

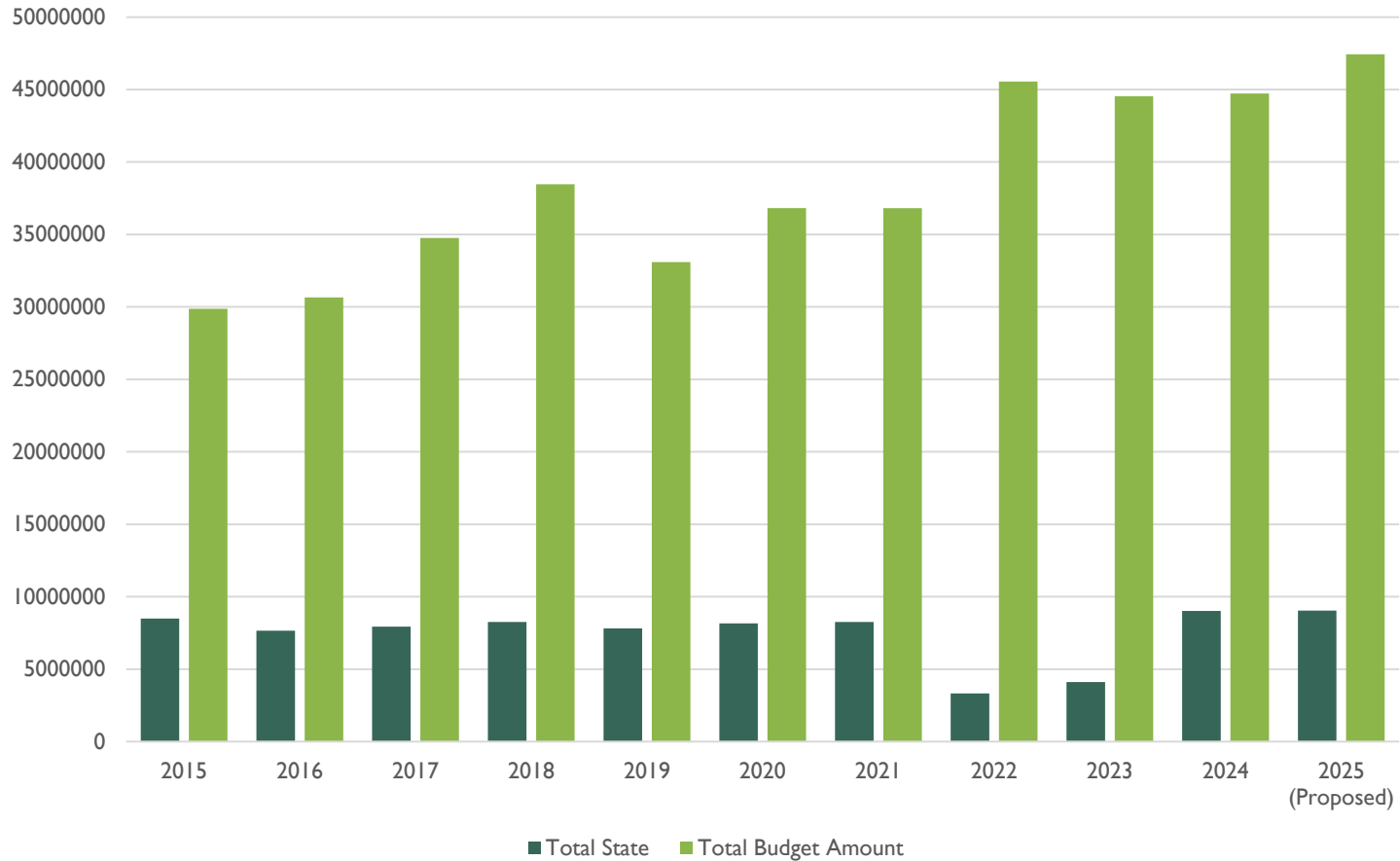
GMT FISCAL GAP
PLANNING

ROSS MACDONALD

APRIL 17, 2024

AGENCY OF
TRANSPORTATION

Historical Funding Levels (State and Total)



