



## **Green Mountain Transit Final Legislative Report**

To: House Committee on Transportation  
Senate Committee on Transportation

From: Clayton Clark  
General Manager

Date: January 31, 2025

In accordance with Act 148, Section 9(e):

(e) Conditions; report. As a condition of receiving the grant funding, Green Mountain Transit shall do all of the following:

(1) begin collecting fares for urban and commuter transit service not later than June 1, 2024;

(2) in coordination with the Agency of Transportation, Special Service Transportation Agency, Rural Community Transportation, and Tri-Valley Transit, evaluate alternative options for delivering cost-effective urban fixed route transit service, rural transit service, commuter service, and any other specialized services currently provided, and prepare a proposed implementation plan, including a three-year cost and revenue plan, for recommended service transitions; and

(3) submit to the House and Senate Committees on Transportation an interim report on or before November 15, 2024 and a final report on or before February 1, 2025, detailing the findings, recommendations, and implementation plan as described in subdivision (2) of this subsection.

## GMT Executive Summary of Rural Transfer

In the 2024 legislative session, Act 148 directed Green Mountain Transit (GMT) to evaluate options for delivering cost-effective transit service across its service area. This evaluation was conducted in partnership with the Agency of Transportation, Special Service Transportation Agency, Rural Community Transportation, and Tri-Valley Transit.

The analysis was performed by Steadman Hill Consulting, which examined financial implications, operational considerations, and potential service transitions. This analysis is provided in full in this report.

GMT offers the following considerations relating to the issue of rural transfers:

- The GMT Board of Commissioners supports the continued work of RCT, TVT, and VTrans to consider whether a transfer is in the best interest of riders, employees, and the State of Vermont.
- The study indicates transferring GMT's rural transit service to other providers would likely result in savings for the State of Vermont.
- Management staffing capacity issues at GMT have made us an unreliable partner to the Legislature and Administration, with a 42% reduction in managerial capacity between 2012 and 2023. Offering more services than we can effectively manage with our current staff size has led to higher costs, decreased performance, high employee turnover, etc. **Perhaps the biggest benefit of rural transfer is improved management of the urban transit system.**
- According to Steadman Hill's Organizational Assessment GMT is presently staffed appropriately for a small urban transit agency. GMT would not support transfer of rural service that included administrative staff reductions.
- The biggest challenge to a rural transit transfer will likely involve labor relations, as the recommendation is to transfer Franklin County service to a non-union provider.
- GMT believes that there could be substantive improvements over the status quo with a partial transfer and does not support the all or nothing approach if it is determined that some service should not be transferred.
- Absorbing GMT's rural service is likely to have long term inflationary pressures on RCT and TVT that could diminish future potential savings.
- The primary concerns of GMT leadership are both providing dependable and affordable service for GMT riders while preserving the jobs, pay, and benefits of our existing employees.
- If rural transfer does not happen, GMT will continue to serve our rural communities to the best of our ability.



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## Forward: Why So Many Big, Empty Buses?

The most commonly asked question GMT receives from legislators and attendees at public meetings is some variation of the following:

- Why does GMT use such big buses when often there are only a handful of riders?
- Wouldn't GMT save a lot of money if it used smaller buses during less busy times?

I can relate to these questions, because I asked them on January 10, 2023... My first day as GMT's new General Manager and my first day working in the transit industry.

The surprising answer is it would likely cost more if we used smaller buses. Here's why:

- A full-size city bus has a lifespan of at least 12 years. About a third of GMT's urban buses are 12 years or older. These behemoths are more like a boat than a car, meaning retrofits like installing a new engine is somewhat commonplace.
- Smaller buses have a lifespan of roughly 6 years. The initial cost is about half the price of a full-size diesel bus. This means the long-term capital costs of large buses are roughly the same as smaller buses, so no significant capital cost savings.
- Labor is the single biggest cost of our operations. A smaller bus would still carry more than 14 riders, which means that a CDL driver is still required.
- Buses are acceptably full during peak times along nearly all routes. Swapping buses during non-peak times would greatly diminish overall labor efficiency and significantly increase our fleet size, increasing our operating and capital costs.
- Using large buses exclusively means that any urban bus can operate any urban route. This limits service disruptions, especially during times when more buses are temporarily non-operational.
- Every new vehicle type also means a new parts inventory to maintain and more training for maintenance staff, both of which increase costs and overall complexity.
- Specialization in vehicles means an increased likelihood of having vehicles become obsolete prior to the end of their useful life, such as the motor coaches that GMT had purchased for LINK service. This creates potential scenarios requiring the return of federal funds.
- There currently are limited options for smaller electric battery buses, which had been the direction GMT was moving towards as we replace internal combustion engines. It is unsure if the change in federal administrations will impact federal programs funding low or no emission bus purchases.
- The only potential cost savings is the difference in fuel costs between a full-size bus getting 4 miles to the gallon in diesel and a smaller bus getting 8 miles to the gallon in gas. However, this would also require us to have separate gas infrastructure, again increasing operating and capital costs.

# Report from Green Mountain Transit (GMT)

## Relevant Background

The report from Steadman Hill Consulting on the Transfer of GMT Rural Service provides background on the circumstances leading to the necessity of this report. GMT will expand on this background below in a few key areas.

## Vermont's High Return on Investment for Public Transit

We must start with acknowledgement that Vermont should be proud of its robust public transit system.

In its *Report on Funding Sources for Public Transit Nonfederal Match* from January 2024, Steadman Hill Consulting, on behalf of the Vermont Public Transportation Association (VPTA), showed the ways VTrans and the Legislature have taken positive action to fund public transit, demonstrating that no other rural state invests more per capita state dollars in public transit than Vermont. This extends to how VTrans and the Legislature allocate federal funds to augment transit, where again Vermont is leading the way.

This level of spending would only be positive if the investment was providing a service that was used by our citizens. We can get an idea of how we compare to other similar sized agencies by looking at our federal appropriation.

The Federal Transportation Administration (FTA) measures the performance of small urban transit agencies across six measurements. These measurements are called Small Transit Intensive City (STIC) Factors. The FTA awards additional funds to agencies that have above average results for these six STIC factors.

GMT is above average on four of the six STIC Factors. Only 11% of transit agencies of comparable size are awarded four or more STIC Factors. Looking at the factors:

- Two of the factors measure the amount of service compared to our population. We are above average on both, showing that we have a comparably high level of service for a community our size. This means our higher investment has led to more service being available.
- Two of the factors measure the population's usage of transit. We are above average on both, showing that we have a comparably high level of ridership for a community our size. This means our citizenry is using our service at an above average rate.
- Two of the factors measure service efficiency, by looking at the relationship between passenger miles and revenue hours/miles. These are the two areas we score below

average. Part of our long-term funding plan will be finding ways to increase our scores on these measurements as well.

Collectively these measures indicate we have invested in our service and our population is using it, to all our benefit. It also demonstrates we have the potential to manage our service more efficiently.

In FY25, GMT will receive \$2.2 million in performance awards from these STIC factors, creating a virtuous circle where municipal and state investment is rewarded with additional federal dollars.

### **Organizational Assessment Identifies Root Cause of Performance & Fiscal Challenges**

GMT conducted an organizational assessment in 2023 and 2024, with the final recommendations of the assessment issued in June of 2024. The assessment was completed by Steadman Hill Consulting and Aplomb Consulting, with their findings included in this report.

The GMT organization assessment was requested by VTrans in the Fall of 2022 in response to a leadership staffing crisis where three of the six senior managers at GMT had submitted their resignations, to include the General Manager. VTrans supported the creation of an Assistant General Manager position to augment the GMT management team, and thankfully the General Manager at the time agreed to continue in this new role. This contributed to the retention of the other departing staff, who decided to remain.

The assessment provided a clear conclusion that was rooted both in staff surveys and interviews, as well as the consultant's independent analysis: staff were stressed, there was organizational and interpersonal dysfunction, and the lack of staffing was the root cause.

**As described by Steadman Hill Consulting in their report in the next section, there was a 42% reduction in managerial staff from 2012 to 2023.**

This loss in management capacity led to a perpetual crisis mode where remaining staff didn't have the time to focus beyond the daily fires associated with operating Vermont's largest transit organization. The analysis showed that GMT barely had the capacity to operate a small, urban transportation network, let alone rural service in four other counties.

Here are examples of how the lack of capacity negatively impacted GMT's ability to serve as a reliable partner to VTrans, the Legislature, and the communities we serve:

- In the Fall of 2022, at the same time as the leadership staffing crisis, the GMT Board developed a budget that would include the return to fares on July 1, 2023. Unfortunately, GMT was not operationally prepared to restart fare service. During

the period of fare free operation, roughly half of GMT's fare boxes became obsolete when the manufacturer discontinued support. The lack of clear communication between the board and staff on this issue can be attributed to the departure in mid-2022, without replacement, of GMT's Transportation Director, who was responsible for managing fare hardware. As a result of this internal lack of communication, GMT needed to work with the Legislature and VTrans during the 2023 legislative session to fund a pathway to fare restoration, which disrupted VTrans' previous budgetary work and required \$850 thousand planned for use elsewhere.

- For much of 2022 to the present, GMT has been unable to operate full service in Washington County due to a shortage of CDL drivers. This led to conflict with local communities, most significantly Barre City. The root of this conflict was the lack of a GMT presence in the communities served. At the time, 100% of staff located in Berlin to support Washington County service were operational in nature, meaning they all drove, maintained, cleaned, dispatched, or scheduled buses and vans. Unlike in 2012, there were no staff focused on maintaining local relationships, which is critical for generating local match, developing a broad volunteer network to reduce costs and increase capacity, modifying transit services to meet community needs, and establishing trust with communities served. Management of Washington County service was done remotely by staff located in Burlington. The lack of local control both embittered relations with the communities we served and created a morale crisis where staff in Berlin felt powerless and unsupported, amplifying the retention challenges that were behind our inability to maintain driver staffing levels, and indirectly leading to higher wages necessary to attract and retain drivers.
- The lack of capacity has hindered the ability of GMT to both innovate and meet ongoing needs. Staff who are struggling to manage to the end of the day have been naturally resistant to disrupting existing systems, even when they recognize these systems are imperfect. In terms of innovation, GMT struggled to implement the state's first microtransit service during the pandemic and to migrate our fleet away from internal combustion engines. In terms of ongoing needs, we have been unable to move forward with a critically needed new facility in Washington County, leaving us using a facility that was flooded in 2023, with another near flood later that year.

Although it is true that GMT serves the two highest cost-of-living counties in Vermont (Chittenden and Washington), the high cost of GMT's service can only partially be attributed to higher wages and benefit costs in these areas. The bottom line is that GMT operates more service than it can effectively manage with its current staff size, and this has generated higher costs. Here are examples:

- As noted in the attached report from Steadman Hill Consulting, in Franklin County we have been over-reliant on taxi service due to shortages in drivers, vehicles, and volunteers. Like Berlin, our operations centered in St. Albans have no non-operational staff and rely on the overstretched central office staff to resolve these local challenges, which is especially problematic for volunteer recruitment and support. About a third of the estimated cost savings associated with transferring service would come from avoiding the use of taxi service. Fortunately, taxi service has not been heavily utilized since September 2024 because of operational improvements.
- In Washington County we recruited an experienced leader to provide local management in Berlin. At the time, forced overtime was the primary method for maintaining service while short-staffed. This led to serious morale issues and higher costs, as most employees forced to work overtime were paid double-time. New employees, those with the lowest seniority, would be forced most often and would frequently leave shortly after completing training. This new local manager partnered with the local union stewards to identify how to reduce forcing. Their locally generated solution has all but eliminated forcing in the past three months. Not shockingly, a September 2024 Employee Engagement Survey of Berlin staff showed huge improvements in staff morale, and we are able to provide the same level of service more cost effectively.

### **The GMT Unicorn – A Rare Urban and Rural Transit Agency**

The GMT organizational assessment also identified how rare it is for a transit agency to operate both urban and rural service. The FTA funds urban and rural transit through separate programs, and with a few exceptions these funds cannot be transferred between these programs.

As a result of this fiscal separation, GMT is like two separate transit agencies that share a common management team. The separation extends beyond just funding, however, because urban and rural transit operate very differently from each other, with urban and rural drivers having separate collective bargaining agreements.

With its high population densities, urban service is focused on fixed route service. GMT establishes a schedule and picks up riders at set locations at set times. This creates predictability and there is only one rule set for how to operate. Most importantly, there is no pre- or post-ride interaction with GMT required to use the service.

Rural service is much more complex. In addition to fixed route, rural transit offers a variety of door-to-door services that require eligibility verifications, ride scheduling, following

multiple rule sets for multiple funding sources, complex reporting requirements, etc. Rides generally require a personal interaction with a scheduler or dispatcher, and each day is a unique set of trips to manage. Medicaid transportation, which accounts for a large portion of rural demand response service, entails yet more staff administration, as client appointments need to be verified by transit agency staff, and reams of federal Medicaid rules consume many hours of staff time.

Outside of California, we have only been able to identify one other transit agency that had a dual urban and rural mission. And, since that other agency doesn't provide seasonal service like GMT, it can reasonably be argued that GMT's depleted management team is operating one of the most diverse transit agencies in the nation.

### **Genesis of GMT Urban Service Reductions**

In early 2020, just prior to the beginning of the COVID-19 Pandemic, GMT began the process of reducing its service due to financial constraints. A round of reductions went into place across both our urban and rural systems in June of 2020.

One of the few positives of the pandemic was federal relief funds. As a municipality, GMT received \$17.8 Million from the federal government. These funds could replace local match, which allowed maximum flexibility in how they were used.

This created a situation where a rising tide lifted all boats. The additional funds, and their flexibility, decreased our reliance on state and municipal funds. VTrans was able to decrease GMT's state contributions in FY21 and FY22 by a total of \$1.5M, allowing them to use funds to support other providers.

Most importantly, however, these funds allowed GMT to fill the gap between quickly rising costs and slowly rising revenue so that full service could continue to be provided to our communities (where staffing allowed). We project the last of these relief funds to be exhausted in Fiscal Year 2026.

With relief funds exhausted, GMT, VTrans, urban municipalities, and the Legislature have a Hobson's choice: implement severe urban service reductions or identify additional funds for transit. This choice is being made all across our country and Canada, as urban transit systems find themselves in similar circumstances.

As projected by VPTA's *Report on Funding Sources for Public Transit Nonfederal Match*, GMT urban is the first of Vermont's providers to hit their fiscal cliff, but rural providers and VTrans have their own cliffs that will soon put them in similar circumstances.



## **Public Transit Funding Solution Elusive, Leaving Urban Municipalities Strained**

As described in Steadman Hill Consulting's attached report, **there have been nine transit funding studies conducted since 1998 to consider how to fund public transit in Chittenden County. None resulted in changes to the funding model.**

As a result of our robust urban system, Chittenden County is the only place in Vermont where municipal contributions exceed state contributions for public transit. Collectively, GMT's urban members will contribute \$3.8 million towards urban transit in FY25. In comparison, even with an extra \$630K provided to help address GMT's fiscal cliff, state taxpayers will contribute \$2.6M.

The burden is the worst on the City of Burlington, whose 44,743 residents contributed \$1.9 million in FY25. In comparison, the combined municipal contributions towards public transit of all municipalities outside Chittenden County, with a population of 477,763, is only \$1 million.

## **Recent One Time Support to Urban Public Transit**

GMT received additional funds in Fiscal Years 2023 to 2025 for the following purposes:

- In FY23, the state provided \$1 million as its share to continue zero fare service. At the time, zero fare service was the practice across the state, and there was support in the Legislature for its continuation. The loss of revenue from fare service was approximately \$2 million, with the remaining \$1 million paid for by relief funds.
- In FY24, the state provided GMT with \$850K to extend fare free service into FY24, allowing GMT to perform the necessary upgrades to its fare system as described above.
- In FY25, the state provided an additional \$630K to help preserve GMT's relief funds and to decrease the service reductions necessary in FY26.

## **Moving Forward – GMT Internal Response**

### **Continued Response to Organizational Assessment**

The organizational assessment identified a wide range of areas of improvement for GMT, with suggested improvements as specific as changing radio practices to as broad as a total reorganization. Here are the larger themes GMT will be addressing internally.

## **Increase Staff Capacity**

The clearest conclusion of the assessment is that GMT dysfunction is rooted in decreased staff capacity. This means GMT is faced with the daunting task of increasing its staff size while also reducing expenditures.

The first approach GMT will take in addressing this issue is to maximize alternative revenue sources for staff capacity. For example: we were able to utilize funds from the Chittenden County Regional Planning Commission's Unified Planning Work Program to increase our transit planning FTEs from 1.0 to 3.0, with GMT only required to provide a 20% local match. These planning positions will be critical for creating more efficient service, and it will help alleviate frustrations felt by our municipal partners regarding the timeliness of service modifications.

The second approach may be less tolerable, as GMT needs to adjust its values to recognize that some service may need to be reduced so that all service can be better managed. If past financial challenges had led to across-the-board reductions instead of managerial reductions only, GMT would have continued to be a more reliable partner and provider. The Vermont transit providers thriving today invest more in their managerial staff, and GMT needs to follow their lead.

## **Decentralization of Rural Management**

It can sometimes take years to learn if changes in organizational structure are beneficial. Moving significant management authority from Burlington to Berlin for the team providing Washington County service showed immediate positive results.

GMT recruited Monica White to be Director of Central Vermont Services after she departed state government as the Commissioner of the Department of Disabilities, Aging, and Independent Living in January 2024. In the seven months since she arrived at GMT, this team has made huge strides in performance and workplace culture.

GMT's organizational assessment, provided later in this report, offer employee engagement survey results from Berlin in October 2023 and September 2024. They show remarkable improvement in the work experience of local staff. One key stat...

- in 2023, 0% of staff surveyed indicated the organization was moving in a positive direction, with 44% believing the organization was heading in a negative direction.
- In 2024, 52% of staff expressed positivity, with only 8% expressing things were getting worse.

The delegation of decision making to address site specific issues immediately improved the employee experience. Most critically for our ability to provide full service, the biggest improvement in morale was amongst drivers. Solutions include the near elimination of forcing, which was described above.

Another key decision was turning over supervision of the Montpelier Transit Center (MTC) to an onsite supervisor. Previously, both the Downtown Transit Center in Burlington and the MTC were supervised by the same person, with the supervisor working from Burlington. This limited the support on-site staff could receive, which was especially problematic when managing difficult customer situations. Since adding an onsite supervisor with experience both in human services and law enforcement, we have seen a marked decrease in the number of no trespasses issued to clients using the MTC because of improved onsite expertise in de-escalation. This keeps transit accessible to these dependent riders and has improved the sense of safety for both riders and staff.

The last example of immediate progress was in community engagement. GMT is now participating in local healthcare and human services efforts, such as becoming a partner with the Central Vermont Prevention Coalition. This has helped the community better understand the transit resources available, and helped GMT better understand the needs of the community. One improvement coming out of this local work is distributing Narcan from the MTC.

As you'll see from the 2024 survey, one of the key worries of this team is that a transfer to another service provider will derail ongoing improvements after a long period of trauma. This team has struggled through floods, staff-based service reductions, vilification of their efforts from local communities frustrated with decreases in service, fears over their personal safety, lack of support, and internal dysfunction. Discussion of transfer just when things are looking better is unfortunate timing in terms of overall employee stress.

As with the previous section on increasing staff capacity, if GMT retains its rural service, it will need to find a pathway that is both economically feasible and increases overall capacity to manage our service.

### **Efficiency of Service**

The organizational assessment also identified that GMT's urban route efficiency is lower than its peers. The assessment identified that scheduling practices, which were developed to improve the employee experience, may result in less cost-effective transit.

Changing scheduling practices, however, would require negotiations with the urban operators' union. We are presently negotiating our next collective bargaining agreement and are attempting to improve efficiency through work rules changes. As would be expected, our Teamsters' negotiators are concerned with changes in practices that would be perceived as detrimental to their members.

## **Return to Financial Sustainability**

During the 2024 legislative session, legislators on both the House and Senate Committees on Transportation communicated their expectation that GMT needs to operate within its existing funding levels. Here are the steps GMT will take to meet these expectations.

### **Reducing Costs – Service Reductions**

With the attrition of managerial staff, the only place for large-scale cost reductions within GMT's urban budget are related to service.

In the Fall of 2024, GMT went through a public meeting process to gather input on potential service reductions. Staff identified savings of up to \$3 million based on input from riders, municipalities, and the Board of Commissioners. The input established transit values that:

- Prioritizes local service over commuter service.
- Prioritizes weekday service over weekend service.
- Focuses reductions based on ridership and cost-per-rider, which would largely leave the most efficient service fully intact.

The first round of service reductions and eliminations took place in December 2024, with further reductions planned for March and June 2025. GMT will save \$200 thousand from reductions phased in during FY25. These reductions will generate approximately \$700 thousand in annual savings for FY26 and following years.

The public comment is broken into two categories... input from organizations and from members of the public. The comments indicate potential negative impacts on a wide assortment of priorities for the State of Vermont. The following themes were repeated throughout the process:

- Access to work. Many participants emphasized their dependence on transit to access work, to include during off peak times when there is lower ridership, which is critical for workers in the service industry. Individuals determined to be mission essential during the pandemic indicated transit was how they were able to serve.

- Access to housing. Many participants discussed using public transit to travel between work and locations with housing they could afford. Many participants also described choosing their housing location specifically because of public transit access. We also heard from local municipal planners who had made permitting decisions regarding parking based on public transit access.
- Access to healthcare. Many participants talked about the ability to get from outlying areas to medical appointments. This included access to daily dosing for citizens battling opioid addiction. This included concern from organizations who rely on public transit for their clients to access medical care, and the potential budgetary impact for them in needing to arrange alternative transportation. There was also concern expressed about increasing missed appointments.
- Access to human services and activities of daily living. Many participants talked about access to food shelves, counseling services, pharmacies, shopping, social engagement, etc. This included concern from organizations who rely on public transit for their clients to access services, and the potential budgetary impact for them in needing to arrange alternative transportation. There was also concern expressed about increasing missed appointments.
- Concern that reduced transit will increase traffic congestion in Chittenden County.
- Concern that reduced transit will interfere with the State of Vermont's climate mitigation goals.

### **Reducing Costs – Non-Driver Staff Reductions**

Although there are limited opportunities to provide savings through non-union staff reductions, we have chosen not to fill two vacant positions. These are an Operations Supervisor and Administrative Coordinator positions. These will save \$180 thousand in pay and benefits each year, although it does lead to less oversight and support of our drivers and decreased administrative efficiency for our management team. We will continue to evaluate positions, although we do not anticipate further reductions at this time.

## **Increasing Revenues**

To avoid a series of damaging service reduction cycles, GMT will need to identify new ways to generate revenue that go beyond existing practices and is less reliant on municipal and discretionary state spending.

### **Urban Assessment Methodology to be Updated in 2025**

The statute creating GMT gave it assessment authority over its urban members. Changes to the assessment methodology require the approval of the legislative bodies of 75% of its urban members. With nine urban members at present, this would require seven positive votes in city councils and selectboards to change.

The current assessment methodology was established in 2008. At the time, the primary concern of members was assessment volatility, so a methodology was established that would maximize budget predictability. Municipal budget planners could expect annual increases for fixed route service to be in the 3% to 4% range. The process achieved its predictability goal, but in doing so it created a relatively rigid structure that made it challenging for GMT to modify service or to react to changing world conditions.

Over the next year GMT will partner with the Chittenden County Regional Planning Commission (CCRPC) and our urban members to update our assessment methodology. We are hopeful members will approve changes in time for FY27 budget cycle, which starts November 2025.

### **Urban ADA Assessment Methodology**

The Americans with Disabilities Act (ADA) requires GMT to offer paratransit service to riders who live within 3/4 of a mile of a local fixed route bus and have a disability that prevents them from using bus service.

For rural transit, ADA service is generally handled by having the smaller, rural bus deviate from the fixed route to pick up the rider at their location. As a result, rural ADA service is supported so that local municipalities and organizations only need to provide their 20% local match.

This is not the case for GMT urban. City buses move too many people to make deviations a viable option, especially when considering navigating a

40-foot bus through residential neighborhoods with narrower streets and turns.

GMT has a contract with the Special Services Transportation Agency (SSTA) to provide door-to-door paratransit. This cost for this service, which cost \$2.3 million to operate in FY24, has historically been split 50/50 between urban municipalities and GMT's federal appropriation (\$4.3 million in FY25). As a result, roughly a quarter of our municipal and direct federal revenue is used for this service.

GMT will need to consider increasing the municipal contribution towards ADA service. This will begin in FY26, with the cost shared 55/45, and the expectation that the municipal portion will increase 5% each year in the coming years. This change will generate an additional \$110 thousand in revenue for FY26.

Separately, GMT will raise this issue with VTrans and the Legislature as it considers future funding practices.

### **Special Assessment Limitations Hinder GMT's Ability to Meet Crisis**

The statute creating GMT gave it authority to issue special assessments to fill funding gaps. This is a wonderful idea in concept but is set up in a way to ensure it is rarely, if ever, used.

The special assessment requires the unanimous approval of the legislative bodies of all urban members. Furthermore, the assessment must be collected across the members in the same manner as the regular assessment, not allowing for flexibility to adapt the assessment, which is critical when also considering service reductions.

For GMT to receive revenue from a special assessment in FY26, it would have to convince all of its urban members to voluntarily pay more. Several of these communities will potentially have drastic reductions in their service.

Not surprisingly, city councils and selectboards have expressed opposition to increasing their contributions while service in their community is being cut. Urban voters share in the frustration over high costs, and paying more for less is not a politically viable option. Since service reductions are likely to be part of the response to any fiscal crisis GMT urban faces, this makes any meaningful special assessment a near impossibility.

With that said, GMT will be asking its members for a \$308 thousand special assessment in FY26. To overcome concerns of paying more for less service,

this assessment will be for non-service-related expenses, with the bulk of the revenue used to offer a retirement buy out option to reduce our workforce. So far three urban members have approved the special assessment, with five urban members still to vote on the matter.

### **Expansion of Non-Municipal Local Match**

As described above, GMT's authorizing statute gives it the power to assess. This is unique amongst Vermont transit providers. This power allows GMT to efficiently generate local match, which is critical because of the leanness of our staff.

For GMT to adapt to the current environment, however, it will need to emulate rural service providers and think beyond municipalities.

Vermont's rural providers do not have assessment authority. As a result, the local funds they raise come from a variety of sources. The funds are also raised through negotiation by showing a return on investment to those entities that provide local match. This creates a virtuous cycle where there is never a separation between the service provided and the payer of that service. Rural providers handle this extra work by investing more of its resources into their non-operational staff.

### **Fares**

Fare revenue has been a critical component of GMT's funding. In FY13, 22% of GMT revenue was generated from fares. The percentage of revenue coming from fares gradually declined until 2020 when fares were suspended because of the pandemic.

GMT returned to its practice of collecting fares on May 20, 2024. The fare system had a goal, established in the FY24 Transportation Bill, of generating 10% of its revenue from fares, and the fare structure was set up for that target. A review of our fare data since returning to fares shows that we have generated 9.7% of our revenue to date this fiscal year from fares.

In light of our fiscal crisis, the GMT Board of Commissioners has asked us to increase our fare revenue target to 15% for FY26.



Separate from bus fares, GMT did increase ADA fares from \$3.00 to \$4.00 effective January 1, 2025.

**Green Mountain Transit Foundation & Association**

The GMT Board of Commissioners recently approved the creation of an affiliated not for profit organization to increase opportunities for revenue generation. The Green Mountain Transit Foundation and Association will give GMT the ability to directly fundraise, will increase access to grant opportunities, and will offer more tools to solve problems. We do not anticipate this to have a large impact immediately, but over time our hope is to self-fund a portion of our revenue growth.

**Reducing Costs and Increasing Revenue Summary**

Summarizing what is described above, GMT has taken the following steps to reduce costs and raise revenue:

Cost Reduction or Added Revenue	Recurring savings from cost reductions and revenue generation
-\$700,000	Annual service costs savings per year from cuts already approved by the Board, with \$200K in savings for FY25 as cuts are phased in
-\$180,000	Annual reduced labor costs by not filling two vacant positions
+\$110,000	Annual projected increase in revenue from municipalities for ADA paratransit service
TBD	Increased ADA Fare for paratransit service from \$3.00 to \$4.00
\$990,000	Recurring Annual Savings Total

Added Revenue	Potential FY26 One Time Revenue
+\$308,000	Requested FY26 special assessment to urban members of GMT, which will require unanimous approval of city councils/selectboards

## **Moving Forward – GMT’s Collaborative Response**

GMT is a partner within Vermont’s public transit system. Addressing the challenges of the moment will require collaboration with other partners.

### **Transfer of Rural Services**

The biggest question to answer from this report is whether GMT should continue to be a dual urban and rural transit agency. To meet the requirement of the FY25 Transportation Bill, GMT collaborated with Community Rides Vermont (CRV), Rural Community Transit (RCT), Special Services Transportation Agency (SSTA), Tri Valley Transit (TVT), and VTrans. In May 2024 we agreed that Steadman Hill Consulting was in the best position to independently evaluate the situation, and their report immediately follows ours.

The report, which also expands upon GMT’s limited managerial capacity, shows that there is the potential for cost savings by transferring all of GMT’s rural service to other providers and returning GMT to its urban roots.

The GMT Board of Commissioners adopted this position on rural transfers on January 7, 2025:

In regard to Act 148, Section 9(e) of the 2024 legislative session, the Green Mountain Transit Board of Commissioners supports further collaboration and additional due diligence to ensure any decision is beneficial to the transit system, the riders, the GMT organization and the GMT employees, TVT and RCT. GMT will continue to provide service and implement efficiencies in our current service areas until 24 VSA Appendix, Chapter 801, Section 2 is amended and VTrans has assigned service to other providers through the state grant application process. GMT encourages the State of Vermont to work with TVT and RCT to ensure any employee transferred to another provider retains employment with the same or similar pay and benefits. If transfer to another provider is initiated but later halted, GMT would welcome the opportunity to continue serving our rural areas. GMT recognizes this is a partial, short-term solution to funding for transit, and further calls on the legislature to act upon and VTrans to implement the recommendations of the transit funding studies.

## Public Transit Funding Recommendation

As discussed in the relevant background, there have been nine studies on how to finance public transit in Chittenden County. With rural providers approaching their own fiscal cliffs, now is the time to either act on one of the solutions recommended in the *Report on Funding Sources for Public Transit Nonfederal Match*, or enact another solution. Here are the recommendations from this report:

“In order to achieve these revenue targets and based on the evaluation of options in the previous chapter, this report recommends the following:

- Change the vehicle registration fee to an ad valorem fee and boost the average fee to \$96. Study will be needed to determine the best way to transition to the ad valorem fee as well as to calculate what the fees should be per hundred dollars of value so that the average comes out to \$96 per vehicle.
- Work with the Public Utility Commission to institute a fee to account for the increasing role of electric power in transportation. The first step is a study by the PUC, which can also include analysis of the impacts at various levels of revenue generation and a fee per kWh that would generate the same amount of revenue as a flat fee.
- Request a study by VTrans of an incentive program for transit funding within the State Aid for Town Highways program. Any revenue enhancement for the T-Fund should be accompanied by an incentive program for municipalities to support their local transit system.
- Increase the rental car tax by 1.5%. This tax increase would generate \$1 million in new revenue.
- Implement a retail delivery fee. Impose new fee in recognition of damage caused to Vermont’s roads by delivery vehicles. Colorado and Minnesota can provide further guidance on the best practice for administering this fee.”

GMT is aware of Governor Phil Scott’s stated opposition to new fees. Without a public transit funding solution, however, Vermont will either need to flex more of its federal highway funds to transit or accept lower service levels across the state. Neither seems a good long-term strategy.

## Mind the Gap – Urban Projections for FY27 and FY28

Cutting ~\$2 million in service for FY26 will not end the financial crisis for GMT urban. Even with the savings we've already generated, we have projected deficits in FY27 and FY28 of ~\$3 million. Three years of service uncertainty and reductions will undermine our ability to meet community needs. **Overall savings to the State of Vermont are unlikely to materialize as healthcare providers and human services agencies take on more costs associated with transporting clients**, and replacement transportation services will likely have a much higher cost per passenger than public transit.

## Layoffs

Based on the Administration's initial budget, layoffs may be avoided prior to the start of FY26. GMT will need to balance whether the savings of a layoff are offset by the loss of our part-time workforce. GMT will attempt to have any reduction in force be through an employee buyout. Any buyout package, however, would have to be negotiated with the Teamsters, and it is unclear if they prefer a buyout or layoff.

The scarcity of CDL drivers in Vermont has been well documented. We believe a layoff action would create future labor scarcity. The drivers that would be laid off would be those with the lowest seniority, leaving drivers with higher seniority. Many higher seniority drivers are approaching retirement age. Replacing them after they retire will be exceedingly difficult, especially if GMT's reputation for employment is soured by a layoff action.

## Rural Transfer Areas of Continued Examination

Steadman Hill Consulting's report projects that transferring service would provide long term cost savings. GMT is still considering the following in regard to transfer:

- GMT values our workforce. We do not want a transfer of service to negatively impact on employees. GMT is concerned about the fallout of transferring union positions to a non-union provider in Franklin County. We will continue to work with VTrans and the other providers to address these issues.
- GMT will examine the internal financial impact. Any negative impact to GMT's urban financials resulting from a transfer will need to be mitigated... transferring service can't amplify urban's financial crisis.

## Conclusion

The biggest takeaway of this report is that the status quo is not an option:

- Even if rural service is not transferred to other providers, GMT will make fundamental shifts in how we manage our rural services. As described above, GMT will learn from its peers to increase local control and to improve community integration. This will improve the transit experience for riders, the work experience for employees, and funding options from local partners.
- Staff capacity will be increased so that we can stop asking staff to work harder instead of smarter. This may mean some additional losses in service, but the result will be an organization that is more flexible and has greater ability to adapt to community needs.

For now, we would ask legislators to consider the following:

- Progress is being made to improve rural operations, benefiting both the communities we serve, our riders, and employees.
- The limited number of non-operational staff remaining at GMT are doing the best they can and will continue to do so to be a good partner to VTrans and the State of Vermont. Past missteps are not rooted in managerial malfeasance or incompetence but overall capacity.
- GMT is governed by a largely volunteer Board of Commissioners who are doing the best they can and will continue to do so to manage one of the most complex small transit agencies in the nation, with minimal staff capacity.
- Progress is being made to reduce urban service costs with limited impact on communities and riders, but there is no avoiding the fact that these reductions will harm some of our most vulnerable community members. There is also no avoiding the fact that some of the transit being eliminated is among the most cost effective in the state.



# Study of Rural Options for Green Mountain Transit

Final Report



January 3, 2025

# EXECUTIVE SUMMARY

## Background and Overview

In its 2024 session, the Vermont Legislature asked Green Mountain Transit (GMT) to study whether the authority should continue to operate both its urban and rural services or instead transfer its rural services to other transit providers. Tri-Valley Transit (TVT), Rural Community Transportation (RCT) and Special Service Transportation Agency (SSTA) were listed in the law as potential operators of GMT's existing rural service.

The study considered the financial impacts of a range of possible operating scenarios, as well as how the alternative rural providers would manage the transition of services and handle the relationship with the Teamsters Union, which negotiates the wages and benefits for GMT's drivers and mechanics in both its urban and rural areas. The implications for a new bus garage and maintenance facility in Washington County were also examined.

In addition to the analysis of impacts on rural services, the study also considered how GMT as an organization and how its management of urban service would change if it did not also have to manage rural services. While GMT's urban service is large and handles more than 2 millions riders per year, it is relatively straightforward. Rural services, on the other hand, involve multiple demand response programs, the most complicated of which—Medicaid transportation—carries with it a huge administrative burden. To improve cost effectiveness, rural providers must maximize the pool of volunteer drivers available to them for demand response service, but this involves additional administrative time for recruitment, management, payment and retention. GMT's rural service also includes deviated fixed routes in Barre-Montpelier and St. Albans, several commuter routes, shopping shuttles, seasonal routes in Stowe and the Mad River Valley, microtransit in Montpelier and Berlin (and potentially other locations) and multiple subrecipients.

## Findings and Recommendations

Virtually all aspects of the analysis pointed toward a recommendation that GMT's rural services be transferred to other providers.

- ▶ The financial analysis suggested that between the public transit program and the Medicaid transportation program, a savings of over \$1.2 million annually could be realized. These savings could allow rural providers to offer more rides statewide or could be used to address part of the forecast budget deficit for GMT's urban service. No specific prescriptions are made in this study on how the savings would be used.
- ▶ An organizational assessment of GMT conducted in 2023-2024 found that the administrative staff felt stressed and under-resourced to be able to manage both the urban service and the rural service. They felt that the service suffered as a result. At its peak in 2011, CCTA's administrative staff consisted of 24 members, but this staff had dwindled to just 14 positions by 2023 due to budget constraints. Returning GMT to the staffing level of 2011 would further increase its costs. Conversely, shedding the rural services would allow GMT's staff in Burlington to focus on managing its urban service, which faces significant challenges in the next few years.
- ▶ Managing GMT's rural regions is a challenge for its Burlington staff because urban and rural operations are fundamentally different as described above. In contrast, TVT and RCT are rural operators, and thus managing service in Washington and Franklin counties is not at all different from what they in their own regions. It is just more of what they already do well.



- ▶ TVT is the recommended operator for GMT’s Central Vermont services including those based in Berlin and seasonal service in the Mad River Valley.
  - TVT already works with the Teamsters Union for its own service, and while its contract is not the same as GMT’s contract with rural drivers and mechanics, there is a high degree of confidence that the differences can be successfully negotiated over time.
  - TVT is also better positioned to manage construction and operation of a new maintenance facility in Central Vermont, given its recent experience in constructing a facility in Bradford and the relative proximity to its main facility in Randolph.
  - TVT is experienced in taking over a new service territory, having expanded from its origins in Addison County to first manage (2014) and then subsume (2017) service in Orange and northern Windsor counties.
  - TVT’s model of Regional Directors is appropriate for Washington County, where GMT recently installed its own Regional Director.
- ▶ RCT is the recommended operator for GMT’s Franklin County services including all of its demand response service, the St. Albans Downtown Shuttle and the shopping shuttles.
  - RCT already operates many trips to St. Albans for residents from its current service area. Franklin County is more similar to the Northeast Kingdom than it is to Chittenden County and the vast majority of current transit service in Franklin County is demand response, the type of service where RCT excels.
  - An expansion of RCT’s service area to cover Franklin and Grand Isle counties would make it consistent with the Northern Vermont Economic Development District.
  - RCT’s model of satellite offices with local operations managers and dispatchers (currently functioning in Newport and Morrisville) is directly applicable to St. Albans.
  - The nonprofit Champlain Islanders Delivering Essential Resources (CIDER) would continue to operate demand response service in Grand Isle County as a subrecipient to RCT.
  - The Alburgh and Richford Commuter routes are recommended to remain part of GMT service, perhaps as extensions of a restructured St. Albans LINK Express.
- ▶ RCT would also take over the Mountain Road Shuttle in Stowe. RCT already operates all of the rest of the transit service in Lamoille County, having taken over GMT’s fixed routes in 2020.

