City of Burlington Transportation, Energy and Utilities Committee

April 26, 2022
Jon Moore, GMT General Manager
jmoore@ridegmt.com
802-540-2527
Ridership Data

Urban Ridership July 2020 - March 2022

[Graph showing ridership data from July 2020 to March 2022, with peaks and troughs indicating fluctuations in ridership.]
GMT FY23 Revenue Sources

- Federal, $9,628,729, 60%
- State, $1,110,363, 7%
- Local, $3,565,449, 22%
- Operating, $1,760,312, 11%

Urban 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) Montpellier (#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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>32,431,741.09</td>
<td>32,431,741.09</td>
<td>32,431,741.09</td>
<td>32,431,741.09</td>
</tr>
<tr>
<td>Expenses</td>
<td>81,831,367.77</td>
<td>81,831,367.77</td>
<td>81,831,367.77</td>
<td>81,831,367.77</td>
</tr>
<tr>
<td>Net Deficit/Derivation of Local Service</td>
<td>99,401,201.44</td>
<td>99,401,201.44</td>
<td>99,401,201.44</td>
<td>99,401,201.44</td>
</tr>
</tbody>
</table>

*Source: Green Mountain Transit*
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