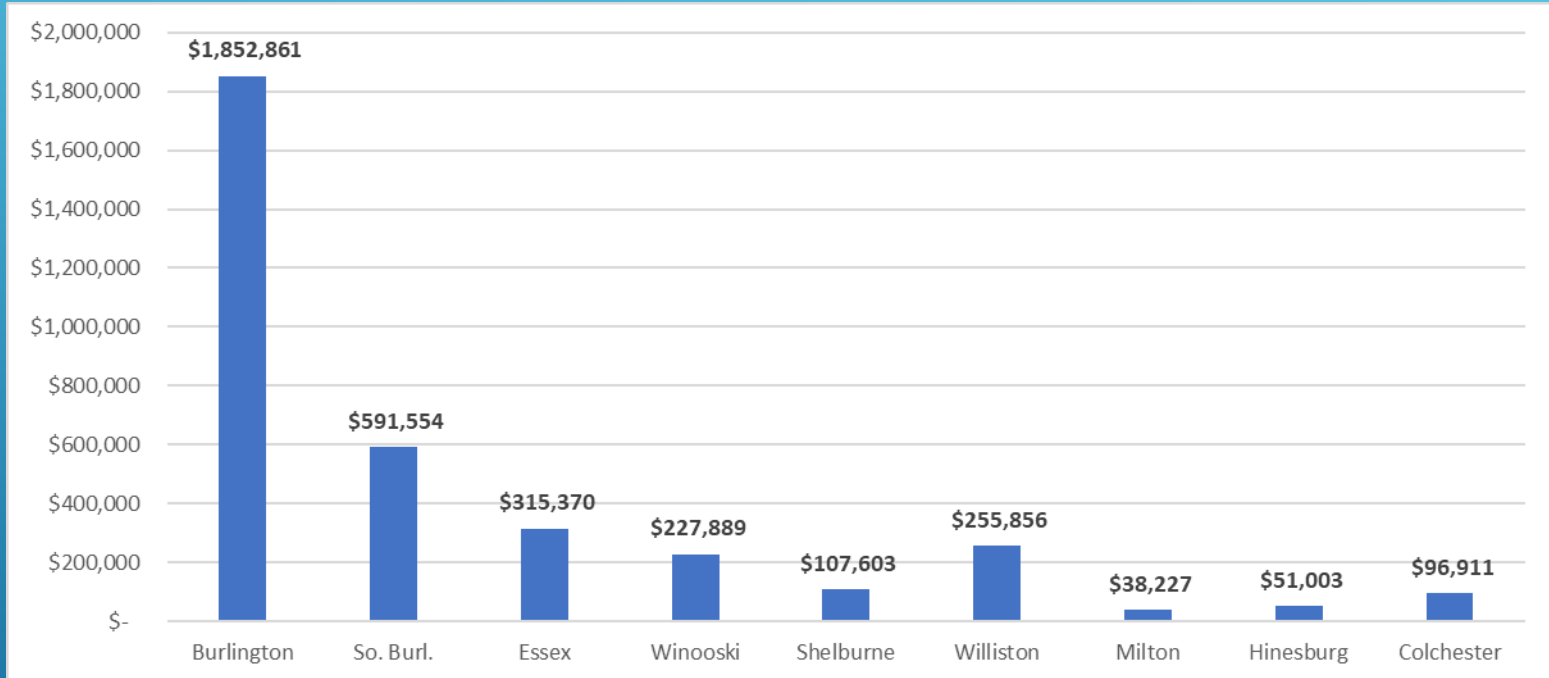
URBAN DIVISION