## Implementation Steps and Timeline

- ▶ In its 2025 session, the House and Senate Transportation Committees would consider the report’s recommendations, advisory votes of the boards of GMT, TVT and RCT and the recommendations from VTrans staff. If it decides to proceed with the recommendations in this study, the Legislature would include in its annual transportation bill provisions to amend Chapter 801 of the Title 24 Appendix as follows, with an effective date of July 1, 2026:
  - Section 2 would be amended to read: “The area of operation shall be Chittenden County for fixed-route bus service. The area of operation shall include Washington, Franklin, and Grand Isle Counties, but only for the provision of commuter services.”
  - Section 10(c) would be repealed, as it seems to be superseded by Section 6.
  - Section 11 would be repealed.
  - Section 12 would be repealed.
  - Section 13 would be repealed.





- ▶ The Legislature would direct VTTrans to work with GMT to determine the financial impacts on GMT's urban service and to determine the amount of funds needed to compensate for a higher indirect rate and a means of avoiding cash flow problems in the urban system. This work would be related to the ongoing process of service reductions and GMT's efforts to achieve fiscal sustainability.
- ▶ The Legislature would also appropriate funds to pay for one-time transition costs.
- ▶ TVT and RCT would begin discussions with GMT employees and union representatives to lay out plans and negotiate details of transitions.
- ▶ VTTrans and TVT would undertake a facility plan for Washington and Orange counties to determine scale, scope and timing of facility construction.
- ▶ In Summer 2025, all three agencies would begin to develop budgets for FY27 that account for the service transitions.
- ▶ The first service to be transferred should be the Mountain Road Shuttle, which RCT could begin operating in November 2025.
- ▶ Once a firm decision is made to transfer Franklin County service to RCT, RCT could begin to operate some demand response service in the county as a partner to GMT. RCT would begin to recruit volunteers and expand the available pool. RCT would need to receive additional vehicles as well (vans and/or SUVs) either from GMT or through VTTrans (which owns all of the rural vehicles in Vermont) and hire drivers to be able to carry passengers with disabilities and ramp up the level of service.
- ▶ TVT and RCT would prepare grant applications in Winter 2026 to take over services in July 2026.
- ▶ The official transfer of both Washington County and Franklin County service would occur on July 1, 2026. GMT vehicles with useful life remaining would be transferred to TVT and RCT. There may need to be some payment to GMT to compensate for the prorated amount of local capital match that was used to purchase the vehicles originally, reduced by the accumulated depreciation.
- ▶ The final phase of the transition would be for TVT to take over operation of Sugarbush seasonal service in November, 2027. It is important to note that it may not be possible for GMT to operate Sugarbush service in the 2026-2027 season without a base of operations in Washington County.



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# 1. INTRODUCTION

## Purpose of the Study

In the transportation law enacted in its 2024 session, the Vermont Legislature required GMT to produce a report that would:

in coordination with the Agency of Transportation, Special Service Transportation Agency, Rural Community Transportation, and Tri-Valley Transit, evaluate alternative options for delivering cost-effective urban fixed-route transit service, rural transit service, commuter service, and any other specialized services currently provided, and prepare a proposed implementation plan, including a three-year cost and revenue plan, for recommended service transitions; and submit to the House and Senate Committees on Transportation an interim report on or before November 15, 2024 and a final report on or before February 1, 2025, detailing the findings, recommendations, and implementation plan...

VTrans and the Legislature have been concerned for some time with GMT's ability to manage its sprawling service area effectively and with its high cost of operations, as measured per vehicle hour of service. For its urban operations, GMT has the highest cost per hour of any transit provider in Vermont, as would be expected given the high cost of living in Chittenden County and the high productivity of urban bus routes. However, GMT's cost per hour for its rural operations is nearly as high as the urban cost, and higher than any other rural provider in Vermont (other than Advance Transit, whose operation is more similar to GMT's urban service).

The ultimate goal of the study is to analyze the costs and benefits of GMT retaining its full service area vs. portions or all of GMT's rural service area outside of Chittenden County being operated by other providers. Any transitions would have far-reaching impacts on GMT, the other rural providers who may assume operation of GMT's rural service, and the statewide public transit program administered by VTrans.

## Related Efforts

This study is not being conducted in isolation. At least three other efforts are ongoing with the aim of improving the effectiveness of GMT management and addressing fiscal shortfalls both for the state's urban area in Chittenden County and the rest of the Vermont.

## Organizational Assessment

In 2023, GMT undertook an Organizational Assessment to evaluate the organizational culture of the authority, its management structure and its capacity to deliver service effectively. The assessment, which is largely complete, identified a number of areas where the agency could improve. The most relevant findings are discussed in the next chapter, but the question of whether GMT should continue to operate both urban and rural service emerged as one of the key policy decisions to be made by GMT's Board of Commissioners, in cooperation with VTrans and other stakeholders.

## Urban Service Reductions

GMT's financial staff had forecast a significant budget shortfall for its urban service in State Fiscal Year (SFY) 2026. Through discussions with VTrans and the Legislature, it became clear that GMT, in the short term, would need to reduce operating costs through service cuts in order to eliminate at least part of that deficit. As of this writing, GMT is continuing to plan for service reductions, with the first round of cuts already implemented in Fall 2024, and additional rounds in February and June of 2025.



## Establishing Long-term Fiscal Sustainability

GMT and Vermont's other transit providers have been asserting for years that the existing funding scheme for public transit is insufficient to maintain the current level of service, let alone to address unmet needs for mobility in Vermont. While the surge in federal transit funding during the pandemic put off the day of reckoning for a few years, the [2023 Nonfederal Match Study](#) indicated that both in the urban and rural areas, deficits would begin in SFY26 and increase each year after that without an additional source of funding. This topic is also discussed more in the next chapter.

### Overview

The next chapter contains background information so that the reader can understand the full context of the current analysis. This information is drawn from prior studies, including the Organizational Assessment and Transit Funding reports. Chapter 3 presents the financial analysis which is one of the core pillars of this report. It examines the cost differentials associated with various agencies operating service in what is now GMT's rural service area. Chapter 4 considers how the Teamsters Union, of which most GMT rural drivers are members, affects the potential assumption of service by other agencies. It also looks at the structure, history and capacity of those agencies with regard to potential expansion into GMT's rural counties. Chapter 5 considers transit facilities, primarily in Washington County, but also in Franklin County. Chapter 6 considers the impacts on GMT's urban service of potentially splitting off the rural counties to different providers. These impacts are wide ranging, affecting staff, the board and the financial picture for the urban service. Finally, Chapter 7 provides the recommendations of the study based on the analysis in the prior chapters and lays out an implementation timeline and a three-year cost and revenue plan, as required in the legislation.

## 2. BACKGROUND

### History of CCTA/GMT Management of Rural Service

GMT's management of rural service began in 2003, when CCTA was asked by VTrans to restore transit service in the Montpelier-Barre area of central Vermont. Wheels Transportation, Inc., a private nonprofit, had gone bankrupt and ceased operations with little notice. Within two weeks, CCTA staff managed to get service restored, beginning an eight-year period of managing the rural operation. Chris Cole, the General Manager of CCTA, took on the role of Executive Director of the new nonprofit Green Mountain Transit Agency (GMTA). Seasonal service in the Mad River Valley, formerly operated by the local chamber of commerce, was added to the GMTA portfolio in 2004 under the name MadBus. The Stowe Trolley was absorbed into GMTA's portfolio in 2005 and renamed the Mountain Road Shuttle. Service in Franklin and Grand Isle counties, formerly operated by a separate nonprofit called the Network, was folded into GMTA in 2008. During this same period, from 2003 to 2006, CCTA added regional commuter services, called the LINK Express, to connect Montpelier, St. Albans and Middlebury to Burlington.

The expansion of CCTA into rural service should be seen as part of a mutually beneficial relationship between CCTA and VTrans and the Vermont legislature. VTrans had a partner to manage and take over struggling rural operations, thereby maintaining service to vulnerable populations without VTrans going through the significant effort to set up a new agency. In return, CCTA hoped it had VTrans' support for expansion of urban service, including more frequent service on its trunk routes and the regional commuter routes mentioned above. CCTA had always faced headwinds in the legislature regarding funding because of a generally underlying and sometimes overt antipathy toward Chittenden County among rural legislators. By expanding into rural areas, the agency was able to mitigate that antipathy to an extent, as well as help reduce the cost of urban service by spreading overhead expenses over a much wider service area. Certainly CCTA took on additional overhead in managing rural service, both in personnel and facilities, but the additional operating funds it received from the State more than compensated for that, and reduced its overall overhead (indirect) rate.

GMTA retained an independent board of directors and continued to exist as a separate entity until July 1, 2011 when the GMTA was formally merged into CCTA. The separate branding of CCTA and GMTA was maintained until 2016, when Green Mountain Transit was introduced as a common brand for the urban and rural service. The authority's name was officially changed from Chittenden County Transportation Authority to Green Mountain Transit Authority in the 2017 legislative session, taking effect in May, 2018.

The management model put in place during the first years of CCTA's oversight was to have staff at the rural operations report to managers based in Burlington. There were operations supervisors in Berlin and St. Albans, but they reported to the operations manager in Burlington. The direct lines of reporting to Burlington were intended to maintain quality standards. The Burlington staff had built up a high level of competence, and with some additional hires, there was enough capacity to manage both the urban operation at CCTA and the rural operations at GMTA. The total administrative/management staff in Burlington reached about 25 by the end of Chris Cole's tenure in 2011. At times, the structure changed to include a Berlin-based regional manager who was nominally in charge of all of the operations in Central Vermont, but this never appeared to be a stable configuration. Unlike Tri-Valley Transit, which has separate Regional Directors in Middlebury and Randolph who oversee all of the operations in their service areas, GMT has always maintained more direct control from Burlington through multiple lines of reporting.

The merger of rural service with urban service had a major impact on the Board of Commissioners. For many years, the Board of Commissioners included two representatives from each of the five member municipalities (Burlington, South Burlington, Essex, Shelburne, and Winooski). Williston and Milton joined



the authority in 2008. Although there were two representatives from each community, there was only one vote per municipality.

With the merger of GMTA into CCTA in 2011, the Board of Commissioners expanded to include rural representatives. The legislation listed the following municipalities as eligible to join the authority: Barre City, Berlin, Colchester, Hinesburg, Montpelier, Morristown, Richmond, St. Albans City, Stowe, and Waterbury. It then stipulated that “[i]f Washington, Lamoille, Franklin, or Grand Isle County does not have a municipal member from its county on the Board of Commissioners of the...Authority, the regional planning commission serving the county may appoint a Board member...” Since that time, Hinesburg joined as a member (in 2011) and Colchester contributes financially to the authority as if it were a member. None of the eligible rural municipalities have joined, and so four county representatives have been appointed by regional planning commissions.

### Findings of Organizational Assessment Regarding Staffing

The Organizational Assessment collected data on GMT employee attitudes through an anonymous survey and one-on-one interviews. There was a pervasive sense among the Burlington administrative staff of being unable to get ahead of the workload with constant and competing demands for attention from both the urban and rural areas.

Indeed, an analysis of staffing at CCTA/GMT demonstrates that the management and administrative headcount at GMT declined significantly between 2011 and 2023 before an uptick in 2024. The number of positions in GMT’s management structure over the past fourteen years is summarized in Table 1 below.

**Table 1 – Positions by Classification by Year**

	2011	2013	2015	2019	2023	2024
<b>Top Management</b>	3	2	1	0.5	2	3
<b>Administrative Staff</b>	9	9	8	8	5	8
<b>Planning &amp; Marketing</b>	6	7	6	5	4	4
<b>Grants and Project Development</b>	6	6	6	4	3	3
<b>Operations and Maint. Management</b>	5	7	6	4.5	4	5
<b>Call Center and Other Operations</b>	5	3	3	8	7	8
<b>Total</b>	34	34	30	30	25	31
<b>Non-Operations</b>	24	24	21	17.5	14	18

Note that in 2019, Jon Moore was simultaneously Acting General Manager and Director of Transportation, thus resulting in 0.5 in Top Management and 4.5 in Operations Management.

The table shows a straight downward trend in almost all categories through 2023. While there have been some minor reductions in service over this period, with Lamoille County year-round routes being transferred to RCT and the Middlebury LINK Express being transferred to TVT, management staffing levels had dropped by about 42% in 2023 compared to 2011. The impacts of this staff reduction are widespread in terms of higher stress and turnover, longer project timelines, lack of progress on key initiatives (most notably a replacement for the Washington County facility), and the sense common among staff members in the surveys and interviews that they are always “putting out fires” rather than working proactively toward the enhancement of service.





The reasons for this thinning of the administrative staff are twofold. General managers in the mid 2010s appear to have lacked understanding of the value of middle management and considered those staff positions to be expendable. At the same time, operating costs were rising faster than revenues, and so the agency was forced to cut costs somewhere. Rather than cutting service, the authority chose to cut staffing in administrative positions.

In 2024, following the completion of the Organizational Assessment, GMT has hired additional staff members in key positions, including the Director of Central Vermont Services, a Director of Grants, an additional Project Coordinator and other positions. Two new positions have been created in the in the Planning section, but these are funded by a separate grant from the Chittenden County Regional Planning Commission. Including those positions, the non-operations staff is within four positions of the peak number from 2011.

## Financial Pressures at GMT and VTrans

### Origins of Fiscal Cliff

The fiscal cliff that GMT is now facing was many years in the making. GMT's urban service level and regional service area grew substantially between 2002 and 2011 with support from VTrans, member municipalities and private sector institutions and partners. Fifteen-minute peak service on its main trunk corridors, new commuter routes within Chittenden County and connecting to surrounding counties, and expansion of weekend service are some examples of the investments made in GMT's core operations. Local bus ridership on its urban system peaked in SFY 2012 at just over 2.5 million passengers, and commuter ridership peaked at 212,300 in SFY 2015. The early to middle part of the 2010s, however, saw a reversal of the growth trend from the previous decade. Ridership dropped for the rest of the decade, following national trends, most likely related to decreases in the price of gasoline. This decline resulted in diminishing fare revenue, which at one time accounted for nearly a quarter of the operating budget.

After the drivers' strike in 2014, union wages rose quickly in successive collective bargaining agreements, resulting in increasing costs for each hour of service. Fringe benefit costs (especially health insurance) and vehicle insurance costs also rose quickly throughout this period. The annual growth rates for these three items between SFY 2012 and SFY 2023 were 3.7%, 6.1% and 8.0%, respectively. Federal formula funds grew during the period prior to the pandemic, but not as quickly as costs. Indeed, GMT began using a greater share of those formula funds, which are intended to be used for both operating expenses and capital, just on operating expenses. This led to GMT falling behind in its vehicle replacement schedule, resulting in increased maintenance costs for its older buses. In theory (according to its enabling legislation) local assessments of its member municipalities are supposed to fill the gap between expenses and revenues, but growth in these assessments was essentially capped at 3% or 4% per year because the Board of Commissioners, made up mainly of municipal representatives, chose not to place additional financial burdens on the cities and towns, which also faced significant budget pressures. The State funded about 22% of GMT's urban service, but these funds declined as a share of operating expenses toward the end of the decade.

Following the completion of the NextGen planning study in 2019, GMT implemented a major service change in its core urban system, introducing 20-minute all-day service on four trunk routes and a large expansion of Sunday service. While the study had indicated that this change would be cost neutral, it turned out to increase operating costs by up to 20%. After several months, GMT was forced to develop plans to cut back some of the service to return to something closer to its prior operating budget. Then the pandemic hit in March 2020 and numerous service cuts were implemented, including those planned to mitigate the overruns from NextGen.



Even after all of the administrative staff cuts of the 2010s, GMT was heading for a fiscal cliff in SFY 2021 due to increased unit operating costs, mostly flat revenues and the service expansion, but then the large infusion of funds from federal coronavirus relief programs postponed the “day of reckoning.” By reserving some of these funds (which did not require local match), GMT was able to maintain most of its core service to the present day, in spite of having zero fare revenue between April 2020 and May 2024. GMT is now in the process of implementing significant service cuts to try to close a \$1.4 million forecasted budget gap for SFY 2026 and larger gaps in ensuing years, even after reimposing fares this past spring.

## Prior Transit Funding Studies

The question of how to fund transit in Chittenden County has been studied numerous times over the past 25 years. Substitutes for or complements to local property taxes have been sought and studied in reports published in 1998, 1999, 2002, 2004, 2005, 2008, 2015, 2021 and most recently in 2023. The last three studies considered transit funding both in Chittenden County and statewide.

The [2021 study](#), performed for the Chittenden County Regional Planning Commission, includes a summary of all of the prior studies in Chittenden County. The study examined a range of potential funding sources for public transit outside of the traditional framework of property taxes and automobile-based fees from the State’s Transportation Fund (T-fund). It identified a utility fee as the most promising opportunity to establish a stable, dedicated funding source for transit, both in Chittenden County and in rural areas of Vermont.

In 2023, the Vermont Legislature commissioned a study to consider sources of nonfederal match for public transit. The resulting [report](#) established forecasts of future deficits for operating expenses for GMT Urban and all of the rural transit providers. The summary of the financial analysis is shown in Table 2 below:

**Table 2 – Summary of Transit Program Finances**

Statewide Fiscal Line Item	FY25	FY26	FY27
Federal and State Operating Funds	\$46,080,081	\$46,091,962	\$46,417,790
Operating Expense Net of Local Funds	\$46,434,640	\$48,832,279	\$50,110,829
Capital Expense from Formula Funds	\$1,907,618	\$0	\$0
Reserved ARPA/Urban Formula Funds	\$2,262,177	\$1,463,658	\$0
<b>NET DEFICIT</b>	<b>\$0</b>	<b>(\$1,276,659)</b>	<b>(\$3,693,039)</b>

All of the deficit shown for SFY26 is attributable to GMT’s urban area, and all but \$443,000 of the SFY27 budget is attributable to the urban area. It must be noted that split of the deficit among the urban and rural areas reflects a policy choice by the State on how to allocate T-fund dollars as well as funds from the federal highway program that are “flexed” into the transit program. VTTrans has been consistent on how much of these pools of money have gone to GMT, but it could have chosen to shift more from the rural areas to the urban area, thus changing how much of the state’s overall deficit is attributable to the urban area. It should be noted that the figures shown in Table 2 are no longer up to date. Later chapters in this report present figures consistent with more recent forecasts and budgets.

Disregarding the question of how to split up those pots of money, it is nonetheless clear that current funding sources statewide are insufficient to support the existing level of transit service. The report argues that additional revenue must be identified if the legislature wants to avoid significant cuts in service. The study included the following recommendations to address this shortfall:





- ▶ ***Change the vehicle registration fee to an ad valorem fee and boost the average fee to \$96.*** Study will be needed to determine the best way to transition to the ad valorem fee as well as to calculate what the fees should be per hundred dollars of value so that the average comes out to \$96 per vehicle.
- ▶ ***Work with the Public Utility Commission to institute a fee to account for the increasing role of electric power in transportation.*** The first step is a study by the PUC, which can also include analysis of the impacts at various levels of revenue generation and a fee per kWh that would generate the same amount of revenue as a flat fee.
- ▶ ***Request a study by VTrans of an incentive program for transit funding within the State Aid for Town Highways program.*** Any revenue enhancement for the T-Fund should be accompanied by an incentive program for municipalities to support their local transit system.
- ▶ ***Increase the rental car tax by 1.5%.*** This tax increase would generate \$1 million in new revenue.
- ▶ ***Implement a retail delivery fee.*** Impose new fee in recognition of damage caused to Vermont’s roads by delivery vehicles. Colorado and Minnesota can provide further guidance on the best practice for administering this fee.

The legislature did not take action on any of the recommendations in its 2024 session. Instead, it allocated \$630,000 to GMT “as one-time bridge funding for fiscal year 2025 while Green Mountain Transit stabilizes its finances, adjusts its service levels, and transitions to a sustainable funding model.” The law also required this report.

## Outlook for VTrans

The Public Transit Section of VTrans is under strain from two competing directives: to slow the growth of spending in the transit program while also pursuing mobility initiatives and addressing social needs in Vermont’s rural areas. Over the past few years, the legislature has designated significant funding for the Mobility and Transportation Initiatives (MTI) grant program, expanding from \$500,000 in prior years to \$3.5 million in SFY25. This program has been used to support transportation demand management efforts as well as the nonfederal share for microtransit pilot projects in several areas.

VTrans and the transit providers have as their joint mission the improvement of mobility and access throughout the state to support a wide range of economic activity as well as critical quality-of-life activity. Without a continuously growing source of funding, some existing services will need to be cut back. As discussed in the Nonfederal Match Study, more funding is needed just to maintain current service due to increasing costs for labor, vehicles, insurance, reimbursement rates, and many other factors.

The dueling imperatives mean that VTrans is eagerly seeking ways to operate service more efficiently; that is, at a lower cost per unit of service delivered. The possibility that other agencies could deliver service in GMT’s rural counties at a lower cost than GMT can is an attractive way to help reduce the pressure on the statewide transit budget. These potential savings are examined in detail in the next section.



### 3. FINANCIAL ANALYSIS

The financial implications of transferring rural service from GMT to another provider are an important consideration, though not the only consideration in the future of this rural service. This chapter examines the bottom line impacts of various operating scenarios on rural service costs. The potential impacts on GMT's urban service costs are considered in Chapter 6.

The financial analysis was performed in two rounds. The first round, based on SFY 2024 data, was conducted in July-August 2024. The second round, based on data from the first quarter of SFY 2025, was conducted in December 2024. The second round considers fewer scenarios, as it focuses on the recommended options from the interim version of this report, published in November 2024.

#### Scenarios

At the beginning of the study, a long list of potential operating scenarios was compiled. These scenarios included many permutations of GMT, SSTA, TVT, RCT and even Community Rides Vermont (CRVT) operating some portion of transit service in Washington and Franklin counties and seasonal service in Stowe and in the Mad River Valley (Sugarbush). As the study progressed, CRVT decided that it wished to maintain its role as a supplemental provider of mobility in Washington County, working with whichever transit agency supplied the core transit service that GMT now operates. Note that most of the references to the service in northwestern Vermont discuss only Franklin County and do not mention Grand Isle County. It is assumed that Champlain Islanders Delivering Essential Resources (C.I.D.E.R) will continue to provide all of the demand response service in Grand Isle County no matter which agency operates in Franklin County. As will be seen later, the single bus route that operates in Grand Isle County (the Alburgh Commuter) is recommended to stay with GMT in all scenarios. Thus, there are no potential service changes in Grand Isle being considered in this report, resulting in fewer mentions than Franklin County.

While there are still many potential combinations of service providers, the first round of the financial analysis focused on estimating operating costs for eleven specific scenarios. These scenarios cover the pieces of GMT's rural service that can be assembled in various ways to provide service to existing riders:

- 1) GMT operation of all year-round service based in Berlin
- 2) GMT operation of all year-round service based in St. Albans
- 3) GMT operation of fixed-route service based in St. Albans
- 4) GMT operation of Sugarbush seasonal service
- 5) GMT operation of Stowe seasonal service
- 6) TVT operation of all year-round service based in Berlin
- 7) TVT operation of Sugarbush seasonal service
- 8) RCT operation of all year-round service based in Berlin
- 9) RCT operation of Stowe seasonal service
- 10) RCT operation of demand-response service based in St. Albans
- 11) SSTA operation of demand-response service based in St. Albans

The second round of the analysis discarded RCT operation of Berlin service (#8) and SSTA operation of Franklin County service (#11). Further, scenario #3 was changed to focus on GMT's Franklin County commuter service and scenario #10 was changed to include local bus service (St. Albans Downtown Shuttle and the Price Chopper Shuttle) in RCT's potential operations.

#### Methodology

The estimated annual operating cost for each of the operating scenarios (other than the seasonal services) was calculated in two ways: by applying cost factors per vehicle hour or vehicle revenue hour to the amount



of service operated by GMT, and by using staffing estimates from each of the agencies' directors to estimate staff costs directly, rather than using a per-vehicle-hour rate. TVT's cost allocation spreadsheet provided the template for the cost factors, as TVT separates direct costs for vehicle service and volunteer service and breaks them into the following categories:

- Driver wages
- Operations supervisors and managers
- Trainer wages
- Dispatcher/call center wages
- Regional director wages
- Marketing wages and expenses
- Fringe benefits
- Vehicle maintenance
- Fuel and tires
- Services (other than vehicle maintenance)
- Supplies (other than fuel and maintenance)
- Utilities
- Insurance
- Miscellaneous

Values per vehicle hour of service were calculated for TVT. Then analogous values were calculated for the other providers to the extent they were available. In some cases, an agency did not break down expenses in the same way, and several items were wrapped up in one value. The figures for RCT and SSTA were calculated per revenue hour rather than per vehicle hour, because RCT did not track vehicle hours separately from revenue hours. (Revenue hours are time that a bus/van is in service carrying passengers, and vehicle hours are revenue hours plus deadhead hours – time spent traveling to and from the garage from where service starts and ends.) Note that the driver wage per vehicle hour is not equal to the drivers' hourly wage. The wage per vehicle hour comprises all driver pay—including holiday, vacation, sick and other time off (usually called PTO for paid time off or CTO for combined time off) plus overtime wages—divided by the number of vehicle hours operated. Thus the driver wage per vehicle hour is substantially higher than the hourly wage in the union contract (or other employment agreement).

Adding up all of the costs for each agency, and then applying its indirect (administrative overhead) rate to the direct costs yielded the following fully allocated cost per hour of service for FY24:

- GMT - \$121.20 (per vehicle hour)
- TVT - \$104.42<sup>1</sup> (per vehicle hour)
- RCT - \$90.06 (per revenue hour)
- SSTA - \$87.41 (per revenue hour)

The second round of analysis updated these figures using SFY 2025 data from the first quarter. As can be seen in the figures below, GMT's cost per vehicle hour went up substantially (32%) in the first quarter. There are several causes for this dramatic increase: new collective bargaining agreements with generous pay raises for drivers, dispatchers and mechanics took effect on July 1, 2024; pay rates for supervisors were

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<sup>1</sup> This rate is about \$4 higher than the rate calculated from TVT's financial data to close the gap between the rate currently paid by TVT to its unionized drivers and the rate that GMT pays. It is assumed that if TVT takes over operation of Washington County service, that it would honor the existing union contract and pay the drivers at the rate stipulated in the contract.



increased to establish a 15% premium over driver pay rates; GMT hired additional staff to manage the rural service toward the end of SFY 2024 whose impact was fully felt in SFY 2025; the number of vehicle hours operated decreased in SFY 2025 compared to SFY 2024—thereby reducing the denominator in this calculation—but fixed costs remained the same or increased; unusually high maintenance costs in the first quarter, partly due to one shop truck that required extensive repairs; the elimination of sharing of health care costs with drivers (due to the new contract) coupled with higher plan expenditures; and \$3,000 bonuses provided to rural drivers under the new contract (though only 25% of those bonuses were included in the rate calculation). It should be noted that the hourly rate will drop somewhat as the year wears on due to the addition of seasonal service (which increases the denominator); based on the experience of SFY 2024, the full-year transit rate for GMT will be about 6.5% lower than the rate for the first quarter on its own (an expected rate of \$149.50).

The SFY 2025 Q1 costs per hour for each agency, including the percent change from the SFY 2024 calculation are shown below:

- GMT - \$159.44 (32%)
- TVT - \$108.78 (4.2%) [see footnote 1 above; the same increase applies to this rate]
- RCT - \$92.01 (2.1%)
- SSTA - \$87.71 (0.3%)

The second method of cost estimation relied on staffing forecasts (or existing staffing in the case of GMT) for operating the service currently offered by GMT in each rural region. TVT based its estimate on its current operating model, in which the Addison and Orange-North Windsor divisions are each headed by a regional director and most of the operations management is self contained. RCT followed a similar method, though its estimate for Washington County included a new regional director for its existing operations in the Northeast Kingdom, since Washington County would be a major increase in the amount of fixed route and agency-operated demand response service compared to its existing operation. (RCT's Franklin County estimate did not include regional directors. The scale of the service in Franklin County is similar to that in Orleans and Lamoille counties, where RCT already operates successfully with satellite offices but no regional directors.) SSTA estimated full staffing needs, including drivers, to be able to serve the current demand in Franklin County. Because of an insufficient number of volunteer drivers in Franklin County, GMT has had to make extensive use of taxicabs to carry passengers. Both SSTA and RCT intend to avoid the use of taxicabs if they were to operate Franklin County service.<sup>2</sup>

While most of the analysis assumed a steady state of service operated and no major impacts on existing operations, in a few cases, explicit assumptions were made about “ripple effects” of another agency taking over some GMT rural service. For TVT, this assumption included salary increases for existing regional directors to bring them in line with the salary of GMT's Berlin regional director. For RCT, this included hiring a new regional director for its existing service area in the Northeast Kingdom in addition to having one in Washington County were it to take over service there. There would be other ripple effects, but they are not explicitly accounted for in this phase of the analysis.

The second round of analysis updated the staffing based estimates where necessary, taking into account new rates for drivers and other staff and other new cost factors where appropriate. There were no changes in the numbers of staff members projected to be needed.

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<sup>2</sup> It should be noted that GMT also “intends to avoid the use of taxicabs” but has been unable to do so for the past three years, and so it is assumed that GMT would continue to use taxicabs in the future. Use of taxicabs in the first quarter of SFY 2025 was lower than in SFY 2024, but was not eliminated.



## Findings

The results of the financial analysis are shown in Tables 3 and 4 below. Staffing-based estimates were not prepared for five of the scenarios because they represent partial service or seasonal service and it is difficult to isolate the number of staff members associated with these portions of the service.

**Table 3 – Initial Round of Cost Forecasts by Operating Scenario (based on SFY 2024 data)**

Operating Scenario	Service-based Estimate	Staffing-based Estimate
GMT operation of all year-round service based in Berlin	\$3,680,000	\$3,587,000
TVT operation of all year-round service based in Berlin	\$3,298,000	\$3,399,000
RCT operation of all year-round service based in Berlin	\$2,431,000	\$3,036,000
GMT operation of fixed-route service based in St. Albans	\$669,000	n/a
GMT operation of demand-response service based in St. Albans	\$1,981,000	\$1,954,000
RCT operation of demand-response service based in St. Albans	\$1,360,000	\$1,329,000
SSTA operation of demand-response service based in St. Albans	\$1,431,000	\$1,398,000
GMT operation of Sugarbush seasonal service	\$472,000	n/a
TVT operation of Sugarbush seasonal service	\$407,000	n/a
GMT operation of Stowe seasonal service	\$595,000	n/a
RCT operation of Stowe seasonal service	\$420,000	n/a

The figures in the table suggest that if TVT were to take over Berlin-based operations, there would be a savings of between \$188,000 and \$382,000 beginning in SFY 2027. The lower end of this range is likely more realistic than the upper end. Savings would be greater if RCT were to take over Berlin, but there would be significant challenges in establishing relations with the Teamsters Union (which TVT would not face, as they already have this relationship) and significant ripple effects affecting the cost of service for RCT’s existing operations in the Northeast Kingdom and Lamoille County.

The level of savings is potentially greater in Franklin County, with RCT operations potentially saving around \$620,000 and SSTA operations potentially saving around \$550,000. Some of these savings are attributable to avoiding the cost of taxicabs (\$359,000 in SFY 2024); van or volunteer trips were assumed to increase to account for these trips. It was assumed that RCT would be able to find volunteers to operate these trips, and that SSTA would operate them mostly with their own drivers in vans and sedans. These assumptions are based on past history, in which RCT has had one of the largest and most successful volunteer programs in the state, while SSTA has had only a minimal volunteer driver program. That is not to say that SSTA would have no volunteer trips in Franklin County, but rather that it would have the same number that GMT currently has. These figures assume non-union operation of demand response service in Franklin County. As discussed in the next chapter, this may not be a valid assumption, in which case the savings would be less, but would not disappear entirely.

It is likely that money could also be saved by transferring seasonal service in Sugarbush and Stowe to TVT and RCT, respectively. These would not need to occur at the same time as other transitions. For instance, RCT could begin operating Stowe service as soon as November 2025, with or without a transition in Franklin County. Likewise, if a transition of Berlin service to TVT occurs in July 2026, the transition of Sugarbush service could happen a year after that to allow TVT time to absorb all of the new service. It





should be noted that these seasonal services are not covered by the union contract, although some of the drivers have been union members in the past.

Table 4 presents the results of the second round of financial analysis. As mentioned above, it does not cover all of the scenarios shown in Table 3, but rather reflects the recommendations in the interim version of this report. The cost estimates for the quarter—other than for seasonal service—have been multiplied by four to represent annual forecasts.

**Table 4 – Second Round of Cost Forecasts by Operating Scenario (based on SFY 2025 Q1 data)**

Operating Scenario	Service-based Estimate	Staffing-based Estimate
GMT operation of all year-round service based in Berlin	\$4,580,000	\$4,532,000
TVT operation of all year-round service based in Berlin	\$3,304,000	\$3,425,000
GMT operation of commuter service based in St. Albans	\$372,000	n/a
GMT operation of local and DR service based in St. Albans	\$2,370,000	\$2,517,000
RCT operation of local and DR service based in St. Albans	\$1,295,000	\$1,312,000
GMT operation of Sugarbush seasonal service	\$622,000	n/a
TVT operation of Sugarbush seasonal service	\$424,000	n/a
GMT operation of Stowe seasonal service	\$783,000	n/a
RCT operation of Stowe seasonal service	\$429,000	n/a

As can be seen in Table 4, the cost differentials between GMT operation and TVT/RCT operation have grown substantially compared to the figures in Table 3, primarily due to the 32% increase in the unit cost of service for GMT. The annual savings for TVT service have grown from the range of \$300,000 in Table 3 to the range of \$1.2 million. Over \$200,000 could also be saved on Sugarbush service. The potential savings for RCT service are also substantial with the gap for Franklin County demand response and local bus service now over \$1 million and another \$350,000 to be saved on Mountain Road service in Stowe. The astute reader will notice that the projected cost for RCT operations of both demand response and local bus service based on SFY 2025 data is *lower* than the cost of RCT’s operation of just demand response service based on SFY 2024 data. This is due to an apparent significant drop in demand response service in Franklin County in SFY 2025. The Q1 figure for GMT demand response vehicle hours is only 18.5% of the SFY 2024 figure when a percentage closer to 25% would be expected.

## Medicaid

The analysis above accounts for all operations in GMT’s rural regions, including both FTA-funded transit and Medicaid-funded non-emergency medical transportation (NEMT). While VTrans is most directly concerned about the public transit program, VPTA members are also deeply concerned with the NEMT program, which costs about \$15 million annually.

An analysis conducted for VPTA looked at the cost of providing service in calendar year 2023. The study was focused on high demand riders and travel to opioid treatment centers and adult day centers, but it also produced figures on the average cost per passenger trip for each VPTA member that operates NEMT service (that is, all of them except Advance Transit). These costs are shown in the Table 5 below:



**Table 5 – 2023 Cost per Passenger Trip for NEMT Service**

<b>Agency</b>	<b>Cost per trip</b>	<b>Agency</b>	<b>Cost per trip</b>
GMCN	\$33.91	SEVT	\$37.14
GMT	\$77.67	SSTA	\$60.04
MVRTD	\$56.03	TVT	\$52.43
RCT	\$39.44	Statewide	\$48.11

It can be seen that GMT’s cost was substantially higher than any other agency; its cost is about 75% higher than the other rural providers on average (excluding SSTA). This is partly due to the use of taxicabs in Franklin County, but GMT’s overall high hourly costs also figure prominently. The lowest-cost providers (RCT, GMCN and SEVT) have extensive volunteer driver programs and have non-union (or just recently unionized, in the case of GMCN) workforces. TVT also has an extensive volunteer driver program but operates longer trips on average than many other agencies due to the lack of an opioid treatment clinic or dialysis center within its service area. SSTA has the second-highest cost in spite of running shorter trips than most other providers because it has only a minimal volunteer driver program.

Given the large increase in GMT’s costs described above, the differential in cost per trip for 2024 and forward will no doubt be much greater than what was seen in 2023. This is a source of significant concern for VPTA members because they split the total statewide revenue received from the Department of Vermont Health Access (DVHA) based on their cost of operations. GMT’s costs have risen substantially over the past few years, with an increase of 35% from SFY 2023 to SFY 2024. The average increase for other providers from SFY 2023 to SFY 2024 was 10%. Since the amount of money available is limited by DVHA, more money going to GMT necessarily means less money going to the other VPTA members. If other providers were able to operate NEMT service in Washington and Franklin counties at a lower cost than GMT, then all providers would benefit by having more Medicaid funds available for their services.



## 4. ORGANIZATIONAL/UNION ISSUES AT OTHER AGENCIES

There are important differences between GMT and the other potential operators of its rural service. At its founding, CCTA was created as a municipal corporation and is thus a public entity, while the other agencies are all private nonprofit corporations. This difference has certain implications for operational rules and regulations, as mentioned below. The other critical factor is that GMT has collective bargaining agreements with its urban and rural drivers and with its maintenance staff. The unionized employees are members of the Teamsters Union. TVT has contracts with the same union for its drivers and mechanics, but RCT and SSTA are currently non-union operations. The implications of taking on some GMT rural service for each agency are discussed in the sections below.

### TVT

Before formally merging in 2017 to form Tri-Valley Transit, the two service regions in Addison County and Orange/North Windsor functioned as separate 501(c)(3) nonprofit entities, with the senior staff in Addison County, who worked for Addison County Transit Resources (ACTR), providing contracted management services for the Stagecoach operations based in Randolph. Since the merger, the two operating divisions (formerly ACTR and Stagecoach) have continued to function as separate regions operationally, each with its own Regional Director. Senior management at TVT, including the Executive Director and Finance Director, supported by administrative staff members, provide support for each division.

