

---

GMT LEGISLATIVE  
REPORT AND NEXT  
STEPS

ROSS MACDONALD  
FEBRUARY 25, 2025

# AGENCY OF TRANSPORTATION

---

## GMT STUDY RECOMMENDATIONS

- All-or-nothing approach to rural service makes more sense than partial transfer
  - Transferring one of the two rural regions would not appreciably reduce the administrative and management burden of the many rural programs (especially Medicaid)
- Transfers of GMT's rural service to rural providers is recommended
  - Will allow GMT to manage its urban service more effectively
  - Will reduce costs in the rural areas, benefiting all providers
- VTrans will have more funds available to support both urban and rural services
- AHS Department of Vermont Health Access (DVHA) will need fewer funds to cover Medicaid's Non-emergency Medical Transportation (NEMT) program.

## IMPLEMENTATION TIMELINE

- On February 19, 2025, Steadman Hill Consulting was awarded a contract for the “Coordinated Implementation Assistance Plan”
- **Legislature takes action during 2025 session**
- Transfer Mountain Road Shuttle in Fall 2025
- RCT to operate some demand response service in Franklin County in FY26
- Full transfers of rural regions to TVT and RCT to occur on July 1, 2026
- Restructure Franklin County commuter routes by July 1, 2026
- Arrange for new subrecipient agreements/contracts with CIDER, CRVT and SSTA by July 1, 2026 so that no rural funding flows to GMT

## SUGGESTED UPDATE TO STATUTE

Sec. XXX 24 App. V.S.A. ch. 801, § 2 amended to read:

The area of operation shall be ~~Chittenden, Franklin, Grand Isle, and Washington Counties and the Towns of Orange, Washington, and Williamstown~~ **Chittenden County for fixed-route bus service**. The area of operation shall include ~~Addison and Caledonia Counties and the Towns of Orange County other than Orange, Washington, and Williamstown~~ **Washington, Franklin, and Grand Isle Counties**, but only for the provision of commuter services. ~~The area of operation shall include Lamoille County, but only for the provision of published scheduled services.~~

Sec. XXX 24 App. V.S.A. ch. 801, § 10 amended to read:

\*\*\*

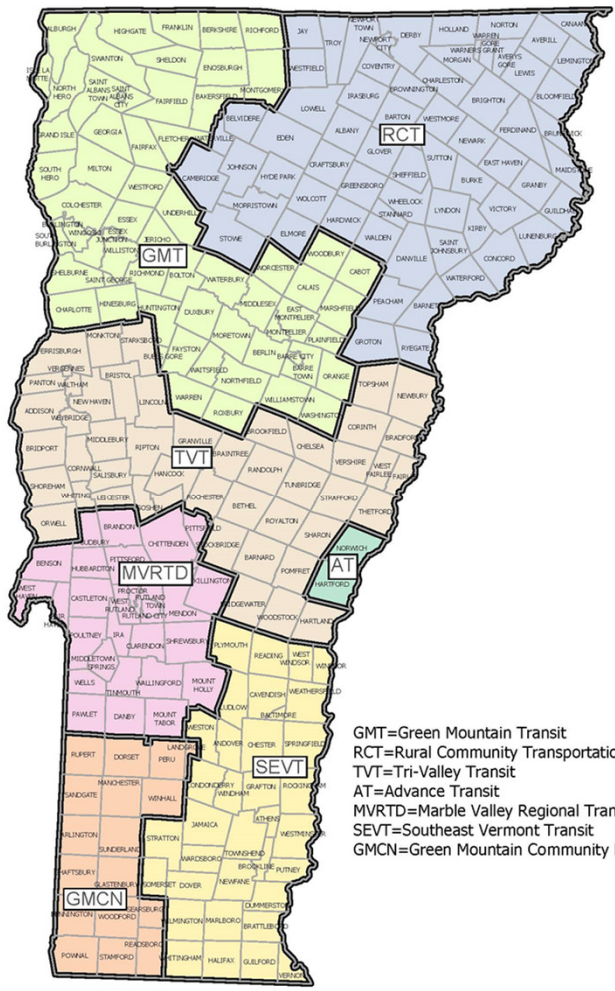
~~(e) Immediately upon joining the Authority, the municipality shall appoint two commissioners as provided herein. The initial terms of the commissioners of the initial members shall be arranged by the Chittenden County Regional Planning Commission so that the terms of approximately one-third of the commissioners shall expire in each year. The initial terms of commissioners from municipalities joining after March 7, 1973, shall be set by the Board of Commissioners.~~

Sec. XXX 24 App. V.S.A. ch. 801, § 11 is repealed.

Sec. XXX 24 App. V.S.A. ch. 801, § 12 is repealed.

Sec. XXX 24 App. V.S.A. ch. 801, § 13 is repealed.