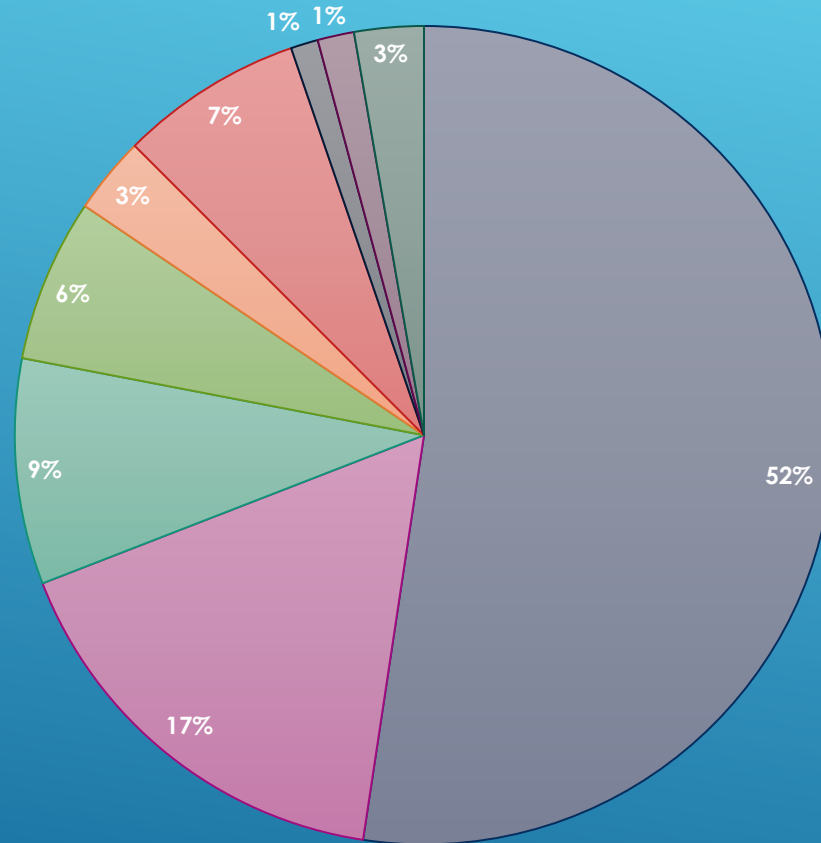
Sources of



Local Funds