Were TVT to take over operations in Washington County (including the three towns in Orange County that are part of GMT's service area), it is envisioned that the new region would function as a third "co-equal" division to the existing two, with a similar management structure. TVT's Board of Directors, which currently has six slots designated to each of its two regions, would likely be reorganized to allow for equal representation from its third region, but that has yet to be discussed at the board level. A primary goal would be for the board to continue to function effectively.

As mentioned above, TVT already works with the same bargaining unit of the Teamsters Union that has a contract with GMT. Over the years, TVT has worked with the Teamsters to merge the contracts of its drivers in the Addison and Orange/North Windsor division and its maintenance staff. Were TVT to take over GMT's Washington County service, it would expect to honor parts of the contract which it can legally honor and work closely with the union to ensure that future contracts are negotiated in good faith, as they have over the years.

A technical point of the law regarding work rules also will have an effect on TVT's costs. As a municipality, GMT is exempt from labor regulations restricting how many hours a driver can work in a day. The allowed "spread time" (meaning the elapsed time from the start of the work day to the end of the work day) is 15 hours. The regulations state that a driver cannot work more than 10 hours within that 15-hour spread time, so that a driver could operate two 5-hour shifts (say 7:00 a.m. to noon, and then 5:00 p.m. to 10:00 p.m.) but not any more than that. A GMT driver, because of the exemption, could operate up to 15 hours in that spread. Such extremely long work days are not common, for safety reasons, but are sometimes necessary due to labor shortages. Limiting the number of hours per day that can be worked means that additional drivers may need to be hired to cover the full amount of service on the schedule. Hiring additional drivers is more expensive than paying overtime because of the additional costs for benefits (mainly health insurance). Thus, the total amount of driver labor cost for a nonprofit running service in Washington County may be a bit higher than for GMT, all other things (hourly rates) being equal. This incremental cost would almost certainly not wipe out the savings described in the previous chapter.





## RCT

Rural Community Transportation serves the most rural part of Vermont: the Northeast Kingdom and Lamoille County. There is already precedent for RCT taking over some of GMT's service: in 2020, three bus routes in Lamoille County and the US 2 Commuter were transferred from GMT to RCT, along with the vehicles to operate them. The US 2 Commuter had been jointly operated by GMT and RCT since its inception, but now all service is operated out of Lyndonville. (For a time, the midday trip on the route continued to be operated by GMT, but that trip has been suspended indefinitely.) Until 2020, RCT was responsible for all demand response operations in Lamoille County, but at that time it took over the Route 100 Commuter, the Morrisville Loop and the Morrisville Shopping Shuttle. Since then, the Morrisville Loop has been replaced by the RCT-Rides Lamoille microtransit service in Morrisville, Hyde Park and Johnson. GMT still operates the seasonal Mountain Road Shuttle and the Jeffersonville Commuter, its only remaining services in Lamoille County. (The Jeffersonville Commuter will be discontinued in December 2024 following a vote by the GMT Board in October 2024.)

The majority of RCT's service is demand response, accounting for 61% of its passenger trips and about 80% of its vehicle miles and hours. About 75% of the demand response trips are carried by volunteer drivers. RCT's professional drivers are not members of a union and are paid less than drivers who are union members and who live in parts of the state with a higher cost of living (such as Chittenden and Washington counties). Most of RCT's drivers do not have commercial driver's licenses (CDL) and are thus restricted to driving vehicles with a passenger capacity of 14 or fewer.

A concept listed as a scenario above is for GMT to retain some of the fixed route service in Franklin County, specifically the Alburgh and Richford Commuters, which could be appended to the St. Albans LINK Express service. (This arrangement is similar to the structure in Lamoille County prior to 2020, when GMT operated the bus routes and RCT operated all of the demand response service.) These rural commuters could then be considered urban routes and be removed from the rural (Section 5311) funding program. If this were the case, the GMT drivers in Franklin County who cared most about being in the union could switch to the urban bargaining unit and continue as GMT employees. Other Franklin County drivers who were not as dedicated to the union could become RCT employees for demand response service as well as the St. Albans Downtown Shuttle and any future microtransit service in St. Albans and Swanton. Few, if any, of these drivers would need CDL certification.

Because there is no union contract in place at RCT, wage rates among its drivers vary much more than at GMT, depending on experience and CDL status. In general, drivers with CDL tend to be paid more, and have a higher starting wage, but an experienced non-CDL driver might be paid more than a new CDL driver. Overall, the average driver wage at RCT is about \$3.50 below the wage for full-time non-CDL drivers at GMT. Most of RCT's drivers choose not to receive health insurance through RCT, as they would be required to pay a portion of the monthly premiums, which is not true at GMT.

There are many possible ways that RCT could establish a workforce in St. Albans. They could just "adopt" the Teamsters bargaining unit there and abide by the existing GMT contract. This path would result in the least friction with the union, but would result in the highest costs and be the most likely scenario to lead to full unionization of RCT's drivers. If that were the case, RCT costs for driver labor would go up by 25% systemwide and its health insurance cost could more than triple. Holding all other costs equal, these two effects would increase the operating budget by about 8%, meaning that RCT would need to cut service by that amount in the absence of additional funding. Assuming scheduled bus service would remain intact, about 11,000 demand response trips currently provided would not longer be operated.



A second path would be to establish a relationship with the union, but with wages and benefits below what GMT currently offers. Green Mountain Community Network was unionized a few years ago, but with wages about 20% less than what GMT currently pays. It is possible that RCT could negotiate a contract with the Teamsters at a wage rate closer to its existing rate, though the union would seek to bring the rates year-by-year closer to what is currently paid by GMT and TVT. This option would increase RCT's operating budget, but by a smaller increment than the scenario above.

A third path would be to hire a whole new labor force for the Franklin County service. Presuming that RCT can assemble a new labor force, the Teamsters would without doubt try to get them to unionize. If the Lake Street facility in St. Albans is used by both GMT drivers who operate the commuter routes and RCT's drivers, then there would be plenty of contact between the two groups and ample opportunity for the Teamsters to build support for unionization. If they are successful, it is possible that unionization could spread to the rest of RCT, but it is also possible that it would not.

In general, RCT seeks to minimize increases in its driver wages and benefits cost, not because it doesn't want to treat its drivers well, but because any increase in its unit costs means that it is able to provide fewer trips to its passengers who need the service. Whether RCT can find new drivers in Franklin County who would accept lower wages than what GMT currently pays is an open question in this tight labor market, though RCT has not had difficulty filling its driver positions in Lamoille County and the Northeast Kingdom.

RCT would work hard to maximize the number of volunteer drivers in Franklin County. GMT has been making such efforts as well, but RCT has a stronger track record in managing a large volunteer driver program. Agewell, the Council on Aging in northwest Vermont, has a huge volunteer program, but these volunteers are generally not available to serve as drivers in the typical transit volunteer program. Further discussions with Agewell might yield some additional volunteer resources for transportation purposes.

The transition of Franklin County service from GMT to RCT would not be as seamless as a transition in Washington County to TVT because of the union issue, but through negotiation and accommodation, it could likely be accomplished. This may be the greatest challenge in the potential transitions.

## SSTA

Special Services Transportation Agency operates demand response transportation in Chittenden County. It occasionally runs shuttles under contract, such as one serving the medical facilities on Tilley Drive in South Burlington, but it has never run fixed-route, fixed-schedule service such as the St. Albans Downtown Shuttle. None of its drivers are union members and few have CDL certification.

Because of the absence of the union and need for CDL drivers, SSTA pays its drivers substantially less than GMT's drivers. The current hourly wage rate is approximately \$25 with a fringe benefit ratio of about 29% (somewhat lower than GMT's and TVT's 31-32%, but higher than RCT's ratio of about 9%).

If SSTA were to take over Franklin County service, it would face the same challenges described above for RCT, though it may face an even greater push for unionization from the Teamsters given its proximity to Burlington. Again, there is nothing preventing the Teamsters from trying to unionize SSTA today, and thus far, any efforts that may have occurred in the past have been unsuccessful. It is not clear that SSTA operation in Franklin County would raise the risk of unionization higher, but if SSTA were to unionize, there would be significant repercussions for GMT's urban service, as its ADA complementary paratransit service would become more expensive.



As mentioned earlier, SSTA does not have a robust volunteer driver program. It had no volunteer drivers at all until about 2010, when a group of citizens in Hinesburg founded Hinesburg Rides, which provided trips for local residents. Trip requests and scheduling were managed by SSTA. Demand response transportation in Chittenden County does not lend itself to volunteer trips. Most volunteer drivers see the activity as a way to earn some money tax free, assuming that the IRS mileage reimbursement rate (currently 67 cents per mile) is greater than their actual cost per mile. In order to maximize this income, these volunteers prefer long trips where they can accumulate significant numbers of miles. Most trips in Chittenden County are relatively short, say from Essex or Williston into Burlington. Short trips in areas with traffic congestion result in very little money for significant amounts of time. Some agencies have a few “true volunteers” in the pool who do not accept reimbursement and drive purely for altruistic reasons; among SSTA’s current pool of five volunteers, all of them request reimbursement.

The key to reducing the average cost per trip in demand response service is to maximize the number of trips carried by volunteer drivers. As shown in Table 4 above, RCT routinely has among the lowest cost per trip (in spite of long distances resulting from the large and sparsely populated Northeast Kingdom) because so many passengers are carried by volunteer drivers. SSTA’s cost per trip in Table 4 is second only to GMT because it has so few volunteers.

## 5. FACILITIES

Operational costs and labor issues are critical elements of this analysis, but bus maintenance and storage facilities are also a very important consideration. GMT's leased facility in Washington County, on Route 12 south of Montpelier, has suffered extensive damage from flooding in recent years and lacked important features to begin with, such as indoor vehicle storage, as it was not constructed as a bus facility. GMT leases a small facility in St. Albans as a base of operations there. It has no capacity for maintenance. This section explores the implications of service transition on facilities in the two counties.

### Washington County

GMT, with the support of VTTrans, has been working for a long time to build a new bus facility in Washington County. VTTrans has accumulated \$4.6 million in federal funding, including \$3 million last year through Congressional Directed Spending (earmark) to help pay for a new facility. GMT has done some preliminary planning for a facility and was close to purchasing a parcel of land in conjunction with VTTrans early in 2024 as a location for a joint transit/highway maintenance building. But in spite of the flooding disasters at the current Berlin facility, progress on a new Washington County facility has been slow. (Until 2020, planning had revolved around upgrading the current Berlin facility rather than relocating to a new location safe from flooding hazards.) This is partly due to the lack of available staff at GMT to move this project ahead, while also dealing with investments in the main Burlington facility at 101 Queen City Park Road and planning for the neighboring facility at 31 Queen City Park Road, which was purchased years ago and remains underutilized, providing some equipment storage, body shop operations and electric bus charging. The recent focus of GMT's capital planning staff has been the essential work of installing new vehicle lifts at its main facility.

The most recent bus facility built in Vermont is TVT's garage in Bradford, completed in September, 2021 at a cost of around \$5 million. This facility replaced an older "bus barn" that had been used by Stagecoach for many years. In opening this facility, TVT proved that it had the capacity to manage a large construction project, even through the pandemic.

The scale and scope of a future Washington County facility is an open question. GMT's preliminary planning suggested a large facility including heavy maintenance with a price tag in the range of \$10 to \$12 million. This would allow all fleet maintenance for Berlin-based service to happen in Berlin, rather than transporting some vehicles 40 miles to Burlington for maintenance activities. Separating maintenance for vehicles funded by urban programs (Section 5307) and by rural programs (Section 5311) would be advantageous from the standpoint of tracking grant expenditures.

TVT is in the early stages of planning to replace its main bus facility in Randolph. Ideally, the new facility would handle all of the maintenance for its Orange and North Windsor County services. The price tag for that new facility would also be in the \$10 to \$12 million range. If TVT is able to secure the funding for that new facility, and TVT were to take over Washington County service, then it is possible that a new Washington County facility would not need to include heavy maintenance capacity, since the Randolph facility would be only about 22–25 miles away, and all of TVT's activities are funded through rural programs. Excluding heavy maintenance could reduce the price tag for a Washington County facility to something closer to the Bradford facility, though it is likely that a Washington County facility would need to have more office space and bus storage space than the Bradford facility does.

It is essential to note that the above statements are speculative at this time, and developing detailed alternative facility plans is well outside the scope of this study. A full transit facility plan will need to be produced to determine the optimal scope and phasing for a new Washington County facility.



## Franklin County

GMT leases a building on Lake Street in St. Albans as its base of operations. This facility does not have any capacity for maintenance; some maintenance is performed at local garages in St. Albans and the rest is performed at GMT headquarters in Burlington. This building is part of a larger complex of industrial style buildings. Buses are parked behind the building overnight for storage.

All of the potential operators of transit service in Franklin County indicated that they would continue to use the same building as a base for operations. RCT has its main headquarters in Lyndonville. That building contains mainly administrative offices and rooms for drivers. It does not include any indoor bus storage or maintenance space; RCT contracts out for all of its vehicle maintenance. RCT has satellite locations in Newport and Morrisville that are similar to GMT's building in St. Albans. These satellite locations include a limited amount of office space and some space for drivers, but no indoor bus storage or maintenance. Thus, the current GMT facility fits RCT's existing model of satellite bases.

SSTA's headquarters is in Colchester and includes maintenance space and a fueling facility. Although Colchester is relatively close to Franklin County, SSTA has indicated that it would continue to use the building on Lake Street as a satellite facility, at least for the near term. Having this local base of operations would reduce the amount of deadhead time and miles compared to garaging Franklin County vehicles in Colchester. For maintenance, SSTA would transport vehicles from St. Albans to Colchester rather than contracting out this function.

If transit service in Franklin County were to be shared, with GMT providing some fixed route service and either RCT or SSTA providing demand response service, it would be the intention of RCT and SSTA to share the Lake Street facility with GMT. In such an instance, the cost of the lease would be shared by the two partners.

There is no indication at this time of an urgent need to construct a new facility in Franklin County. That is not to say that there would be no benefit in having one, but facility needs at other locations in Vermont are much more pressing.

## 6. POTENTIAL IMPACTS ON GMT OF SERVICE TRANSITIONS

Most of the report thus far has focused on GMT's rural regions and how transitions of service to another provider would affect finances, union relations, and facility considerations. There has not been specific discussion about GMT's staff in rural regions, because the impacts are unknown. It is assumed, based on statements by the directors of the other rural agencies, that in the event of a transition, most or all existing GMT rural staff, administrative and operational, would be offered employment at the agency that is taking over service. The details of those employment offers have yet to be determined and would be up to the boards and management of those agencies.

This chapter of the report, however, focuses on the impacts of service transitions on GMT's urban operation, including the staff in Burlington, urban finances, the board of directors, and GMT's interregional commuter routes that cross from its rural areas into its urban area. Each of these is discussed in the sections below.

### Impacts on Burlington Staff

As mentioned in earlier chapters, the Organizational Assessment found that most of GMT's employees in Burlington that have responsibilities both for the urban and rural service feel a high level of stress because they feel they do not have adequate time or resources to manage both services well. As a result, projects fall behind, requests for assistance from lower-level staff get delayed, and long-term planning becomes nearly impossible. The negative impacts of this phenomenon are experienced both in Burlington and the rural regions, but the rural regions, especially Berlin, feel a stronger sense of being neglected since they are separated from the center of authority by a long distance. A recent (September 2024) survey of Berlin employees demonstrated that this feeling persists even after GMT hired a Regional Director for Berlin to be a local manager of the service.

If GMT no longer operated rural service (or just operated a minimal amount of fixed-route service in Franklin County), it is clear that the Burlington staff would be much more able to manage the urban service effectively with a lower level of stress. The ongoing process of cutting urban service to deal with the fiscal cliff is already very stressful. Managing the urban service through this period of retrenchment in order to reach a level of fiscal sustainability will be a real challenge for the staff. Addressing the real concerns of the riding public as well as of the urban drivers will require the sustained focus of senior and middle management. It is difficult to see how these same managers can continue to manage the rural service at the same time, even if a substantial increase in the administrative staff headcount were financially feasible.

The term "inflection point" is overused, but coming out of the ridership losses brought on by the pandemic and facing a fiscal cliff, GMT's urban service truly is at a crossroads. Unless the legislature identifies a substantial new dedicated source of funding for public transit, GMT may need to reconsider its mission and reorient its service toward those in most need of mobility, rather than trying to attract commuters who have other transportation options. Navigating this challenge and finding its way to a sustainable future will be much more easily achieved by a staff that can focus on the urban service.

### Impacts on Urban Costs

The cost analysis in Chapter 3 considered the costs of rural service in isolation from the urban service. Some of the costs of rural service are based on allocations of management and other direct costs that accrue to the authority as a whole, but are then split between urban and rural cost centers.





## Allocation of Indirect Expenses

Indirect expenses, called Facilities and Administration (F&A) in federal regulations, are those that cannot be directly attributed to operating activities of the organization. These typically include general administration (finance, human resources, senior leadership) and facility-related expenses such as heating fuel, utilities, general liability insurance, etc.

GMT indirect expenses are currently allocated between the urban and rural systems. If GMT's rural service is operated by other agencies, and all Burlington administrative staff were retained and allocated fully to the urban side, then the cost of urban service would rise. It is estimated that this cost is in the range of \$400,000. While urban service would become more expensive per unit because of this higher administrative cost, it would also benefit from the undivided attention of staff and therefore be managed more effectively. It is assumed that this cost increase would be addressed in the negotiations between GMT and VTrans during the course of any service transitions.

## Cash Flow

To benefit the rural transit providers, VTrans provides cash up front for many of the federal grants that fund operations. The providers then use the cash to pay for service and reconcile spending with VTrans at the end of the fiscal year. GMT benefits from this because it receives cash up front for its rural operations that can be used agency-wide to ease cash flow concerns.

In contrast, the urban federal grants that GMT receives directly from the Federal Transit Administration (FTA) are reimbursable grants; that is, GMT incurs the expenses and then invoices FTA for the amounts needed for reimbursement. Given the precarious nature of GMT's financial position, as described earlier in the section on the origin of the fiscal cliff, GMT does not have a sufficient cash reserve on the urban side to be able to sustain all of its operations while it waits for reimbursement from FTA. The availability of rural upfront cash has meant this has not been a problem to date, but if GMT loses the rural service, it will face cash flow problems and have to rely on short-term borrowing, which would incur additional expense for interest. GMT would seek to work with VTrans to insure that it could avoid these cash flow problems and expenses associated with short-term borrowing.

## Impacts on GMT Board Structure

The current Board of Commissioners includes 14 voting members plus alternates:

- Two from Burlington
- Essex Junction
- Essex Town
- South Burlington
- Winooski
- Shelburne
- Williston
- Milton
- Hinesburg
- Washington County
- Franklin County
- Lamoille County
- Grand Isle County



All board members have the same charge—to act in the interest of the authority—but urban board members, whose municipalities are assessed for fixed route and paratransit service, likely have a sharper focus on finances than rural representatives. The rural counties cannot be assessed since there is no county-based funding source, and they are not municipalities.

The sheer size and diversity of interests of the board make it a challenge to act with a unified purpose. For example, urban members may be more focused on attracting choice riders to help reduce traffic congestion, while rural members may be more focused on basic mobility and human service transportation. Non-emergency medical transportation (NEMT) has a huge impact on rural service but little or no impact on urban service since NEMT in Chittenden County is operated by SSTA as a contractor to VPTA. This is not to say that the board is unable to act with a unity of purpose, but rather to point out that it is a greater challenge compared to the smaller, urban board of the pre-2011 period.

If the rural regions were to be served by other agencies, the legislature would most likely alter the statute to remove the rural commissioners from the board. The legislature could then specify which municipalities would remain members of the board, or it could leave it vague, to be decided by the board and the municipalities jointly. This change, however, also represents an opportunity to expand the board to include members other than municipal designees. Past history suggests that the primary concern for many municipal designees is how GMT assessments will affect municipal finances. Board members who represent regional organizations, institutions or the riding public may be more likely to take a broader perspective and focus on what is best for the regional transportation system and GMT's riders. Weakening the degree of local control would be more acceptable to member municipalities if the legislature simultaneously established additional funding streams so that the reliance on property taxes could be reduced.

## Impacts on Interregional Commuter Services

At its peak, GMT operated three interregional LINK Express routes connecting to Burlington—to Montpelier, St. Albans and Middlebury—and three regional Burlington-based Commuter routes—to Milton, Hinesburg and Jeffersonville. In July, 2021, GMT transferred the Middlebury LINK to TVT, which had already been operating Saturday trips connecting Middlebury to Burlington. The Hinesburg Commuter had always been a joint operation between GMT and TVT, but in 2024, GMT transferred the trips it had been operating to TVT. The Jeffersonville Commuter is currently (October 2024) slated for termination as part of the service reduction. Evening service on the Milton Commuter was eliminated several years ago.

As it continues in the service reduction process, GMT is considering transferring the operating costs for the remaining LINK Express routes to the rural side of operations. Buses would operate from the outlying terminal rather than out of the Burlington facility. GMT is also considering reducing the level of service on these routes.

If Washington County service is transferred to TVT, then the Montpelier LINK Express would likely become a TVT route. This route has always served travel in both directions in each peak period, with reverse commuters heading from Burlington to employment in Waterbury and Montpelier and traditional commuters heading to jobs in Burlington in the morning. If the Montpelier LINK were based solely in Berlin (as opposed to its current dual bases in Burlington and Berlin), then it would become more difficult to serve the reverse commute market well. A shared arrangement between TVT and GMT, with some buses based in Burlington and others based in Berlin, would be preferred.

For Franklin County, there are several possible permutations. If GMT retains fixed route service in Franklin County, then it would presumably continue to operate the St. Albans LINK. The Alburgh and Richford Commuter routes could be appended onto the St. Albans LINK, provided that at least one more afternoon trip is operated out of Burlington to serve traditional commuting hours. (A tentative schedule for a route





that combines the St. Albans LINK, Milton Commuter, and Richford and Alburgh commuters has been supplied to GMT for its consideration. This schedule retains the existing departure and arrival times of the Alburgh and Richford Commuters. In the morning, these buses would continue to Burlington via Milton after making their last scheduled stop in Franklin County. In the afternoon, the routes would start in Burlington in the mid-afternoon to reach their current southern termini at the current scheduled times. A later afternoon trip on the St. Albans LINK, departing Burlington around 5:00 p.m. would then also be able to take any commuters from the Alburgh and Richford corridors home upon on-board request.<sup>3</sup> This route combination will be most feasible for GMT if additional CMAQ funding is made available to replace the Section 5311 funding that currently subsidizes the routes.) If GMT retains no service at all in Franklin County, then the new operator there would presumably run the St. Albans LINK, if VTtrans and that operator determine that the ridership is sufficient to warrant the service.

Through the service reduction process and the process of transitioning rural service, it is likely that there will be substantive changes to these commuter services. As discussed in the Public Transit Policy Plan and other documents, the commuter market may never fully recover the ridership lost during the pandemic, so additional cuts in commuter routes may be prudent.

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<sup>3</sup> Driver pay for this route would assume that the bus goes all the way to the outer endpoint. In operation, the bus would not do that if there were no passengers on board after the St. Albans stops, but the driver would still be paid. The value of offering this service extension would be reviewed based on passenger demand after one year of operation.



## 7. RECOMMENDATIONS AND IMPLEMENTATION PLAN

### Recommended Operating Plan for Each Rural Region

Given the financial analysis and other considerations discussed above, it is recommended that all service in Washington County be transferred to TVT and that all but commuter bus service in Franklin and Grand Isle Counties be transferred to RCT.

For Washington County, TVT is a better option than RCT because it has an existing relationship with the Teamsters Union, it has experience taking over a new service region (Stagecoach), it has experience constructing a maintenance facility, and it has a working management structure that can be easily applied to Washington County. Jim Moulton, the Executive Director of TVT is the most experienced transit manager in Vermont and has proven to be successful at managing rural operations combining fixed routes, demand response, and microtransit services. Although the potential savings with RCT appears to be greater based on the financial analysis, there would be much greater friction with the union if RCT tried to operate the service with non-union labor, and there would be a much longer period of relationship-building if RCT adopts the existing union presence.

For Franklin County, RCT is the preferred option to SSTA. SSTA prefers not to operate any fixed-route service, but it is likely that some form of the St. Albans Downtown Shuttle will remain in operation, even if a microtransit service is introduced there.<sup>4</sup> RCT has a proven track record managing a robust volunteer driver program. Franklin County is more similar in character to the Northeast Kingdom than it is to Chittenden County, which is SSTA's base of operations. Adding Franklin County to its portfolio would make RCT's service region the same as the [Northern Vermont Economic Development District](#) (assuming CIDER in Grand Isle County becomes a subrecipient to RCT, as discussed below). RCT already makes frequent trips into Franklin County to reach medical facilities in St. Albans. RCT's structure, with satellite facilities in Newport and Morrisville, is readily applicable to St. Albans. RCT would have local staff in St. Albans with a similar structure to GMT's existing operations and administrative management there.

For the seasonal services, it is recommended that RCT take over the Mountain Road Shuttle to complete its portfolio in Lamoille County. It is also recommended that TVT take over Sugarbush seasonal service but in a later phase after regular Washington County service is successfully transferred.

An all-or-nothing approach to GMT's rural service makes more sense than transferring just one of the two regions. While managing just Washington County or just Franklin County would be easier on GMT staff than managing both, there would still be substantial resources necessary to manage rural funding programs and NEMT service. Among all of GMT's service, urban service represents 67% of the total, Washington County 20% of the total, and Franklin County 13% of the total. Removing Franklin County from the mix would not reduce the workload on GMT administrative staff by 13%. The reduction would probably be more on the order of 5%. Similarly with Washington County, the reduction might be on the order of 8%. But if all of the rural service were removed from GMT, the reduction on administrative staff would probably be more than 33%, since managing multiple demand response programs (Older Adults & People with Disabilities [O&D], NEMT, Recovery and Job Access), the volunteer driver program, MyRide

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<sup>4</sup> While the recommendation includes GMT continuing to run commuter bus service in Franklin County, the Downtown Shuttle is funded with rural formula funds (Section 5311), and it is more problematic to convert that bus route to another funding source (5307 or CMAQ) than the two commuter routes. If GMT's rural services are to be transferred to other providers, it is advantageous from a state management perspective for GMT to be completely out of the rural formula program, rather than having a small amount of service remain in the program.



microtransit service, seasonal services and all of the year-round rural fixed route services is much more complicated than managing even a large urban bus system.

Maintaining commuter bus services in Franklin County, especially if they are restructured as extensions of the St. Albans LINK Express, would take minimal additional staff resources compared to the huge time investments in all of the demand response programs. Retaining these services would also allow St. Albans drivers who are most committed to the union to remain as GMT employees, while those who are less committed to the union could transfer to RCT, if RCT decides to operate as a non-union shop in Franklin County. Vehicles for these service could be based in St. Albans, with the Lake Street facility shared by GMT and RCT.

Assuming both rural regions are transferred to other rural providers, it would make sense to peel away the small remainder of GMT's rural funding: O&D funds for Chittenden County and demand response service in Grand Isle County (O&D and NEMT) operated by CIDER as a subrecipient to GMT. Chittenden O&D funds are currently used to pay for trips operated by SSTA through its contract with GMT. These funds could potentially go straight to SSTA as a new subrecipient of VTrans, but it would make more sense to have them flow through TVT or RCT so that VTrans did not have to manage a new subrecipient. This would entail either RCT or TVT establishing a contract with SSTA to provide the service in Chittenden County that they have been providing for many years.

CIDER is a subrecipient of GMT for O&D and NEMT funds and CIDER's volunteer drivers are directly reimbursed by GMT for these trips for administrative simplicity. If RCT takes over Franklin County service, then CIDER would become a subrecipient of RCT just as they are now for GMT. CIDER currently provides some demand response service in Franklin County to supplement what GMT is able to provide. That relationship could continue with RCT, depending on how quickly RCT can build up its capacity through volunteers and its own vehicles.

## Potential Timing of Transitions

The proposed transitions would not happen all at once. The bullets below present the recommended phasing plan:

- ▶ The first service to be transferred should be the Mountain Road Shuttle, which RCT could begin operating in November 2025. If that is to happen, RCT management personnel should have some involvement and communications with Stowe Resort and relevant GMT staff during the 2024-2025 ski season.
- ▶ Once a firm decision is made to transfer Franklin County service to RCT, RCT could begin to operate some demand response service in the county as a partner to GMT to reduce the need to use taxicabs. (As of this writing, GMT has ceased using taxicabs in Franklin County.) RCT would begin to recruit volunteers and expand the available pool. RCT would need to receive additional vehicles as well (vans and/or SUVs) either from GMT or through VTrans (which owns all of the rural vehicles in Vermont) and hire drivers to be able to carry passengers with disabilities and ramp up the level of service. GMT and RCT would need to develop a revenue sharing agreement for the passengers that RCT carries. It is possible that riders from the east side of Franklin County could begin to reserve trips directly with RCT as a step toward full county operations. This transition could begin as soon as the spring or summer of 2025, with RCT gradually building its capacity through the next 12-15 months.
- ▶ The official transfer of both Washington County and Franklin County service would occur on July 1, 2026. This timing would allow TVT to work out transition agreements with the Teamsters Union and other Berlin-based staff. It would also allow RCT to work out transition agreements with St. Albans based drivers who wish to continue to operate demand response service and the St. Albans Downtown



Shuttle under RCT management. Depending on the choices of the RCT board and management, this could involve a new collective bargaining agreement with the Teamsters, or it could be a non-union operation. GMT vehicles with useful life remaining would be transferred to TVT and RCT. There may need to be some payment to GMT to compensate for the prorated amount of local capital match that was used to purchase the vehicles originally, reduced by the accumulated depreciation.

- ▶ The restructuring of Franklin County commuter routes would occur no later than July 1, 2026. It could occur earlier as part of the service reduction process, since part of the proposal is combining the Milton and St. Albans routes. Ideally, the funding source for the Alburgh and Richford routes would be changed from rural formula funds to CMAQ funds, which would both ensure that GMT no longer is involved in rural funding programs and also reduce the local match requirements for the routes (from 50% to 20%).
- ▶ The final phase of the transition would be for TVT to take over operation of Sugarbush seasonal service in November, 2027. Planning work would obviously have to happen earlier than that, and as with the Mountain Road Shuttle, TVT staff should be involved as observers in the planning and operation of Sugarbush service in the 2026-2027 ski season. It is important to note that it may not be possible for GMT to operate Sugarbush service in the 2026-2027 season without a base of operations in Washington County.

## Implementation Plan

The service transitions recommended here are not simply a matter of VTTrans moving grant funds from one provider to another. There are many necessary steps, involving three boards of directors, VTTrans and the Vermont Legislature. An outline of these steps is presented below:

- ▶ This report is presented to the GMT Board of Commissioners along with recommendations from GMT's senior leadership. The Board votes to accept or modify the recommendations and submits these recommendations to the Legislature in the Final Report in January, 2025.
- ▶ The TVT and RCT boards have already voted to proceed with the transfers pending due diligence, further research and negotiations with GMT, VTTrans and the Legislature. These votes function as advisory votes to the Legislature and will be appended to GMT's official submission of the Final Report in January, 2025.
- ▶ A last addendum to the Final Report will be a staff assessment by the VTTrans Public Transit section and its recommendations to the Legislature.
- ▶ In its 2025 session, the House and Senate Transportation Committees would consider the report's recommendations, the votes of the three boards and the recommendations from VTTrans staff. If it is the case that all parties endorse the recommendations, the Legislature would include in its annual transportation bill provisions to amend Chapter 801 of the Title 24 Appendix as follows, with an effective date of July 1, 2026:
  - Section 2 would be amended to read: "The area of operation shall be Chittenden County for fixed-route bus service. The area of operation shall include Washington, Franklin, and Grand Isle Counties, but only for the provision of commuter services."<sup>5</sup>
  - Section 10(c) would be repealed, as it seems to be superseded by Section 6.<sup>6</sup>

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<sup>5</sup> It should be noted that Section 2 is already outdated since the Legislature did not change it when GMT transferred its fixed-route service in Lamoille County to RCT in 2020.

<sup>6</sup> It is beyond the scope of this report to recommend changes to the structure of the new GMT Board, as described on page 20. A separate analysis of the optimal structure of a new GMT board is recommended. If all parties agree that membership beyond



- Section 11 would be repealed.
- Section 12 would be repealed.
- Section 13 would be repealed.
- ▶ The Legislature would direct VTrans to work with GMT to determine the financial impacts on GMT’s urban service (in a more detailed way than what is presented in this report) and to determine the amount of funds needed to compensate for a higher indirect rate and a means of avoiding cash flow problems in the urban system. This work would be related to the ongoing process of service reductions and GMT’s efforts to achieve fiscal sustainability.
- ▶ The Legislature would also appropriate funds to pay for one-time transition costs as described in the next section.
- ▶ VTrans and TVT would undertake a facility plan for Washington and Orange counties to determine scale, scope and timing of facility construction.
- ▶ In Summer 2025, all three agencies would begin to develop budgets for FY27 that account for the service transitions.
- ▶ TVT and RCT would begin discussions with GMT employees and union representatives to lay out plans and negotiate details of transitions. Service changes, including potential vehicle transfers, as outlined in the previous section would take place in Summer and Fall 2025.
- ▶ TVT and RCT prepare grant applications in Winter 2026 to take over services in July 2026.
- ▶ Remainder of service transitions occur as outlined above.

### Three-year Cost and Revenue Plan

The Legislature requested a three-year cost and revenue plan in order to gauge the impacts of service transitions and to have a sense of the scale of future budgets. It is, of course, impossible to predict with certainty what the costs and revenues will be in the future, especially since the final year of the forecast (SFY 2028) would occur under new federal transportation legislation. The figures in these tables are based on the revised financial analysis using SFY 2025 data, rather than the original SFY 2024 analysis.

The tables attempt to forecast costs and revenues if the recommendations in this report are implemented. It is very important to note that the cost figures include inflation, but the revenue figures assume flat funding in nominal dollars. SFY 2025 budgets and SFY 2026 forecasts (if available) from each agency were used to determine the inflation rate by year. For the out years, a rate of 3% was assumed. Thus, none of the figures in Table 6 below match the figures shown in Table 4, and the cost differentials between agencies are obscured by the inflation rates. For example, in Table 5, the transition of Washington County service based in Berlin from GMT to TVT looks like it saves \$460,000 from SFY 2026 to SFY 2027, but if the GMT figure in SFY 2026 is inflated by 3%, the savings in SFY 2027 amounts to \$600,000. This is less than the differential shown in Table 4 because the forecasts in Table 6 use the forecast transit rate for the full year of SFY 2025, rather than the rate based only on first quarter data. As mentioned on page 11, the full year rate is forecast to be about 6.5% lower than the Q1 rate.

The revenue totals represent SFY 2025 budget figures for GMT’s existing rural operations. These were carried forward for each year as a baseline. In reality, if costs were to be lower after service transitions, then then revenue flowing to TVT and RCT would also be lower to match those costs and the VTrans and

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municipal designees is desirable, then Section 6 of Chapter 801 should be amended to reflect that consensus. It would be advisable for the language in statute not to be prescriptive as to membership, but rather to allow for organizations other than municipalities to have seats on the board and possibly to include at-large members of the community.



Medicaid funds would be redistributed statewide to support other programs. It is assumed that the actual revenue figures for SFY 2026 will be higher than these, accounting for normal cost growth.

For now, the table assumes that TVT would not take over Sugarbush operation until Fall 2027, but as noted earlier, it may not be possible to delay that transition if TVT takes over regular service in Berlin in July 2026. The table also shows the local share of a facility cost in SFY 2027 for TVT (10% of the estimated total). This figure is for information only and does not affect the sum of costs or the net savings. Pass-through costs, shown in the last row of the upper portion of the table, are assumed to be the same no matter which agency operates the rural services. These are inflated each year, but are otherwise assumed to represent a static level of service. Actual volunteer reimbursement costs would be expected to change if RCT and TVT are successful in expanding volunteer driver programs in Washington and Franklin Counties. If that occurs, the total operating cost for those counties, shown in the earlier rows in the table, would drop as volunteers are substituted for van-operated trips.

The table shows a total of \$150,000 in transition costs for Washington County and \$100,000 in transition costs for Franklin County, split over two fiscal years. These costs cover repainting/rebranding of vehicles and shelters, printing new schedules, updating websites, reconfiguring communications systems, as well as staff-related costs for human resources personnel.

**Table 6 – Rural Area Cost and Revenue Forecasts**

<b>Costs</b>	<b>SFY 2026</b>	<b>SFY 2027</b>	<b>SFY 2028</b>
Washington County Berlin Service - GMT Operation	\$ 4,506,700		
Washington County Berlin Service - TVT Operation		\$ 4,040,000	\$ 4,161,000
Sugarbush Service - GMT Operation	\$ 611,000	\$ 629,300	
Sugarbush Service - TVT Operation			\$ 450,000
Stowe Mountain Road Service - RCT Operation	\$ 454,000	\$ 468,000	\$ 482,000
Franklin County - GMT Operation	\$ 2,712,000	\$ 376,000	\$ 387,000
Franklin County - RCT Operation	\$ 125,000	\$ 1,704,000	\$ 1,755,000
Transition Costs - TVT	\$ 75,000	\$ 75,000	
Transition Costs - RCT	\$ 50,000	\$ 50,000	
Pass-through costs (volunteer reimb., CIDER, etc.)	\$ 900,000	\$ 930,000	\$ 970,000
<b>Sum of Operating Cost</b>	<b>\$ 9,433,700</b>	<b>\$ 8,272,300</b>	<b>\$ 8,205,000</b>
Facility Cost Local Share - TVT		\$ 650,000	
<b>Revenues (based on SFY 2025 totals)</b>			
Section 5311	\$ 3,342,000	\$ 3,342,000	\$ 3,342,000
CMAQ	\$ 1,120,500	\$ 1,120,500	\$ 1,120,500
State Operating Funds	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000
Medicaid	\$ 2,860,000	\$ 2,860,000	\$ 2,860,000
Local and Other	\$ 693,000	\$ 693,000	\$ 693,000
<b>Sum of Revenue</b>	<b>\$ 9,115,500</b>	<b>\$ 9,115,500</b>	<b>\$ 9,115,500</b>
<b>Net Savings</b>	<b>\$ (318,200)</b>	<b>\$ 843,200</b>	<b>\$ 910,500</b>





The table shows potential savings for each year if GMT Rural services are transferred. The table shows a deficit for the rural region under the assumption that SFY 2026 revenue is equal to SFY 2025 revenue. The deficit would be even larger without the transition to RCT operation of the Mountain Road Shuttle which could save over \$350,000. Savings grow substantially in SFY 2027 as most of the transition is complete. Instead of a large deficit, the potential operating cost in SFY 2027 is nearly \$850,000 less than SFY 2025 revenue. The overall savings would be more than \$1.5 million compared to continued GMT operation of all of its current rural services.