PUBLIC TRANSIT BUDGET

STATE FUNDS COMPARISON TO OTHER RURAL STATES

State	Population 2021	Pct. rural	Total State Funds for Transit	2021 State Funds per Capita
Vermont	646,972	64.9%	\$8,330,000	\$12.87
Maine	1,377,238	61.4%	\$3,720,000	\$2.70
West Virginia	1,785,526	55.4%	\$2,260,000	\$1.27
Mississippi	2,949,586	53.7%	\$1,760,000	\$0.60
Montana	1,106,227	46.6%	\$1,580,000	\$1.42
Arkansas	3,028,122	44.5%	\$3,490,000	\$1.15
South Dakota	896,164	42.8%	\$1,050,000	\$1.17
Alabama	5,049,846	42.3%	\$0	\$0.00
New Hampshire	1,387,505	41.7%	\$460,000	\$0.33
Kentucky	4,506,589	41.3%	\$1,400,000	\$0.31

BUDGETED STATE FUNDS

SFY	Budgeted State Funds
2019	\$7,920,711
2020	\$8,156,111
2021	\$8,264,557
2022	\$3,324,855
2023	\$4,108,577
2024	\$9,016,189 (added \$822k through Pay Act)
2025	\$9,807,525

State Fund Considerations

- Declines in t-fund revenue
- Additional federal funds to match
- Funds are usually allowed to be carried forward (capital-related funds) from one FY to the next