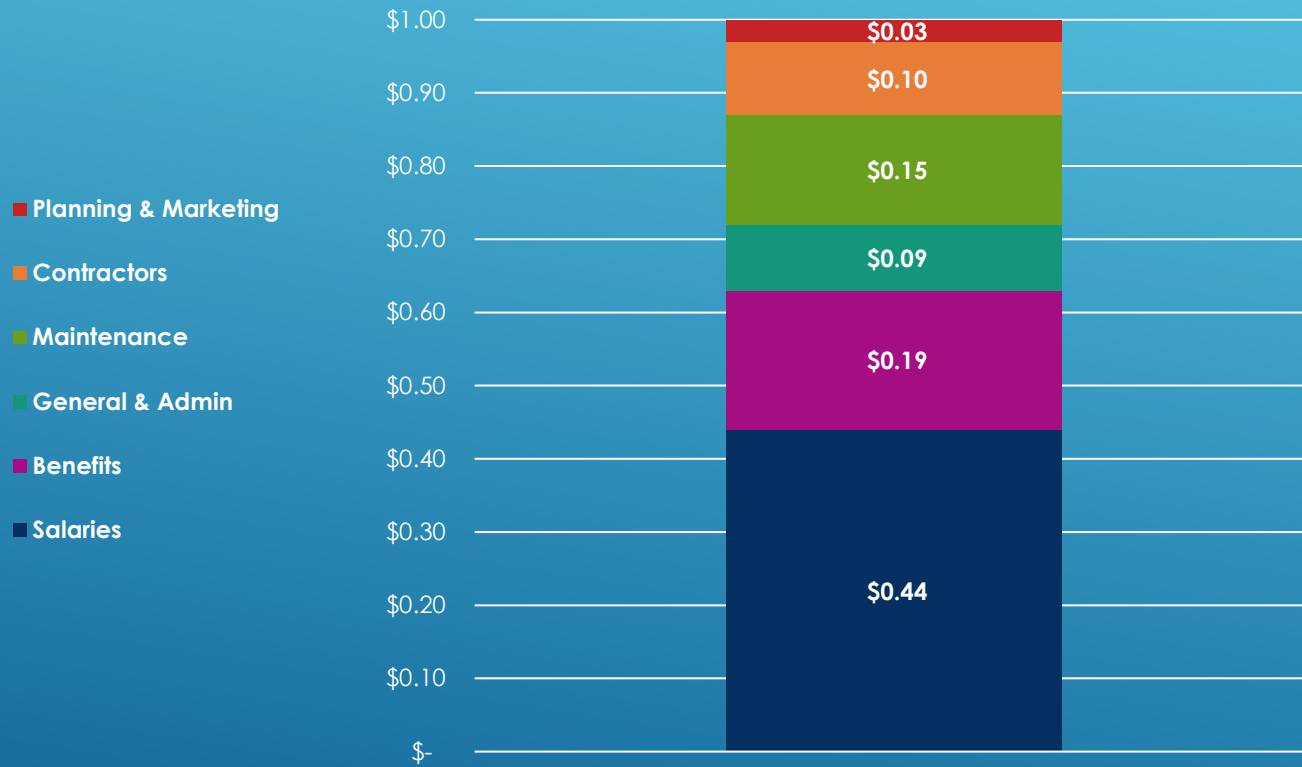
Sources of Local Funds (Continued)



