



AGENCY OF TRANSPORTATION

Public Transit Program Budget

ROSS MACDONALD, PROGRAM MANAGER

Milestones and Noteworthy Dynamics



- Most 5311 (rural) service reductions have not been due to “budget constraints” but rather a reflection of our work to address underperforming routes/aspects of routes.
- Operations costs continue to increase due to wages, insurance, capital costs, etc.
- Microtransit - popular services have been maintained, requiring additional local funds (one-time funds have been expended).
- “Transit” app – 13k unique users each month.
- FTA 5339 Bus and Bus Facilities Grant:
 - VTrans Rural app – \$3.3M (.22% of \$1.5B Program). Not awarded.
 - GMT-Urban app - \$6.85M (.46%). Awarded.
- EV Buses – 65 funded, 26 on the road, final deliveries in '27.
 - No eBus expansion plans for next few years.
- GMT-Rural to be transferred to RCT (Franklin/GI) and TVT (Washington).
- Completed the 3-year FTA “Review”.
- PT Program now has 4 staff, down from 5.5 in July 2025.

Figure 2: Statewide Ridership

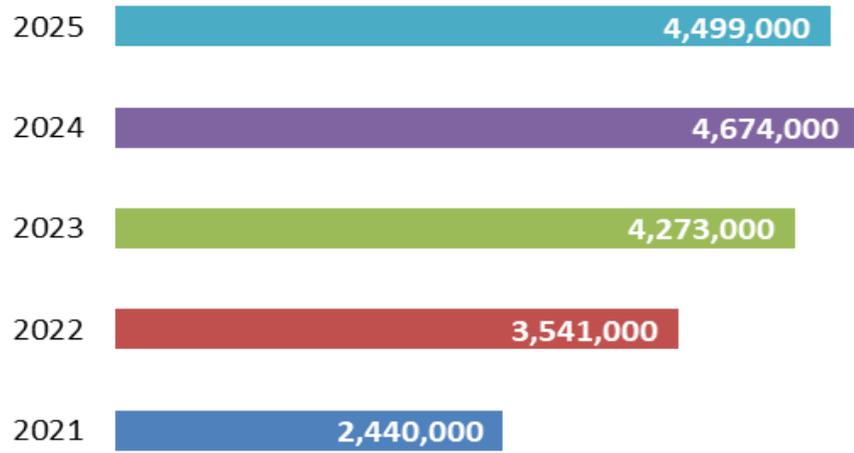


Figure 3: Statewide Operating Costs



Figure 4: Cost per Trip



SFY '24 - SFY '25 Percent Changes

| Provider | Ridership | Operating Costs | Trip Costs |
|---------------|-----------|-----------------|------------|
| AT | 14.71% | -3.06% | -15.46% |
| GMCN | 1.83% | 12.58% | 10.51% |
| GMT-Rural | 5.05% | 4.13% | -0.88% |
| GMT-Urban | -9.36% | 5.56% | 16.54% |
| MVRTD | -5.22% | -0.05% | 5.42% |
| RCT | 4.28% | 5.70% | 1.36% |
| SEVT | 2.16% | -2.80% | -4.86% |
| TVT | 4.49% | 5.02% | 0.52% |
| VABVI | -4.81% | 0.74% | 5.83% |
| VT Translines | 0.36% | 8.81% | 8.44% |
| Greyhound | -1.98% | -0.11% | 1.90% |
| Statewide | -3.70% | 3.75% | 7.84% |