**EXPLANATION:** Statutory language changes which AOT wishes to pursue this year, estimated to yield \$1.2M-\$1.6M in annual budget savings.



GMT=Green Mountain Transit  
 RCT=Rural Community Transportation  
 TVT=Tri-Valley Transit  
 AT=Advance Transit  
 MVRTD=Marble Valley Regional Transit District  
 SEVT=Southeast Vermont Transit  
 GMCN=Green Mountain Community Network

Map Produced by the Vermont Agency of Transportation Public Transit Section - 10/16/2023

## TRANSIT RATES – SFY '24 AND 1<sup>ST</sup> QTR. SFY '25

Agency	FY24 cost per vehicle hour	FY25 Q1 cost per vehicle hour				
Advance Transit	\$123.12	\$117.30				
Green Mountain Community Network	\$90.44	\$85.25				
Marble Valley Regional Transit District	\$103.93	\$103.02				
Rural Community Transportation	\$92.30	\$94.99				
Southeast Vermont Transit	\$101.67	\$101.95				
Tri-Valley Transit	\$112.60	\$116.40				
GMT Urban	\$138.72	\$157.15				
GMT Rural	\$130.58	\$159.84	Q1 rate			
		\$149.45	Likely full year rate if Q1 correct			
		\$149.06	Q1 rate if VH for van specials matches ridership			
		\$139.37	Likely full year rate with adjusted Q1 rate			