■ Burlington ■ So. Burl. ■ Essex ■ Winooski ■ Shelburne ■ Williston ■ Milton ■ Hinesburg ■ Colchester



Operating Cost Structure





FINANCIAL OUTLOOK





is approaching a fiscal cliff....



And we are not alone.....

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ECONOMY

Transit Got Billions in Covid-19 Relief From Congress, but Deficits Still Loom

Agencies face a reckoning despite the infrastructure bill and pandemic aid, as riders stay away

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METROPOLITAN TRANSPORTATION AUTHORITY

As federal funds dwindle, New York transit stares down deficits

By Chip Barnett December 02, 2022, 1:28 p.m. EST 7 Min Read

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U.S.

California Mass Transit Hopes for Bailout in Already Tight Budget

Anemic ridership and ebbing Covid-era emergency funding is expected to hurt hard-pressed transit systems like BART

THE FUTURE OF FINANCE

City Transit Systems Begin to Peer Over the Fiscal Cliff

BART and other transit agencies are budgeting the last of their pandemic-era federal relief and looking ahead to big, ongoing deficits. Solutions are still hard to find.

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Markets

NY MTA Faces \$3 Billion Hole in 2025 on Slow Subway Rebound

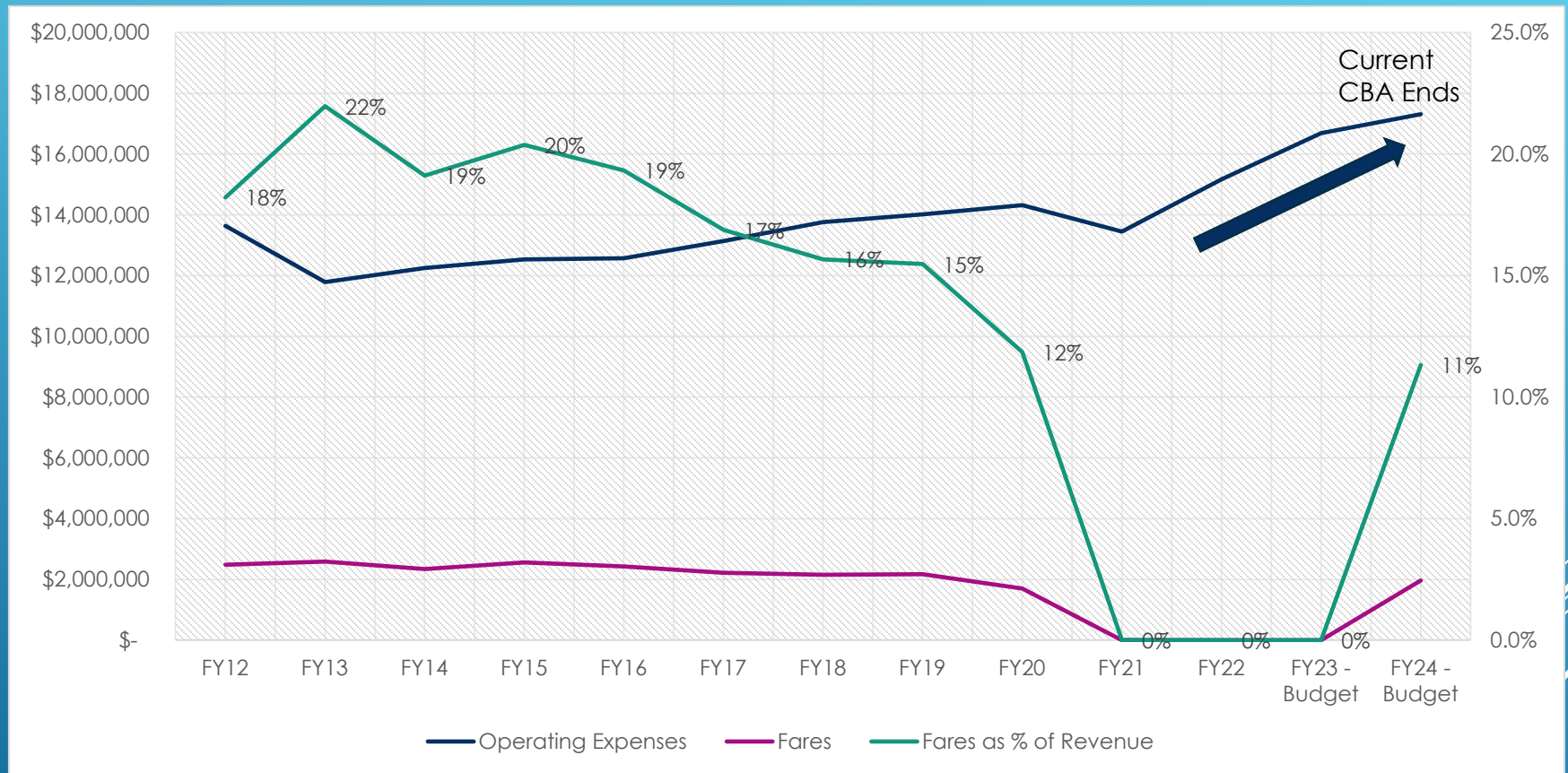
- Transit officials seek additional state and city funding
- MTA struggles to boost ridership and farebox collections

