



City of Burlington Transportation, Energy and Utilities Committee

April 26, 2022

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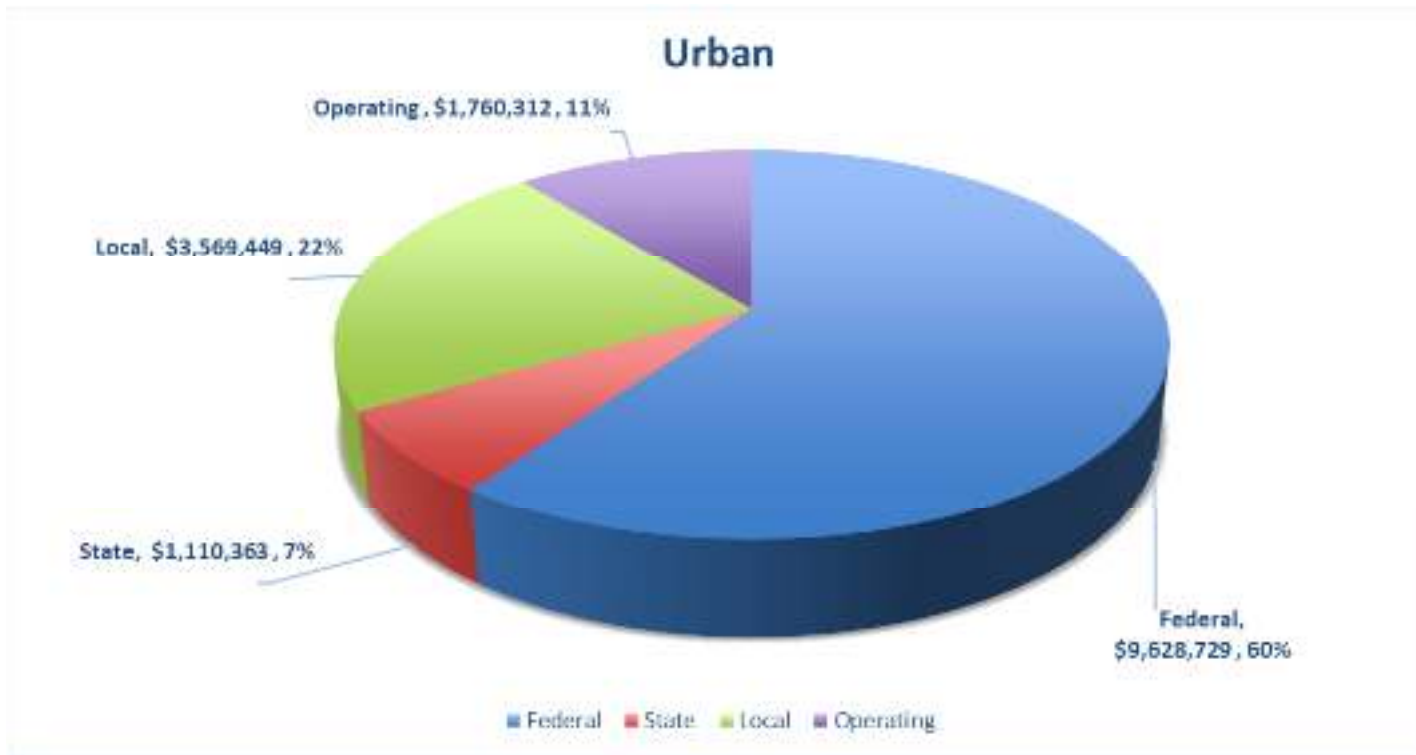
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Ridership Data



GMT FY23 Revenue Sources



FTA Grant Matching Requirements

- Operations: 50% non-federal match required
- Maintenance, Capital, New Starts: 20% non-federal match required
- The Infrastructure Investment and Jobs Act(IIJA) increases federal transit funding by 35%
 - Non-federal match is needed!

FY23 Urban Budget (as originally passed)

- Initially approved by the GMT BOC in December 2021
- 4% fixed route assessment increases
 - \$90K increase (\$2.26M total)
- 6,200 hours of service reductions
 - 4.6% of total Chittenden County service hours
 - 30-minute peak hour service frequencies on routes 6&7
 - Elimination of four daily (4) Montpelier (#86) LINK trips
- Resumption of fare collection (\$1.58M)
 - GMT collected \$2.3M in passenger fares in FY19
 - GMT's operating expenses have not been reduced by \$700K
- \$325K increase in ADA costs compared to FY19
 - Increased program demand as population ages
- Second year of two (2) new CBA's

FY23 Urban Budget Adjustments

- The GMT Board voted to restore most service in FY23
 - Elimination of two (2) Montpelier LINK trips
 - \$275K in added operating costs from original budget
- Fuel expenses are projected to increase by \$450K
 - \$2.75/gallon budgeted, \$4.25/gallon projected
- Awaiting award of state operating funds
 - Expecting \$1.1M less than FY19
 - Have \$2.2M CRF budgeted to offset the reduction (last of CRF's)
- **\$1M deficit from original budget**
 - Will have ~\$1M in unspent CRF from FY22
 - H.736 funding

FY24 Budget Outlook

Account	General: Municipal and Municipal 1-2011 Funds Received	General: Municipal and Municipal 1-2011 Funds Available	General: Municipal and Municipal 1-2011 Funds Available	General: Municipal and Municipal 1-2011 Funds Available
Transfer and Inland Transit (1-2011) (1-2011)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
Asset: Int. Assets Available	\$0	\$0	\$0	\$0
Net: Municipal and Transit (1-2011)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
Asset: Transfer and Inland Transit	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
FY24 Net Deficit/ Surplus of Local Funds	\$0	\$0	\$0	\$0

Assumes 2.5% full cost transit ridership growth (as shown in 2023)

Assumes 2024 Local Funds available in 2024

Summary

- Minimal service reductions in FY23
- The GMT Board will make a FY23 fare collection policy decision in May
 - Pending T-bill funding and language/intent
 - Local routes, all routes, means tested?
 - Consider short-term benefits vs. long term opportunity costs (future service reductions)
- **Additional non-federal funding is needed in future years!**
 - Especially if fuel prices remain high, ridership does not rebound, and ADA costs continue to increase
 - **Highlights the needs identified in the CCRPC Transit Financing Study!**
 - Statewide non-federal funding source for transit