

This year's TBill as passed by the House includes additions to GMT's governing statute at Section 8.

The additions will give GMT greater flexibility to generate revenue by allowing us to raise funds from public and private organizations outside our formula for assessment. As currently written, our statute requires using the formula, which collects local funds only from member municipalities, spreads costs across all members, and matches member dollars with both state and federal funds.

Under the formula for assessment, any financially inefficient service burdens the whole system, without a pathway to contain the costs, and there is no pathway for non-members to contribute local funds.

Next week the GMT Board will likely vote to eliminate the #4 Essex Circulator, effective August 2026. VTrans identified this route as financially underperforming for the past 10 years, but we've consistently heard from the school and local members that it serves a critical function for their community. Considering our financial situation, we can no longer continue to operate the #4 under our current formula for assessment for the reasons above.

If the language in the TBill is adopted, however, we would have another option. The Essex Westford School District reported that this service is critical to its students and would consider funding the route to preserve it if given the opportunity. The new language would allow them to fund a service that meets community needs without GMT using state and federal transit funds and without undermining our overall financial position. We confirmed with VTrans that they would support retaining the #4, provided state and federal transit dollars aren't used.

In summary:

- The TBill has new language that gives GMT the flexibility to better meet our economic crisis without additional state and federal funding.
- If the language is adopted it may preserve the #4 Essex Circulator without using state or federal transit funds.
- Given the likelihood of major service reductions, attracting new local revenue to limit those reductions will be key to service preservation, especially since major players like the University of Vermont Medical Center, UVM, Beta, and other large employers want to preserve and grow our service to meet their needs.

I know the time is tight for you to finish your work, so I won't ask for committee time to discuss. However, if you are inclined to remove the language, we hope to discuss its benefits.

Thank you,
Clayton

Clayton Clark
General Manager, [Green Mountain Transit](#)