## Urban Forecast

As discussed earlier, the financial impacts of the service transitions will affect the urban area as well as the rural areas. Table 7 below shows forecasts for GMT’s urban area. ***It is critical to note that the forecasts of operating costs only include any savings from service reductions approved in October and November 2024. They thus indicate the scale of the deficit that the later rounds of service reductions are intended to address.*** The second row shows \$350,000 in additional administrative expense beginning in SFY 2027, representing general administrative costs that had previously been borne by the rural areas. It is assumed that all Burlington-based administrative staff would be retained and focus all of their efforts on the urban service, meaning that the full cost (and full benefit) of that focus would be on the urban system. This figure is below the \$400,000 upper bound figure mentioned on page 20 and reflects a more detailed analysis of administrative costs that would shift to the urban side.

The total forecast revenue is shown dropping from just over \$19.5 million in SFY 2026 to \$18.1 million in SFY 2027. By fully using its Section 5307 allocation in SFY 2025 and receiving a bit more federal funds than had been expected, GMT was able to reserve just over a million dollars in COVID relief funding to help with the SFY 2026 deficit. Those funds will finally be exhausted in SFY 2026. A second reason that revenue drops in SFY 2027 is that VTrans had permitted GMT to convert \$355,000 in Section 5311 (rural) funding Section 5307 funding in the past, but has stated that those funds will no longer be available after SFY 2026.

**Table 7 – Urban Area Cost and Revenue Forecasts**

	SFY 2026	SFY 2027	SFY 2028
<b>Chittenden County - GMT Operation</b>	\$ 20,719,182	\$ 21,501,106	\$ 22,177,054
<b>Former Rural Share of Admin Expense</b>		\$ 350,000	\$ 360,000
<b>Forecast Revenue</b>	\$ 19,587,443	\$ 18,128,628	\$ 18,431,024
<b>Net Urban Deficit</b>	\$ (1,131,739)	\$ (3,722,478)	\$ (4,106,030)

As can be seen very clearly in the table, the urban area faces large deficits, growing to about 18% of the operating budget, and the deficits would be marginally worse when the rural service is transferred to other agencies because of increased administrative expense on the urban side of the ledger.





## **GMT Organizational Assessment**

The following reports and memos are from the GMT Organizational Assessment conducted by Steadman Hill Consulting and Aplomb Consulting.



## Mission

The mission of GMT is to promote and operate safe, convenient, accessible, innovative and sustainable public transportation services in the northwest and central Vermont region that reduce congestion and pollution, encourage transit-oriented development and enhance the quality of life for all.

GMT enables people within GMT's core urban communities to accomplish their daily travel conveniently without the need for an automobile. The agency seeks to attract riders who might otherwise drive, and thus help to reduce traffic congestion and emissions from automobiles that cause air pollution and add to climate change.

Outside of the urban core, in its sprawling rural region that covers three full counties (Washington, Franklin, and Grand Isle) and parts of two others (Lamoille and Orange), GMT offers commuter connections during peak times, and rural and small-town service that addresses the needs of people without other mobility options. The new microtransit service in Montpelier and Berlin—MyRide by GMT—seeks to expand the transit market in small towns by offering more flexible and convenient service.

## Goals

- Provide essential mobility to everyone in its service area, either directly or in conjunction with partners such as CIDER in Grand Isle County, SSTA in Chittenden County and Community Rides Vermont in Washington County.
- Support the economy in northwest and central Vermont by providing access to jobs, shopping, tourist destinations, health care and other services.
- Promote sustainability of the transportation system and the environment by reducing congestion, reducing emissions and supporting compact development.

## Commitment to JEDI

Overlaying GMT's work is a focus on Justice, Equity, Diversity, and Inclusion (JEDI), with a JEDI committee composed of board commissioners, GMT administrative and union (driver) staff, and four or more members of the riding public.

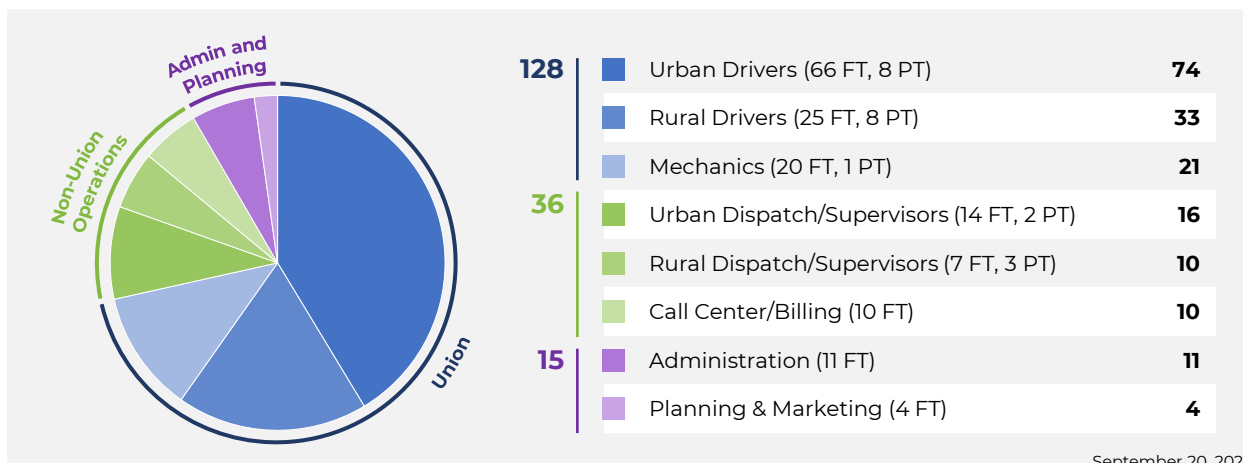
## Corporate Structure and Size

GMT is a municipal corporation and thus has powers (such as assessing fees to its member municipalities) and responsibilities (such as open meeting requirements) that do not apply to Vermont's other transit providers. With an annual budget of over \$25 million, GMT is nearly equal in size financially to the third most populous municipality in Vermont, the City of South Burlington. GMT has an unpaid 14-member board of commissioners. All commissioners are also members of one or more of the six board committees that meet monthly.

## Operations

Operations, considered broadly to include maintenance, dispatch and supervision, as well as vehicles in revenue service, accounts for over 90% of the GMT workforce. The core of its mission is to provide transportation service to the public, and operations is the daily manifestation of that mission. There are many ways to subdivide operations into smaller units, such as by geographical region, function, type of service or collective bargaining unit. Overall, at the time of this writing, operations has 128 unionized employees and 36 non-union employees. These employees make possible the provision of the following types of service:

- Urban fixed routes (including school tripper routes)
- Rural fixed and deviated routes
- Express routes (LINK and Commuter)
- Shopping shuttles
- Seasonal tourism service (Stowe and Mad River Valley)
- Microtransit service
- Traditional demand response service (Medicaid, O&D, human service partners)



## Sustainability and Growth

GMT's planning and marketing group monitors existing operations, plans improvements to existing services, advances environmentally sustainable practices, aims to increase ridership, establishes new services, and increases awareness of existing and new services through marketing and outreach.

The period since the onset of the pandemic in March 2020 has been characterized by severe disruptions to "normal" operations, massive ridership losses and a slow recovery. In August 2023, commuter services carried about 50% of pre-pandemic ridership. Fares were suspended in March 2020, with resumption planned for March 2024. Some cuts in service have been implemented to reflect fiscal necessity and reduced demand. Federal grants related to the pandemic have largely filled fiscal gaps, but these funds will be exhausted by Fiscal Year 2025, leaving a large potential shortfall.

In order to re-establish a solid and sustainable foundation for GMT, the authority will need further resources and innovation. Many initiatives have already been envisioned with work underway:

- GMT has begun the process of electrifying its bus fleet and installing charging infrastructure in both the urban and rural areas.
- Work is underway to update and revive fare collection equipment to allow for urban fares to be reimposed in early 2024.
- GMT is planning to build a new facility in Berlin.
- GMT is advocating for the creation of new local funding sources, including the utility fee that was studied in CCRPC's Transit Financing Study. VPTA is overseeing a new study that will recommend options for the Vermont Legislature to enact.



## MEMORANDUM

**To:** Green Mountain Transit  
**From:** Jason Lorber, Stephen Falbel, and Gail Schwartz  
**Date:** February 1, 2024  
**Subject:** GMT Cultural Assessment Findings

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This memo highlights key findings of the data-gathering stage of the organizational assessment. In a separate document, we will provide recommendations about how to strengthen teams and set the stage for collaborative change for Green Mountain Transit.

Our findings are based on a two-part process including an anonymous survey and confidential interviews.

- The anonymous survey of board and staff members was designed with guidance from a GMT Organizational Assessment Team (GOAT). The 85 survey responses we received, of the 195 full-time employees and board members, reflected a strong response rate of 45%. All respondents were given a set of statements framed in a positive way and asked to rate them from 1 (disagree strongly) to 5 (agree strongly). Each staff member was also asked open-ended questions, highlights of which are shared in a separate document.
- We also conducted confidential Zoom interviews from November 17-December 28, 2023 with staff (current and former) and board members. Interviewees were assured that we would share the substance of what we learned but not names or identifying information.

To be clear, the statements below are not our assessment, but rather the perceptions that were presented to us.



## REPRESENTATIVE QUOTES

The following quotes reflect the main themes that emerged from the survey and the interviews.

- “[The best thing about working at GMT is] the sense of community, providing a much-needed service in rural VT.”
- “I like Clayton's positivity, his leadership style, and I like that the organization is open-minded about its future.”
- “Our work is highly interdependent, but the lack of understanding about how our work impacts each other often hinders our collaboration.”
- “Management is largely disorganized, which leads to inefficiency and lack of action.”
- “New directors do not seem to be provided with the resources and tools necessary to effectively manage teams.”
- “There are too many cliques, people being left out of meetings, and bad-mouthing.”
- “There is an unfortunate us vs. them mentality with certain staff demographics that runs rampant throughout the organization. Rural vs. admin, drivers vs. admin, etc.”
- “[The worst things about working at GMT are] being yelled at, looking at all of the needles, looking at the overdoses.”
- “I DON'T FEEL SAFE AT WORK!!!”
- “[The worst things about working at GMT are] having no consequences for chronic absenteeism from coworkers. Constantly being forced to work due to shortage of employees. Essentially being not included in decisions directly related to my work.”
- “We continue to not do any internal succession planning, procedure, or documentation from an internal perspective.”
- “[GMT] is putting out fires rather than planning and policy-ing ahead.”
- “[We] need time to build a vision and workplan that sparks the next generation of leaders and staff to energetically carry out services that create more resilient, sustainable, and equitable communities.”
- “It is unclear if urban and rural should continue to be combined in the same organization.”



## FINDINGS

Below are the findings that emerged from the survey and the interviews.

- **Many aspects of culture are doing well/improving.**
  - An overwhelming majority thinks Clayton was a great hire and is moving things in a positive direction.
  - Staff appreciate events like cookouts.
  - Staff feel that Clayton is fostering camaraderie/cohesion.
  - Sexism on the board and within the organization has decreased.
  - St Albans and several upper-level administration teams report feeling cohesive.
  - Several stated that the relationship with VTrans is strained yet improving.
  - Many said that the pay scale is better than it used to be and are happy with the pay, although others (more admin than union) are dissatisfied.
  - Many appreciate the health insurance benefits.
  
- **Management teams could benefit from more support, structure, and collaboration.**
  - The company promotes from within rather than conducting national searches to acquire industry knowledge, which would be more in line with industry norms.
  - Many report concern that some senior managers are engaged in work that isn't their forte, possibly due to combining departments.
  - Some feel that managers and supervisors would benefit from leadership training/development.
  - There is some siloing of departments and territoriality among managers, rather than collaboration.
  - Many folks within departments don't feel part of a team and could benefit from more communication and understanding of priorities.



- **The board wants to be more focused, engaged, and effective.**
  - Board members have a lot of experience and skill.
  - Some board members don't do the homework before meetings.
  - "We just gained and lost an Essex commissioner within one month."
  - Some said meetings aren't efficient/focused on higher-level matters.
  - Board members want to address long-range planning rather than focusing on crises and day-to-day operations.
  - One person said that the board needs succession planning.
  - Most board members don't ride the buses, making them disconnected from GMT's mission.
  - The onboarding package for new board members hasn't been updated since 2017.
  - Everything is virtual which limits board conversations and relationships.
  - Different board members have differing ideas about their roles.
  - Several said the board has a propensity toward groupthink.
  - Some Board members appreciate the committee restructuring and feel it will enable greater effectiveness.
  - Several Board members want specific strategies to increase bus ridership, which they can communicate to their communities.
  - The Board needs more information about STIC (small transit intensive cities) factors and how to increase GMT's ratings.
  - The Board needs to clarify GMT's vision and make decisions that flow from it.
  - Because of concerns about diversity, one person suggested changing the charter to adding transit riders in addition to the current board members, which would require an act of the legislature.
  - When asked if the board of commissioners was doing a good job, board members rated themselves with an average score of 3.6 on the 5-point scale.



- **Many describe difficulties working for GMT.**
  - For drivers/maintenance/dispatch/supervisors
    - Forcing is a big morale problem that disproportionately affects women and minorities and leads to word on the street that GMT is not a good place to work.
    - Many drivers, maintenance staff, dispatchers, and field supervisors experience toxicity/mistrust among their peers; individuals are given nicknames and people are harassed. “People holler, scream, slam doors.”
    - Within driver ranks, many feel tension between more senior drivers (mostly white and male) and newer drivers (more female and people of color).
    - Several employees pooled their money to buy a Trump ad for the bus, and displayed Trump signs in garage/bus barns, which was alienating for those who don’t share the same political views.
    - Having an open radio system is against industry best practice. It is often used to indirectly call attention to the behavior of certain drivers rather than addressing the issue with the other drivers or management.
    - Many (both drivers and admin) see the lack of an attendance policy as inviting drivers to abuse the system.
    - A large number discussed a lack of communication and coordination between management/procurement and maintenance staff, since whatever gets bought needs to be maintained.
    - Despite many being satisfied with the pay, some said that pay rates are still too low. “You can flip a burger for \$24/hour and not have to have the kind of face-to-face confrontation we deal with.”
    - The lack of team spirit shows up in emergencies: several said that after the Montpelier flood, nobody outside the local team came to Berlin to help.
    - Staff members feel siloed (union vs nonunion is one dynamic), and very few seem to know what others are doing.





- Many reported that the bus/transit center environment is violent, drug-infested, and dangerous; many drivers would rather drive empty buses. “I’ve been spat on, called the n-word, threatened.” “This is no longer a customer service position-it’s law enforcement.”
  - For administration
    - Many said that management often does not include staff in conversations about issues that concern them.
    - Many reported a dramatic lack of onboarding or even checking in with new employees and asking them how things are going.
    - Many said that communication is a big issue (“Sometimes I find things out via the media”).
    - People said that others text during meetings, and there are side conversations.
    - “We’re always putting out fires.”
    - One person said there is resistance to delegating across the organization; “Everyone hoards.”
  - Overall
    - Many employees don’t feel appreciated, and many don’t feel respected.
    - Many cited a lack of unifying vision/direction among the staff. Nearly everyone talked about the lack of big-picture perspective, long-term strategic plan; “We are reactionary, not proactive.”
    - Many talked about tension between union and administrative staff regarding pay rates, raises, insurance contributions, and a basic understanding of the other.
    - Several said that PTO and pension offerings are perceived as poor, worse than most other employers offer.
    - Many reported that management doesn’t respond to staff concerns in a timely manner, sometimes not at all.
    - Many complained of feeling burnout.
    - Nearly everyone talked about understaffing as the organization's most serious problem.





- Some long-term employees still feel scarred by bad past General Managers.
  - Rural staff members largely feel ignored or like second-class citizens compared to Burlington staff.
  - Many talked about the high turnover of General Managers and how it has created instability in the culture.
  - A few employees expressed fear of potential retribution for speaking frankly and were noticeably guarded in their interviews. A few others shared their perception that in the past, leadership at GMT had not kept feedback tools like this confidential as promised, resulting in action against employees.
  - Most women and people with identities outside the mainstream talked about sexism or a lack of psychological safety across administrative and union staff (“We don’t feel welcome,” “Hostile working environment”). One person told a story about a racist Zoom-bomber who used the n-word and other slurs in an online meeting. The JEDI committee appears to be led by white straight cis men, and several said isn’t taken seriously.
  - Several board and staff members noted that while sexism is alive and well, it’s better than it had been.
- **Weaknesses in organization, structure, and accountability**
    - Several cited the website as being unclear, disorganized, and often not up to date.
    - Many said there are no annual performance reviews nor exit interviews.
    - Several said the organization is missing out on grant opportunities.
    - Many complained about the lack of organization-wide communication processes: “Emails for some and bulletins in the break room for others.”
    - Several board members would like clear metrics.



- Several board members feel GMT isn't being marketed enough or effectively.
  - Many reported a lack of regularly scheduled and structured company-wide meetings.
  - Many complained that the company provides little opportunity for feedback of any kind.
  - Often, drivers damage new equipment and face no consequences (one person said that the industry standard in another state requires reporting if a bus so much as touches a curb).
  - Many said that drivers in particular are not held accountable; the five-strike system is too long, and often nothing happens.
  - Many cited concerns about the aging workforce (mechanics and drivers).
- **Recognition of immediate action needed in four areas**
    - 1. Lack of a clear EV transition strategy**
      - GMT lacks infrastructure to support the EV buses, which is very concerning to many mechanics.
      - Many said that the process around buying them was too fast and happened without enough planning.
      - EVs are now a hot-button issue, especially among drivers.
      - Mechanics are concerned about fire suppression/safety.
      - Several said the EV situation is an area of tension with VTrans.
    - 2. Impending fiscal cliff/finances**
      - The Board and certain directors are concerned with the fiscal cliff and want a plan to address it.
      - A minority of board members and directors were unfazed by the fiscal cliff and believe that it will all be worked out somehow.
      - Many commented that the relationship with VTrans is still problematic in spite of improvements.
      - Financial tightness makes aspects of operations difficult: for example, the spare ratio is much lower than maintenance would like; they have just one spare bus during seasonal service.



### 3. GMT needs a strategic plan.

- One board member said, “We are stuck on day-to-day concerns and issues which doesn't give us time to work on how to make transportation better in 5-10 years.”
- “We rarely talk about strategy.”
- “I’m eager to get into the bigger conversations like what is our vision for GMT, what do we think it could be, how do we start to chip away at bringing about that vision.”
- Board members talked about needing to look at efficiencies/overall operations and not having time.

### 4. Many are concerned that GMT is stretched too thin to be able to manage urban and rural operations.

- Many commented that GMT needs an extremely diverse set of skills to match the diversity of the operating environments.
- Several said that urban is hard enough to manage and managers in Burlington do not have bandwidth to deal with rural areas.
- Many talked about the particularly rough workplace culture in Berlin and the desire for local decision-making in Berlin to support employees, communities, and long-term planning that goes beyond operational day-to-day needs.



## SURVEY HIGHLIGHTS

- Overall, the survey ratings were mostly positive (above 3.0), although there was room for improvement.
- Drivers in Berlin gave noticeably lower scores than all other groups of respondents.
- Staff and board members felt that their jobs were important, more so than how valued they felt by GMT.
- Average scores reflected respondents' sentiments, except for salary and wage satisfaction, where the neutral result of 2.9 seemed to mask a divergence of opinions (see slide #E).
- The lowest rated item was an understanding of what the board did and their effectiveness. Board and staff members alike rated board effectiveness as the lowest item.
- Staff members greatly appreciated their employee benefits, which they said were very important to them.



## MEMORANDUM

**To:** Green Mountain Transit General Manager  
Green Mountain Transit Berlin Employees

**From:** Jason Lorber and Gail Schwartz, Aplomb Consulting LLC

**Date:** February 8, 2024

**Subject:** GMT Berlin office – recommendations and findings

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This memo provides Aplomb Consulting's recommendations to create a more productive and positive workplace in Berlin, in keeping with GMT's mission.

In addition to our recommendations, we have listed our findings based on confidential interviews we conducted with 15 employees at the GMT Berlin office.



## APLOMB CONSULTING'S RECOMMENDATIONS

- Berlin needs stronger and more positive leadership.
  - There needs to be clearer expectations for all employees and more structure, accountability, and support for ongoing operations.
  - Transit center safety needs to be addressed.
- Berlin needs stronger teamwork across the board.
  - Staff need to find ways to work together more collegially.
  - Staff need more of a sense of agency for how their workplace operates.
  - The toll of negativity, hostility, sexism, and rudeness needs to be addressed.
- Berlin needs to feel more supported and connected to the rest of GMT.
- Strengthen the management/union relationship
  - Address forcing
  - Address enforcement with uniforms, punching in/out, inspections, vehicle and driver safety, reporting of accidents

## PROCESS

During the week of January 22-26, 2024, Gail Schwartz of Aplomb Consulting conducted confidential, one-on-one, in-person interviews with a total of 15 administrative staff members and drivers at GMT Berlin. Interviewees were assured that we would share the substance of what we learned but not names or identifying information.



## FINDINGS

Please recognize that the statements below are not necessarily our assessment, nor can we verify their voracity. However, they are the perceptions and suggestions that were presented to us, and we have reason to believe that at least directionally they are accurate.

- The team requires stronger and more positive leadership.
  - Some supervisors are openly hostile, promoting negativity, and one is not performing adequately.
    - “Senior employees have their high school drama circle while managers turn a blind eye because of the hiring problem.”
    - “This place is a negativity pit.” “Such a toxic work environment.”
  - Upper management is not present or supportive enough in Berlin.
    - “You can talk [to management] ‘til you’re blue in the face, talk to higher-ups, and nothing gets done. Nobody cares.”
    - Several people said that they felt doubtful that this process would lead to anything positive; “We’ve had stuff like these consultations throughout the years and it never goes anywhere.”
    - Many mentioned the flood and how nobody from Burlington showed up to help with the cleanup effort.
  - Several people said they like the individuals they work with despite the problems.
  - Management and the union need to collaborate better.
    - Many said that because management doesn’t collaborate with the union, policies aren’t being enforced.
    - “One driver calls women b\*tches and c\*\*\*s. He’s still working here.”
  - Their suggestions:
    - Ensure that there is stronger structure and support organizationally.
    - Address sexism issues.
    - Many suggested that management should integrate positive actions in regular corporate culture and operations.



- Upper management should visit/participate in Berlin more frequently, get to know staff, and listen to concerns.
  - Management should include staff in decisions that impact them, including hiring.
  - A supervisor should check in with every driver twice a day.
  - Have regular staff meetings, maybe Saturday noon-to-2pm.
- Management needs to clarify and enforce policies and procedures.
    - Driver training is inconsistent and insufficient.
      - “One lady was left stranded on the side of the road because the driver didn’t think he was supposed to finish that route.”
    - Policies are unclear/inconsistently enforced.
      - Some drivers leave early and punch out from home.
      - Many wear only part of the required uniform.
      - “It’s a free-for-all around here.”
    - Their suggestions:
      - Provide all employees with a clear organizational chart and chain of command so things are clear to everyone.
      - Provide annual or biannual driver trainings.
      - Incorporate regular driver ride-alongs for supervisors.
      - Have clear guidelines for all policies and procedures and consistent consequences.
  - Drivers’ schedules are too difficult and play a role in turnover.
    - The 3–4-hour gap in the middle of the day makes work-life balance impossible.
    - Forcing pits drivers against each other, promoting resentment, and putting an undue burden on those at the bottom of the hierarchy.
    - Their suggestions:
      - Let the drivers get creative with the scheduling to find solutions for 3–4-hour gaps and forcing.
      - Craft a schedule that makes 35-hour work weeks for all employees.





- Aspects of GMT's service are currently unsustainable or even dangerous.
  - Some drivers are unsafe.
  - The transit center has health and safety issues.
    - Many expressed concerns for the types of waste (excrement, needles, blood) at the transit center.
    - Drivers don't routinely conduct pre-trip inspections on vehicles.
  - Several reported being asked to drive vehicles they felt were unsafe because of issues like bald tires.
  - Many stated that management is afraid to discipline or fire a dangerous driver because then they won't have enough drivers to do the routes.
  - Passengers are upset at drivers because of deviations which make buses routinely off-schedule.
  - Their suggestions:
    - Hire a Chief Safety Officer who watches live video feeds from all transit center and office locations as well as rotating live feeds from inside the buses in operation.
    - Have a biohazard company to regularly clean the transit station.
    - Replace unsafe drivers.
    - Eliminate deviations.
  
- The call center needs strengthening.
  - Several suggested that management implement more coordination between Cynthia and the call center.
  - Problems arise because the call center team is split between Burlington and Berlin.
  - Their suggestions:
    - Reorganize so everyone is in the same office.
    - Provide more training and structure to the call center operations.



## MEMORANDUM

**To:** Monica White and Clayton Clark  
**From:** Jason Lorber and Gail Schwartz  
**Cc:** Stephen Falbel  
**Date:** October 9, 2024  
**Subject:** GMT Berlin office – cultural assessment and recommendations

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This memo provides Aplomb Consulting's analysis of GMT Berlin's workplace environment/culture, and recommendations for strengthening the workplace in Berlin, in keeping with GMT's mission.

This memo is divided into the following sections:

- Culture change
- Quantitative process and findings
- Qualitative process and findings
- Recommendations

All comments in this document relate specifically to GMT Berlin (rather than GMT Burlington or GMT St. Albans), unless noted otherwise.



## CULTURE CHANGE

Experts note that successful culture change is one of the hardest things for organizations to accomplish. This is especially true in short periods of time (less than 2-to-3 years). Changing people's behavior often requires systemic environmental changes, policy changes, and for people to want to change, plus consistent support, and accountability.

Nevertheless, our research revealed significantly positive changes in attitudes and actions in Berlin, even in the short one-year timeframe that we measured.

Recognizing that change often happens with a two-steps-forward-one-step-back pattern, we would encourage GMT Berlin and other parts of GMT to commit to a several-year process, to make lasting workplace culture improvements.

The research conducted for this report comprised two components: (1) a survey, conducted by Aplomb Consulting and Steadman Hill Consulting, and (2) one-on-one interviews which Aplomb Consulting conducted.



## QUANTITATIVE PROCESS AND FINDINGS

Our research team conducted two surveys of Berlin employees – one in September 2024 and another in October 2023. The 2024 survey was conducted between August 25 and September 12, 2024. The 2023 survey was conducted between October 3 and October 28. In 2024, 10 drivers and 15 non-drivers completed the survey. In 2023, 8 drivers and 9 non-drivers completed it. The surveys – which were nearly identical to each other – provide an apples-to-apples comparison of employee perspectives.

Survey results were quantitative in nature, while also providing some qualitative insights. The quantitative results are based on the degree to which employees agreed with positive statements about the working conditions at Berlin. If employees *agreed strongly* with a statement, it was scored at 5 points. *Agree somewhat* scored 4. *Neutral* responses scored 3. *Somewhat disagree* responses scored 2. And *strong disagreement* responses scored 1. We tallied and then averaged all responses, comparing the 2024 results to the 2023 responses.

Overall, we noticed an improvement of employee attitudes about most things surveyed since 2023.

The largest positive measurable increase was their satisfaction with their compensation packages, which rose 3.0 to 4.3 for drivers, and from 2.7 to 3.5 for non-drivers.

We also saw a stark contrast in attitudes between drivers and non-drivers in general, as shown on the following pages.



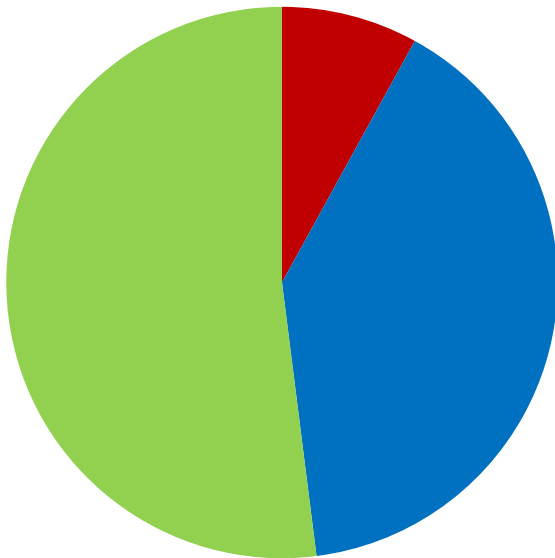
### Brighter outlook overall

*Is working at GMT better, worse, or about the same as a year ago?*

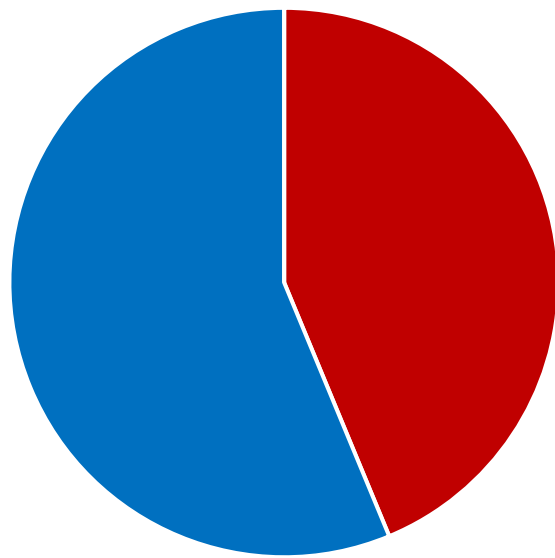
When asked about changes at GMT, most Berlin survey takers in September 2024 said things were getting better (52%), only a sliver (8%) felt it was getting worse, with the remainder 40% saying it was about the same.

This was a big difference from the October 2023 results in which over half (56%) said it was about the same, 44% felt it was getting worse, and none said it was getting better.

Sep. 2024



Oct. 2023



■ Getting worse ■ About the same ■ Getting better

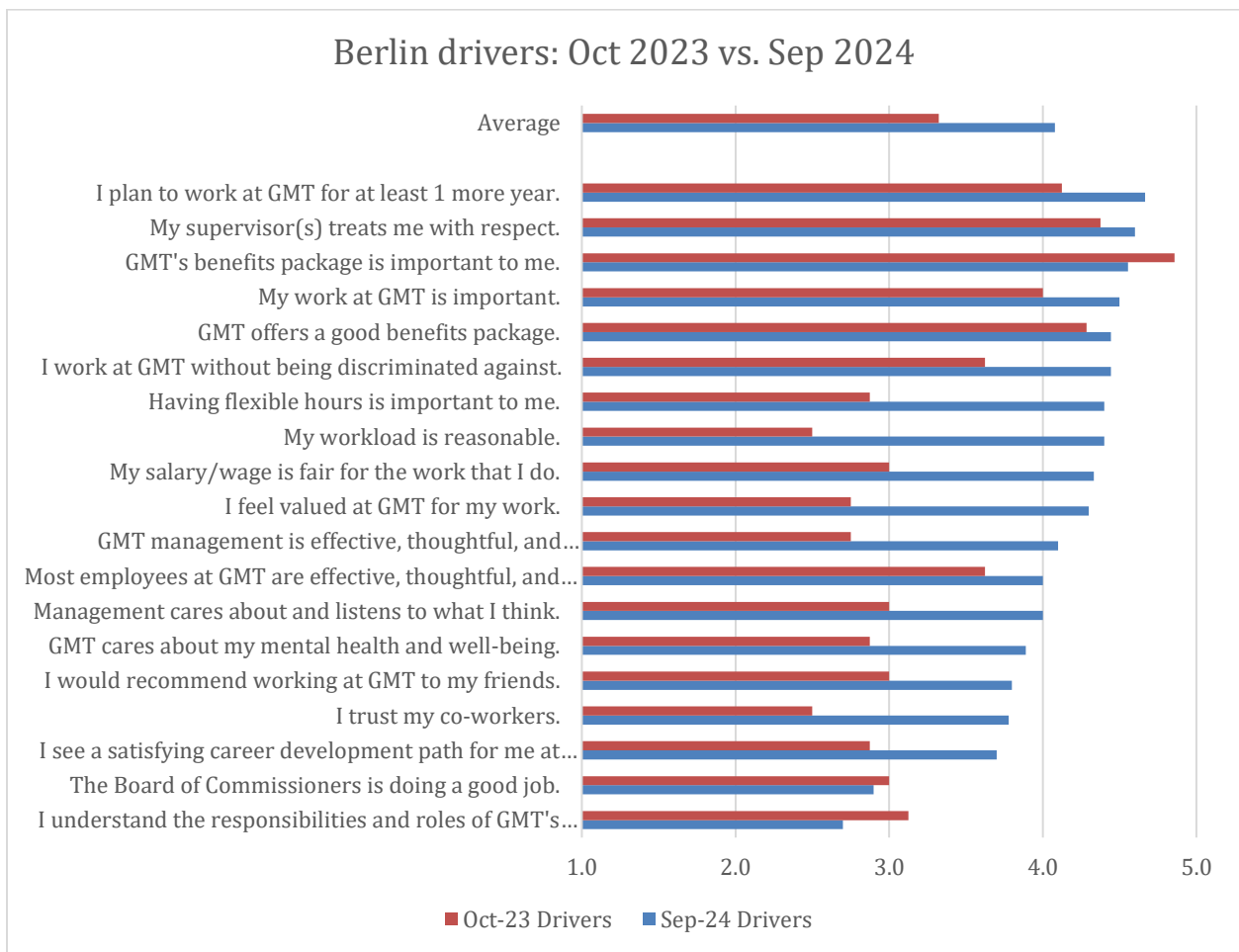
■ Getting worse ■ About the same ■ Getting better



## Drivers' attitudes

Drivers' ratings for GMT were up significantly over the course of one year: an increase of 0.9 points on the five-point scale.

In October 2023, drivers tended to say that things were slightly positive. By September 2024, drivers were fairly unified in their positive perceptions of the workplace environment.

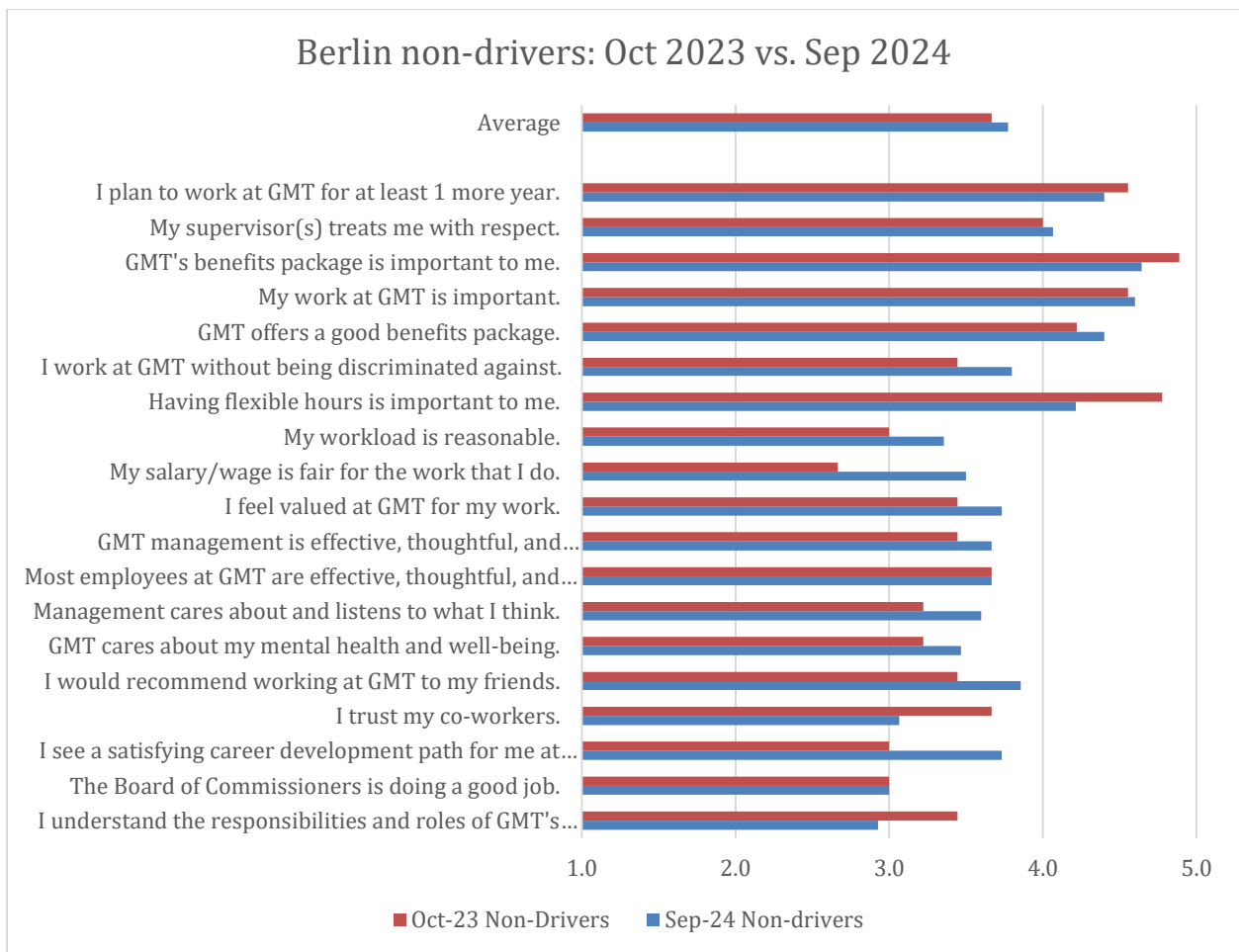




## Non-drivers' attitudes

Non-drivers' ratings rose slightly, 0.1 points on the 5-point scale.