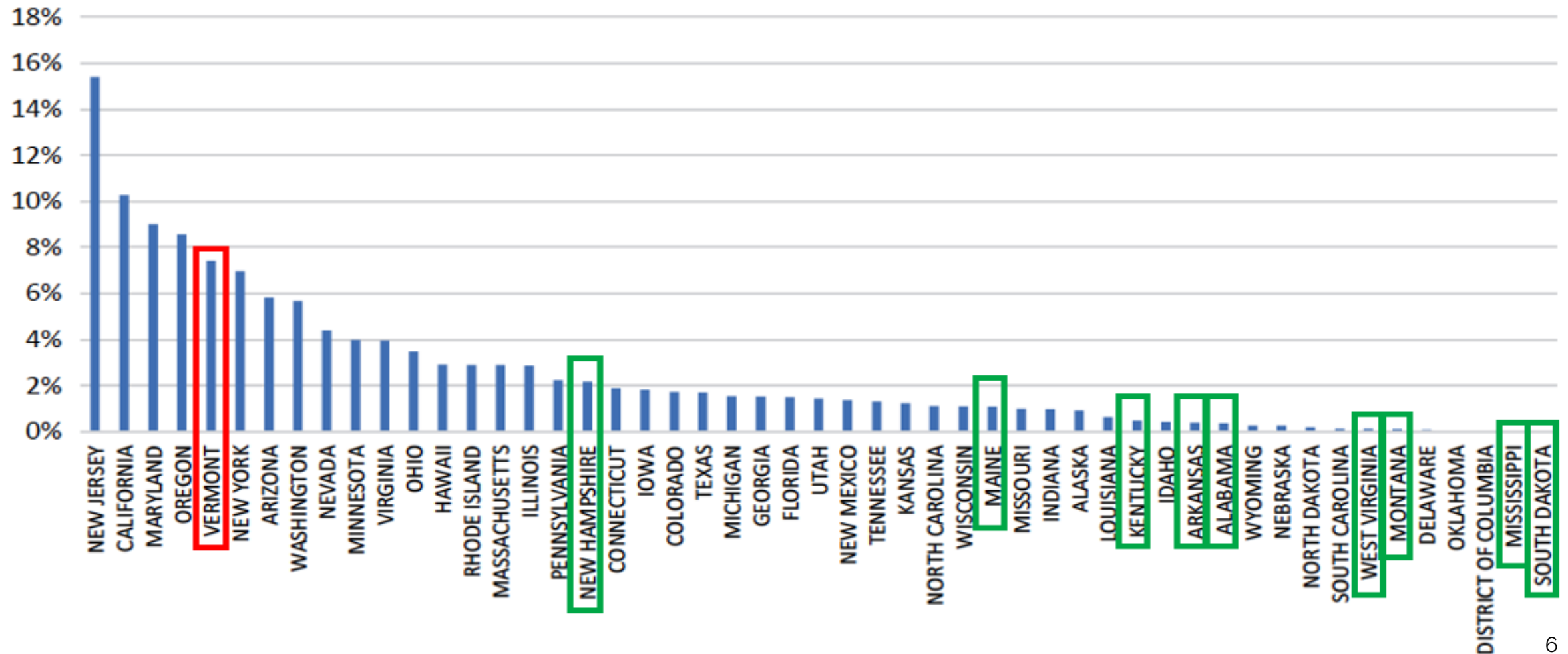
FHWA “FLEX” TO FTA PROGRAM

SFY	FTA Formula Apportionments
2019	\$14,157,985
2020	\$19,525,934
2021	\$19,633,003
2022	\$8,000,000
2023	\$23,292,324
2024	\$23,025,000
2025	\$20,900,000

FHWA Flex Considerations

- Higher costs putting pressure on FHWA projects.
- Can only use CMAQ portion (\$3M-\$5M) of the Flex for Ops. IIJA allows CMAQ to be used indefinitely for Ops.
- Federal budget process can make these funds difficult to access.
- Covers most Admin, Maintenance, Capital, Older Adults and Persons with Disabilities program, Go Vermont... a significant percentage of the transit program heavily relies on these annual flex processes.
- Among the highest % of FHWA flexed to transit