# PUBLIC TRANSIT DATA - SFY 2024

Figure 3: Statewide Operating Costs

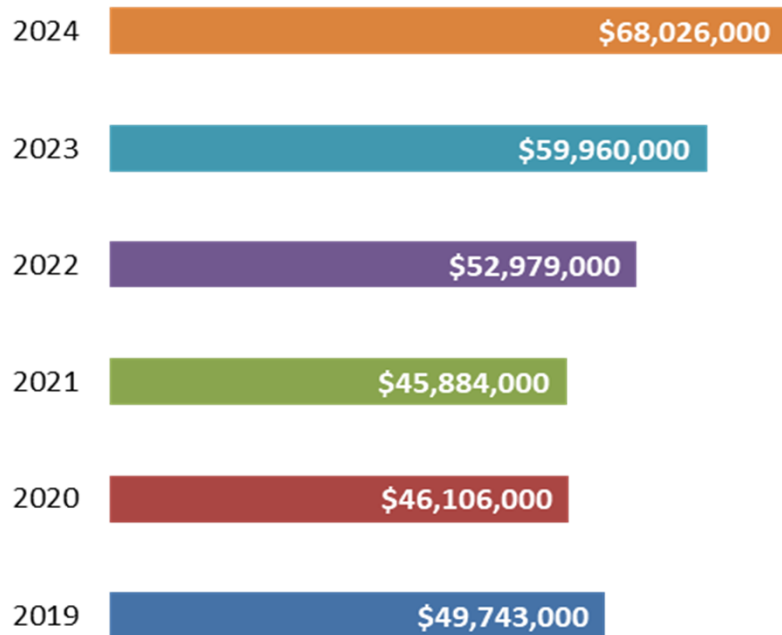
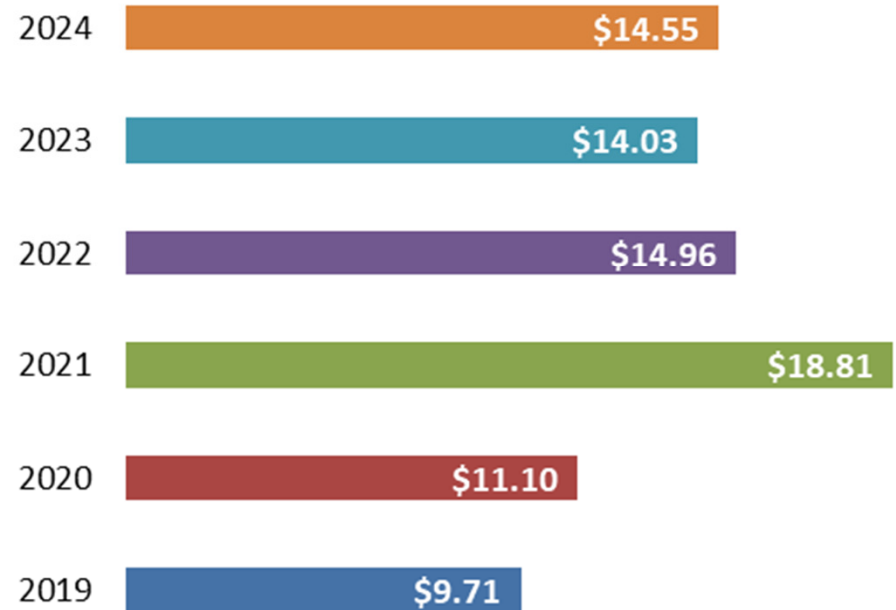
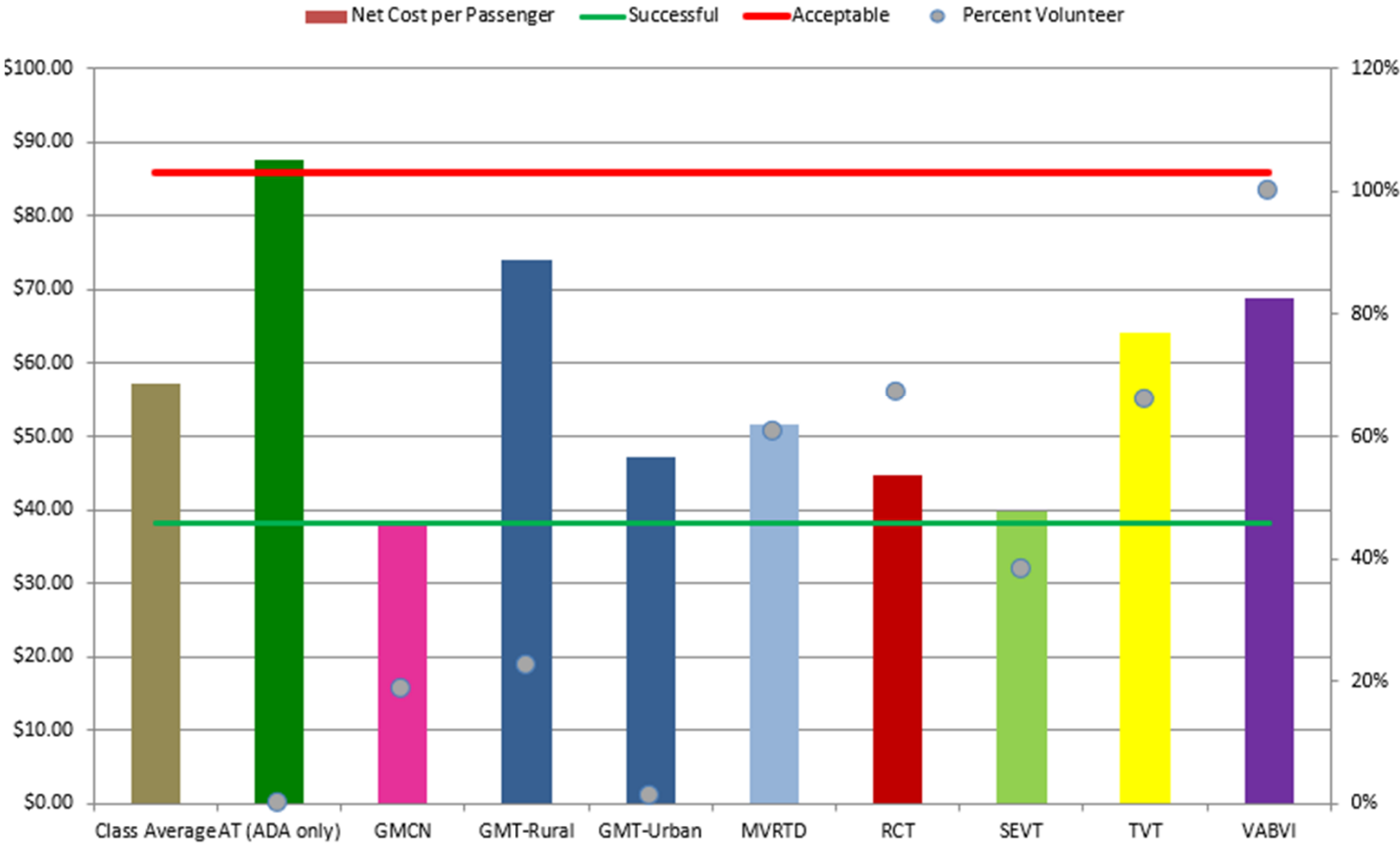


Figure 4: Cost per Trip



**Graph #3: 2024 Demand Response Cost per Passenger**





## FY 2026 BUDGET PLAN

- Incorporate \$3M in Carbon Reduction Program funds, slated to cover rural operation's projected shortfall and partially cover the projected urban shortfall.
- Sustain all rural services currently meeting the Route Performance Report's performance thresholds.
- Begin the implementation process to transfer GMT's Rural service to other rural providers.
- Identify cost saving measures and efficiencies across the state and share report with all providers.
- Approach VTrans Budget Committee with demonstrated commitment to efficient service, outline service reductions, discuss regional transfers and seek to obtain new level of funding to cover all performing routes.



THANK YOU

**Ross MacDonald** | Public Transit Program Manager

Vermont Agency of Transportation

219 North Main Street | Barre, VT 05641

Mobile 802-522-7120

[ross.macdonald@vermont.gov](mailto:ross.macdonald@vermont.gov)