

Here is an update from GMT. Thank you for having us join previous discussions and for hosting Transportation 4 Vermonters yesterday. I look forward to further work with you over the session.

FY27 Budget

GMT appreciates the Governor's proposed budget because it reduces GMT's anticipated deficit by \$700K, even as it will leave us with a \$940K deficit for FY27. Additional service reductions in urban or LINK service will need to be considered to fill this gap. We have reduced service by 16% over the past 13 months, saving roughly \$2M/year.

FY28 Budget - Guidance Requested by End of Session

GMT is projecting a \$3M dollar FY28 deficit. Prior to the end of session, we are looking for signals from the Administration and Legislature on how to proceed. Without a change of course in revenue, we will need to begin additional service reductions before the Legislature returns in January 2027 and anticipate another reduction in service of at least 20%. We anticipate these reductions will generate considerably more pushback from the community than our previous reductions, as far more riders will be impacted. A reduction of this size would also likely result in a loss of federal performance awards, which would then create another cycle of reductions. We'll have updated financial projections to share later in the session.

Chittenden County O&D

The Chittenden County O&D Committee met on January 29, 2026, and approved a series of service modifications intended to preserve funding for the program for the remainder of the fiscal year. Part of the package approved included continuation of vocational and social trips in Colchester that had previously been discussed in both committees and the media. Colchester agreed to increase their local share from 20% to 33.5% for all rides to maintain their expanded service. Other partners have also increased their contributions to pay for additional service. GMT is guaranteeing access to critical care, adult day care, and food access trips through the end of the fiscal year. Rural Community Transportation (RCT) will begin managing this rural transit program in Chittenden County on July, 1, 2026, as part of the rural transfer.

Rural Transfer - Franklin/Grand Isle/Stowe Seasonal/Chittenden O&D

RCT successfully accepted GMT's fixed route and on demand service in Franklin and Grand Isle Counties on January 1, 2026. They will take over Stowe seasonal service and Chittenden County O&D on July 1, 2026. They have been an outstanding partner to work with.

Rural Transfer - Washington/Mad River Seasonal

Tri Valley Transit (TVT) is projected to accept GMT's fixed route and on demand service in Washington County, and the seasonal service in the Mad River Valley, on July 1st. As with RCT, they have been an outstanding partner to work with.

Electric Battery Buses

The five electric battery buses GMT received in April 2025 are currently non-operational due to a battery recall. Prior to the recall in November 2025, the buses were meeting expectations and performing well in our urban service. The manufacturer estimates 18-24 months to replace the batteries. To reduce the risk of fire before replacement, the manufacturer changed settings on the buses so that the batteries can not accept a charge if they are under 40 degrees. Unlike what has been reported in the press, this charging limitation is new and part of the recall and not an original design limitation. We are working with the manufacturer to find a solution prior to battery replacement. We are also attempting to hold the manufacturer accountable for financial harm. Our next order of six electric battery buses will be delivered in 2027 and will have different batteries than those recalled.

Thank you for your continued work maximizing available resources for the benefit of our citizenry,
Clayton