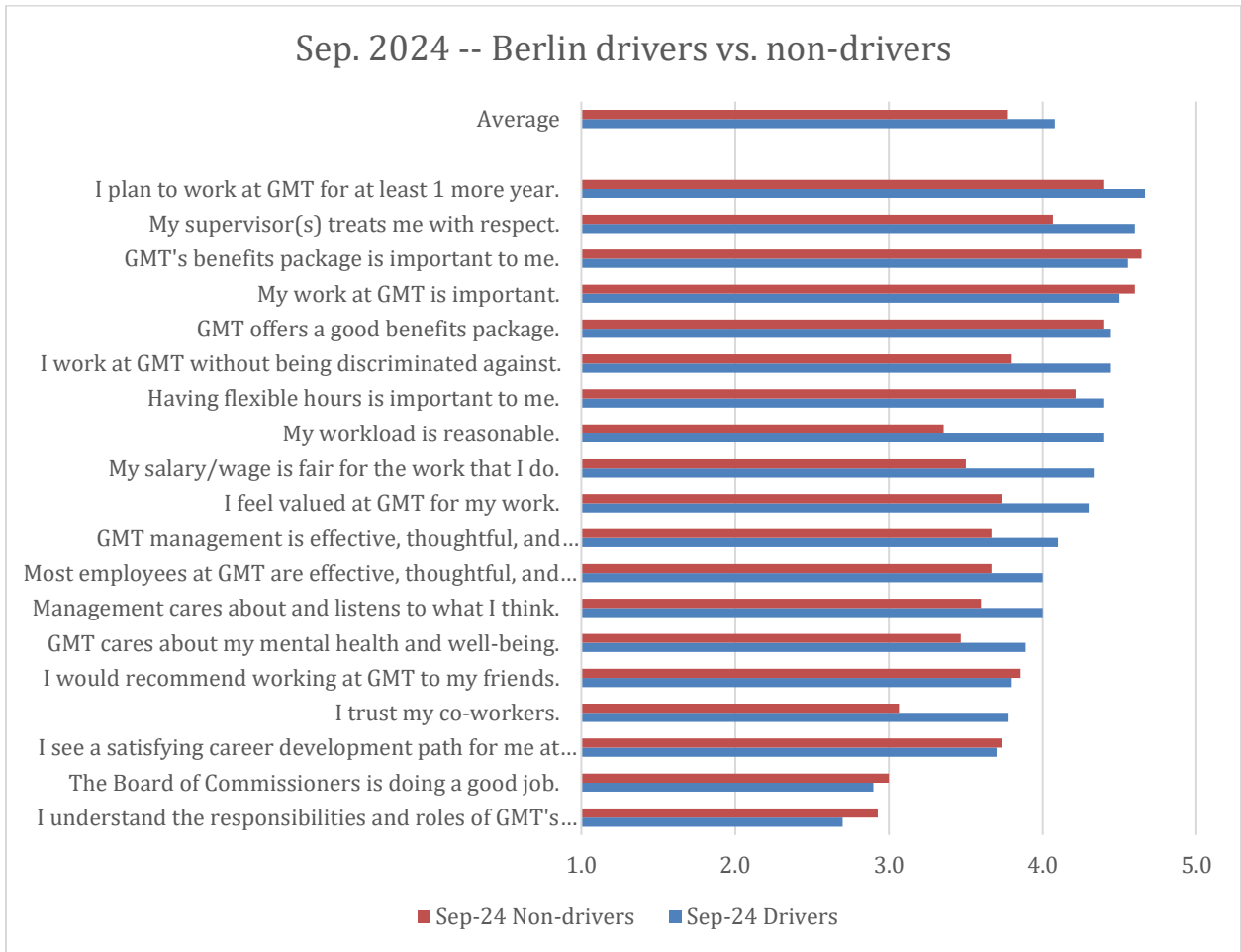
Most non-drivers had positive perceptions of the workplace, but there were a handful who expressed consistently negative perceptions. There was a much wider range of views of the workplace among non-drivers compared to drivers.





### Drivers vs. non-drivers

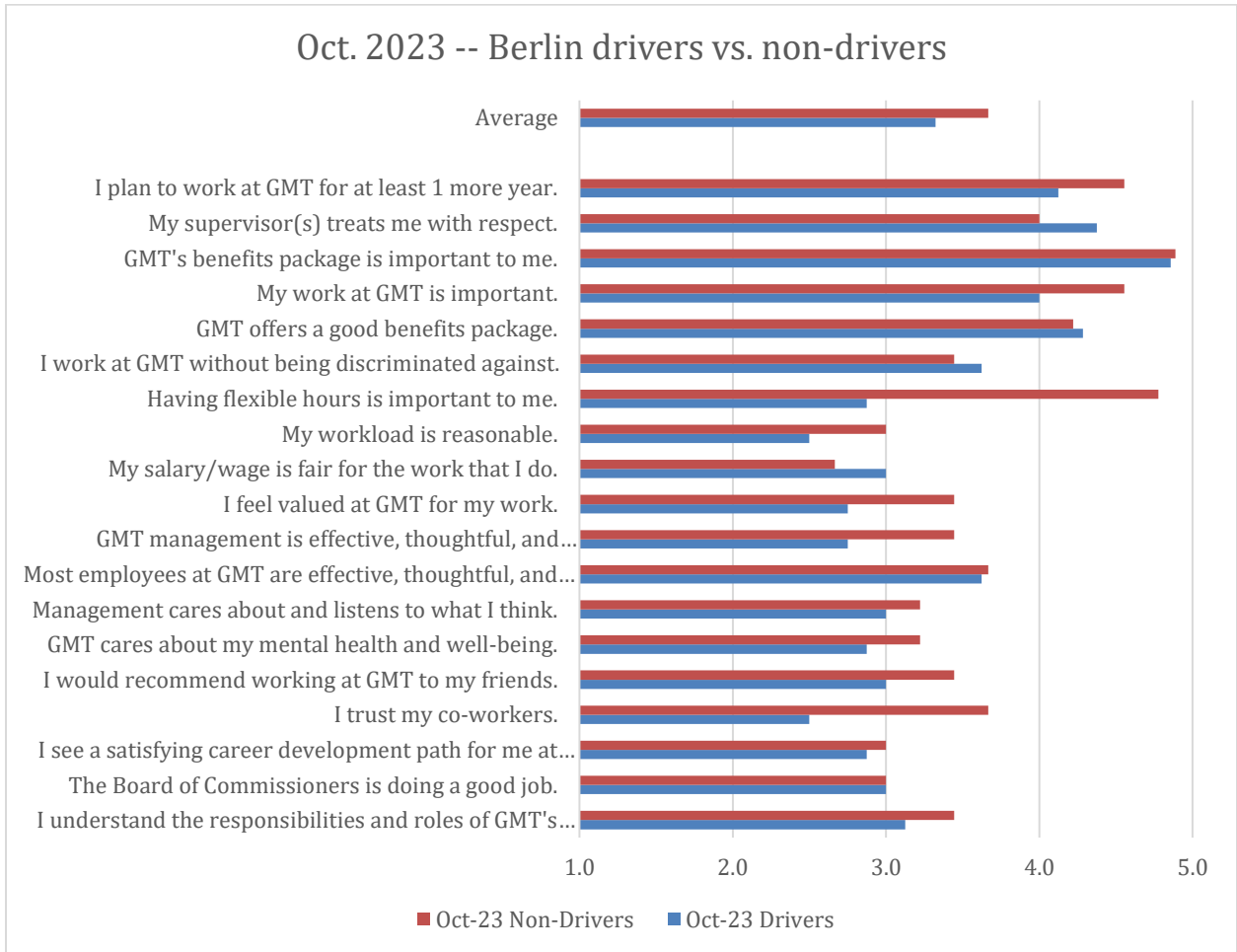
This graph shows that in general, drivers were more positive than non-drivers about GMT in September 2024 on many measures.







The 2024 findings were a reversal of October 2023 results, in which drivers were more negative than non-drivers about GMT.





## QUALITATIVE PROCESS AND FINDINGS

The quantitative findings from the survey results were consistent with the qualitative findings which emerged from interviews with Berlin employees, as well as from answers to open-ended questions on the survey.

One-on-one, confidential interviews were open to all Berlin staff members, of whom 18 chose to participate, including 11 administrative staff members and 7 drivers at GMT Berlin. Each interviewee was assured that we would share the substance of what we learned but not who said what. The interviews took place between August 26 and September 16, 2024.

Respondents' comments, recommendations, or suggestions were not included in this report if those remarks were the viewpoint of only a single person. Instead, this document reflects sentiments when cited by a minimum of two employees (and usually many more). Likewise, quotes were incorporated into this report only if they were representative of the feelings of more than one person.



## Summary of findings:

- Overall, the work environment is positive and improving...
  - Leadership
  - Overall work environment
- ...with some negatives
  - Trust issues remain a sore spot
  - The “Berlin is a redheaded stepchild” dynamic persists
  - Work ethic issues and perceived lack of consequences
- Fear of Berlin separating from GMT
- Improvement around cliques, meanness, and pettiness
- Forcing concerns may have been resolved
- Union/leadership relations are complex
- Compensation satisfaction increased significantly
- Concerns about facilities, equipment, and vehicles
- Safety has improved, with room for growth



## Details of findings:

- **Overall, the work environment is positive and improving...**
  - Leadership
    - Overall, people feel more positive about GMT's climate since Monica and Mike were hired.
    - Many commented that they feel Monica and Mike listen to them and respond to their concerns.
    - Many liked that they can joke around with management; they felt much more at ease than with the previous Operations Manager.
    - "I had heard complaints from drivers, how much they hated [former leadership]...you don't hear that anymore. Not much negativity, in general."
    - "They [leadership] are trying to make improvements. Gotta give them credit for trying. Before, a lot fell on deaf ears."
    - "Our managers really try to keep us happy. They listen to what weighs on our minds and try their best to rise to the occasion of helping us find solutions or giving us their support."
    - "We have a team that is here and listens to us. They aren't micro-managing, and they let us do our jobs. They also are quick to get to the bottom of things that arise and try coming up with a solution."
  - Overall work environment
    - "Overall, things are in a good spot—the best it's been in a while. It's a good group of drivers. The management team is good. We all get along."
    - "The culture is shifting to a positive place to work. "
    - "Communication is better, although there's a big disconnect morning to evening into the following morning."
    - "Everyone tries their best at providing our riders with good service, and there is a good relationship between most everyone."



- **...with significant negatives**
  - Trust issues remain a sore spot
    - Since the February 2024 memo, there was a significant trust violation that furthered a concern around trust, some of which dated from before the current Monica was hired.
    - "We need more communication from the top down and being honest with employees about the company's future."
    - "There's huge distrust. It's a hangover from [the past]. How do you trust anyone now? [Current management] could be great...but people don't fully trust because of what we just went through with [prior management]."
  - The "Berlin is a redheaded stepchild" dynamic persists.
    - Many Berlin employees complained about not feeling supported by and connected to the rest of GMT, a familiar refrain from what we found in October 2023 research.
    - Several talked about difficulties hearing back from Burlington, requiring extra nudging from leadership to "get Burlington to respond."
    - Many felt that physical working conditions in Burlington were much better than in Berlin.
    - "Burlington maintenance got brand new lifts, floors redone, and we're getting pictures ('Look at our new garage')."
    - Several said they had only seen Clayton once all summer and would like him to have more of a presence, even if virtually.
  - Work ethic issues and perceived lack of consequences
    - Several people said that some employees are not doing their jobs after others have repeatedly discussed the situation with management.
    - "I feel some people don't want to be here, and they make it worse for the people who want to try and improve."
    - Many were concerned that some drivers and some non-drivers were not showing up at work, carrying their weight, calling out sick egregiously, not treating riders with respect. Some also noted that in the recent past, violations in the



logbooks hadn't resulted in consequences. Although that has been changing.

- "With no discipline, things will never change."
  - "I see things in the contract that are designed to inhibit discipline. I can't even give a written disciplinary action without a formal hearing, even a written warning."
  - "We keep substandard people around."
  - "GMT doesn't want to do battle with the union."
- **Fear of Berlin separating from GMT**
    - Many were fearful that Berlin would be separated from GMT and that it would cause great turmoil, just as things were getting much better.
    - Plus, they're worried that a separation might impact their compensation.
    - Furthermore, they were very worried that the improvements they've seen in the last six months might be lost in the event of such disruption and would probably take them back a step.
    - This was especially true given the trust challenges that many struggle with.
    - "Are our jobs in jeopardy? We'll probably find out in the news."
- **Improvement around cliques, meanness, and pettiness**
    - We heard fewer complaints in this year's study about negativity and toxicity at GMT Berlin.
    - "Everyone works pretty well together; the drivers have camaraderie. Although there are a few cliques."
    - There was considerable concern that supervisors continued to be clique-y with "malicious gossip" among coworkers. This also contributes to increasing trust concerns.
    - There were complaints that supervisors not only fail to discourage this behavior, but also actively participate in it.
    - "I feel like I'm back in elementary school when I come into work."



- "Management should strive to acknowledge the good work their team does daily. Compliments and smiles are free. They should be handed out liberally rather than finding fault with them behind their back or sharing information about disciplinary issues."
- **Forcing concerns may have been resolved**
  - In our research conducted in October 2023, drivers voiced loud unhappiness with forcing, which was incredibly unpopular, and many felt it was unfair, affected morale, and particularly affected the newer employees who happened to be more often female and people of color.
  - A successful collaboration between management and employees yielded a new incentivized overtime policy which, while less than 2 months old, dramatically reduced forcing.
  - "We implemented an overtime incentive program—if someone volunteers for 5 hours of volunteer time, they earn CTO. We've had a good response to that. We've only been doing it for 6 weeks, but we haven't had to force once since."
  - Monica directly solicited input and ideas from employees. Through conversations and teamwork, they solved the problem together. That process could be a model for future problem-solving.
- **Union/leadership relations**
  - Most noted an improvement.
  - Some felt it was getting worse.
- **Compensation satisfaction increased significantly**
  - Compensation was mentioned frequently as a sore spot in the 2023. Not so in 2024.
  - Likewise, the comments we heard about compensation echoed the quantitative rise in survey responses, as noted earlier.



- **Concern about facilities, equipment, and vehicles**
  - “We have substandard equipment and garbage vehicles. Our guys in the bays have no air conditioning.
  - “In summer, the mechanics are drenched in sweat. In winter, they have to wear jackets that have a heater in them because it’s so cold in there.”
  - “We need a new facility—we see Burlington getting upgrades and new stuff, and we’re still trying to just make things work. We can get flooded. It’s stressful. They need to get us out of here. They keep pushing it off.”
  - “We need another car down here. St Albans has vehicles sitting there and we’re looking for vehicles.”
  
- **Safety**
  - Safety remains a concern, but it was mentioned far less frequently in this latest research compared to before February.
  - But the concern is still there.
    - “Sometimes you have to confront [passengers] about what they do because they’re putting others in danger, and in doing so, you’ve putting yourself in danger.”
    - “I’d like to know how to act in these situations, how to defend myself. We need way more training in this.”
  - “Repair the holes in the GMT parking lot to prevent driver injuries and put lights in the GMT parking lot and at all the bus stops.”





## APLOMB CONSULTING'S RECOMMENDATIONS

Based on the overall positive findings of this report, we recommend:

- **Recognize** the great amount of **progress and feelings of positivity** that have increased over the past year.
- Transparently address **fears and possibilities that GMT and Berlin could be separated.**
- Increase **Burlington's support of Berlin.**
  - Burlington should respond to Berlin consistently and promptly.
  - Burlington should be more accommodating to Berlin's requests.
  - Increase Clayton's presence in Berlin.
  - Clarify and coordinate call-center operations.
- Improve the quality/quantity of **facilities, equipment, and vehicles.**
- Continue to build better **relationships.**
  - Celebrate wins and each other more often.
  - Create a culture of emphasizing the positives, which outnumber the negatives, in line with employees' comments.
  - Strengthen transparency and frequency of communications between management and supervisors.
  - Meet regularly with supervisors, one-on-one.
  - Understand how supervisors would like to be supported.
  - Increase collaborations between union and non-union leadership.
  - Minimize supervisors' negativity and cliques.
- Management should **clarify and enforce policies** and procedures. This may require agreement from the union.
- Everyone should do **less griping and more reporting of problems** so that management can help find solutions. And consider simplifying the reporting process.



## MEMORANDUM

**To:** Stephanie Reid, Clayton Clark  
**From:** Jason Lorber  
**Cc:** Stephen Falbel  
**Date:** April 3, 2024  
**Subject:** Task 3 – HR Recommendations

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This memo provides Human Resource recommendations related to Task 3 of our work order, including FLSA exempt vs. non-exempt categorization, job descriptions, and employee feedback.

### PROCESS

Aplomb Consulting reviewed job descriptions of employees, and spoke with GMT HR Director Stephanie Reid who identified a number of positions for us to consider, particularly as it related to exempt vs. non-exempt status. Aplomb Consulting brought in Mark Heyman, Founder of HR Happens to review the positions in question, and both Jason and Mark met with Stephanie to probe details of the positions at hand and offer recommendations.

Separately, from the assessment portion of our work, we heard feedback from employees that some feel that they get either very little or literally no feedback about how their supervisors view their performances. Stephanie noted that GMT does not conduct formal performance reviews, and indeed, the last time the performance review document had even been opened was in 2015. The lack of feedback – oral or written – is a missed opportunity for employees with great potential, as well as for those with performance issues to address.



## RECOMMENDATIONS

- These positions (some of which are unfilled) should be non-exempt:
  - HR Coordinator
  - Project Coordinator
  - Senior Accounting Specialist
  - Maintenance Coordinator
  - Marketing Coordinator
- Staff Accountant should be an exempt position. Transit Data Analyst should also be exempt.
- GMT should consult with an attorney to understand the financial ramifications and risks of changing job categories.
- Job descriptions
  - Beef up using the job descriptions as an HR tool by having at least annual conversations with staff members about their job descriptions as a way to learn from them about their job satisfaction, clarify their roles and responsibilities (which could be shared with their direct-reports and the people they report to), and update the job descriptions appropriately as circumstances change
  - Use the most recent nondiscrimination policy on each posting
- Employee feedback
  - Conduct a training with supervisors/managers about their role in providing feedback to employees
  - Provide support and accountability to managers in providing feedback to employees
  - Provide performance reviews for each employee at least annually, which could be attained through written performance reviews and a continuous performance management process.

## MEMORANDUM

**To: GMT Organizational Assessment Team**

**From: Stephen Falbel**

**Re: Organizational Assessment Tasks 4–6 Analyses**

**Date: March 26, 2024**

This memorandum presents the results of the analysis described in tasks 4 through 6 of the Organizational Assessment scope of work. Task 4 considers GMT’s position as a provider of both urban and rural service. Task 5 compares the current organizational structure to what was in place in 2011, before CCTA and GMTA were merged into one agency. Task 6 examines a set of peer agencies in terms of their service levels, range of offerings and staffing. The purpose of these analyses is to complement the information gained through the employee survey and staff/board interviews, and thereby to supply a stronger foundation for the ultimate recommendations of the Organizational Assessment.

### **Management of Urban and Rural Service**

Although it was not possible to search through every public transit agency in the US to confirm this finding, it appears that GMT is nearly unique among regional transit authorities<sup>1</sup> in the range of environments it operates in and the diversity of service it provides. Few states have programs similar to Vermont’s O&D program, and few states operate non-emergency medical transportation through regional transit providers.

Using National Transit Database information from FY 2022, all agencies that operate both Medicaid transportation and regular fixed route service were identified. There are 22 agencies other than GMT that carry at least 15,000 NEMT trips per year (GMT carries about 25,000) and also operate bus service with at least 20,000 vehicle revenue hours (GMT operates 111,000 VRH). Only three of these agencies also operate commuter bus service, and only one of those operates even half as much commuter service as GMT does. That one agency, rabbittransit in central Pennsylvania, will be discussed in more detail below in the section on peers.

GMT’s management of rural service began in 2003, when CCTA was asked by VTTrans to restore transit service in the Montpelier-Barre area of central Vermont. Wheels Transportation, Inc., a private non-profit, had gone bankrupt and ceased operations with little notice. Within two weeks, CCTA staff managed to get service restored, beginning an eight-year period of managing the rural operation. Chris Cole, the General Manager of CCTA, took on the role of Executive Director of

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<sup>1</sup> The study did not compare GMT to state agencies that operate transit service, such as NJ TRANSIT or RIPTA, since the powers of a state agency are not comparable to those of a regional authority. Nonetheless, NJ TRANSIT does not operate any Medicaid transportation or other demand response service (other than ADA paratransit), and RIPTA does not operate any seasonal service analogous to the Stowe and Sugarbush routes.

the new non-profit Green Mountain Transit Agency (GMTA). Seasonal service in the Mad River Valley, formerly operated by the local chamber of commerce, was added to the GMTA portfolio in 2004 under the name MadBus. Service in Franklin and Grand Isle counties, formerly operated by a separate non-profit called the Network, was folded into GMTA in about 2006. The Stowe Trolley was later absorbed into GMTA's portfolio. During this same period, from 2003 to 2006, CCTA added regional commuter services, called the LINK Express, to connect Montpelier, St. Albans and Middlebury to Burlington.

The expansion of CCTA into rural service should be seen as part of a mutually beneficial relationship between CCTA and VTrans and the Vermont legislature. VTrans had a partner to manage and take over struggling rural services, thereby maintaining service to vulnerable populations without VTrans going through the significant effort to set up a new agency. In return, CCTA hoped it had VTrans' support for expansion of urban service, including more frequent service on its trunk routes and the regional commuter routes mentioned above. According to Chris Cole, CCTA had always faced headwinds in the legislature regarding funding because of a generally underlying and sometimes overt antipathy toward Chittenden County among rural legislators. By expanding into rural areas, the agency was able to mitigate that antipathy to an extent, as well as help reduce the cost of urban service by spreading overhead expenses over a much wider service area. Certainly CCTA took on additional overhead in managing rural service, both in personnel and facilities, but the additional operating funds it received from the State more than compensated for that, and reduced its overall overhead rate.

GMTA retained an independent board of directors and continued to exist as a separate entity until July 1, 2011 when the GMTA was formally merged into CCTA. The separate branding of CCTA and GMTA was maintained until 2016, when Green Mountain Transit was introduced as a common brand for the urban and rural service. The authority's name was officially changed from Chittenden County Transportation Authority to Green Mountain Transit Authority in the 2017 legislative session, taking effect in May 2018.

The management model put in place during the first years of CCTA's oversight was to have staff at the rural operations report to managers based in Burlington. There were operations supervisors in Berlin and St. Albans, but they reported to the operations manager in Burlington. The direct lines of reporting to Burlington were intended to maintain quality standards. The Burlington staff had built up a high level of competence, and with some additional hires, there was enough capacity to manage both the urban operation at CCTA and the rural operations at GMTA. The total administrative/management staff in Burlington reached about 25 by the end of Chris Cole's tenure in 2011. At times, the structure changed to include a Berlin-based regional manager who was nominally in charge of all of the operations in Central Vermont, but this never appeared to be a stable configuration. Unlike Tri-Valley Transit, which has separate Regional Directors in Middlebury and Randolph who oversee all of the operations in their service areas, GMT has always maintained more direct control from Burlington through multiple lines of reporting.

From the peak of 25 administrative staff in 2011, the head count and capacity of the Burlington staff dropped steadily over the following decade (see more discussion in the next section). Key staff members in Berlin also departed, including Tawnya Kristen, the Community Relations and Municipal Funding Manager. Tawnya served GMTA from 2004 to 2015 and was instrumental in building strong relationships with rural municipalities and partner organizations. With each departure and, in most cases, the failure to replace the staff member with an equally qualified person, or even to replace them at all, the functioning of the agency suffered.

In an interview with Chris Cole and Aaron Frank, the former planning director and assistant general manager, on the subject of managing both the urban and rural service areas, they noted that it was a challenge, but that with sufficient staff and “the right people,” it was sustainable. The years following Chris’ departure, however, saw the departure of Aaron, and later Meredith Birkett and Tim Bradshaw (who has since returned to GMT after working at VTrans), and Tawnya Kristen, and others who had been essential to sustaining the functionality of the system. The consensus feeling among current staff is that there are insufficient resources available to manage both the urban and rural systems well. It will take more money as well as a significant amount of time to rebuild the staff capacity that was in place in 2011.

The other primary issue regarding the merger of rural service with urban service is the constitution of the Board of Commissioners. For many years, the Board of Commissioners included two representatives from each of the five member municipalities (Burlington, South Burlington, Essex, Shelburne, and Winooski). Williston and Milton joined the authority in 2008. Although there were two representatives from each community, there was only one vote per municipality.

With the merger of GMTA into CCTA in 2011, the Board of Commissioners expanded to include rural representatives. The legislation listed the following municipalities as eligible to join the authority: Barre City, Berlin, Colchester, Hinesburg, Montpelier, Morristown, Richmond, St. Albans City, Stowe, and Waterbury. It then stipulated that “[i]f Washington, Lamoille, Franklin, or Grand Isle County does not have a municipal member from its county on the Board of Commissioners of the...Authority, the regional planning commission serving the county may appoint a Board member...” Since that time, Hinesburg joined as a member (in 2011) and Colchester contributes financially to the authority as if it were a member. None of the eligible rural municipalities have joined, and so four county representatives have been appointed by regional planning commissions.

The current Board of Commissioners includes 14 voting members plus alternates:

- Two from Burlington
- Essex Junction
- Essex Town
- South Burlington
- Winooski
- Shelburne
- Williston
- Milton
- Hinesburg
- Washington County
- Franklin County
- Lamoille County
- Grand Isle County

All board members have the same charge—to act in the interest of the authority—but urban board members, whose municipalities are assessed for fixed route and paratransit service, likely have a sharper focus on finances than rural representatives. The rural county representatives cannot be assessed since there is no county-based funding source, and they are not municipalities. The sheer size and diversity of interests of the board make it a greater challenge to act with a unified purpose. For example, urban members may be more focused on attracting choice riders to help reduce traffic

congestion, while rural members may be more focused on basic mobility and human service transportation. Non-emergency medical transportation (NEMT) has a huge impact on rural service but little or no impact on urban service since NEMT in Chittenden County is operated by SSTA as a contractor to VPTA. This is not to say that the board is unable to act with a unity of purpose, but rather to point out that it is a greater challenge compared to the smaller, urban board of the pre-2011 period.

### Comparison of 2011 Organization to the Present

As shown on the organizational chart on the next page, CCTA/GMTA had a robust staff in 2011 with 24 administrative employees and another 10 employees managing operations. There is not always a clear demarcation between administrative and operations staff, but the analysis in this section tried to be as consistent as possible in comparing across time periods.

The 2011 organizational chart shows a clear distinction between rural employees and urban employees, but this distinction really applies only to operations. Most of the administrative employees on the urban side handled rural as well as urban matters, especially for finance, human resources, grants, and planning.

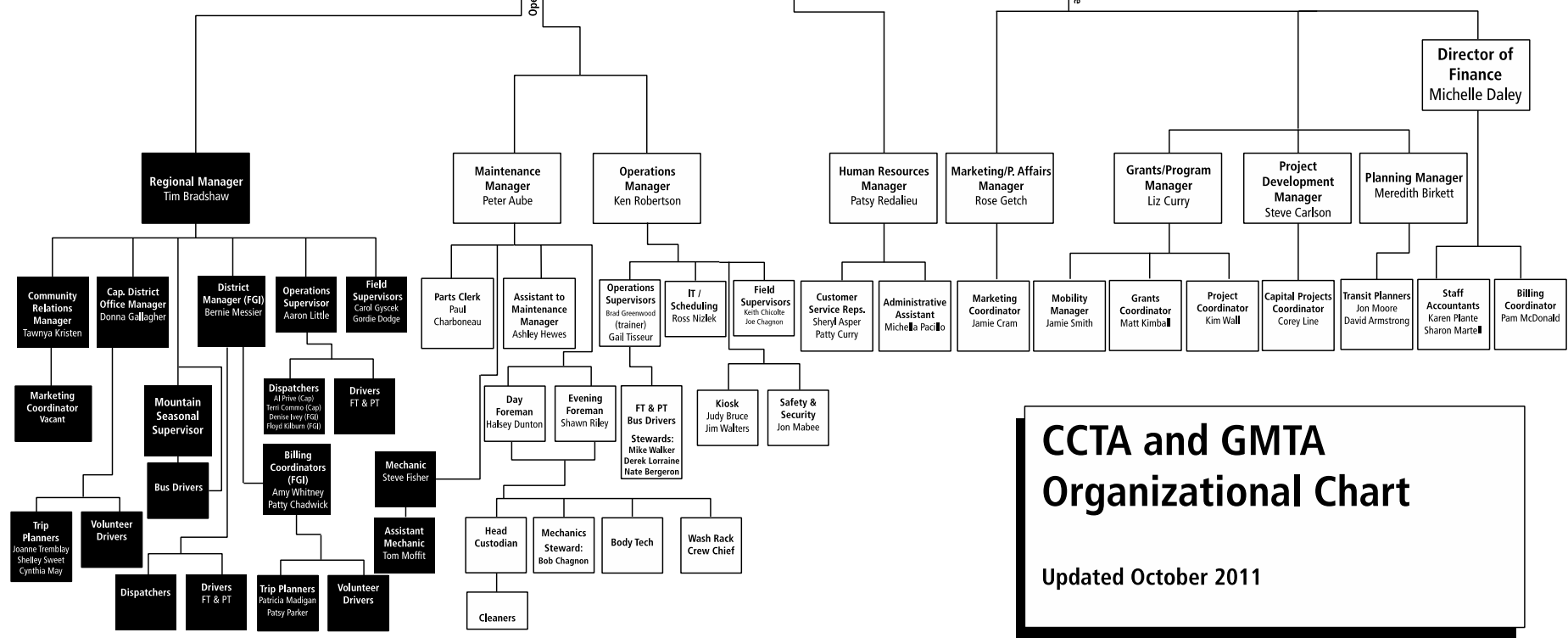
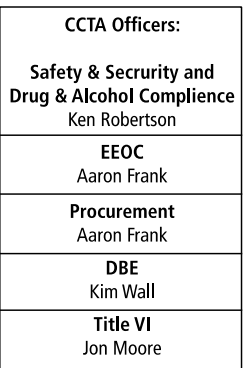
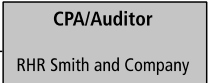
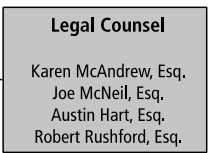
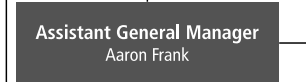
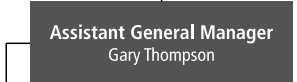
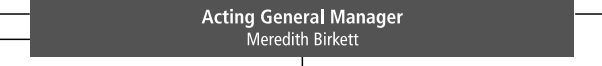
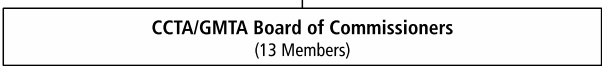
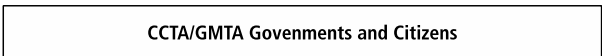
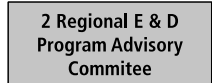
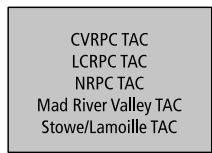
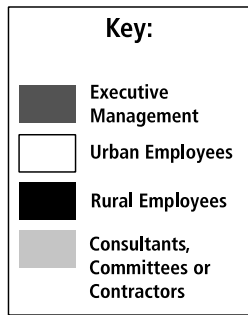
The number of positions in GMT’s management structure over the past dozen years is summarized in Table 1 below.

**Table 1 – Positions by Classification by Year**

	2011	2013	2015	2019	2023
<b>Top Management</b>	3	2	1	0.5	2
<b>Administrative Staff</b>	9	9	8	8	5
<b>Planning &amp; Marketing</b>	6	7	6	5	4
<b>Grants and Project Development</b>	6	6	6	4	3
<b>Operations and Maint. Management</b>	5	7	6	4.5	4
<b>Call Center and Other Operations</b>	5	3	3	8	7
<b>Total</b>	34	34	30	30	25
<b>Non-Operations</b>	24	24	21	17.5	14

Note that in 2019, Jon Moore was simultaneously Acting General Manager and Director of Transportation, thus resulting in 0.5 in Top Management and 4.5 in Operations Management.

The table shows a straight downward trend in almost all categories, with the exception of call center staff in 2019. It is possible that the call center was not consistently represented on organizational charts in all years, resulting in this anomaly. While there have been some minor reductions in service over this period, with Lamoille County year-round routes being transferred to RCT and the Middlebury LINK Express being transferred to TVT, management staffing levels have dropped by about 42% compared to 2011. The impacts of this staff reduction are widespread in terms of higher stress and turnover, slower project timelines, lack of progress on key initiatives, and the sense common among staff members in the surveys and interviews that they are always “putting out fires” rather than working proactively toward the enhancement of service.



**CCTA and GMTA  
Organizational Chart**

Updated October 2011



The overall structure of management today is similar to that of 2011, just with fewer staff members. Tim Bradshaw is once again in charge of rural operations, but several of the boxes under him have disappeared. The project development manager position has been merged with grants manager and marketing and planning have been merged. The organizational chart from 2023 is shown on the next page. It is simplified compared to the 2011 chart, but it is clear that the administrative structure is much less robust than it was at the time of the merger.

The reasons for this thinning of the administrative staff are twofold. General managers in the mid 2010s appear to have lacked understanding of the value of middle management and considered those staff positions to be expendable. At the same time, operating costs were rising faster than revenues, and so the agency was forced to cut costs somewhere. After the drivers' strike in 2014, union wages rose quickly in successive CBAs, while growth in local assessments was essentially capped at 3% or 4% per year and federal 5307 funds were flat or declining after GMT lost a STIC factor in FY 2018. Fare revenues also dropped as ridership declined after 2015, part of a nationwide trend. State funds were part of the mix, but could not make up for gap between quickly rising costs and slowly rising revenues.

Could the agency return to the structure and level of staffing that it had in 2011? Yes it is possible, though it would increase overall operating expenses substantially. More importantly, it could take several years to find the "right people" to fill these positions: people with industry knowledge, people with management skills, and people with the capacity to learn new things and carry out challenging initiatives. Slotting new people into positions and reshuffling existing staff to take best advantage of their skills will be a complex and time-consuming undertaking.

## Peer Comparisons

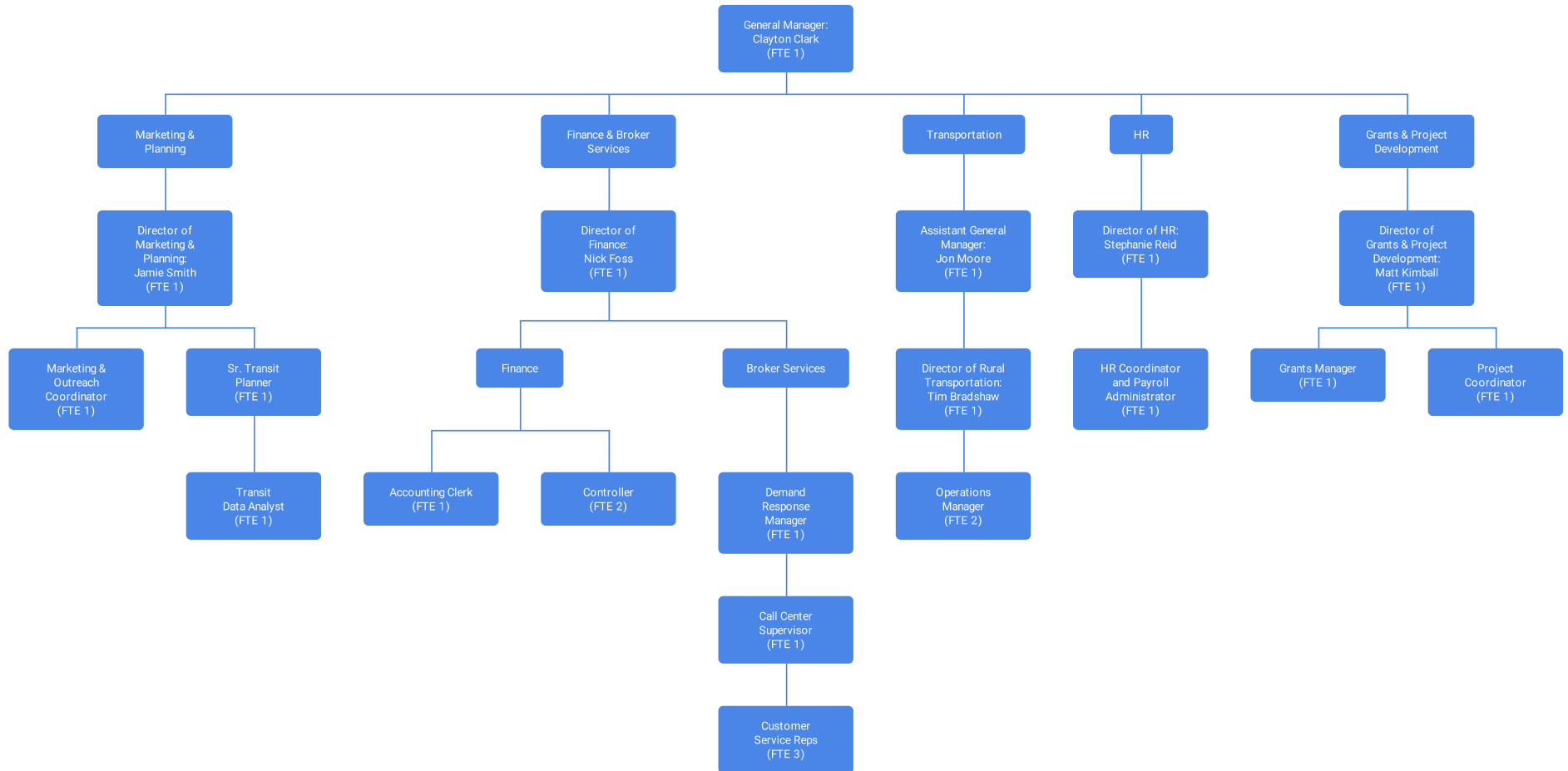
Analysis of GMT in isolation and comparing the present structure of GMT to its past are both instructive, but a comparison to peer agencies can provide additional context and benchmarks for how the agency compares to industry norms. For two decades, CCTA/GMT has compared itself to peer agencies in terms of operating efficiency and effectiveness. The group of peers has evolved over time and been focused mainly on urban service. The peer analysis in this study, however, is more concerned with organizational structure and staffing levels.