wbur LOCAL COVERAGE

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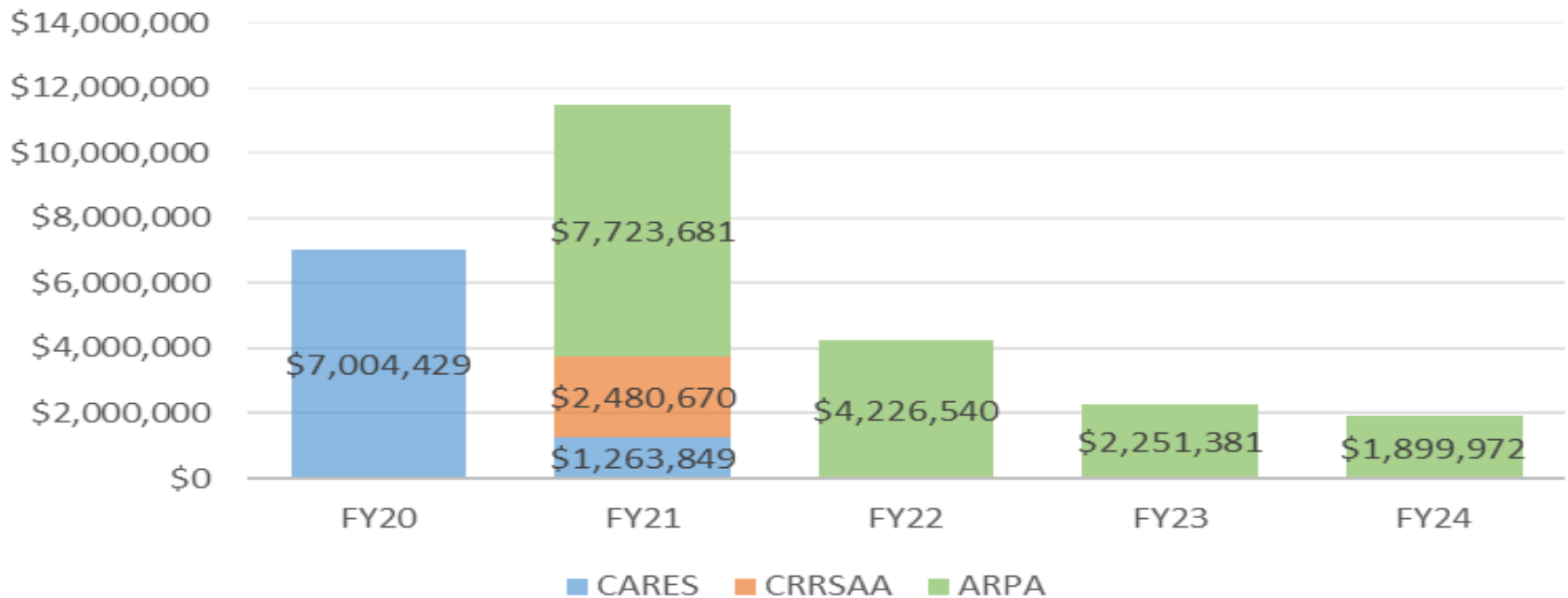
MBTA projects a \$230M deficit after federal aid runs out

Reason #1 Farebox Recovery Rates are Falling....



Reason #2 COVID Relief Funds....

COVID RELIEF BALANCES



Reason #3

Federal Fund Spending is not Sustainable....

	FY24 Approved Budget	
5307 Federal Funds	\$	4,885,075
5307 COVID Relief Funds	\$	351,409
Total:	\$	5,236,484

	FORECASTED		
Fiscal Year	2024	2025	2026
Federal Share	\$ 4,348,526	\$ 4,422,017	\$ 4,481,272

FY24 FEDERAL 5307 FUNDS DEFICIT = \$888K

Reason #4 Non-Federal Funds....

FY24	
Non-Federal Funds Budgeted:	\$6,388,438
Non-Federal Funds Required:	\$6,739,847
Surplus/(Deficit):	\$ (351,409)
COVID-Relief Funds Budgeted:	\$ 351,409

Without COVID-Relief Funds available GMT would have had to raise local assessments by 10%, request additional state operating assistance, or reduce service

Why Bridge Funding for Fares is Necessary & a Good Investment?

Without it:

- (1) The fiscal cliff will be expedited – COVID Relief Funds will be used
- (2) Additional/Current Federal Funds could be lost

FFY2023 Small Transit Intensive Cities (STIC) Apportionment

		STIC Performance Factors							
State	Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ~\$550,406 per Factor Met or Exceeded
	Average for UZAs with populations 200,000 - 999,999	5.5211	94.8410	11.8958	0.7584	76.8758	11.5727	344	\$189,339,591
VT	Burlington, VT	5.4388	90.5122	17.7930	1.0692	96.7725	21.9089	4	\$2,201,623

Value of 6 STIC Factors = Additional \$1.1M of Federal Funds

FY24 5307 Deficit = **\$888K**

Questions?

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