


The background of the slide is a photograph of a modern transit station with a long, covered walkway. People are seen sitting on benches and walking. A bus is blurred in the foreground, suggesting motion. The entire image has a green color overlay. In the top right corner, there are three horizontal green lines representing a menu icon. In the top left corner, there is a single horizontal green line.

# Green Mountain Transit 2025 House Transportation Overview

Clayton Clark, General Manager




# Bottom Line Up Front

- 
- GMT supports Administration's FY26 Budget
  - GMT supports continued exploration of transferring rural service to other providers
  - GMT committed to reducing operating costs in support of financial sustainability

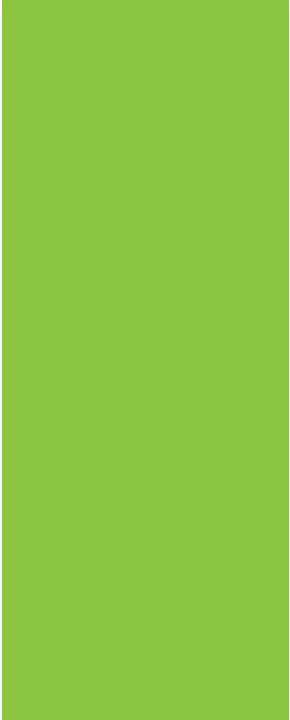


# Jargon Check

- 
- 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
    - **\$700K in annual service already reduced, with another \$500K projected for June 2025**




# Chittenden County Service

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- 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

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- 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
  - **MyRide pilot ends this FY**



# Franklin and Grand Isle Counties Service

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- 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
  - **No reductions considered here**



# Lamoille County Service

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- Seasonal Fixed Route service in support of Stowe area tourism
  - **No reductions considered here.**



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# 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)
- **369K Combined TVT/RCT**
  - TVT and RCT ridership would more than double from transfer

# 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**

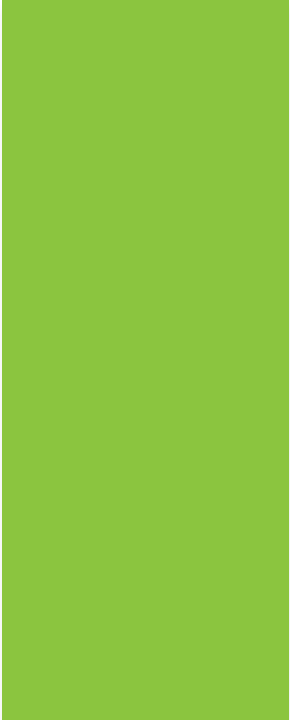
**Total Capital: \$20.2M**

# 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




# External Org Assessment

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- 42% reduction in managerial capacity between 2012 and 2023
  - Lack of staff capacity root cause for performance issues and high employee turnover
  - **Origin of Rural Transfer Question**



# Internal Assessment

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- Need to increase staff capacity and/or transfer service to improve performance
  - Need to emulate other rural service providers by increasing community engagement and diversifying local match



# Indirect Rate Comparisons



Indirect rate is the percentage of funds spent on non-operational activities

- GMT: 6.84%
- RCT: 20.08%
- SSTA: 19.92%
- TVT: 16.59%



# Rural Transfers

- GMT in alignment with RCT and TVT to continue studying transfer and not rush decision making
- Partial transfer should be considered
- Franklin County labor relations
- **RCT and TVT to more than double ridership**



# Urban Service Reductions




FY26 Budget will include \$1.2M in service reductions to assist with achieving financial sustainability

- \$700K in reductions already approved/implemented
- Additional \$500K in reductions to be implemented June 2025



# Urban Service Reductions: December 2024

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- Elimination of Jeffersonville Commuter connecting Lamoille County to Burlington
  - Elimination of Saturday Service on the #10 connecting Williston to Essex Junction/Town of Essex
  - Reduction in Saturday morning and evening service




# Urban Service Reductions: March/June 2025

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- Reduction of the Montpelier LINK from 11 daily trips to 7 – March 2025
  - Consolidation of the Milton Commuter and St. Albans LINK – June 2025

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# Urban Service Reductions: June 2025

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- \$500K in additional reductions TBD
  - Will not include elimination of routes
  - Will include:
    - Decreasing Summer and Sunday service
    - Rerouting #10
    - Halving frequency of #8

# FY27 Fiscal Gap: ~\$3M


**GMT will need to choose between workforce or human services support**

Without intervention, GMT will likely see:

- Elimination of most non-urban core service
- Reduction/elimination of commuter/LINK service



# FY24 Route Performance Report

- 
- Jeffersonville Commuter already eliminated
  - #10 to be rerouted, removing less productive portion of route
  - Mad River Valley Floor to be evaluated
    - Route revenue not considered


# Return to Fares

- Overall ridership increase of 1% since return to fares
  - Original projections were for a 15% decrease in ridership
- 9.7% of urban revenue now coming from fares (target 10.0%)
  - New target of 15% established






# 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.



# Urban Driver Negotiations


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- GMT is presently negotiating with Teamsters 597 for the next 3-year CBA
  - Outcome of negotiations will impact projections
  - Shortage of CDL operators amplifying labor inflation

# Pay/Benefit Considerations

- \$30.00 driver pay is for all drivers regardless of time in service
  - Operate in 2 highest cost counties
  - Starting wage SB Schools is \$34.00
- 100% employer covered health insurance, but annual increases capped to 6%
- Admin pay set to 25<sup>th</sup> percentile
- Executive pay below other providers



# Protections for Transit Workers



H.255 proposes to establish increased criminal penalties when a public transit worker is the victim of an assault, adding transit workers to the list of professionals at 13 V.S.A. § 1028.



# Urban Assessment Reform



Current assessment methodology established in 2006

- Partnering with CCRPC to go through assessment modification process
- Statutory guidelines on assessments would benefit from an update

FY26 Special Assessment of \$308K

# Questions?