As mentioned earlier, GMT is perhaps unique in the US in terms of the range of services operated by a regional transit authority. Few of the agencies in its regular set of peers operate both local bus service and commuter express service, and none of them have extensive rural operations, seasonal service, and a large demand response component including NEMT. Most of the current set of peers operate only fixed route service and ADA paratransit, with several beginning to expand into microtransit flexible service. The appendix to this memorandum includes notes on ten peer agencies (most of which are in the most recent set of operational peers) that can serve as operational peers but do not compare to the complexity of GMT.

Direct staffing comparisons were made with three peer agencies, two of which have been part of the operational peer group. The third peer represents, perhaps, the best comparison to GMT's sprawling operation, though a recent expansion has made this agency quite a bit larger than GMT.

TCAT, based in Ithaca, NY, and the Greater Peoria Mass Transit District represent agencies that operate fixed route service and paratransit service at a similar scale to GMT. TCAT operates 24 bus routes, 16 of which are "urban/campus" routes and 8 of which are "rural" routes, but all of the

## 2023 Organizational Chart



routes converge at Ithaca Commons at the center of town. Thus, TCAT does not have any “independent” rural services similar to the Berlin and St. Albans routes operated by GMT. All of the service is within Tompkins County. TCAT operates ADA paratransit, but also “Gadabout” service, which is similar to the O&D program offered by GMT. Medicaid service in New York State is operated by taxi companies.

In Peoria, there are 17 bus routes and they all connect to the city center. The agency operates Citylift ADA paratransit, but also offer CountyLink demand response service. It is open to anyone, and all trips must have one trip end outside of the City of Peoria. It has a zoned fare system and is operated by a contractor (Transdev).

Organizational charts for TCAT and Peoria were obtained and compared to GMT’s. A comparison of staffing levels by general classification is shown below in Table 2. Because these peer agencies do not have separate rural operations, or Medicaid transportation, or seasonal service, the comparison should be interpreted as what may be appropriate for GMT if it were just a small urban agency (perhaps adding in its own paratransit service). It is also important to note that in Peoria, the General Manager and Assistant General Manager are employees of First Transit, rather than working directly for the agency.

As seen in the table, GMT is in the middle of the two peers with regard to all management staff, and at the low end for administrative (non-operations) staff. TCAT employes three people in information technology support, while both GMT and Peoria outsource IT support. TCAT also has seven staff members in accounting, payroll and HR support, while GMT only has three. Peoria has an executive assistant, while GMT has no such position.

**Table 2 – Positions by Classification for Urban Peers**

	<b>GMT</b>	<b>TCAT</b>	<b>Peoria</b>
<b>Top Management</b>	2	2	2
<b>Administrative Staff</b>	5	12	7
<b>Planning &amp; Marketing</b>	4	4	2
<b>Grants and Project Development</b>	3	3	4
<b>Operations and Maint. Management</b>	4	5	2
<b>Call Center and Other Operations</b>	5	2	2
<b>Total</b>	23	28	19
<b>Non-Operations</b>	14	21	15

The conclusion to be drawn from Table 2 is that if GMT were just a small urban operation, its management staffing level would be comparable to these peer agencies, but with everything else that GMT does, it is demonstrably understaffed compared to the peers.

The other peer agency that is perhaps most relevant to GMT as a whole is rabbittransit, based in central Pennsylvania. The agency was originally based in York County, and was known as YCTA before adopting rabbittransit a little over 20 years ago. The original small urban operation served the City of York and surrounding areas in York County. In 2011, similar to CCTA’s takeover of service in Berlin, rabbittransit took over separate small town service in Gettysburg and Hanover, consisting

of four local bus routes. During this time, rabbittransit operated a large amount of rural demand response service, including NEMT service. Like CCTA/GMT, rabbittransit also operates commuter express routes called Rabbit Express. These routes connect Gettysburg to Harrisburg, York to Harrisburg, and York to the northern suburbs of Baltimore including Towson and Timonium, MD.

Where rabbittransit has leapfrogged GMT is that in 2018, it took over management of the urban system in Harrisburg, called Capital Area Transit (CAT), which is about the same size as the York County operation. Rabbittransit and CAT Transit formally merged in 2020, though separate branding has been maintained. The merged agency now operates about 225,000 vehicle revenue hours of bus service (compared to GMT's 111,000 hours); 9,200 VRH of commuter service (compared to GMT's 17,800 hours); and it carries over 400,000 demand response trips (most of which are NEMT trips) compared to GMT's 80,300. Rabbittransit does not appear to operate any seasonal or tourist-oriented services analogous to GMT's Mountain Road Shuttle and Sugarbush service.

Rabbittransit has had a remarkable stretch of continuity in its leadership throughout this period of expansion. Its current General Manager, Richard Farr, has held the position for over 21 years. Senior staff levels at rabbittransit are much higher than at GMT, with 12 positions in the manager, director or executive category, excluding operations and maintenance managers and directors. GMT has seven positions in these categories.

[More on rabbittransit staffing when org chart is received]

## Conclusions

The analysis in this memorandum provides objective explanation for much of the internal stress and employee dissatisfaction found in the survey and interviews conducted in Task 2 of this organizational assessment. Compared to both itself in its 2011 form and to peers in the present day, GMT is understaffed relative to the amount and diversity of service it is trying to operate. For both GMT leading up to 2011 and rabbittransit over the past twenty years, continuous and effective leadership, supported by highly competent staff, allowed the agencies to expand and maintain a high quality of service and high level of employee morale and satisfaction.

A series of ineffective leaders in the mid-2010s resulted in a significant erosion of the capacity of GMT to deliver service and maintain an effective workforce. The primary decision facing GMT is whether to try to rebuild this capacity while operating its sprawling service (which is among the greatest source of stress for current employees), or to focus efforts on its core urban service in the hope that rebuilding an effective staff for that operation is more feasible in a short time frame.

As implied above, returning GMT to an urban-only service would have costs attached to it, both in terms of an increased overhead rate as the service denominator shrinks, but also the loss of the ability to blunt anti-Chittenden sentiment in the legislature. Perhaps the political environment in the post-COVID era is different from what it was 20 years ago, but GMT management and the board must recognize all of the possible implications of changing the geographical scope of its jurisdiction.



## MEMORANDUM

**To:** GOAT  
**From:** Jason Lorber and Stephen Falbel  
**Date:** May 12, 2024  
**Subject:** GMT Organizational Assessment Recommendations

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This memo offers a draft of recommendations divided into sections focused on Board, Staff, Berlin, HR, and Operations. After we discuss it together, we will make appropriate edits before having the document shared.

**Board:** conduct a board retreat or a series of workshops to elicit their suggestions about what actions they'd like to identify and act on themselves. Consider these ideas as a starting point to prioritize, add to, or change:

- **Big Picture Planning:** prioritize these items and address
  - Determine if there needs to be a change in direction for GMT in regard to serving urban and rural areas, with the understanding that GMT will be submitting a draft report to the Legislature on its structure in November 2024. Ideally, a direction will be chosen by the board no later than August 1, 2024.
  - Address the fiscal cliff, which will likely involve working with VTrans, VPTA, the legislature, municipalities, and community



partners in advance of draft legislative report on GMT structure due November 2024

- Work with staff to create a clear EV vision
  - The Performance Committee should develop a dashboard of metrics to measure progress toward goals, both in terms of transit and organizational health
  - The Governance Committee needs to establish effective and clear guidelines on managing governance, to include delegating authority for the General Manager and directors to develop their own policies and procedures on topics that don't require full board attention.
  - Refocus the agency's mission, perhaps through a 5- or 10-year strategic plan
- Capacity building
    - Have an executive assistant to General Manager and Board Chair
    - Make executive coaching available to the board and committee chairs
    - As part of report to legislature on GMT structure due November 2024, consider statutory changes to board makeup to allow for a more diverse board that better represents racially diverse riders and employees (this would require a statutory change from the legislature).
    - Strengthen the onboarding process for new board members
  - Organizational development
    - Where possible the board should delegate authority to committees and staff so that the board stays focused on its strategic and fiduciary responsibilities.
    - Facilitate a discussion or set of discussions among board members to create a prioritized list of important, non-urgent topics to be addressed



- Be mindful of and address sexism among staff
- Board engagement with staff
  - Identify ways to connect board members better to employees, in order to solicit staff input, help staff feel supported, and enable staff to understand the big picture of what the board does
- Board By-Laws
  - Revisit board bylaws, which were last updated Oct. 22, 2008.

**Strengthening staff.** Conduct workshops with staff to engage them in strengthening the culture. Consider these ideas as a starting point to prioritize, add to, or change:

- Be mindful of and address JEDI (justice, equity, diversity, and inclusion) among staff, particularly related to female, LGBT, and BIPOC employees
- Strengthen teamwork, collaboration, and breaking down of silos among staff
- As positions come open for senior management, consider national searches to bring in additional expertise
- Provide leadership training/development for staff, to include all supervisors completing basic supervisory training
- Provide feedback to staff, including some combination of conversations and written performance reviews
- Strengthen onboarding for new staff members
- Work with Board Governance Committee to expand upon and improve written guidance, with emphasis on staff empowerment and continuity of operations.
- Consider reorganization to include capital planning under an expanded planning department



## Berlin operations

- Address issues in Berlin related to toxicity, lacking accountability, union/staff tensions, safety concerns, full-staffing, and call center coordination
- Improve fleet condition

## HR Matters

- Reform PTO policies through collective bargaining process
- Reclassify certain staff positions to non-exempt and consult with an attorney on how best to proceed.
- Update job descriptions
- Evaluate replacing company paid retirement contributions with public pension system (VMERS)

## Operational Matters

- Switch from open to closed radio system
- Reform driver timekeeping system
- Eliminate forcing and create and enforce attendance policy
- Separate dispatch from driver bid
- Better accountability for damage to rolling stock
- Create a clear policy around political signs in the workplace
- Improve efficiency of schedule and paddle
  - Address “unwritten rules” that result in excessive slack time
  - Incorporate more “street reliefs” into the paddle
- Either use capabilities of HASTUS or return to manual process
- Consider a lottery system for the first bid position
- Renew capital planning efforts around facilities and fleet





## **Urban Service Reductions**

This section will provide information on the service already reduced or eliminated.

### **Memo – December 2024 Service Reductions**

This memo was provided to the GMT Board of Commissioners as they considered the elimination of the Jeffersonville Commuter and a reduction in local Saturday Service.

### **Memo – March 2025 Service Reductions**

This memo was provided to the GMT Board of Commissioners as they considered reductions to the Montpelier LINK and a combination of the St. Albans LINK and Milton Commuter.



## MEMO

**To:** GMT Board of Commissioners

**From:** Chris Damiani, Director of Planning

**CC:** Clayton Cark, General Manager

**Date:** Oct 11, 2024

**Subject:** October 15, 2024 Agenda Item 5: December Service Reductions

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### **Recommendation:**

Motion to approve GMT Service Reductions:

"I move that the Green Mountain Transit Board of Commissioners approve the proposed service changes as outlined in the October 15, 2024 Board packet with an implementation date of Monday, December 2, 2024. Additionally, I move that GMT staff be directed to begin preparations for community outreach and operational adjustments to support these changes.

### *Service Adjustments*

- Elimination of all 4 runs of the #36 Jeffersonville Commuter
- Elimination of Saturday Service on the #10 Williston/ Essex
- Elimination of the #3 Lakeside Commuter that is replaced with an additional morning inbound run on the #5 Pine Street that allows passengers to connect with service that departs the Downtown Transit Center at 6:20 AM
- Adjustment of the #5 Pine Street on Saturdays to service every 60 minutes
- Adjustment of the #8 City Loop on Saturdays to service every 60 minutes. This includes an adjustment to serve both McCauley Square and Fern Hill Bus Stops on the Saturday runs.
- Eliminate the following runs that depart the Downtown Transit Center on the #6 Shelburne on Saturdays (18:30,21:15 and 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #7 North Ave on Saturdays (18:30,21:15 and 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #9 Winooski (6:00,7:00,21:15, 22:30)
- Eliminate the following runs that depart the Downtown Transit Center on the #11 Airport ( 18:45,19:30,20:00,21:15,22:30)



## Related Policy

The process that was set in place at the August 27, 2024 Board meeting is guided by the [GMT Fare and Service Changes Public Hearing Policy](#) which was approved by the board on July 29, 2009.

## Background

At the August 27, 2024 Green Mountain Transit Board of Commissioners meeting, staff presented the “GMT- Draft Urban Service Reduction Plan to Save \$3,000,000” This plan was released to the public after the Board made the following motion “Authorizing the GMT staff to release the potential service reductions reviewed and to begin the public hearing process. In addition, we authorize the GMT staff to conduct public hearings regarding a potential increase of the ADA fare from \$3.00 to \$4.00. This motion was unanimously approved by the Board.

In looking at the service that is proposed to be cut, there were a number of factors that went into the recommendation.

The Jeffersonville Commuter has the highest cost per passenger among all routes in our service area at \$63.18. Staff examined a couple of different options for this service including reducing it from 4 runs a day to 2 runs a day. Below is based on research from the TCRP Report 95 Chapter 9 that states adjusting headways between > 50 minutes has an elasticity of 0.58.

The average daily ridership on this route is 26 rides a day. The drop in ridership by moving this route to two trips a day would result in a new projected daily ridership of about **18**. This would result in a cost per passenger of approximately between \$45-\$50 which was in line with the 116 Commuter. That route was officially transferred to Tri Valley Transit on October 7<sup>th</sup>. In addition GMT explored transferring the service to Rural Community Transit. In their analysis of running the route with their operations, their projections showed that it fell below the efficiency of most of the routes they have cut in the past few years and were not willing to take on the service. GMT staff have been in coordination with VTrans staff to have onboard passenger engagement with current Jeffersonville Commuter riders to discuss the GoVermont [Commuter Co-Op program](#) which provides a van pool with a vehicle that is managed through the Commute with Enterprise program. GoVermont will be onboard this route from Wednesday October 16<sup>th</sup> through 18<sup>th</sup> and is available to discuss options anytime at 802-685-RIDE (7433)

The remaining service adjustments are focused on Saturday service where the fiscal impact section below identifies the additional cost savings of reducing overtime on the weekends. By addressing these areas where service levels and staffing are not aligned as well, it allows GMT to look at preserving service predominately on weekdays where GMT moves more riders. The runs and routes selected as part of the December service adjustments were in areas where ridership was generally lower compared to other parts of the day. When looking at the #10 Williston/Essex route, staff are exploring additional options for service adjustments to provide connections for those affected by the removal of this route on Saturdays. This includes looking at providing



connections to the Essex Experience on certain runs via the #2 Essex Route, serving the 2A corridor with service similar to what was the Orange Line as part of the Next Gen Service that was in effect between June 2019- June 2020, This route connected Walmart in Williston to Amtrak in Essex as well as the Essex Experience. Staff will be looking at the options provided and different variations of that service to see where connections can be retained. Staff believes that service enhancements for service that is being reduced as part of this process will benefit from being done as part of a comprehensive suite of changes as we look at the transit network with a more regional lens.

**Fiscal Impact**

The charts below provides an updated fiscal impact analysis of the proposed service reductions for Fiscal Year 2025 as well as a snapshot of the percentage of Urban Driver Pay Hours that are broken up by the following pay types: Combined Time Off (CTO), Regular Time (Driver Wages as indicated in the Collective Bargaining Agreement), Overtime (1.5 times the Driver Wage), and Double Time (2 times the Driver Wage when an operator is forced a work assignment per the Collective Bargaining Agreement).

This updated analysis is in response to additional questions about the projected savings as a result of reducing the amount of overtime and double time rates that will be spent as GMT aligns its service levels closer with staffing through the service adjustments.

**FY 24 Service Adjustment Projected Savings**

<b>Weekend Reductions</b>	<b>Scheduled Pay Hours</b>	<b>Total Savings</b>
#10 Williston/Essex Route Saturdays	439	\$ 27,834
#5 Pine Street Saturdays	259	\$ 16,421
#11 Airport Saturdays	209	\$ 13,251
#8 City Loop Saturdays	207	\$ 13,124
#6 Shelburne Saturday	95	\$ 6,023
#9 Winooski Saturday	95	\$ 6,023
#7 North Ave Saturday	78	\$ 4,945
		\$ 87,622

<b>Weekday Reductions</b>	<b>Scheduled Pay Hours</b>	<b>Total Savings</b>
#36 Jeffersonville Commuter	1692	\$ 91,056

<b>Total Savings</b>	<b>\$ 178,678</b>
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**Driver Pay Hours Breakdown by Pay Type for Weekends and Weekdays**

<b>Weekend</b>	<b>Dec - Jan</b>	<b>April - May</b>	<b>July - Aug</b>
CTO	3%	5%	7%
Regular	40%	28%	39%
Overtime	45%	60%	46%
Doubletime	7%	6%	8%

<b>Weekday</b>	<b>Dec - Jan</b>	<b>April - May</b>	<b>July - Aug</b>
CTO	14%	6%	11%
Regular	75%	82%	77%
Overtime	9%	12%	11%
Doubletime	0%	1%	0%

**Ridership Data**

Based off of discussion at previous Board meetings, there were requests to provide run level data for the service that is proposed to be eliminated either in its entirety or specific runs. The data for routes 36 and 10 are interpolations based on observed data that was classified by run in relation to the total data by route for the specific day type. This is a result of some issues in the beginning of FY 24 with the ridership database as we were working on the new fare system. On routes that are retaining most of the service but select runs are proposed for elimination, the affected runs are highlighted in yellow.

**#36 Jeffersonville Commuter**

	<b>Outbound</b>	<b>Inbound</b>
AM Run 1	0	4
AM Run 2	1	6
PM Run 1	9	1
PM Run 2	4	0



**#10 Williston/ Essex on Saturdays**

Run	Average Ridership
715	5
830	5
945	4
1100	4
1215	8
1330	8
1445	6
1600	6
1715	6
1830	6

**#6 Shelburne- Saturday**

Run	Average Ridership	Run	Average Ridership
630	22	1400	37
700	17	1430	30
730	23	1500	17
800	26	1530	32
830	20	1600	37
900	25	1630	38
930	30	1700	20
1000	32	1730	30
1030	29	1800	25
1100	32	1830	21
1130	35	1900	25
1200	29	2000	32
1230	26	2115	20
1300	29	2230	13



**#7 North Ave- Saturday**

Run	Average Ridership	Run	Average Ridership
630	15	1330	25
700	10	1400	19
730	11	1430	20
800	25	1500	25
830	18	1530	25
900	20	1600	19
930	18	1630	23
1000	31	1700	24
1030	25	1730	22
1100	22	1800	30
1130	22	1830	21
1200	32	1900	21
1230	28	2000	15
1300	29	2115	18
		2230	11

**#9 Winooski- Saturday**

Run	Average Ridership	Run	Average Ridership
600	9	1400	26
700	11	1500	36
800	15	1600	29
900	19	1700	28
1000	19	1800	27
1100	24	1900	37
1200	28	2000	19
1300	29	2115	14
		2230	13



### #11 Airport- Saturday

Run	Average Ridership	Run	Average Ridership
600	5	1415	28
645	9	1500	19
730	10	1545	26
815	13	1630	19
900	23	1715	16
945	13	1800	18
1030	17	1845	13
1115	16	1930	14
1200	18	2000	12
1245	21	2115	9
1330	16	2230	6

For the two routes where the proposed changes will adjust the headways from 30-60 minutes, staff calculated the projected ridership for the adjusted routes based on research from the TCRP 95 Chapter 9 report that states adjusting headways between 10-50 minutes has an elasticity of -0.46.

### #5 Pine Street

The average daily ridership on this route is 173 rides a day. The drop in ridership by moving Route 5 from 30-minute headways to 60-minute headways is approximately **79 riders**, resulting in a new projected daily ridership of about **94**.

### #8 City Loop

The average daily ridership on this route is 124 rides a day. The drop in ridership by moving Route 8 from 30-minute headways to 60-minute headways is approximately **57 riders**, resulting in a new projected daily ridership of about **67**.





## Equity Analysis through fare payments

The data in the analysis below is from the month of September. We wanted to pull data from this month for this analysis as fares launched on May 20<sup>th</sup> as our ridership usually dips in the summer and wanted to wait till riders and GMT staff have had a few months working within the new fare system. GMT staff are still working through all the various reporting tools but wanted to provide some initial data behind the two routes that are proposed for elimination. The other service reductions that are more run specific; staff is working through with Genfare on understanding the fare type data at that granular of a level.

### Route 36 Jeffersonville Commuter

Regular Fare	492
Discount Fare	140
Total	632

Of the roughly 500 regular fare rides that were taken on this route, approximately 65% of those rides were through an employee sponsored program or unlimited access agreement such as UVMVC, UVM students and faculty, and Champlain College students and faculty.

Of the 140 discount fare rides about 8% of those were free rides and the remaining were made through either the ride ready app, cash or a smart card.

### Route 10 Williston Essex- Saturday

Regular Fare	85
Discount Fare	96
Total	181

Of the 181 rides that occurred in September on Saturdays, 14% are rides that are paid for by either a local school district or as part of an unlimited access agreement.



## **Public Hearings**

The public meetings were held at the following:

Wednesday, September 11, 2024 @ 5:30 PM- First Unitarian Universality Society of Burlington

Press Coverage of this meeting provided by VT Digger can be found [here](#)

Thursday, September 12, 2024 @4:00 PM at the Brownell Library in Essex Junction

Recording provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 12:00 PM via Zoom

Recording Provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 5:30 PM at the Majestic 10 Theater in Williston

Recording provided by Town Meeting TV provided [here](#)

Friday, October 4, 2024 @ 4:00 PM at the Essex Town Offices

Recording provided by Town Meeting TV provided [here](#)

Tuesday, October 8, 2024 @4:00 PM at the Montpelier Transit Center. Staff spoke with passengers as all afternoon LINK trips depart and arrive at the Transit Center.

Wednesday, October 9, 2024 @5:00 PM via Zoom.

## **Summary of Comments related to the December Proposed Service Changes**

As it related to the proposed service reductions on routes that are slated for implementation in November and December public comments both at the hearings and via email were focused on a few core themes.

Riders who utilize the Jeffersonville Commuter spoke about how crucial the route is to connecting rural communities to the greater Burlington area for work and school in particular at UVM. Residents who moved to the area since the routes inception moved there in part due to the location of the bus route to their home. Some riders recognized the lower ridership and higher cost per passenger as identified in the plan and asked the organization to look at potentially reducing the frequency from 4 runs a day to two a day as well as looking at the potential to shorten the route to only extend as far as Underhill. On this route multiple riders asked about GMT looking into utilizing smaller vehicles to operate this service.



As it related to the reduction in service particularly later in the evening on the routes identified comments focused on the impacts of reducing late night routes to employees at the airport or other service industry jobs. With limited to no options for some pockets of our service area at night, riders pointed out the longer walks or bike rides that would have to happen and the particular challenge of doing that in the winter time. While not directly at the reduction in headways to the #5 and #8 cuts proposed, there was also general sentiment that passengers did not want to see the beginning of the transit death spiral.

As it relates to the service reduction on the #10 comments were not specific to the potential loss of service on Saturday but riders appreciated that the route connects three crucial communities in Chittenden County without having the need to take the bus into Burlington and transfer to another route. Residents expressed how this route connects those who attend K-12 school in addition to work and necessary medical and social trips. In Williston in particular residents are appreciative that the route serves similar areas as the #1 but that it reduces the distance some have to walk to get to crucial shopping at Hannafords or Walmart. Riders on this route also mentioned choosing to move to areas along route due to the access of transit. Some riders who use this route recognized the need for GMT to return to fares earlier in May and would be willing to pay a higher fare if it meant keeping the route. As this route is proposed to be eliminated, riders who said that they lived in areas where they would lose access to transit completely pointed to the high cost of utilizing taxi's or TNC's (Uber & Lyft) to access medical appointments in particular. Some riders spoke about reducing the number of trips a day on this route just so it wasn't removed all together and also were interested in seeing if the #2 Essex Bus could extend to the Essex Experience to at least maintain that connection. Comments were also received that identified some suggestions ways to increase usage on this route including routing to the Williston Park and Ride, alternative funding, and additional marketing campaigns.

### **Transcript of Public Comments related to December 2024 Proposed Service Reductions**

See Appendix A: Transcript of comments related to service reductions related to the December 2024 service reductions.



## MEMO

**To:** GMT Board of Commissioners  
**From:** Chris Damiani, Director of Planning  
**CC:** Clayton Cark, General Manager  
**Date:** November 8, 2024  
**Subject:** Nov 12, 2024 Agenda Item 8: March Service Reductions

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### **Recommendation:**

Suggested Motion to approve GMT Service Reductions:

"I move that the Green Mountain Transit Board of Commissioners approve the proposed service changes as outlined below."

#### *Service Adjustments*

- Reduce the frequency on the #86 Montpelier LINK/#286 Waterbury LINK from 11 runs to 7 runs a day with an effective date set for March 2025. This includes elimination of service to the PARC lot in Burlington.
- Combine the #56 Milton Commuter and #96 St. Albans LINK into one route with 5 total runs with an effective date of June 2025. This includes the elimination of service to the Collins Perley Park and Ride and Highgate Commons Park and Ride.

### **Related Policy**

The process that was set in place at the August 27, 2024 Board meeting is guided by the [GMT Fare and Service Changes Public Hearing Policy](#) which was approved by the board on July 29, 2009.

### **Background**

At the August 27, 2024 Green Mountain Transit Board of Commissioners meeting, staff presented the "GMT- Draft Urban Service Reduction Plan to Save \$3,000,000" This plan was released to the public after the Board made the following motion "Authorizing the GMT staff to release the potential service reductions reviewed and to begin the public hearing process. In addition, we authorize the GMT staff to conduct public hearings regarding a potential increase of the ADA fare from \$3.00 to \$4.00. This motion was unanimously approved by the Board.

As it relates to the Montpelier LINK service adjustments, pre-covid this route served approximately 100-110K riders a year and now serves between 50-55 K passengers a year while GMT operates about the same level of service except for one morning and afternoon Waterbury LINK trips that operated between Waterbury and Burlington which was cut a couple years ago.



The route does show strong existing bi-directional travel with 55-60% of riders traveling to Burlington in the morning and southbound in the afternoon. Recognizing that this route provides a critical connection between Burlington and Montpelier, as noted at the last board meeting staff believe that reducing the amount of service from 11 runs to 7 runs or 36% will help balance out the service levels with demand. When looking at how to rebalance service, there were a couple main goals, 1) Minimize impacts to high ridership runs and stops as best as possible, 2) Limit as best as possible the variance a passenger would have to adjust their schedule by no more than 20 minutes on a majority of runs.

As part of these adjustments, staff is also proposing to make one other change along all Montpelier LINK runs which is to eliminate the [PARC Lot](#) off of Lakeside Ave in Burlington. Currently GMT leases 15 spaces at a cost of \$11,924 a year. For much of 2024 these spaces were not accessible due to construction in the area. Prior to the temporary closure due to the construction, staff had informally checked to see the park and ride usage and there were typically zero to one cars in the lot. There is currently not a high demand for park and ride spaces in this portion of the service area but staff is looking at identifying other potential options in the South End/ Burlington-South Burlington line that would not require the bus to have to deviate.

Because this route is co-operated between the Burlington operations team and the Berlin operations team, the adjusted schedule would result in Burlington operating one morning run and two afternoon runs. The Berlin team would operate two morning runs, one mid-day run, and one afternoon run.

The schedule on the next page is a preliminary schedule for the March schedule change and is intended to show the approximate times and levels of service at each major time point. There is some additional analysis that happens during every schedule change to look at upcoming construction projects and real time travel times. In addition once the service levels are approved staff works with the internal scheduling committee to finalize the exact times before producing the finalized schedule.

An interactive map of the current routes routing and new routing for all three routes in discussion can be found by clicking [here](#).



**Montpelier LINK Schedule: Draft 11/8/24**

Burlington to Montpelier									Montpelier to Burlington									
Downtown Transit Center	UVM/MC	Williston P&R	Richmond P&R	Waterbury State Complex	Waterbury P&R	DOL	National Life	Montpelier Transit Center		Montpelier Transit Center	DOL	National Life	Waterbury P&R	Waterbury State Complex	Richmond P&R	Williston P&R	UVM/MC	Downtown Transit Center
6:20	-	6:35	6:45	-	-	-	7:17	7:22	AM	5:50	5:55	-	6:10	-	6:30	-	6:45	6:52
7:00	-	-	7:22	7:40	-	-	8:00	8:05		6:40	6:45	-	7:00	-	7:20	-	7:35	7:42
7:50	-	-	8:21	-	-	-	8:48	8:53		7:30	7:35	-	7:50	-	8:10	-	8:25	8:30
1:15	1:23	-	1:37	-	1:57	R	-	2:17	PM	12:05	-	12:10	-	-	12:38	R	-	1:10
4:00	4:07	-	4:23	-	4:45	5:03	-	5:08		4:20	-	4:26	-	4:45	5:05	-	-	5:25
4:45	4:52	-	5:08	-	5:29	5:47	-	5:52		5:10	-	5:16	-	-	5:38	R	-	6:00
5:30	5:37	-	5:53	-	6:07	-	-	6:30		5:55	-	6:01	-	-	R	-	-	7:00

**101 Queen City Park Rd, Burlington, VT 05401** | T: 802-540-2468 F: 802-864-5564  
**6088 VT Route 12, Berlin, VT 05602** | T: 802-223-7287 F: 802-223-6236  
**375 Lake Road, Suite 5, St. Albans, VT 05478** | T: 802-527-2181 F: 802-527-5302



As it relates to the St. Albans LINK and Milton Commuter, GMT is looking at finding a similar balance to maintain existing connections between the FGI region and Chittenden County while providing operational efficiencies to meet the financial needs of the organization. These two routes both sit at around 25% fewer riders than pre-pandemic levels. In the two routes current design, they serve a much larger percentage of passengers heading towards the Burlington area in the morning with fewer reverse commuters who are utilizing the service towards Milton and St. Albans in the morning and vice versa in the afternoon.

As part of looking at service along this corridor GMT is looking to combine the Milton Commuter with the St. Albans LINK. Through this change, it continues to provide two morning and two afternoon options along the corridor between St. Albans and Burlington. In addition, it allows the opportunity to provide a new northbound connection between Milton and St. Albans as well as improved times for traditional office workers who may now be able to utilize an updated northbound schedule in the morning.

The schedule on the next page is a preliminary schedule for the combined route change and is intended to show the approximate times and levels of service at each major time point. There is some additional analysis that happens during every schedule change to look at upcoming construction projects and real time travel times. In addition once the service levels are approved staff works with the internal scheduling committee to finalize the exact times before producing the finalized schedule.

An interactive map of the current routes routing and new routing for all three routes in discussion can be found by clicking [here](#).

Finally, because the combined routing proposal includes shifting some trips to our Franklin & Grand Isle County Operations the following timeline necessitates having an implementation for the combined service in June 2025.

1. January-March: Create a new bid for both Burlington Operations and Franklin & Grand Isle Operations with the modified 56/96 combined service.
2. January- February - Identify an off-site parking location for two (2) full size transit buses in St. Albans
3. February- March Complete a "train the trainer" training for FGI operations on full-size buses. GMT will likely need two full-size transit buses in St. Albans so that a spare is available as a standard cutaway will likely not be large enough.
4. February-April Hire a new FT or PT operator as needed based on the new bid
5. March-May Complete full-size and route training for all St. Albans CDL bus operators.
6. June: New service starts in coordination with Burlington Bid.



**St. Albans LINK/ Milton Commuter Schedule: Draft 11/8/24**

To Burlington													
St. Albans Park and Ride	Northwest Medical Center	Georgia Park and Ride	Milton Town Office	Birch wood	Catamount Industrial Park	Chimney Corners Park and Ride	Creek Farm Plaza	Severance Corners	Water Tower Hill	Main St. @ Opp Platt St.	UVM Medical Center	Downtown Transit Center	
6:10	6:12	6:25	6:35	6:40	R	6:45	6:52	6:57	R	R	7:15	7:25	AM
7:25	7:27	7:40	7:50	7:55	R	8:00	8:07	8:12	R	R	8:30	8:40	
11:10	11:12	11:25	11:30	11:34	R	11:39	11:46	11:51	11:55	R	R	12:15	PM
4:20	4:22	R	4:45		4:51	R	R	R	5:05	R	R	5:25	
5:30	5:32	R	5:55		6:01	R	R	R	R	R	R	6:35	

**101 Queen City Park Rd, Burlington, VT 05401 | T: 802-540-2468 F: 802-864-5564**  
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To Milton/St. Albans													
	Downtown Transit Center	UVM Medical Center	Main Street at Platt	Water tower Hill	Severance Corners	Creek Farm Plaza	Chimney Corners Park and Ride	Catamount Industrial Park	Birchwood	Milton Town Office	Georgia Park and Ride	St. Albans Park and Ride	Northwest Medical Center
AM	6:25	-	6:35	R	-	-	6:50	-	-	7:05	R	7:25	7:27
	7:30	-	7:40	R	-	-	7:55	-	-	8:10	-	8:30	8:32
PM	12:15	12:22	12:28	12:38	R	R	12:50	12:52	-	1:00	-	1:20	1:22
	4:20	4:30	4:37	4:47	R	R	5:00	5:02	R	5:10	R	5:30	5:32
	5:25	5:30	5:37	5:47	R	R	6:00	6:02	R	6:10	R	6:30	6:32

**101 Queen City Park Rd, Burlington, VT 05401 | T: 802-540-2468 F: 802-864-5564**  
**6088 VT Route 12, Berlin, VT 05602 | T: 802-223-7287 F: 802-223-6236**  
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## Fiscal Impact

The charts below provides an updated fiscal impact analysis of the proposed service reductions in this round for Fiscal Year 2025 and Fiscal Year 2026 as well as a snapshot of the percentage of Urban Driver Pay Hours that are broken up by the following pay types: Combined Time Off (CTO), Regular Time (Driver Wages as indicated in the Collective Bargaining Agreement), Overtime (1.5 times the Driver Wage), and Double Time (2 times the Driver Wage when an operator is forced a work assignment per the Collective Bargaining Agreement).

### FY25

Weekday Reductions	Driver Pay Hours Reduction	Total Savings
Montpelier Link	814	\$ 43,949
		\$ 43,949

### FY26

Weekday Reductions	Scheduled Pay Hours	Total Savings
St. Albans/Milton Combo	2,687	\$ 149,295
Montpelier Reduction	2,444	\$ 135,793
		\$ 285,088

### Driver Pay Hours Breakdown by Pay Type for Weekends and Weekdays over two month periods in FY 24 and beginning of FY 25

Weekend	Dec - Jan	April - May	July - Aug	Median
CTO	3%	5%	7%	5%
Regular	40%	28%	39%	39%
Overtime	45%	60%	46%	46%
Doubletime	7%	6%	8%	7%

Weekday	Dec - Jan	April - May	July - Aug	Median
CTO	14%	6%	11%	11%
Regular	75%	82%	77%	77%
Overtime	9%	12%	11%	11%
Doubletime	0%	1%	0%	0%



Percentage of Driver Pay Hours excluding CTO by Pay Rate and Day Type

Weekday

Regular	86.8%
Overtime	12.0%
Doubletime	1.2%

Weekend

Regular	42%
Overtime	49%
Doubletime	8%

**Ridership Data**

Part of the analysis for the service adjustments included looking at ridership data for the Montpelier LINK, St. Albans LINK, and Milton Commuter. The data provided breaks out overall ridership on the routes over the past few years, stop level and run level. The stop level and run level data are a mix of data from our last Ridecheck in Spring/Summer 2023 and the data from our fareboxes. In addition to see how current levels are staff utilized paper count sheets over the past couple weeks to get a more up to date snapshot.

Overall Route Level Ridership

		FY 24	FY 23	FY22	FY21	FY 20	FY 19
56	Milton Commuter	12,711	13,193	11,390	9,670	13,559	17,452
86	Montpelier Link	53,133	50,228	39,603	17,581	86,640	124,451
96	St. Albans Link	14,137	12,213	7,172	6,030	12,888	18,434



Average Daily Ridership by Run

Montpelier LINK

To Montpelier		
Departure Time from Downtown Transit Center		
6:10 AM	10	
6:40 AM	11	
6:50 AM	4	
7:00 AM	8	
7:50 AM	8	
1:15 PM	12	
4:00 PM	13	
4:18 PM	19	
4:58 PM	12	
5:20 PM	5	
6:00 PM	4	

To Burlington		
Departure Time from Montpelier Transit Center		
5:45 AM	8	
6:40 AM	13	
7:17 AM	21	
7:40 AM	7	
7:50 AM	16	
12:05 PM	8	
4:09 PM	11	
4:37 PM	11	
4:45 PM	3	
5:20 PM	5	
6:05 PM	3	

Trips highlighted in blue are #286 Waterbury LINK Express trips.