Hourly Transit Rates – FY 2025

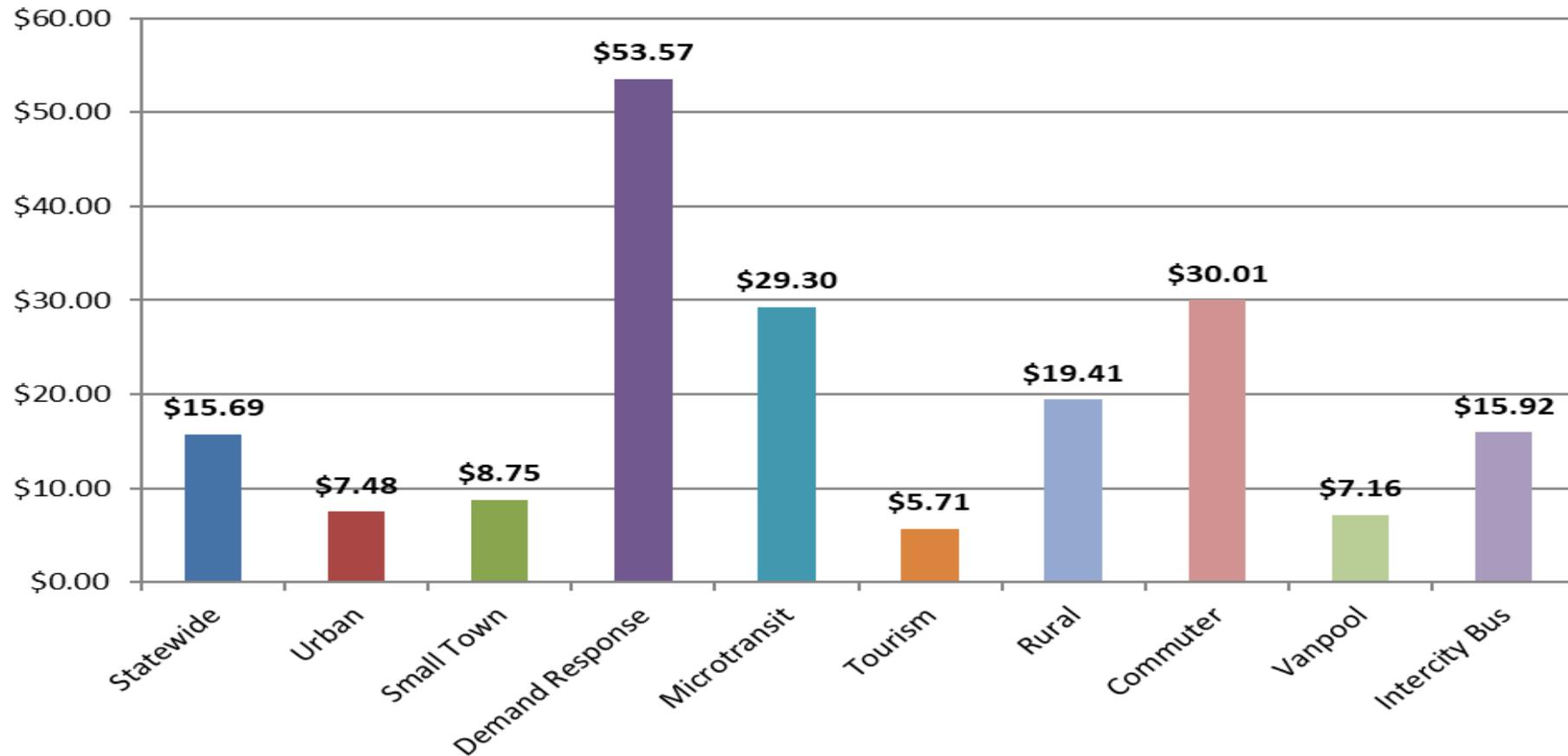
| Agency | FY24 cost per vehicle hour | FY25 cost per vehicle hour |
|---|-----------------------------------|-----------------------------------|
| Advance Transit | \$123.12 | \$116.60 |
| Green Mountain Community Network | \$90.44 | \$97.44 |
| Marble Valley Regional Transit District | \$103.93 | \$103.36 |
| Rural Community Transportation | \$92.30 | \$99.06 |
| Southeast Vermont Transit | \$101.67 | \$96.51 |
| Tri-Valley Transit | \$112.60 | \$116.37 |
| GMT Urban | \$138.72 | \$150.62 |
| GMT Rural | \$130.58 | \$120.47 |