PERCENT OF FHWA FUNDS FLEXED TO TRANSIT

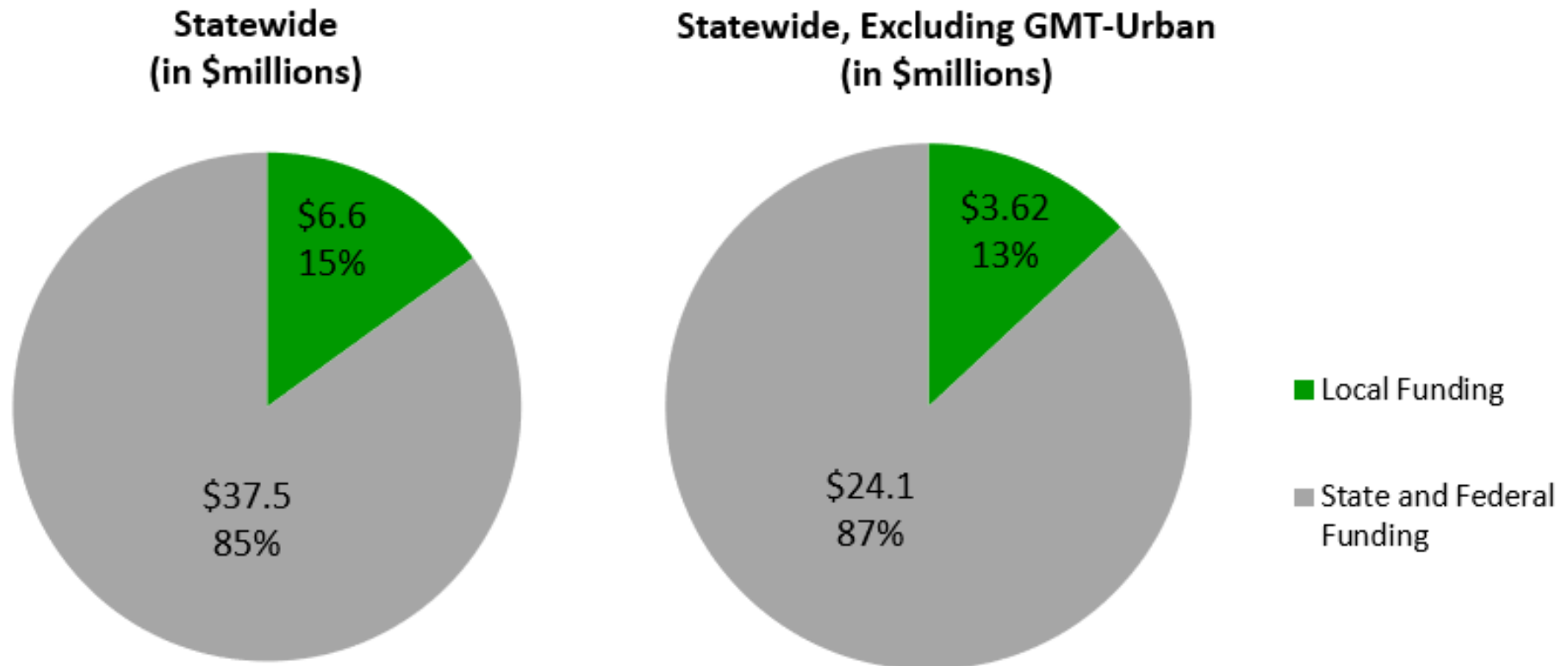


FHWA FLEX AWARDS – GMT URBAN

Fiscal Year	Budget total	GMT-Urban	% for GMT Urban	Actual GMT	Actual %
2020	\$ 16,525,934	\$ 3,000,000	18.2%	\$ 3,341,842	20.2%
2021	\$ 16,633,003	\$ 3,000,000	18.0%	\$ 3,118,316	18.9%
2022	\$ 18,958,303	\$ 3,000,000	15.8%	\$ 3,380,000	17.8%
2023	\$ 23,292,324	\$ 3,000,000	12.9%	\$ 4,934,216	21.2%
2024	\$ 23,025,000	\$ 3,000,000	13.0%	\$ 5,475,419	23.8%
2025	\$ 20,900,000	\$ 3,500,000	16.7%	?	

LOCAL SHARE – SFY 2023

Figure 8: Local Share



FTA COMPETITIVE GRANT AWARDS

SFY	Budgeted FTA Competitive Awards
2019	\$2,120,000
2020	\$1,157,064
2021	\$3,830,000
2022	\$4,911,712
2023	\$4,397,576
2024	\$5,250,000
2025	\$8,250,000

Competitive Grant Considerations

- No guarantee our applications will be awarded
- One application per year
- Funds are largely limited to Bus and Bus Facility needs (vehicles, capital)
- Operating funds are often for projects we already provide (demand response, human service coordination, etc.).
- Recent awards require several years of estimated delivery of e-Buses

CARBON REDUCTION FUNDING

SFY	Carbon Reduction Funds
2019	\$0
2020	\$0
2021	\$0
2022	\$0
2023	\$0
2024	\$4,000,000(?)
2025	\$3,000,000

Carbon Reduction Funding Considerations

- Significant opportunity to use these funds to support transit services.
- Current plan is to use FY'24 funds for 20 “e-Sprinters” and insert FY'25 funds into the MTI program for potential microtransit, demand response, and/or other service.
- New source of funding – yet to be “flexed” into FTA Budget
- Funds for ops may not be sustainable over the long-run

GMT PLANNING

Urban

- Support discussions and plans to increase revenues and adjust services.
- Contribute funds for ongoing planning and assessments.
- As in years past, work closely with GMT to meet their financial needs to the extent possible.

Rural

- Assess services with regional partners to seek lower costs and improved service.
- Adjust grants, timelines, capital, etc. to assist with any identified transition within central Vermont.
- Design and build a central Vermont transit facility to accommodate current and future service plans.