St. Albans LINK

To St. Albans		
Departure Time from Downtown Transit Center		
5:40 AM	3	
6:40 AM	2	
4:33 AM	12	
5:18 AM	13	

To Burlington		
Departure Time from Highgate Commons		
6:30 AM	11	
7:30 AM	10	
6:00 AM	2	
6:35 AM	2	



### Milton Commuter

To Milton	
Departure Time from Downtown Transit Center	
5:50 AM	2
6:48 AM	6
12:15 PM	4
4:05 PM	10
5:05 PM	7

To Burlington	
Departure Time from Milton Town Office	
6:35 AM	6
7:40 AM	6
1:07 PM	4
5:13 PM	2
6:05 PM	2

### Daily Stop Level Ridership

Montpelier LINK Express- Note that this dataset reflects only Burlington Operated trips

To Montpelier

Stop Description	Total Ons	Total Offs
Downtown Transit Center - Spot K	11	0
Pearl Street at S Prospect Street (UHC)	1	0
UVM Medical Center	29	0
Downtown Transit Center - Spot O	5	0
College Street at Pine Street	2	0
Shelburne Road at Home Avenue	4	0
RICHMOND PARK AND RIDE	15	4
Waterbury Main Street Opposite Park Row	0	1
Waterbury Park and Ride	0	15
National Life	0	10
Department of Labor Park and Ride	0	14
Bailey Avenue at Opposite High School	0	1
Montpelier Transit Center	0	21



To Burlington

Stop Description	Total Ons	Total Offs
Montpelier Transit Center	14	0
Department of Labor Park and Ride	11	1
National Life	4	0
Waterbury Park and Ride	14	0
Waterbury Main Street Opposite Park Row	0	1
Waterbury State Complex	5	0
RICHMOND PARK AND RIDE	7	6
Beaumont Street at Carrigan Drive	0	6
UVM Medical Center	0	21
Pearl Street at N. Prospect Street	0	1
Pearl Street at N Union Street	0	1
Shelburne Road at Farrell Street	0	1
Downtown Transit Center - Spot O	0	7
Lakeside Avenue Park & Ride (PARC Lot)	0	2
Pine Street at Howard Street	0	1
Pine Street at Maple Street	0	1
Downtown Transit Center - Spot K	0	4



St. Albans LINK Express

To St. Albans

Stop Description	Total Ons	Total Offs
Downtown Transit Center - Spot K	9	0
Pearl Street at S Prospect Street (UHC)	3	1
UVM Medical Center	12	0
MAIN STREET AT PLATT STREET	1	0
Georgia Park & Ride	0	5
Collins-Perley Park & Ride	0	9
S Main Street at Upper Gilman Street	0	3
S Main Street at Upper Weldon Street	0	1
N Main Street at Bank Street	0	1
N Main Street at Congress Street	0	1
Highgate Commons	0	1

To Burlington

Stop Description	Total Ons	Total Offs
BOL Passengers	3	0
Highgate Commons	5	0
N Main Street at Chow Bella	2	1
S Main Street at CCV	1	2
Collins-Perley Park & Ride	8	0
GEORGIA PARK & RIDE	5	0
Main Street at Opposite Platt Street	0	1
UVM Medical Center	0	16
Downtown Transit Center - Spot S	0	2
Pine Street at Opposite Howard Street	0	2



Milton Commuter

To Milton

Stop Description	Total Ons	Total Offs
Pine Street at Locust Street	2	0
Downtown Transit Center - Spot K	14	0
Pearl Street at S Prospect Street (UHC)	1	0
UVM Medical Center	2	0
WINOOSKI FALLS/CHAMPLAIN MILL	4	0
Main Street at Platt Street	0	1
Mountain View Drive at Shaw's	1	1
WATER TOWER HILL/ALBANY COLLEGE OF PHARMACY AND HEALTH SCIENCES	1	0
Rathe Road at Residence Inn	0	1
Severance Corners	0	1
Creek Farm Plaza	0	2
Chimney Corners Park & Ride	1	2
Catamount Industrial Park	0	3
US 7 at Citgo	0	5
US 7 at Ice Barn	0	1
US 7 at Centre Drive	1	0
Main Street at United Church	0	2
Milton Town Office Park & Ride	0	1

To Burlington

Stop Description	Total Ons	Total Offs
BOL Passengers	7	0
Milton Town Office Park & Ride	2	0
River Street at Cherry Street	0	1
Railroad Street at Villemaire Lane	0	1
US 7 at Boysenberry Drive	2	1
Birchwood Park	5	2
Chimney Corners Park & Ride	3	0
Creek Farm Plaza	1	0
Mountain View Drive at Albany College of Pharmacy	1	0





Mountain View Drive at Opposite Shaw's	1	2
MAIN STREET AT OPPOSITE BELLEVUE STREET	2	0
UVM Medical Center	0	3
Pearl Street at N. Prospect Street	0	1
Pearl Street at N Union Street	0	1
Downtown Transit Center - Spot O	0	12

## Public Hearings

The public meetings were held at the following:

Wednesday, September 11, 2024 @ 5:30 PM- First Unitarian Universality Society of Burlington

Press Coverage of this meeting provided by VT Digger can be found [here](#)

Thursday, September 12, 2024 @4:00 PM at the Brownell Library in Essex Junction

Recording provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 12:00 PM via Zoom

Recording Provided by Town Meeting TV provided [here](#)

Tuesday, September 17, 2024 at 5:30 PM at the Majestic 10 Theater in Williston

Recording provided by Town Meeting TV provided [here](#)

Friday, October 4, 2024 @ 4:00 PM at the Essex Town Offices

Recording provided by Town Meeting TV provided [here](#)

Tuesday, October 8, 2024 @4:00 PM at the Montpelier Transit Center. Staff spoke with passengers as afternoon LINK trips were departing and arriving at the Transit Center.

Wednesday, October 9, 2024 @5:00 PM via Zoom.



## **Summary of Comments related to the February/ March Proposed Service Changes**

At last month's board meeting, staff provided all the comments received by that point on all of the proposed service changes. Below is a summary of those comments received.

As it relates to the Milton Commuter and St. Albans LINK route consolidation, there were a few comments directed at those particular routes via email as well as at the public meetings last month. There were some questions regarding the routing and timing of the combined routes as well as passengers particularly those at UVMMC who need to arrive at the current times we have published for that stop location.

As it relates to the Montpelier LINK changes, there was broad public feedback response to potential reductions/eliminations to the route. Many riders cited the climate effects of all the potential cars that would be traveling up and down the interstate if service was eliminated. Riders also noted that they chose to live in their communities based on this service and that this service not only was a key determining factor but also contributes to money saved for folks by not having additional expenses with a car and parking if applicable. Many riders noted that they recognize the financial situation that GMT is currently in and asked that the organization consider reducing the number of runs if needed but not completely eliminate the service. What is also highlighted from the comments as well as the ridership data is that there is a strong bi-directional ridership on this route which is supported by the co-operation of the route between our Urban and Berlin operations team.

The Public Feedback report as distributed before the 10/15/24 Board meeting is included as part of this memo package.



## **Urban Service Reductions Public Comment**

The next section includes are public comments received since GMT began the service reduction process. Comments from organizations are provided first, followed by comments from individuals, followed by comments made in person at one of the nine public meetings held on service reductions.



December 6, 2024

Green Mountain Transit Board of Commissioners  
101 Queen City Park Road  
Burlington, VT 05401

To the GMT Board:

The purpose of this letter is to support efforts to maintain and grow transit services that meet the needs of Winooski's growing and diverse population of residents, employees, and visitors. Accessible and efficient transit service is critical for the city to achieve its long-term goals of ensuring economic vibrancy, creating and maintaining a sustainable infrastructure network, fostering a safe and healthy social environment for all community members, and providing a diverse housing stock that meets the needs of the community.

For years, transit services have provided a vital link for hundreds of Winooski residents. About 6 percent of Winooski residents who work do not have a vehicle available. In addition to this, many rely on transit service to go to doctors' appointments, to buy groceries, and to run errands.

To advance sustainable growth and community-oriented development, Winooski has thoughtfully pushed for higher density housing along its major transportation corridors: East Allen Street, Main Street, and Malletts Bay Avenue. In the last 10 years, about 254 new homes have been built along these transportation corridors. Additionally, Winooski has invested in making East Allen Street and Main Street complete, transit-oriented, and safer streets for all community members. More growth is anticipated along these corridors in the coming years.

The city's long-term goals listed in the 2019 Winooski Master Plan calls for working with GMT to build and maintain a viable transit network, accessible to all community members. Listed below are transit-related goals and actions from the Master Plan:

**Municipal Infrastructure Goal 8:** Enhance pedestrian, bicycle, and vehicular connectivity within Winooski and to adjacent towns, starting with priorities identified in the Transportation Master Plan. Improve transit access, frequency and reliability.

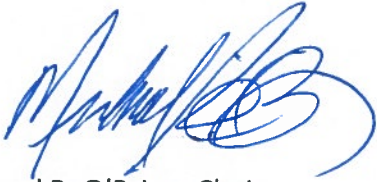
**Enhanced Energy Planning Actions Goal 4:** Promote ridesharing, transit, carshare and bikeshare by employees of Winooski's government, industrial parks, and businesses through regional and state programs such as Go! Vermont and the Chittenden Area Transportation Management Association

**Enhanced Energy Planning Actions Goal 14:** Continue to support the use of public transit, car-sharing and bike-sharing such as Green Mountain Transit (GMT), Special Services Transportation Authority (SSTA), Carshare 106 Vermont, and Greenride Bikeshare as alternatives to the private automobile. The city shall continue to fund GMT and promote its use as a means of conserving energy and reducing traffic and air pollution in Winooski and the Greater Burlington region.

The Master Plan also includes many other goals and actions that connect to and rely on transit services within the housing; economic vitality; and safe, healthy, connected people sections.

Winooski is in full support of GMT's efforts to maintain and grow a transit system that serves the City's needs and interests. Transit is essential to the vitality of the community today, and it will be gravely needed as Winooski grows in the coming years. We look forward to partnering with GMT in the coming years to connect community members between communities, and to support each other as we strive for our respective goals.

On behalf of the Winooski Planning Commission, as approved on November 14, 2024.



Michael R. O'Brien, Chair  
Winooski Planning Commission



November 25, 2024

Re: Supporting Funding for Public Transit

Dear Governor Scott, Vermont State Representatives, and Vermont State Senators,

Local Motion urges you to support funding for public transit in Vermont. Investments in public transportation are cost-effective and generate essential workforce access for both employers and employees, while ensuring the well-being of all—but particularly older—Vermonters.

### **Cost Savings and Federal Leverage**

Public transit in Vermont demonstrates a significant return on investment. Vermont ranks as a leader among rural states for per capita state funding in public transit, achieving above-average ridership and service levels. This strong performance has allowed Green Mountain Transit to secure \$2 million in federal Small Transit Intensive City (STIC) awards for FY25, creating a cycle where state investments yield amplified federal support. Reduced funding risks a negative cycle in which service cuts jeopardize STIC awards and result in costly alternatives, such as increased traffic congestion and healthcare providers bearing transportation costs for patients.

### **Workforce and Economic Benefits**

Public transit is vital to Vermont's workforce and economy. Riders rely on buses to access work, especially in key industries which struggle with recruiting, such as manufacturing. Cuts to transit services could undermine employee reliability, causing ripple effects on local businesses and economies. Additionally, transit supports affordable housing by connecting workers to locations where they can live, fostering stable employment and reducing turnover for businesses.

### **Supporting Older Vermonters**

Vermont's growing older population is increasingly dependent on public transit for healthcare, groceries, and social activities. Reduced services could exacerbate social isolation, health risks, and missed medical appointments. A robust transit network ensures that our aging population maintains their independence and quality of life.

### **A Call to Action**

Please prioritize transit funding and adopt solutions to address this critical need. Doing so will ensure that Vermont remains a leader in rural-state transit, supports its aging population, and strengthens its economy while reducing costs for Vermonters.

Thank you for your attention to this urgent matter.

A handwritten signature in black ink that reads "Jonathon B. Weber". The signature is written in a cursive, flowing style.

Jonathon Weber, Programs Director — Local Motion



Friday, 13 December 2024

Dear Members of the Vermont Legislature,

On behalf of Vermont Clean Communities Coalition (VTCCC), a U.S. Department of Energy designated coalition, we are writing to urge your support for sustainable funding for Green Mountain Transit (GMT) and transit providers across Vermont.

Several of our projects are centered on community transportation plans which are deeply rooted in listening to Vermonters and their transportation stories. Below are some comments from our fellow Vermonters demonstrating how GMT plays a critical role in their lives:

- *My family needs reliable and affordable public transportation to get to school and work;*
- *My ideal transportation is more reliable, and more frequent bus service;*
- *We can't afford a car. Thank goodness for the bus, it takes us to work and health care appointments.*

Public transit connects individuals to jobs, schools, healthcare, and essential services—serving as the backbone of community well-being and economic prosperity. Public transit also aligns with Vermont's climate action goals. Reducing public transit services would not only hinder progress toward these goals but also disproportionately impact those who rely on transit the most: seniors, individuals with disabilities, low-income families, those who are unable to drive, and underserved Vermonters. We urge you to prioritize sustainable transit funding to ensure GMT's future and support mobility and economic opportunities for all Vermonters.

We welcome the opportunity to share more perspectives from those who rely on GMT. Supporting GMT means supporting the essential services that enable Vermonters to thrive, fostering equity, and advancing our shared goals of sustainability and resilience.

Thank you for your dedication to the well-being of our state and its residents. We urge you to prioritize and support sustainable transit funding for all Vermonters.

Sincerely,

Peggy O'Neill-Vivanco

Coalition Director, Vermont Clean Cities and Communities

poneillv@uvm.edu



## TOWN OF MILTON

43 Bombardier Road • Milton, Vermont 05468

TELEPHONE: 802-893-6655 • FAX: 802-893-1005 • [www.miltonvt.gov](http://www.miltonvt.gov)

June 6, 2024

Clayton Clark  
Green Mountain Transit (GMT)  
101 Queen City Park Road  
Burlington, Vermont 05401

RE: Response to GMT's recent update on financial outlook coming out of the legislative session

Dear Clayton,

The Town of Milton received your financial update from May 23, 2024, and the Milton Selectboard discussed the situation at their regularly scheduled meeting on June 3, 2024. They have authorized me to reply to GMT on their behalf regarding this matter.

The Selectboard expressed concern that GMT may potentially reduce service and charge the Town more than the amount appropriated in Milton's FY25 budget. This concern is founded by past experience. Milton voters approved the FY25 budget proposal based on the information provided by GMT, and the Town does not have additional funds built into the FY25 budget to give to GMT should this come to fruition.

The Town of Milton will continue to operate using the budget approved by Milton voters and will not accept a decrease in service from GMT. We expect that GMT will find another way to handle their budget shortfalls.

If you have questions, please contact me at 802-891-8021 or [dturner@miltonvt.gov](mailto:dturner@miltonvt.gov).

Sincerely,

Don Turner, Jr.  
Town Manager

CC: Henry Bonges, GMT Board Representative



All Selectboard members are blind copied in this email.

**Don Turner, Jr.**

he/him/his

**Town Manager**

Town of Milton

43 Bombardier Road

Milton, VT 05468

[dturner@miltonvt.gov](mailto:dturner@miltonvt.gov)

802-891-8021 *work* ~ 802-373-5960 *cell*

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**From:** Clayton Clark <[cclark@ridegmt.com](mailto:cclark@ridegmt.com)>

**Sent:** Thursday, May 23, 2024 1:18 PM

**To:** Erik Wells <[ewells@willistonvt.org](mailto:ewells@willistonvt.org)>; Elaine Wang <[EWang@winooski.vt.gov](mailto:EWang@winooski.vt.gov)>; Aaron Frank <[afrank@colchestervt.gov](mailto:afrank@colchestervt.gov)>; Jessie Baker <[jbaker@southburlingtonvt.gov](mailto:jbaker@southburlingtonvt.gov)>; Regina Mahony <[rmahony@essexjunction.org](mailto:rmahony@essexjunction.org)>; [todit@hinesburg.org](mailto:todit@hinesburg.org); Matt Lawless <[mlawless@shelburnevt.org](mailto:mlawless@shelburnevt.org)>; Greg Duggan <[GDuggan@essex.org](mailto:GDuggan@essex.org)>; Don Turner <[dturner@miltonvt.gov](mailto:dturner@miltonvt.gov)>; Mark Barlow <[mbarlow@burlingtonvt.gov](mailto:mbarlow@burlingtonvt.gov)>; Gene Bergman <[gbergman@burlingtonvt.gov](mailto:gbergman@burlingtonvt.gov)>; [jbrown@leg.state.vt.us](mailto:jbrown@leg.state.vt.us); [knugent@leg.state.vt.us](mailto:knugent@leg.state.vt.us); [bminier@leg.state.vt.us](mailto:bminier@leg.state.vt.us); [mlalonde@leg.state.vt.us](mailto:mlalonde@leg.state.vt.us); [gstebbins@leg.state.vt.us](mailto:gstebbins@leg.state.vt.us); [tblue@leg.state.vt.us](mailto:tblue@leg.state.vt.us); [brachelson@leg.state.vt.us](mailto:brachelson@leg.state.vt.us); [mstone@leg.state.vt.us](mailto:mstone@leg.state.vt.us); [bcina@leg.state.vt.us](mailto:bcina@leg.state.vt.us); [theadrick@leg.state.vt.us](mailto:theadrick@leg.state.vt.us); [jkrowinski@leg.state.vt.us](mailto:jkrowinski@leg.state.vt.us); [klogan@leg.state.vt.us](mailto:klogan@leg.state.vt.us); [emulvaneystanak@leg.state.vt.us](mailto:emulvaneystanak@leg.state.vt.us); Carol Ode <[COde@leg.state.vt.us](mailto:COde@leg.state.vt.us)>; [rhooper@leg.state.vt.us](mailto:rhooper@leg.state.vt.us); [pbrennan@leg.state.vt.us](mailto:pbrennan@leg.state.vt.us); [saustin@leg.state.vt.us](mailto:saustin@leg.state.vt.us); [aarsenault@leg.state.vt.us](mailto:aarsenault@leg.state.vt.us); [ebrady@leg.state.vt.us](mailto:ebrady@leg.state.vt.us); [CTaylor@leg.state.vt.us](mailto:CTaylor@leg.state.vt.us); [schase@leg.state.vt.us](mailto:schase@leg.state.vt.us); [dberbeco@leg.state.vt.us](mailto:dberbeco@leg.state.vt.us); [tsmall@leg.state.vt.us](mailto:tsmall@leg.state.vt.us); [kndolan@leg.state.vt.us](mailto:kndolan@leg.state.vt.us); Lori Houghton <[LHoughton@leg.state.vt.us](mailto:LHoughton@leg.state.vt.us)>; [ldodge@leg.state.vt.us](mailto:ldodge@leg.state.vt.us); [rgarofano@leg.state.vt.us](mailto:rgarofano@leg.state.vt.us); [ablack@leg.state.vt.us](mailto:ablack@leg.state.vt.us); [jandrews@leg.state.vt.us](mailto:jandrews@leg.state.vt.us); [egraning@leg.state.vt.us](mailto:egraning@leg.state.vt.us); [TSquirrel@leg.state.vt.us](mailto:TSquirrel@leg.state.vt.us); Phil Pouech <[ppouech@leg.state.vt.us](mailto:ppouech@leg.state.vt.us)>; [cevans@leg.state.vt.us](mailto:cevans@leg.state.vt.us); [klalley@leg.state.vt.us](mailto:klalley@leg.state.vt.us); [jbrumsted@leg.state.vt.us](mailto:jbrumsted@leg.state.vt.us); Noah Hyman <[nhyman@leg.state.vt.us](mailto:nhyman@leg.state.vt.us)>; [ekrasnow@leg.state.vt.us](mailto:ekrasnow@leg.state.vt.us); [cataylor@leg.state.vt.us](mailto:cataylor@leg.state.vt.us); [cmattos@leg.state.vt.us](mailto:cmattos@leg.state.vt.us); [mgulick@leg.state.vt.us](mailto:mgulick@leg.state.vt.us); [pbaruth@leg.state.vt.us](mailto:pbaruth@leg.state.vt.us); [tyhovovsky@leg.state.vt.us](mailto:tyhovovsky@leg.state.vt.us); [iwrenner@leg.state.vt.us](mailto:iwrenner@leg.state.vt.us); Kesha Ram Hinsdale <[kramhinsdale@leg.state.vt.us](mailto:kramhinsdale@leg.state.vt.us)>; Thomas Chittenden <[tchittenden@leg.state.vt.us](mailto:tchittenden@leg.state.vt.us)>; [vlyons@leg.state.vt.us](mailto:vlyons@leg.state.vt.us)

**Cc:** Monica White <[mwhite@ridegmt.com](mailto:mwhite@ridegmt.com)>; Nicholas Foss <[nfoss@ridegmt.com](mailto:nfoss@ridegmt.com)>; Tim Bradshaw <[tbradshaw@ridegmt.com](mailto:tbradshaw@ridegmt.com)>; Stephanie Reid <[sreid@ridegmt.com](mailto:sreid@ridegmt.com)>; Jamie Smith <[jamie@ridegmt.com](mailto:jamie@ridegmt.com)>; Jon Moore <[jmoore@ridegmt.com](mailto:jmoore@ridegmt.com)>; Matthew Kimball <[mkimball@ridegmt.com](mailto:mkimball@ridegmt.com)>; Board <[board@ridegmt.com](mailto:board@ridegmt.com)>; Tasha Wallis <[tasha@lpcvt.org](mailto:tasha@lpcvt.org)>

**Subject:** Update from GMT

Hello GMT Urban Municipal Managers and Legislators Representing Areas with Urban Service,

Here's an update from GMT on our financial outlook coming out of the legislative session.

#### Background:

- In January the House and Senate Transportation Committees received a report on transit financing. The report indicated all transit agencies in Vermont would be facing financial challenges that would impact service without legislative intervention, with the financial crisis first hitting GMT Urban in FY26.
- In January GMT notified the Transportation Committee chairs that unless the legislature acted on this report, GMT urban would need to drastically reduce service. In response the Senate Transportation Committee took testimony on the matter.
- In February the House Transportation Committee introduced the FY25 Transportation Bill without adopting the recommendation in the report or addressing the financial challenges it outlined.
- In March GMT met with many of you to let you know that if the legislature didn't act on the public transit financing study, GMT faced a 29% reduction in urban service for FY26.
- The Senate Transportation Committee invited GMT back to review the situation, which included the impact it would have on our riders and the potential of a death spiral to GMT as an organization if service was reduced to the point that we lost federal funding and members chose to leave. As a result, this committee proposed a \$1M addition to the FY25 Transportation Bill to limit the reductions necessary.
- The House Transportation Committee took testimony on the matter in April after the Transportation Bill had already been voted out of the House.
- During the Conference Committee the additional FY25 appropriation was reduced to \$630K. We have been advised that both committee have no appetite for additional funding to GMT to address our financial situation in the future.
- The \$630K includes the condition we consider transferring GMT's rural service to other providers.
- Separately, GMT has made inquiries to the FTA to see if there were any plans for the federal government to address the nationwide crisis in public transit funding. The response was a clear no to plans to provide providers with additional operating funds.

Considering the background, here is what is clear:

- There will be no additional operating funding from the federal government.
- Any additional state funding is unlikely without a significant change in perspective, especially with the House.
- We can control fare levels, but fare income is dependent on ridership levels outside our control, with increasing fares leading to decreasing ridership.
- We can influence municipal contributions.

As a result of the above, at this week's GMT Board of Commissioners meeting I provided a roadmap for the actions we need to take over the next six months both to address our fiscal cliff and to respond to the legislative request to consider transferring service. Attached is the presentation I provided, and below are the relevant highlights to municipalities:

- GMT will need to consider service reductions in FY25 that would go into effect in February 2025. We recognize that reducing service after assessments have already been issued and collected is far from ideal, and I will be scheduling time in June to meet individually with municipal managers.
- The total reductions in service will still need to be over 20% by the beginning of FY26. These cuts would go into effect June 2025, just before the start of FY26.
- We will need to consider a special assessment to municipalities in FY26. This, coupled with the \$630K from the state, will help reduce the cuts needed for FY26. As one-time funds, however, unless other revenue is identified the cuts will just be delayed to FY27.
- GMT needs to work with municipal partners on assessment reform. The current methodology has been in place since 2008, and it will not meet the needs of the moment. Outside this crisis, our current methodology undermines GMT's ability to adjust service and amenities to meet municipal demand. Ideally we would have a new assessment methodology to implement by FY27.

In regard to timing, we anticipate the following:

- The GMT Board will consider whether to reduce service in FY25 at their June meeting.
- The GMT Board will set the FY25 and FY26 service reduction targets at the July meeting. These will be system wide targets and not community specific targets.
- The Board will adopt a draft reduction plan at the August meeting that will be route specific.

- Public hearings will be held in September, with feedback relayed to the board at their September meeting.
- The board will finalize the reductions at the October meeting.

Does this mean we are accepting reductions as inevitable? No. We will continue to work to generate revenue to limit some or all service reductions, and we hope many of you will contribute towards this work. We must, however, be prepared for there to be no changes, hence us proceeding as outlined.

I will be out of office the week of Memorial Day. I'll be in touch on my return to each municipal manager.

Thank you,

Clayton

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

April 24, 2025, Haiku

Now where's the bus stop?

Adapting to another

Construction season.

Please note, by Vermont's Public Records Act, emails (and other documents or attachments), including responses and forwards, produced/acquired by a government agency, such as the Town of Milton, are considered public records and are subject to disclosure, unless specifically exempted from disclosure by the Act.

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 **GMT Update Response from Milton 2024.pdf**  
48K



November 15, 2024

Dear State and Municipal Government Officials,

We are deeply concerned with the proposed cuts to Green Mountain Transit services, especially knowing that these cuts will affect four populations who disproportionately depend on the GMT's buses: those who are living in poverty, people of color, individuals with disabilities, and senior citizens.

Please allow us to introduce ourselves. **We are the JEDI (Justice, Equity, Diversity and Inclusion) Committee of Green Mountain Transit.** As a committee composed of riders and staff members, we advise GMT on ways to help ensure that GMT equitably supports populations who are often neglected or negatively affected by systemic structural causes – knowing that it is often the case that harm is inflicted unintentionally upon marginalized communities.

We thank the funders of our bus system, including towns and cities served by our bus system and the government, including decision makers including mayors, town managers, Selectboards, the Governor, Chittenden County Legislators, and VTrans for their generous support. We also urge them to consider increasing their budgets to better support these populations, who are often economically disadvantaged and marginalized. Likewise, we support the concept of a new dedicated funding stream to support this vital service.

We also recognize that the only bus and transit riders in the state paying fares are riders in Chittenden County. Yet, the majority of these riders have less average disposable income than those who do not ride the bus. Furthermore, if those riding the bus drove cars or did not travel at all, Vermonters statewide and in Chittenden County would not reap the many benefits of bus service, including reduced traffic, a better environment, better healthcare outcomes, and a stronger economy.

Please take an even more active part in supporting GMT.

Respectfully,  
The GMT JEDI Committee



Christopher Damiani <cdamiani@ridegmt.com>

**UVM Service Reduction Feedback**

James Smith III <James.Smith-III@uvm.edu> Fri, Sep 20, 2024 at 4:29 PM  
 To: "planning@ridegmt.com" <planning@ridegmt.com>  
 Cc: "Lisa Kingsbury (she/her)" <Lisa.Kingsbury@uvm.edu>, Abby Bleything <Abby.Bleything@uvm.edu>, Katie Martin <Katie@catmavt.org>, Sandy <sandy@catmavt.org>

Hello GMT Planning Department,

UVM feedback regarding [proposed GMT service reductions](#).

- Retaining Airport access and creative thinking to directly serve Market Street / Catamount Run remain top priorities for UVM.
- Ridership data (thank you for providing) shows service on the City Loop is also a priority for UVM.
- Approximately 50% of UVM students live off-campus, many in rental housing. There is an intersection between UVM's housing and TDM policies and GMT Service on the #7,8,9,5, and commuter routes which could produce ripples in housing markets.

UVM's partnership with GMT enables Transportation Demand Management strategies, Comprehensive Sustainability Plan goals, and compliance with local parking ordinances. Our students, faculty, and staff rely on GMT to learn, work, and navigate daily life. UVM commitment to the environment and sustainability are core values; the reason many choose UVM, a reason we stand tall among peers. These values are, for most, synonymous with Vermont's state identity.

We live amidst a global climate inflection point. Transportation-related carbon emissions play a central role in climate change - the greatest challenge of our time. GMT is a critical ally in meeting this challenge. We cannot step backwards. We cannot fail GMT. We cannot fail future generations. We must find a way to keep our local transportation network whole and robust; for our Brave Little State to thrive and continue shining as a beacon of environmental stewardship.

For these reasons UVM voices it's full support for Green Mountain Transit.

**Qualitative feedback received from students:**

*I'm a new student grad student at UVM currently living at Catamount Runs. I have a question regarding the shuttles that UVM has. I see that there is a Catamount Gold shuttle that runs Mon - Fri 7:20 am to 6 pm but it does not go to the Catamount Runs. Is it possible for the Graduate Student Senate to look into what it would take for UVM to extend that shuttle line to Catamount Runs especially in light that GMT bus services are likely to be cut. Additionally if there is a form or petition that needs to be completed please let me know and I'll start the signature gathering process. Thank you.*

*It goes without saying that majority of students, especially, international students, rely heavily on the bus service. In a place where it snows for almost half a year, I cannot wrap my head around this news and I don't know how students without cars are going to manage attending university, going to lab, and working on and off campus. During my first 3.5 years at the University, I only used the bus to commute and only because of the bus service I could live outside Burlington paying a reasonable rent because Burlington housing situation is another story on its own.*

**UVM analysis of GMT-provided ridership data:**

	May( May 20- May 31)	June	July	August	September(U p to 9/15)	Total	Route	Route name	% overall ridership
% of overall	5%	12%	13%	34%	34%				
1	1,194	3621	3955	17150	16827	42,747	1	Williston	38%
2	2089	5482	5378	11292	11181	35,422	2	Essex	31%
7	400	907	934	1862	3070	7,173	7	North Ave	6%
11	267	725	754	2454	2422	6,622	11	College St / Airport	6%
6	277	899	904	1657	1144	4,881	6	Shelburne Rd	4%
8	171	366	500	1413	1668	4,118	8	City Loop	4%
9	226	558	623	843	552	2,802	9	Winooski	2%
86	195	526	642	690	374	2,427	86	Montpelier LINK	2%
5	108	308	261	450	718	1,845	5	Pine St	2%
56	69	206	124	140	89	628	56	Milton Commuter	1%
36	32	172	128	170	110	612	36	Jeffersonville Commuter	1%
96	40	98	105	174	79	496	96	St Albans LINK	0%
10	14	62	56	74	36	242	10	Williston-Essex (Town)	0%
46	11	4	12	25	4	56	46	116 Commuter	0%
3	0	12	1	4	1	18	3	Lakeside	0%
Total One-Way-Trips	5,093	13946	14377	38398	38275	110,089			98%
Ridership Not Classified	110	409	378	842	724	2,463			2%
Total OWT Classsified & Not classified	5,203	14355	14755	39240	38999	112,552	Ridership Total May 20 - Sept 15, 2024		
Routes completely eliminated by June 2025									
Significant proposed changes - reduction in frequency or transition to alternate transit agency									
Reduction in weekend / late night service									

Finally, attached you will find responses from a Graduate Student survey collected within the last 24 hours, to meet the published September 20th service reduction feedback deadline. Apologies for the unrefined nature of the data, however it is telling that 12% of our approximately 1,700 graduate students took the time to respond to this issue in such a short period of time, and the vast majority provided detailed comments. Hopefully this information can assist GMT in demonstrating the key role it plays for our greater community.

UVM looks forward to continuing the conversation, collaboration, and creative thinking with GMT.

Truly,

Jamie Smith (**he/him**)  
Director

[Transportation and Parking Services](#)

University of Vermont

Suite 6 - Marsh Hall | [31 Spear St](#)

[Burlington, VT 05405](#)

(802) 656-8784

[UVM's Our Common Ground Values:](#)

Respect | Integrity | Innovation | Openness | Justice | Responsibility



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41K



October 1, 2024

Green Mountain Transit Planning Department  
101 Queen City Park Road  
Burlington, VT 05401

Dear GMT Planning Department,

Thank you for providing an opportunity for individuals, organizations and our communities to engage and provide feedback on your draft service reduction plan.

In consideration of the proposed service reductions by Green Mountain Transit, the Chittenden Area Transportation Management Association (aka CATMA) is concerned that implementing these service cuts will critically impact our employees, faculty, staff, students and residents at our founding institutions, business and developer membership communities and our Transportation Coordinator Network partners. A healthy majority of our members rely on GMT's public transit service to get to/from their place of employment, as well as to medical and social services, groceries, shopping, visiting family, daily needs and independence.

CATMA, its institutions and membership have invested and committed to GMT service for the past two decades and have a long-standing partnership. We have collaborated on programs, outreach, education, and resources for the institutions and our membership to encourage use of GMT's public transportation. Public transit is a fundamental transportation demand management (TDM) strategy in our toolbox that supports CATMA's mission to reduce single occupant vehicles, better coordinate land use and reduce environmental impacts.

Although the Hill institutions and our membership have employees who commute to/from the greater Burlington area from every county in Vermont, the majority are in communities who will be greatly affected by the current slate of proposed service cuts. For example, CATMA's 2023 Employee Transportation Survey indicates 8% of employees use transit as their primary mode to/from work and 16% of these employees use Routes #8, #10, #11.

At a time when our urban public transit ridership was returning to pre-pandemic levels, and at a time of inflation, housing and employment challenges, it is imperative to invest and strengthen public transit as a robust, reliable, accessible and affordable option. We encourage GMT to keep service and financial stability in mind as they move forward, providing a livable wage for essential services, and at the same time being cautious about internal cost escalation structures that could place service-cutting incentives on a particular day, time or type of service.

Thank you for your time, work and service.

Sincerely,

A handwritten signature in black ink that reads "Sandra Thibault". The signature is fluid and cursive, with the first name being more prominent.

Sandra Thibault  
Executive Director



- RIVERSIDE • SAFE HARBOR • PEARL STREET • SCHOOL-BASED DENTAL CENTER •
- CHAMPLAIN ISLANDS • SOUTH END • GOOD HEALTH • WINOOSKI • ESSEX •

November 14, 2024

Clayton Clark  
101 Queen City Park Rd.  
Burlington, VT 05401

Dear Clayton,

The Community Health Centers (CHC) would like to provide a letter to Green Mountain Transit (GMT) in support of sustainable transportation funding. As the Federally Qualified Health Center serving our region, CHC has over 32,000 patients, many of whom are low income, disabled and facing significant barriers to getting to and from appointments. Without GMT, many of our patients simply would not be able to access the medical, dental, mental health services we offer, or the specialty care they are referred to.

As an organization that cares for the most vulnerable members of our community, we know a reduction of GMT services would greatly affect the people we should be helping the most. We also know that transportation and health often go hand-in-hand, even beyond attending appointments at CHC; lack of public transportation can also contribute to food insecurity, which in turn negatively affects one's health. CHC continues to monitor and assess the impact that transportation barriers have on our patients, and we consider GMT to be indispensable collaborators in the care we provide and quality of life we share in our community. Thank you for considering GMT's request to fund accessible and reliable public transportation.

Sincerely,

Jeff McKee, PsyD, CEO  
Community Health Centers



October 14, 2024

Green Mountain Transit  
Clayton Clark, General Manager  
101 Queen City Park Road  
Burlington, VT 05401

Dear Clayton,

Reducing the services provided by Green Mountain Transit (GMT) would affect our communities, our health care systems, and businesses. We hope that Vermont Agency of Transportation, the House and Senate Committees on Transportation, GMT, and local businesses can explore and find alternatives to full cancellation of entire routes and we're committed to participating in any such discussions.

The recent Oliver Wyman report "Act 167 Community Engagement: Recommendations," which was presented to the Agency of Human Services and the Green Mountain Care Board, lists three imperatives for Vermont's healthcare transformation. The first imperative is "build housing and other facilities and fix transportation." It notes that "greater access to transportation and an affordable housing supply are all tightly linked to hospitals."

The proposed elimination of the #11 Route which from the airport, through South Burlington, and on to Burlington with stops at University of Vermont Medical Center and UVM will certainly impact access for patients and employees.

Public transit routes play a critical role in ensuring individuals can reach healthcare facilities. As highlighted in the 2022 Community Needs Health Assessment, there are already limited, and in some places, no public transportation options. It also identified transportation as a barrier to food security. The cancellation of one of the already existing bus routes will potentially create more delays in accessing routine medical care, disproportionately affecting low-income, elderly, and disabled populations. Missed appointments, delayed treatments, and unfilled prescriptions due to transportation gaps can result in worsening health outcomes. The loss of public transit could result in public health challenges, especially for those needing regular medical attention or preventive care.

At recent public forums about the proposed cancellations, members of the community spoke about the loss of access they would have to UVM Medical Center and its clinics. One Essex Town resident had researched that it would be \$30 in each direction to access their routine and preventative medical care if public transport or the Americans with Disabilities Act rides available to all within ¾ mile of a current bus stop were no longer accessible.

The availability of public transit is often a determining factor in an individual's ability to maintain steady employment. Without access to affordable and reliable transportation, commuting to jobs becomes significantly more difficult. Low-wage workers, who often have jobs located in city centers or far from their homes, are particularly vulnerable. The cancellation of bus routes can result in missed workdays, chronic lateness, or even job loss.

In addition to these items, the proposed cancellation of the #10 route provides those without personal cars access to grocery stores, pharmacies, the Post Office, and Walmart. Some of the real estate developers have put complexes of apartments and condominiums specifically where they did for access to the buses.

Cancelling public transit bus routes has significant negative effects on independence, education, health care access, and employment opportunities, exacerbating socio-economic inequalities and limiting the ability of vulnerable populations to improve their circumstances. Public transit is not just a convenience but an essential for many individuals.

We would welcome the opportunity to be part of a meeting with Green Mountain Transit and the Vermont Agency of Transportation (VTrans) teams to explore alternatives and options to straightforward cuts.

Sincerely,



Jason W. Williams

Senior Vice President | Chief External Relations Officer, University of Vermont Health Network  
Jason.Williams@UVMHealth.org



October 7, 2024

Amy Brewer, Board Chair  
Green Mountain Transit Board of Commissioners  
101 Queen City Park Road  
Burlington, Vermont 05401

Dear Ms. Brewer,

On behalf of the City of South Burlington we are writing you in support of transit service for our community. Being part of the Chittenden County core and home to regionally important housing, employers, services, and recreation opportunities, we understand the positive impact Green Mountain Transit (GMT) has on South Burlington residents and businesses.

We greatly appreciate that GMT has chosen to retain mainline transit services along Williston Road (#1) and Shelburne Road (#6) to downtown Burlington. The City of South Burlington supports improved frequencies and continued weekend service on these routes. These successful corridors connect residents and visitors to jobs, shopping, and essential services.

As recognized in the letter provided to the GMT Board of Commissioners by our Planning Commission on September 24, 2024, public transit plays a critical role in meeting our community goals, as adopted in our City Plan 2024. We concur with this assessment and urge you to implement the following specific recommendations to increase ridership, expand rider access and meet long-held community transit goals:

*Develop and deploy a new, frequent service that connects US Route 7/Farrell Street to the UVM Medical Center Main Pavilion (UVMMC) via Swift Street, Dorset Street and US Route 2. Recently the City undertook a destination, potential ridership, and employee concentration - based analysis and determined that with the removal of the #11, this route, Shelburne Road to UVMMC, connects our highest density residential communities (such as City Center) with our area's largest employers and most popular destinations.*

These direct links will help GMT achieve the required “stick factors” to maximize Federal funds through increased ridership. Already with the new homes opening on Market Street, the City has observed a significant increase in people waiting at stops that serve the City Center – UVM/UVMMC connection. The Farrell Street neighborhoods are similarly dense and also have high levels of affordable housing. However, GMT lacks an efficient public transportation connection to UVM Medical Center/UVM in Burlington, the South Burlington High School, the University Mall, City services such as the Public

Library or Veterans Memorial Park, or medical offices along Dorset Street for this urbanized area.