Table 2: Underperforming Services

| Service Category | Route | Years Underperforming |
|-------------------------|---------------------------|------------------------------|
| Urban | Williston/Essex | 10 |
| Small Town | GMCN: Green (Saturday) | 1 |
| Small Town | GMT-Rural: City Commuter | 1 |
| Small Town | SEVT: Springfield In-Town | 3 |
| Rural | TVT: Randolph Circulator | 2 |
| Rural | TVT: Bradford Circulator | 6 |
| DR | GMT-Rural | 1 |
| Tourism | GMT-Rural: Valley Floor | 6 |
| Tourism | RCT: Crown Connection | 4 |
| Commuter | RCT: US 2 Commuter (CMAQ) | 1 |
| Commuter | SEVT: West Dover | 3 |
| Commuter | TVT: Rutland Connector | 1 |
| Commuter | TVT: 89er | 10 |
| Commuter | TVT: Strafford | 1 |

- 1) **Urban:** Routes operating primarily in an urbanized area with all-day, year-round service. The city served by the route has a population of at least 17,500 people and high-density development. The only part of Vermont fitting this definition is the urban core of Chittenden County.
- 2) **Small Town:** Routes operating in towns with 7,500 to 17,500 people with all-day, year-round service. The route typically stays within one town or two adjoining towns and does not run through long stretches of rural areas.
- 3) **Demand Response:** Primarily service that does not operate on a fixed schedule nor on a fixed route; also includes routes that might otherwise fit in the “Rural” category but operate less than once a day (i.e., shopper service operates only once a week or a few times a month). This category includes all Medicaid transportation service in Vermont, ADA complementary paratransit service, trips brokered to taxi services, and trips operated by volunteer drivers. Volunteer drivers use their own vehicles, donate their time to transport riders, and are eligible to receive reimbursement for mileage at the IRS-approved rate.
- 4) **Microtransit:** Microtransit is a technology-enabled demand response service for the general public that responds to real-time requests for trips. Most Vermont microtransit services operate in small towns with daytime service, and many replaced poorly performing fixed routes, though future implementations could include urban service or evening-only service to complement fixed route systems.
- 5) **Rural:** Routes operating in towns with fewer than 7,500 people or connecting two small towns running through undeveloped areas. These routes operate year-round with daily service, but the frequency may be low (more than one hour between trips).
- 6) **Commuter:** Routes that operate primarily during peak commute periods and are intended to serve work trips. Rural examples of these routes usually connect several small towns or villages with intermediate stops and operate primarily on state routes in rural areas. Some routes connect outlying areas to the nearby city, with a significant portion of the mileage in rural areas. A few commuter routes operate on express highways and serve the Burlington metropolitan area or the Upper Valley.
- 7) **Tourism:** Seasonal routes that serve a specific tourist trip generator, such as a ski area.
- 8) **Vanpool:** The Go Vermont vanpool program, operated through a contract with Enterprise, covers subsidized vanpools anywhere in Vermont.
- 9) **Intercity:** Routes operating regularly scheduled, fixed route, and limited stop service that connects places not in close proximity and that make meaningful connections to the national intercity network.

Transit Cost by Service Category



Plans to Maintain Services

- Use Carbon Reduction Funds (\$3M) for FY '27 (\$1.5M to rural, \$1.5M to Urban). As with CMAQ, we can apply 80% fed/20% non-fed for ops, vs. 50/50 from FTA Formula.
- Maintain reduced Capital awards and rely on 5339 Bus and Bus Facilities Grant program to cover gap.
- '27 budget as proposed represents a 3% increase from '26 (not including projected spend down of capital awards).
- 0.6% decrease in state funds.
- Proposed budget does not include increased Commuter service to address “back to office” policies.
- Continue to work with GMT-Urban to address a projected \$1M budget shortfall.
- Continue to adjust “underperforming” or inefficient sections of performing routes.
- Finalize GMT-Rural transfer. RCT is ahead of schedule in Franklin County and TVT is on schedule for a 7/1/26 transfer.
- Continue to pursue lower cost service options and increased cross-agency coordination, particularly for the Older Adults and Person with Disabilities program. Mobility Management efforts need to be increased/amplified.

