

# Board of Commissioner's Meeting

March 10<sup>th</sup>, 2026

*Commissioners In Attendance*

Albert Wenta, Town of Proctor Representative  
Chester Brown, Town of West Rutland Representative  
Devon Neary, Chair of Board

*Commissioners, Virtual Attendance*

Matt Patry, Vermont State University - Castleton

*MVRTD Staff in Attendance*

Ron Euber, Operations Manager  
Stacy Newman, HR Manager  
Tyler D'Ambrosio, Sr. Marketing Coordinator  
Patti Johnson, Finance Director

*Public, Virtual Attendance*

Jeremy Whiting, VTRANS Coordinator  
Sam Budusky, Purchasing Manager Killington Pico Ski Resort

*Public in Attendance*

Lori Borelli, Passenger

**Call to Order** Call to order at 10:05AM by Devon Neary. Devon introduces Sam Budusky as a potential replacement board member for Chris Condon. Sam thanks the board for their welcome and returns it heartily. Devon requests that we include a formal vote to introduce Sam as commissioner after public session.

**Motion To Approve** Motion to approve March 10<sup>th</sup> Agenda with added induction vote by Albert. Seconded by Ethan. Agenda is approved with corrections.

**Motion To Approve** Motion to approve February 10<sup>th</sup> Minutes by Chet. Seconded by Ethan. Minutes are approved.

**Open to Public** Lori shares that people are still sleeping in the Transit Center lobby. Ron shares that he spent approximately 15 hours at the Transit Center last week and only witnessed 1 person sleeping who was dealt with and that the Transit Center has generally been quiet. Devon asks if there is any movement on returning amenities like benches. Ron replies that movement has stagnated but there are concerns about people sleeping on benches especially as the weather warms. Devon asks if drivers have received

complaints about benches. Ron replies no, but access to the bathrooms is the main request. However, Ron points out that vandalism is a major concern with that so we will keep the system of unlocking the bathrooms only when requested. Finally, Ron shares that the pigeon problem has been greatly reduced.

**Vote to Elect** Vote to elect Sam Budusky as an official member of the MVRTD Board of Commissioners. Motion is presented by Ethan, seconded by Albert. None opposed. Sam Budusky is officially a member of the MVRTD Board of Commissioners as of March 10<sup>th</sup>, 2026.

**Uniform Policy Proposal** Stacy gives an overview of the Uniform Policy Proposal for Drivers and Preventative Maintenance staff. She notes that the proposal was presented to the EC last week, at which the committee expressed its support. The proposal outlines footwear guidelines for Drivers and PM staff as well as raises the maximum reimbursement rate from \$60 per calendar year to \$100 per calendar year for driving staff and raises the maximum reimbursement rate from \$75 per calendar year to \$100 per calendar year for PM staff. Stacy explains that the reasoning behind this change is to promote equitability and create consistent expectations for driving and PM staff.

**Motion to Approve** Motion to approve the Uniform Policy Proposal as presented made by Chet. Seconded by Ethan. None opposed, policy is approved as of March 10<sup>th</sup>, 2026.

**Financial Report – P&L** Patti gives an overview of the current financial up to January 31<sup>st</sup>, 2026. Devon asks if there are any major variances that should be highlighted for the Board. Patti replies that it is difficult to determine what should be highlighted at the moment as the chart of accounts is currently being redone to provide a much more detailed breakdown on all line items so that there are no longer any large lumped sums. Furthermore, Patti shares that she is currently going through the professional services we've contracted to see what is still necessary. Our current IT service costs approximately 120K per year which is a high impact budget item. Moreover, MVRTD will have a few RFP's in the next year for insurance and other professional services that may change the bottom line.

Albert asks about the 70c increase in diesel fuel. Patti replies that Benny would be a better source but the price increase is due to the current conflict in the Middle East. Fuel is the basis of our business so this is a major factor that will impact every aspect of the district. She shares that she can more clearly answer any questions in a few weeks once she has redone her numbers with updated diesel costs.

Sam asks if The Bus has their own fueling station and storage, going on to ask if we've ever explored futures contracts to secure a lower rate per season. He furthers his points by sharing that Killington pre-buys contracts when prices are low so that rate fluctuations do not affect their budget. Chet shares that they do the same in West Rutland. Ron shares that MVRTD does receive reduced prices on fuel but he does not know the exact amount.

**Fare Reimplementation Plan** Patti gives an overview of the final proposal for the Fare Reimplementation Plan with a short background refresher. The updated fare rates are in direct correlation

with the FY2020 fare rates, which was the previous full year in which a standard fare structure was in place. Based on her projections, the expected income is approximately \$540k per year. However, she explains that for every dollar earned MVRTD must give 50% of revenue back to the state.

Moreover, Patti shares that MVRTD will likely be working with Elavon for online payments. In 2019 80% of fare revenue was cash however, Patti expects the inverse to occur with 80% of projected fare revenue in cashless payments and 20% of projected fare revenue in cash payments. Therefore necessitating a cashless payment system to be in place for the reimplementation of fares.

She adds that Tyler will be designing and ordering physical passes. We have explored mobile device fare systems but they are currently too much of an expense so we will revisit the topic once MVRTD has had a fare structure in place for at least one fiscal year.

Patti shares that start date is in either May or July and requests input from the Board. Ethan is in favor of pushing it to July in spite of any potential lost revenue—he feels that it is much more important to do this correctly. Albert agrees and specifically notes that he does not want to retract any statements made to the public.

