

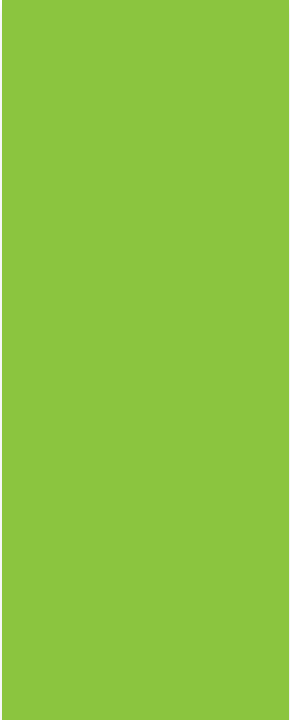
The background of the slide is a photograph of a modern Green Mountain Transit bus stop. The stop has a long, low, white roof supported by thin poles. A bus is blurred in motion on the right side of the frame. A person is standing near the bus, and a bicycle is parked at the stop. In the background, a church steeple is visible. The entire image is overlaid with a semi-transparent green filter. In the top left corner, there is a short green horizontal line. In the top right corner, there are three short green horizontal lines stacked vertically.

# **Green Mountain Transit 2025 Overview**

**Clayton Clark, General Manager**



# Jargon Check

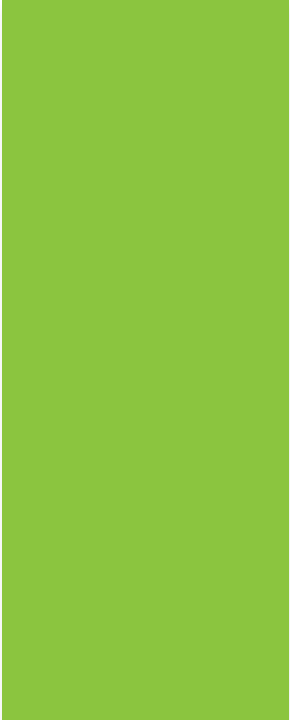
- 
- ADA is Americans with Disabilities Act paratransit service.
  - NEMT is Non Emergency Medical Transport Medicaid service.
  - O&D is Older and Disabled Persons transport (formerly E&D)

# Chittenden County Service

- Fixed Route Service, including local LINK and Commuter Routes
  - **GMT has reduced annual service costs by ~\$1M over past year**

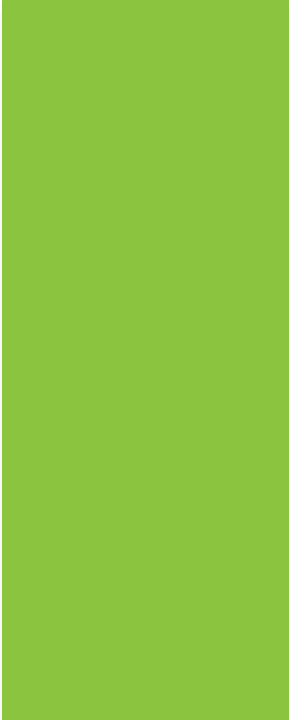


# Chittenden County Service

- 
- SSTA provides remainder of braided service:
    - ADA via contract (urban routes do not deviate for persons with disabilities)
    - O&D via contract
    - NEMT independent of GMT

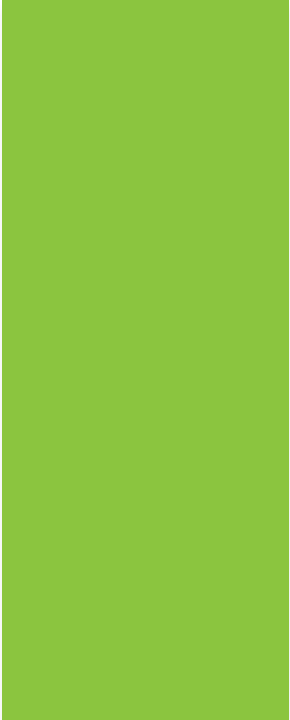


# Washington County Service

- 
- Fixed Route service in Central Vermont
  - MyRide Microtransit in Montpelier
  - Demand Response service operated by GMT and CRVT (O&D, NEMT, etc.)
  - Seasonal Fixed Route service in support of Mad River Valley tourism



# Franklin and Grand Isle Counties Service

- 
- Fixed Route service, including local in St. Albans and Commuter in Alburgh & Richford
  - Franklin Demand Response service operated by GMT (O&D, NEMT, etc.)
  - Grand Isle Demand Response service operated by CIDER under contract with GMT



# Lamoille County Service

- 
- Seasonal Fixed Route service in support of Stowe area tourism

# Overall Ridership: ~2.7M Rides

## Urban

- ~2.3M rides in FY24
  - ~2.0M rides in FY20
  - High of ~2.5M in FY12 and FY13
- 52K ADA rides paid for by GMT and delivered by SSTA (~\$2M)
  - 2% of rides and 9% of expenses