Potential Adjustments to Program

- SFY '26 budget reflects \$3.6M in cuts (\$2M GMT-Urban, \$1.6M Rural). These reductions have already been made.
- Will again proactively seek cost savings through Route Performance.
- Go Vermont could reduce program management, employer outreach, call center, media and communications (maintaining website, carpool and vanpool programs, general info).
- Could eliminate applying Carbon Reduction Program funds for the Mobility and Transportation Innovation (MTI) Program and apply remaining funds to cover transit operations.

| Category | SFY 2027 | Inter | FFY 26/27 | | | | | | | | |
|---|---------------------|---------------------|----------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-------------|
| | State Funds | Transfer | FTA formula | Carbon Reduction | FTA Comp. | STBG/CMAQ Flex | Total Federal | Total FY 27 | Total FY 26 | \$ Difference | % change |
| <u>Planning</u> 20.505 | \$ 35,000 | | \$ 117,200 | | | | \$ 117,200 | \$ 152,200 | \$ 152,200 | \$ - | 0.0% |
| <u>CMAQ routes</u> 20.509 | | | | | | \$ 3,950,000 | \$ 3,950,000 | \$ 3,950,000 | \$ 4,000,000 | \$ (50,000) | -1.3% |
| <u>Carbon Reduction Funds Routes</u> 20.509 | | | | \$ 3,000,000 | | | \$ 3,000,000 | \$ 3,000,000 | \$ 3,000,000 | \$ - | 0.0% |
| <u>Program Administration</u> 20.509 | \$ 157,000 | | | | | \$ 790,000 | \$ 790,000 | \$ 947,000 | \$ 947,525 | \$ (525) | -0.1% |
| | | | | | | | | | | | |
| <u>Operations</u> | | | | | | | | | | | |
| Transit Agencies - Administration 20.509 | | | | | | \$ 3,950,000 | \$ 3,950,000 | \$ 3,950,000 | \$ 3,590,000 | \$ 360,000 | 10.0% |
| Transit Agencies - Maintenance 20.509 | | | | | | \$ 2,960,000 | \$ 2,960,000 | \$ 2,960,000 | \$ 3,250,000 | \$ (290,000) | -8.9% |
| Transit Agencies - Operating 20.509 | | | \$ 5,740,250 | | | | \$ 5,740,250 | \$ 5,740,250 | \$ 5,740,250 | \$ - | 0.0% |
| State Match for Ops, Admin, PM | \$ 6,740,200 | | | | | | \$ - | \$ 6,740,200 | \$ 6,675,759 | \$ 64,441 | 1.0% |
| Older Adults/Disabilities 20.509 | | | | | | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 4,500,000 | \$ 500,000 | 11.1% |
| 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 | \$ 400,000 | \$ - | 0.0% |
| go!Vermont | \$ 30,000 | | | | | \$ 350,000 | \$ 350,000 | \$ 380,000 | \$ 380,000 | \$ - | 0.0% |
| MTI TDM Grant Program | \$ - | | | | | \$ 315,000 | \$ 315,000 | \$ 315,000 | \$ 340,000 | \$ (25,000) | -7.4% |
| | | | | | | | | | | | |
| <u>Capital Assistance</u> | | | | | | | | | | | |
| Capital - General (formula & comp flex) | \$ 2,575,247 | \$ 1,200,000 | \$ 3,485,250 | | \$ 11,000,000 | | \$ 14,485,250 | \$ 18,260,497 | \$ 14,369,500 | \$ 3,890,997 | 27.1% |
| Capital - E&D 20.513 | \$ 50,000 | | \$ 300,000 | | | | \$ 300,000 | \$ 350,000 | \$ 350,000 | \$ - | 0.0% |
| Capital - Facilities 20.509 comp, form.) | \$ 260,000 | | \$ 500,000 | | | | \$ 500,000 | \$ 760,000 | \$ 775,000 | \$ (15,000) | -1.9% |
| Grand Total | \$ 9,947,447 | \$ 1,300,000 | \$ 10,542,700 | \$ 3,000,000 | \$ 11,000,000 | \$ 17,315,000 | \$ 41,857,700 | \$ 53,105,147 | \$ 48,670,234 | \$ 4,434,913 | 9.1% |
| <u>GMT Direct Flex</u> | | | | | | \$ 4,750,000 | \$ 4,750,000 | \$ 4,750,000 | \$ 4,000,000 | \$ 750,000 | 18.8% |
| Combined Totals | \$ 9,947,447 | | | | | \$ 22,065,000 | \$ 46,607,700 | \$ 57,855,147 | \$ 52,670,234 | \$ 5,184,913 | 9.8% |