Ethan requests a clearer breakdown on discounted rates for eligible groups and individuals that can be shared with the board at the April meeting. Devon asks plainly if there is going to be an income threshold for passengers to get fare free ride. Patti and Ron reply that we cannot directly ask people their income level and that furthermore, we can not offer discount for every rider, this fare system needs to be equitable to both the passengers and the district.

Devon advocates for a simplified fare structure that is easy to understand by both staff and passengers. He points out that it is a greater labor burden on the drivers and the sales attendant in a multi-rate fare system vs. a flat rate system. He extends this point to the structure of passes as well. Matt finds the proposal reasonable as it stands.

Jeremy shares that he would prefer simplicity over complexity in the system so that it's easy to understand for everyone and feels that this proposal is not overly complicated. Devon asks about GMT's structure. Jeremy replies that it's a multi-rate system for in-city, commuter, in-county, out of county, linked services, etc. He then re-asserts his point in saying that simplicity is better for the rider and that fare boxes are where the majority of conflicts arrive.

Ethan asks Jeremy about the 50% of fare revenue given back to the state to which Jeremy replies that revenue earned for MVRTD's local match reserves will be taken off the top of the grant funding MVRTD receives from the state, so the financials should balance out. Patti asks if there are any exceptions. Jeremy replies that most likely no but he will look into it. Ron then asks about routes fully funded by local match to which Jeremy replies that he will find out the answer to that.

For the newer members of the Board, Ron shares that the current pass structure is essentially 2 passes (in city vs commuter) which is heavily simplified from previous pass structure in FY20. Devon thanks him for his points. And adds that MVRTD should look at other VT transit systems to see what models they use for discounted reduced rate eligible groups. He would specifically like a table showing who is eligible for what. He personally would like to see O&D riders be eligible for a 50% discount on fare and pass rates.

Albert makes the point that this will be a living document and we will have to evaluate this consistently. The board agrees wholeheartedly. Devon makes the point that starting in FY27 would make this a good point in time to do yearly re-evaluations.

**Motion to Approve** Motion to approve the Fare Reimplementation Plan as presented by Ethan with the caveat of the supplication of a reduced fare rate table to be presented at the April Board meeting. Ron replies that there is still work to be done and those conversations with local businesses and organizations are in progress so MVRTD will provide what information it can in April. Motion seconded by Chet. None opposed. Motion passes unanimously. MVRTD will implement a standard fare structure system-wide beginning on July 1<sup>st</sup>, 2026.

**FY25-FY26 Ridership Comparison** Patti shares that we have approximately 30k rides less rides than we did at the same time last year. This is likely due to the lack of a World Cup in Killington. However, it seems that no major ridership was lost from the consolidation of the South Route Extension.

As he looks over, Devon notes that ridership is significantly up from FY25. Patti contends that when we have more snow when have much higher ridership. For example, the RKC route is up by 14k rides compared to this time last year.

Albert makes the point that there is a dramatic drop in Proctor route usage. Which is a red flag for him and a red flag for VTRANS. Ron replies that Ridership picked up on the Proctor Route and that will be reflected in ridership comparisons to come.

**50<sup>th</sup> Anniversary Celebration** Tyler gives an overview of the current ideas for the 50<sup>th</sup> Anniversary celebration and asks for the Board's input on what they'd like to see and do. Ron suggests focusing on giving back to the community. Devon suggests comparison of annual ridership, fleet size, medical trips provided, etc between 1976-2026 as a way of showing how much progress and impact MVRTD has made upon the Rutland community in the past half-century. He also suggests that MVRTD holds a Celebration Week in September with a differing offering to riders each day and working with CEDRR to promote this. Ethan suggests the idea of a historical exhibit that can be housed in a street-side display and offers his help with working on that. Devon further notes that he would like to see this as a standing item on the agenda moving forward and if anyone has any ideas in the interim to please contact Tyler or Jade.

**Board Recruitment** As we are past town meeting day 2026, Devon requests that the Board look toward the recruitment of additional commissioners. There are 3 open at large seats for commissioners out of a total of 6 seats. Currently, the Board houses representatives from West Rutland, Proctor, the City of Rutland, Killington, and Fair Haven. However, the representative of Fair Haven's time has been severely limited as of late and the board would heavily benefit from a commissioner with a background in healthcare as Tracy Upton from RRMC has recently stepped down.

Devon shares that there is a potential candidate from RRMC to replace Tracy and Ethan adds that it may be prudent to put out feelers before sending out formal invitations as to not step on any toes. Devon goes on to share that in years previous, he found that the best method for recruitment has been to send out letters to potential candidates and attend municipal or organizational board meetings. He notes that it does require a large amount of effort but that the end result is invaluable.

Ethan asks about posting on social media, FPF, Facebook, Insta, etc. Chet offers to put a recruitment advertisement on the West Rutland town website. Devon thanks everyone for their suggestions and requests circling back to this in the April board meeting to hear on the progress everyone has made by that point in time.

**Other Business** Ron hosts a short discussion on the feasibility of re-arranging the city-fixed transit system so that passengers may ride on any single bus and get to any part of the town or city of Rutland. Ethan inquires if Ron has the data from RRMC regarding lost revenue from lack of transportation to the hospital and he replies that he has not received it. However, he will be attending quarterly meetings between MVRTD and RRMC to discuss further transportation opportunities.

**Adjournment** Meeting is adjourned at 11:33 by Devon Neary