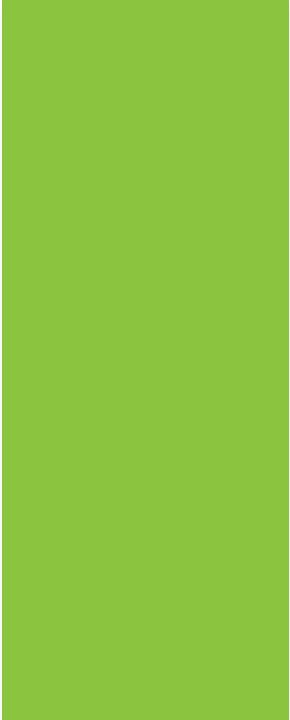
## Rural

- 389K rides in 2024
  - 408K in 2020





# Statewide Ridership Comparison

- 
- 4.7M Statewide ridership for all providers
  - 2.7M rides provided by GMT (57% statewide trips)

# GMT FY26 Budgets (\$51.0M)\*

## Urban

Operating: \$19.9M

Capital Budget: \$17.6M

## Rural

Operating: \$10.9M

Capital Budget: \$2.6M

\* Projected

**Total Operating: \$30.8M**

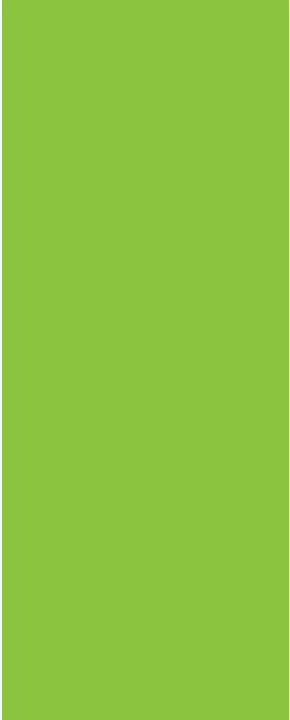
**Total Capital: \$20.2M**

# STIC Factors

- FTA issues Small Transit Intensive City (STIC) awards to above average performers
- Of 6 STIC factors, GMT above average on 4 (only 11% receive 4 or more)
  - ~\$2M additional federal revenue
- **Ridership decline = STIC Losses = Less Fed \$\$\$**
- **\$3M in service reduction = \$5M in reductions**



# Legislative Report

- 
- External Org Assessment
  - Internal Assessment
  - Rural Transfer Study
  - Feedback on Urban Service Reductions
  - Franklin County Community Engagement

# Rural Service Transfers

- GMT collaborating with VTrans, Rural Community Transportation (RCT), and Tri Valley Transit (TVT) to consider transferring rural service to RCT & TVT
- Transfer seems more likely than not, which would mean GMT operating urban transit only by July 2026

# Urban Service Reductions – FY26

FY26 Budget includes ~\$1M in reductions

- Would have been closer to ~\$2M without additional VTrans support
- These changes address all underperforming urban routes and have focused on financially underperforming service

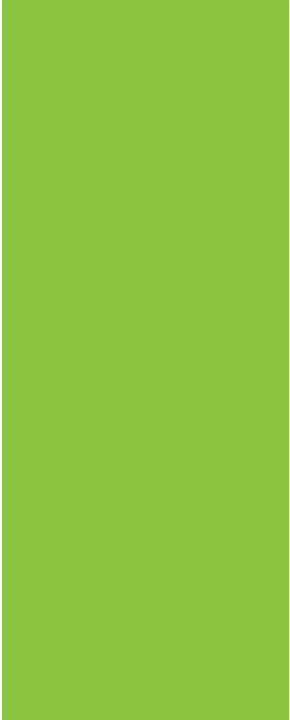
# FY27 Fiscal Gap: ~\$3M Worst Case Scenario

Without intervention, GMT will see:

- Elimination of most non-core service
- Elimination of financially efficient service
- Reduction/elimination of commuter/LINK service connecting rural Vermont to Chittenden County



# Good News: VTrans Assistance



As with FY26, Administration has expressed interest in limiting reductions, although public transit pressures across state may limit their ability to help





# Transit Measured by Economic Efficiency



The main tool used for measuring route performance considers cost per ride

Most cost-effective transit generally follows work commuting patterns

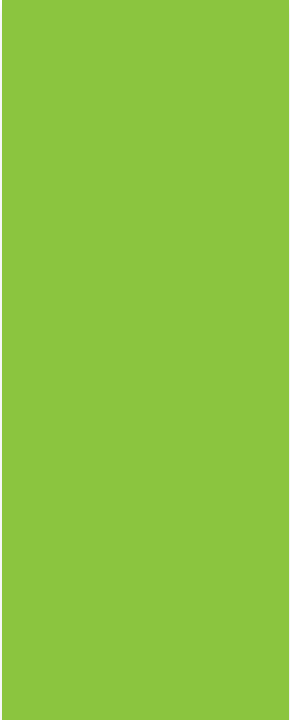
**Human Services locations not always along commuting corridors**

# Return to Fares

- Overall ridership increase of 1% since return to fares in 2024
- 9.7% of urban revenue now coming from fares (Current target 10.0%)
- New target of 15% will likely require fare increase in 2026
- Current fares \$2.00/\$1.00 (ADA \$4.00)



# GMT Foundation and Association

- 
- Established an affiliated non-profit organization to diversify revenue
    - Increase opportunities for grants, especially those focusing on intersection of transit/human services
    - Awaiting IRS award of 501 (c)3.

A photograph of a Green Mountain Transit station at night, with a large, illuminated, modern shelter structure. A bus is blurred in motion on the right, and a person is walking. The background shows a city street with a church steeple and trees. The entire image has a green tint.

# Questions?