

From: Clayton Clark  
Re: Testimony Amendment  
Date: Jan 22, 2025

The GMT Board of Commissioners met yesterday and provided guidance to staff to include LINK service under the menu of possible reductions for implementation in June 2025.

In regard to our process, when the Governor's budget is released next week we will coordinate with VTrans on our likely FY26 funding levels. We will then build a service reduction cut list that will balance our budget based on those funding levels.

Here are the reasons the LINK service is being considered again for reductions:

- Urban municipalities will contribute ~\$4M to GMT in FY26, and they are making local service a priority over commuter service. GMT Urban has subsidized LINK service since its inception, with limited or no contributions from rural transit or rural municipalities. This subsidization has magnified our long term urban funding problem.
- The cost per ride for urban, on average, is \$6.15. The cost per ride for "successful" commuter service in the State of Vermont is \$28.23, with "acceptable" cost per rides of up to \$63.51. Simply stated, in most situations we can provide at least 4 urban local rides for every 1 commuter ride.
- VTrans has the option of funding LINK service through 5311 rural transit, with either GMT or another provider performing the service. There is no funding alternative for GMT urban routes.

Thank you,  
Clayton