This proposed route also strengthens the urban system by including key transfer points to other high frequency services. Specifically, it expands convenient access across Shelburne (#6), Winooski/Essex (#2), and Williston/Burlington (#1) for local cross system users with mini-transfer locations. It also increases regional access through transfer points to the commuter link service to Montpelier and Hinesburg.

The City strongly recommends this new route be offered with sufficient frequency (headways of 20 minutes or less) to minimize wait and transfer times necessary to ensure successful adoption by commuters, students, visitors and other riders.

Furthermore, we recommend that the timing of this new route be coordinated to provide school access and youth and parent mobility between the Dorset Street corridor and Shelburne Road. This route serves South Burlington's High School, Frederick Tuttle Middle School, and Rick Marcotte Elementary School and is close (a 10-minute walk) to Rice High School.

This new route reflects connectivity demands across our community. Per the City's analysis, it is supported by the greatest concentration of residents, jobs, shopping, medical offices, educational opportunities, and recreation facilities with within ¼ mile including 3,503 homes, 18% of which are affordable, and 5,389 jobs. This use of a data driven analysis allows us to predict increased ridership and mobility.

*Continue to serve the Patrick Leahy Burlington International Airport.* As the #11 is proposed to be eliminated, we recommend the #1 serve the airport. This has the benefit of providing a direct route between the airport and the over 1,600 hotel rooms along Williston Road and in Burlington.

*Provide direct Market Street service.* As South Burlington is welcoming over 500 new homes to City Center, now is the time to serve Market Street with either the #1 or the proposed UVMC – Shelburne Road route.

The above recommendations were prepared following an analysis by an outside transportation consultant (VHB) this summer. Partners in this analysis included the City of South Burlington, Green Mountain Transit, and the South Burlington School District. We also met with representatives from the Town of Shelburne and Town of Williston to discuss results and options. The data driven analysis took into account the locations and relative densities of existing housing and known future housing through 2030, permanently affordable housing, middle and high school students homes, and key community destinations including schools, employment, parks, services, groceries, and medical facilities.

Included, for your reference, are the analysis maps prepared by our consultant.

We greatly appreciate the service GMT provides. We commit to work with GMT to ensure that this proposed route is a high ridership route, including through awareness, education, and encouragement.

We will also partner with you to advocate to the State Legislature for equitable urban funding for GMT. Our staff will work with you through the modernization of the assessment formula and as feasible to bring additional partners into the organization. We understand that successful transit is critical to the region's vitality and to our quality of life and stand ready to work together to reach this goal.

Yours sincerely,

The South Burlington City Council



Tim Barritt, Chair



Michael Scanlan, Clerk



Andrew Chalnick, Vice Chair



Laurie Smith



Elizabeth Fitzgerald

Cc: Clayton Clark, General Manager, GMT

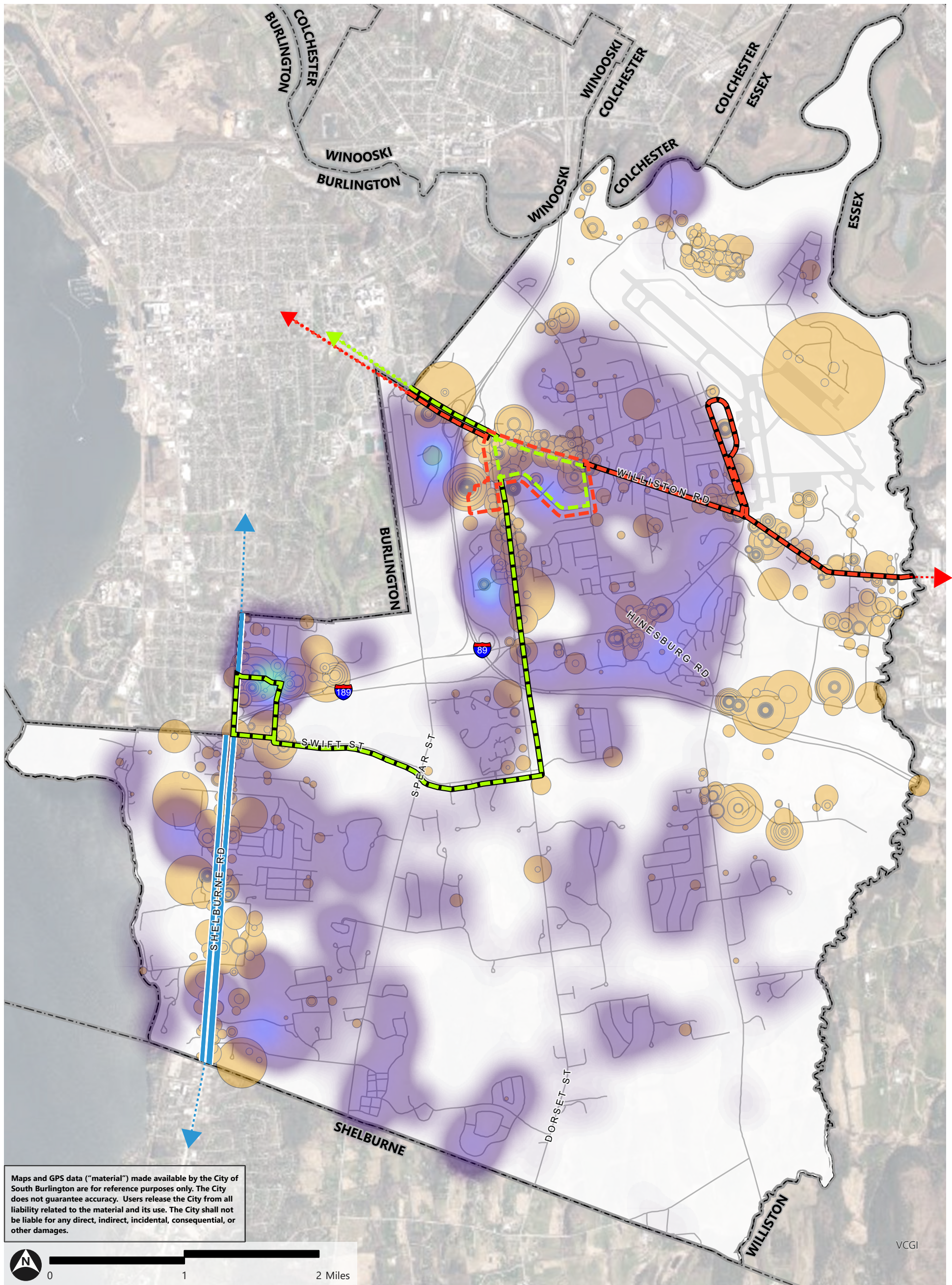
Encl.



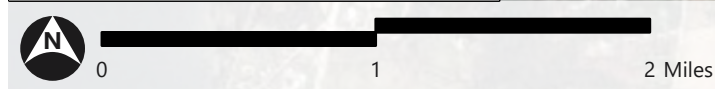
# Routing Recommendations

South Burlington Transit Mapping & Initial Analysis | South Burlington, Vermont

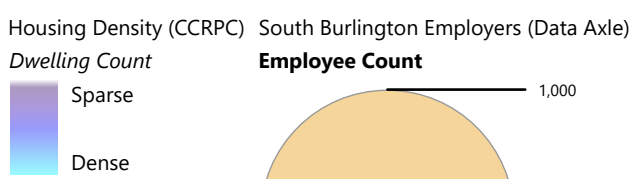
DRAFT October 02, 2024



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- New Williston Road Route
- New Williston Road Route City Center Options
- New Shelburne Road to Dorset Street Route (VHB)
- New Shelburne Road to Dorset Street Route City Center Options (VHB)
- Existing Route 6 - Shelburne Road



Sources: Background imagery by VCGI (Collected in 2022); CCRPC, City of South Burlington, Data Axle via Esri Business Analyst, VCGI, VTrans, VHB



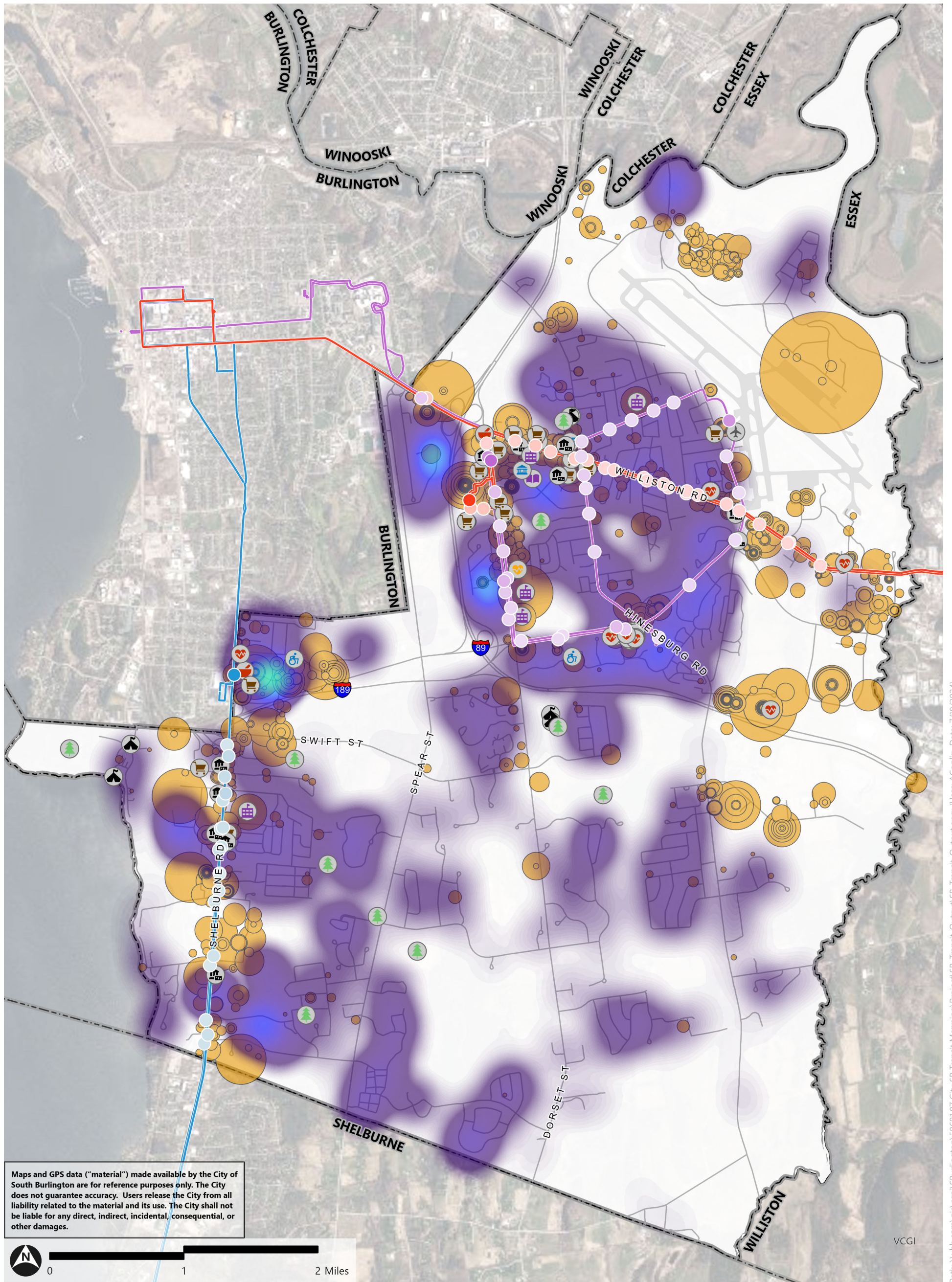
Path: \\vhb.com\gis\proj\SB\Transit\_Mapping\Project\SB\_Transit\_Output\aprx (User: ACoplin, Date: 10/2/2024)



# Transit Existing Conditions

South Burlington Transit Mapping & Initial Analysis | South Burlington, Vermont

DRAFT July 18, 2024



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<ul style="list-style-type: none"> <li><span style="color: red;">—</span> Existing Route 1 - Williston</li> <li><span style="color: blue;">—</span> Existing Route 6 - Shelburne Road</li> <li><span style="color: purple;">—</span> Existing Route 11 - Airport</li> </ul>	<ul style="list-style-type: none"> <li>1 - Williston Stops</li> <li>6 - Shelburne Road Stops</li> </ul>	<ul style="list-style-type: none"> <li>11 - Airport Stops</li> </ul>	<ul style="list-style-type: none"> <li>South Burlington Employers (Data Axle)</li> </ul>	<ul style="list-style-type: none"> <li>Community Destinations (E911)</li> </ul>	<ul style="list-style-type: none"> <li>HEALTH CLINIC</li> <li>LIBRARY</li> <li>PHARMACY</li> <li>POST OFFICE</li> <li>SCHOOL</li> </ul>
	<ul style="list-style-type: none"> <li>Combined Total Ridership</li> <li>3</li> <li>910</li> </ul>	<ul style="list-style-type: none"> <li>Combined Total Ridership</li> <li>1.0</li> <li>160</li> </ul>	<ul style="list-style-type: none"> <li>Employee Count</li> <li>1,000</li> <li>100</li> <li>50</li> <li>10</li> <li>1</li> </ul>	<ul style="list-style-type: none"> <li>AIRPORT TERMINAL</li> <li>BANK</li> <li>CITY/TOWN HALL</li> <li>CITY PARK</li> <li>COMMUNITY/RECREATION FACILITY</li> <li>FITNESS FACILITY</li> <li>GROCERY STORE</li> <li>METHADONE CLINIC</li> </ul>	
	<ul style="list-style-type: none"> <li>6 - Shelburne Road Stops</li> <li>Combined Total Ridership</li> <li>1</li> <li>390</li> </ul>	<ul style="list-style-type: none"> <li>Housing Density (CCRPC)</li> <li>Dwelling Count</li> <li>Sparse</li> <li>Dense</li> </ul>			

Sources: Background imagery by VCGI (Collected in 2022); CCRPC, City of South Burlington, Data Axle via Esri Business Analyst, VCGI, VTrans



Path: \\vhb.com\gis\proj\SB Burlington\58681.07 City SB Transit Mapping\Project\SB\_Transit\_Output\aprx (User: ACoplin, Date: 7/18/2024)





September 24, 2024

Green Mountain Transit Board of Commissioners  
101 Queen City Park Road  
Burlington, Vermont 05401

To the GMT Board:

Efficient, frequent, and direct transit service to South Burlington’s mixed-use neighborhoods and along South Burlington’s transportation corridors is a critical part of the City’s land use and climate goals. We fully support efforts to envision and deploy fixed-route service routes that meet the needs of our growing and diverse population of residents, employees, and visitors.

Transit is key to South Burlington’s land use planning goals. South Burlington has been on the forefront of thoughtfully planning to meet local, regional and statewide housing and employment needs. We have prioritized allowing and encouraging new housing and employment to be built in areas served by existing infrastructure. We have done so to support high quality of life, efficient use of land, and stewardship and conservation of important natural resources. Over half of all homes in the city are in multi-unit buildings, and nearly 90% of homes approved in the past 15 years have been within ¼ mile of major transportation routes in the City. South Burlington is now the second-most populous city in the State and we anticipate our historic rate of growth to continue into the next decade and beyond.

This emphasis on compact housing and employment relies on a strong and ongoing investment in the infrastructure to support it, including civic spaces, access to services, and importantly to the present discussion, transportation and specifically transit.

The importance of transit to our community is spelled out in our 2024 City Plan. We know from our analysis that movement and mobility throughout the core Chittenden County communities is a daily necessity for our residents, employees, and visitors. Below is a list of key transit-related goals and actions from the Plan:

- Goal 5:** Pursue larger-scale redevelopment and infill along transit-served corridors, and smaller-scale strategic reinvestment, thoughtful infill, redevelopment, and adaptive reuse within neighborhoods citywide
- Goal 44:** Reduce vehicle miles travelled by 2.5% annually through 2030 across all types of users
- Goal 46:** Prioritize infrastructure investments in existing and new neighborhoods that improve pedestrian, bicycle, transit, and carpool access and support neighborhood connectivity
- Goal 47:** Support access to and function of regionally-significant transportation systems consistent with the land use goals of this Plan
- Goal 48:** Build community by reconnecting population centers especially over large streets and the interstate with improved infrastructure and transit routes



- Action 25:** Conduct a transit study examining connections to primarily commercial areas
- Action 63:** Create a City Center transit hub to serve the needs of South Burlington users
- Action 64:** Establish direct corridor shuttle-style routes and explore micro-transit options for efficient travel, especially connecting the Southwest area and City Center and the Northwest area, to complement and maintain the important GMT loop routes
- Action 65:** Work with GMT to assess and update routing as our land use patterns evolve

The Plan contains multiple additional goals and actions that directly and indirectly connect to and rely on robust transit services, across economic development, housing, recreation, and more.

We see tremendous opportunity, now and into the future, to maintain and grow a transit system that serves and advances these goals. We fully support the ongoing efforts to identify ways to meet the evolving demand for transit within and between our communities, including our burgeoning City Center and the growing need for mobility between the Shelburne Road and Williston Road/City Center parts of the city and region.

On behalf of the South Burlington Planning Commission, as approved on September 24, 2024,



Duncan Macdonald, Vice-Chair  
South Burlington Planning Commission



**Date:** September 26, 2024  
**To:** Clayton Clark, General Manager, Green Mountain Transit  
**RE:** Support for Continuation of the #10 Essex-Williston Loop

Dear Clayton Clark,

In reviewing the most recent iteration of Green Mountain Transit’s plans to reduce service over the subsequent two fiscal years, the Essex Planning Commission would like to offer our strong objections to the elimination of Bus Route #10, the Essex-Williston loop. A quick look at the GMT map of planned service reductions will show why we will feel this loss keenly: according to the figures offered there, the number of persons within a quarter-mile of a bus stop is projected to drop from approximately 70,000 (FY ‘25) to approximately 59,000 (FY ‘26) upon the elimination of Route #10, and thousands of residents of Essex town are included in that number.

But our primary objection does not pertain to the current residents of Essex so much as it pertains to the impact on Essex’s *future* growth. Over the past five years, the Essex Planning Commission devoted numerous public hearings and work sessions to crafting two complementary visions: the ETC (Essex Town Center) Next plan and the Essex Town Plan. The former was approved by the Selectboard in 2021 and the latter was approved by the voters of the town in 2024. Each plan designates a corridor along Route 15 - from its intersection with Route 289 to its intersection with Sand Hill Road - as the area most suitable for dense residential and commercial growth in the near-term. This designation was based on the fact that residents named ‘affordable housing’ as a top priority for future development, as well as the fact that this corridor was the most infrastructure-rich corridor in Essex. Simply put, this was the only section of town where dense residential development would make sense.

Accordingly, we find the following passage on transit-oriented development in our Town Plan: “GMT has identified the VT Route 15 corridor between Burlington and Essex Center as a priority for transit-oriented and pedestrian-oriented development. To make best use of GMT’s resources and promote future improvements in service, and thus attract more riders, future development and enhancements of the pedestrian environment should be focused along the VT Route 15 corridor – particularly in the Essex Town Center.” We also see the following: “State and regional efforts to develop transportation links in and out of Essex shall be supported, including rail service, alternative transit systems, and regional multi-modal transportation options. “

By proposing to end all bus service in the Town of Essex within two years, GMT will undermine one of the central pillars of our Town Plan, which will have direct and negative impacts on the town’s ability

TOWN MANAGER	PARKS AND RECREATION	COMMUNITY DEVELOPMENT	PUBLIC WORKS	ASSESSOR	FINANCE	TOWN CLERK	LIBRARY	FIRE	POLICE
878-1341	878-1342	878-1343	878-1344	878-1345	878-1359	879-0413	879-0313	878-5308	878-8331

to be a regional growth center. Given the shared municipal, regional, and state-wide goal of building affordable housing in walkable and transit-friendly communities, we most strongly object to the proposed reductions in service.

Signed,

*Dustin Brusco*  
Dustin Brusco (Sep 30, 2024 11:18 EDT)

Dustin R. Brusco, Chair

*Georgia Lavigne*  
Georgia Lavigne (Sep 30, 2024 12:16 EDT)

Georgia Lavigne, Clerk

*Trefor Williams*

Trefor Williams

*Ian Carroll*  
Ian Carroll (Sep 30, 2024 13:45 EDT)

Ian Carroll

*Joshua Knox*  
Joshua Knox (Oct 3, 2024 17:00 EDT)

Joshua Knox, Vice-Chair

*Johnathan Schumacher*  
Johnathan Schumacher (Oct 1, 2024 08:03 EDT)

Johnathan Schumacher

*Stephanie Bixby*  
Stephanie Bixby (Sep 30, 2024 16:00 EDT)

Stephanie Bixby, Alternate

Town of Essex Planning Commission



Jamie Smith <jamie@ridegmt.com>

## Rural Transfer

5 messages

**Justin Town** <jtown@ridegmt.com>  
To: planning@ridegmt.com

Fri, Jan 3, 2025 at 10:52 AM

I give permission to use my following statement:

Dear GMT Board Of Commissioners,

I am writing to you in regards to the rural transfer that is being considered. Myself, and a lot of the staff I have spoken to are really hoping this transfer does not go through as we feel it would negatively affect us, the employee, and our community that we serve.

I have worked at GMT for over 9 years now. I worked in Burlington from 2013 - 2021. I voluntarily left the company to take a job closer to home. I then returned to GMT Berlin in December of 2023 and still currently happily work here. After nearly a decade with this company I feel the Berlin location is in the best spot it has been in for a long time. With the recent additions of Monica White and Micheal Smith things are headed in a much more positive direction than they were a year ago. We are nearly fully staffed with drivers ( a very solid core of drivers at that) and have a strong team of dispatchers & field supervisors. Like I said, GMT Berlin is in a good spot!

Green Mountain Transit to me is a great place to work and I have truly enjoyed my time here. We would hate to see all of the hard work and progress we have made all disappear in the blink of an eye to supposedly "save money". Us current employees (especially the ones in FGI) are going to be very negatively affected by this transfer if it does go through. We are looking at loss in wages and a very significant loss in benefits such as vacation/health insurance. It is hard to feel positive about a transfer knowing these facts. I personally have had a pit in my stomach thinking about potentially separating from GMT since this conversation first started a little while ago. I just can't imagine a very good work atmosphere if the transfer did happen with all of the negative things that go with it.

I just wanted to speak out and let you know how I felt about the potential transfer. I thought it would be good to hear from a current employee of GMT Berlin. I hope you will oppose a transfer and let us remain part of the best transit company in Vermont - Green Mountain Transit. One last thing - I keep hearing that GMT is a "unicorn" as it has both a rural and urban system? Why is being a "unicorn" such a bad thing? Us Vermonters do things differently than the rest of the country and have proven we can do so and will hopefully continue to do so in the future.

Thank you for reading this. I wish you all a happy and safe new year!

Thank you,

Justin Town  
PM Dispatcher - GMT Berlin

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**Jamie Smith** <planning@ridegmt.com>  
To: Clayton Clark <cclark@ridegmt.com>

Fri, Jan 3, 2025 at 11:30 AM

FYI  
[Quoted text hidden]

**Jamie Smith** <jamie@ridegmt.com>  
To: Justin Town <jtown@ridegmt.com>, GMT Planning Department <planning@ridegmt.com>

Fri, Jan 3, 2025 at 11:32 AM

Thank you Justin, I will share this with Clayton and others to be shared during the transfer conversation next week.

**Jamie Smith**

Director of Rider Experience  
Green Mountain Transit  
[She/Her [What's this?](#)]

802-540-1098

[jamie@ridegmt.com](mailto:jamie@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

[Quoted text hidden]

**Clayton Clark** <cclark@ridegmt.com>  
To: Jamie Smith <planning@ridegmt.com>

Fri, Jan 3, 2025 at 11:33 AM

Thank you! He had sent it to the board and I asked him to send it in to planning so that it would be added to public comment.

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

December 6, 2024, Guest Haiku  
Bus full of people  
Brimming with holiday cheer  
(Just like a sleigh ride).

[Quoted text hidden]

To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/CAA2dDBEq5efEuy8717waMOZJ%2BK3tq4sPHbaYqwj0F0MzNw3VZg%40mail.gmail.com>.

**Jamie Smith** <planning@ridegmt.com>  
To: Tyler Austin <taustin@ridegmt.com>

Wed, Jan 8, 2025 at 10:03 AM

----- Forwarded message -----  
From: **Justin Town** <jtown@ridegmt.com>  
Date: Fri, Jan 3, 2025 at 10:52 AM  
Subject: Rural Transfer  
To: <planning@ridegmt.com>

[Quoted text hidden]



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Proposed Route 11 Cut

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**'Olga Benina' via GMT Planning Department** <planning@ridegmt.com>

Fri, Sep 27, 2024 at 12:23 PM

Reply-To: Olga Benina &lt;OBenina@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11. Many individuals rely on this service to access essential healthcare, including Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring access to life-saving care in our community.

Personally, I am also a graduate student at UVM and I know that a lot of UVM students live in new apartments on Market St, including Catamount Run, the building that specifically houses graduate students. Without route 11 these people will have no way of getting to UVM and will have to walk over the highway to get to school. That walk is unpleasant in the nicest of weather because of the intense car traffic, and in winter and in the dark, it can be outright scary.

Please consider keeping route 11 since it is essential for so many people.

Thank you for your consideration.

Sincerely,

*Olga Benina (she/her)*

Howard Center

SUB – Acute Residential Counselor Adult Mental Health

[OBenina@howardcenter.org](mailto:OBenina@howardcenter.org)

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[HowardCenter.org](https://www.howardcenter.org)



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Advocacy for route 11

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'Charlotte McCorkel' via GMT Planning Department &lt;planning@ridegmt.com&gt;

Wed, Sep 18, 2024 at 6:29 PM

Reply-To: Charlotte McCorkel &lt;CMcCorkel@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Hi,

As a senior leader at Howard Center I know a number of clients rely on the bus system to get to their life-saving appointments with us and other community partners. I am very sorry to hear of your fiscal challenges and deeply concerned about the impact of the route cuts on our public infrastructure and community. Most specifically, hundreds of clients rely on route 11 to get to the Chittenden Clinic on San Remo Drive for their medication. Without route 11 many clients will not be able to access care. I just heard on NPR that in Vermont we are showing progress in curbing the number of overdose fatalities. It takes our whole community to do that including sound infrastructure like being able to access healthcare through public transportation. Please reconsider the changes to route 11.

Thank you,

Charlotte

Charlotte McCorkel, LICSW

Pronouns: She/Her

Senior Director of Client Services

Howard Center

Burlington, VT

802.488.7779

[www.howardcenter.org](http://www.howardcenter.org)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Concern Regarding Proposed Route 11 Cut

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**'Nicole Greene' via GMT Planning Department** <planning@ridegmt.com>

Fri, Sep 27, 2024 at 3:21 PM

Reply-To: Nicole Greene &lt;NGreene@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Dear GMT Planning Team,

I'm writing to express my concern of the proposed cut of Route 11... many of our community members without other means of transportation rely on this route daily to access essential Healthcare, including Howard Center's Chittenden Clinic. Folks are scrambling to figure out bus fare to make their appointments, and the loss of the route entirely would be devastating.

Thank you for your consideration!

*Nicole Greene (she/her)*

Administrative Coordinator  
Howard Center Safe Recovery  
[45 Clarke St., Burlington VT 05401](#)  
Main: 802-488-6067  
Cell: 802-857-8223  
  
Fax: 802-432-2100

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Christopher Damiani <cdamiani@ridegmt.com>

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## Concern Regarding Proposed Route 11 Cuts

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'Trishia Thompson' via GMT Planning Department <planning@ridegmt.com>

Fri, Sep 27, 2024 at 6:08 PM

Reply-To: Trishia Thompson <TrishiaT@howardcenter.org>

To: "planning@ridegmt.com" <planning@ridegmt.com>

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11.

Many individuals rely on this service to access essential healthcare, including Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring access to life-saving care in our community.

Thank you for your consideration.

Sincerely,

Tisha Thompson

Peer Specialist

75 San Remo Drive

South Burlington, VT 05403

802 488 .6424 (o)

802.488.6601 (f)

[www.Trishiat@howardcenter.org](mailto:www.Trishiat@howardcenter.org)



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Elimination of Route 11

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'Avery Adams' via GMT Planning Department <planning@ridegmt.com>

Thu, Sep 26, 2024 at 12:29 PM

Reply-To: Avery Adams &lt;AveryA@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11.

Many individuals rely on this service to access essential healthcare, including

Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring

access to life-saving care in our community. Our community is struggling, and this will only push us further in the wrong direction.

Thank you for your consideration,

**Avery Adams, BSN**

Pronouns: She/Her

DS Nursing Supervisor

[102 S. Winooski Ave.](#)

[Burlington, VT, 05401](#)

802-495-8054

[www.howardcenter.org](http://www.howardcenter.org)



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GMT Final Report Page 165



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Feedback Re: Proposed Reductions

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**'Sandy McGuire' via GMT Planning Department** <planning@ridegmt.com>

Tue, Oct 1, 2024 at 5:00 PM

Reply-To: Sandy McGuire &lt;SandyM@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;, "abrewer@ridegmt.com" &lt;abrewer@ridegmt.com&gt;

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Amy Brewer  
Chair, Board of Commissioners

Green Mountain Transit

Dear Ms. Brewer:

I was concerned to learn about GMT's financial challenges and subsequent proposed service reductions. I know how difficult it can be when financial limitations force consideration of service reductions and having all of the information to weigh the various impacts of changes is critical. It is in that spirit that I am reaching out.

GMT provides a vital community service and at Howard Center, many of the people who need our programs have limited incomes and few options when it comes to transportation. We know many of our clients ride the bus to appointments with us and for their everyday needs, and we worry that service cancellations will present barriers to their ability to access care.

Especially concerning is the proposed cancellation of the #11 route serving Dorset Street and adjacent San Remo Drive. Our Chittenden Clinic, located on San Remo Drive, serves about 1,000 clients at any given time with medication to treat opioid use disorder. Clients are required to visit the clinic frequently—some as often as daily—to receive their medication and counseling, and a reduction in bus service will seriously impact their ability to get to the clinic and stay engaged in treatment. Nationally, about 30-50% of people in treatment for opioid use disorder rely on public transportation, and this is also likely true of our clients.

With all the struggles the community is currently facing around housing, substance use, and related issues, access to treatment is critical, and the proposed cut may inadvertently exacerbate these pressures. I urge you to reconsider the cancellation of route #11 so individuals who need our support will be able to access the lifesaving care offered at the clinic.

I implore you to consider the potential unintended consequences of eliminating the #11 route including the impact on the lives of those we serve and on our greater community. I am grateful to you and your fellow commissioners for this opportunity to provide feedback. GMT is important to the community, and Howard Center is thankful for all you do for the people we serve.

Sincerely,



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

**Fwd: FW: Bus service**


---

**Jamie Smith** <jamie@ridegmt.com>  
 To: GMT Planning Department <planning@ridegmt.com>

Mon, Sep 9, 2024 at 12:49 PM

**Jamie Smith**

Director of Rider Experience

Green Mountain Transit

[She/Her [What's this?](#)]

802-540-1098

[jamie@ridegmt.com](mailto:jamie@ridegmt.com)[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401

*Celebrating 50 Years of Connecting Communities*

----- Forwarded message -----

From: **Jamie Smith** <jamie@ridegmt.com>  
 Date: Mon, Sep 9, 2024 at 12:49 PM  
 Subject: Re: FW: Bus service  
 To: Alysia Beaman <[ABeaman@howardcenter.org](mailto:ABeaman@howardcenter.org)>

Hi Alysia,

Sure! The entire draft plan, which is laid out in phases, can be found online at [ridegmt.com/service-reductions](http://ridegmt.com/service-reductions). In addition to showing up at the meetings (list on that page), we would recommend the following actions:

- Contacting Governor Phil Scott, who controls how VTrans budgets public transit. (<https://governor.vermont.gov/>)
- Your local legislators, as the Legislature drafts the transportation bill that funds transit. (<https://legislature.vermont.gov/>)
- Your local municipality, who financially contributes to GMT.

All three of these can influence the situation and decrease the necessity of cuts. Happy to answer any additional questions.

Best regards,

**Jamie Smith**

Director of Rider Experience

Green Mountain Transit

[She/Her [What's this?](#)]

802-540-1098

[jamie@ridegmt.com](mailto:jamie@ridegmt.com)[www.RideGMT.com](http://www.RideGMT.com)

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*Celebrating 50 Years of Connecting Communities*

On Mon, Sep 9, 2024 at 12:33 PM Alysia Beaman <[ABeaman@howardcenter.org](mailto:ABeaman@howardcenter.org)> wrote:

Hello Jamie-

I hope this finds you doing well!

We discussed the GMT route changes in our leadership meeting this morning, and I was hoping you might be able to help me operationalize “the ask” for our teams. Is there a good resource I could look at find out where and when these town forum meetings are happening so we can either show up to advocate or figure out how best to let decision-makers know of the impact these changes will have on the clients and families we serve? I’m sure we have staff interested in showing support and would love to give them more details as to how they can do that.

Thanks so much in advance,

Alysia.

**Alysia Beaman, BSW, MBA** (she/her)

Senior Director, Administrative Services

**O:** 802.488.6544 | **C:** 802.343.1485

**Howard Center Inc.**

208 Flynn Ave. Suite 3J

Burlington, VT 05401

[www.howardcenter.org](http://www.howardcenter.org)





Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Input for tonight's zoom meeting

---

**'Kellie Coakley' via GMT Planning Department** <planning@ridegmt.com>

Wed, Oct 9, 2024 at 9:49 AM

Reply-To: Kellie Coakley &lt;KCoakley@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Hello,

I am unable to attend tonight's public meeting, so I wanted to send e-mail regarding my thoughts about cutting Route 11. This route offers transportation to a crucial medical service, many of our community members utilized that bus route to get their medications. If there have to be cuts, would you please consider just cutting out the afternoon and evening route? The Chittenden Clinic closes at 11:30 AM. Is there any way to keep it running for just the morning?

Sincerely,

**Kellie Coakley, MSW**

Pronouns: *she/her*

Access & Intake

75 San Remo Drive Suite 202

South Burlington, VT 05403

802.871.2890 (cell) 802.488.7241 (fax)

[www.howardcenter.org](http://www.howardcenter.org)

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GMT Final Report Page 169

10/13/24, 3:00 PM

Green Mountain Transit Mail - Input for tonight's zoom meeting

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To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/DM8PR13MB5143D1FBAA2A955D5E1CAC8BBF7F2%40DM8PR13MB5143.namprd13.prod.outlook.com>.



**From:** Charlotte McCorkel <[CMcCorkel@howardcenter.org](mailto:CMcCorkel@howardcenter.org)>  
**Sent:** Monday, September 9, 2024 8:44 AM  
**To:** Beth Holden <[BethH@howardcenter.org](mailto:BethH@howardcenter.org)>; Alysia Beaman <[ABeaman@howardcenter.org](mailto:ABeaman@howardcenter.org)>  
**Cc:** Denise Vignoe <[DVignoe@howardcenter.org](mailto:DVignoe@howardcenter.org)>  
**Subject:** FW: Bus service

Good morning,

The proposed GMT cuts would have devastating impact on Chittenden Clinic clients; most take route 11 to get to the Clinic. GMT indicated to Tammy Boudah that the more Howard Center people are at the town forums the better in terms of advocating. Is this on the radar and do we have a plan, or can we?

Thank you!

Charlotte McCorkel, LICSW

Pronouns: She/Her

Senior Director of Client Services

Howard Center

Burlington, VT

802.488.7779

[www.howardcenter.org](http://www.howardcenter.org)



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**From:** Heidi Melbostad <[HMelbostad@howardcenter.org](mailto:HMelbostad@howardcenter.org)>  
**Sent:** Monday, September 9, 2024 6:45 AM  
**To:** Bianca Blaikner <[BBlaikner@howardcenter.org](mailto:BBlaikner@howardcenter.org)>; Charlotte McCorkel <[CMcCorkel@howardcenter.org](mailto:CMcCorkel@howardcenter.org)>  
**Subject:** Bus service

Hi- just in case you haven't seen. This could have a really significant impact on the Clinic. Especially since GMT denied our requests to modify Bus Route 1, because they said that Route 11 was closer. I would connect with Alysia to identify how Howard is responding overall.

Heidi

<https://www.burlingtonfreepress.com/story/news/local/vermont/2024/09/05/green-mountain-transit-plans-to-reduce-chittenden-county-vermont-bus-service/75013570007/>

Heidi S. Melbostad, PhD, MFT

Chittenden Clinic

Howard Center

Pronouns: she/her

[www.howardcenter.org](http://www.howardcenter.org)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Route #11

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**'Trevor Work' via GMT Planning Department** <planning@ridegmt.com>

Sat, Sep 28, 2024 at 7:28 PM

Reply-To: Trevor Work &lt;TWork@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11. Many individuals rely on this service to access essential healthcare, including Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring access to life-saving care in our community.

Thank you for your consideration.

Sincerely,

Trevor Work

Pronouns: He/Him

Acute Residential Counselor Youth

Howard Center

1120 Pine Sreet, Burlington, VT 05401

[www.howardcenter.org](http://www.howardcenter.org)

*\*I have included pronouns in my email signature because I recognize the need to change our culture and society that assumes another's gender identity In order to play an active role in that change, this is one small step I can take to stand in solidarity with those who do not conform to the gender binary of what we know as "male" or "female" pronouns. I encourage you to consider joining myself and others in this practice. More information about pronouns at [mypronouns.org](http://mypronouns.org).*

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Keep Route 11

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'Julia Paradiso' via GMT Planning Department <planning@ridegmt.com>  
Reply-To: Julia Paradiso <JParadiso@howardcenter.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 26, 2024 at 3:15 PM

Dear GMT Planning Team,

I am writing to request you keep Route 11. Many people we serve at Howard Center rely on this bus. At our San Remo site we provide entry into our Howard Center services for children and adults. We also provide lifesaving services of medicated assistance treatment at the Chittenden Clinic.

Please retain this route so our community can continue to receive these services by getting here easily.

Thank you,

Julia Paradiso, LICSW

Pronouns: *she/her*

Director of Access & Intake

[75 San Remo Drive, #202 • South Burlington, VT 05403](#)

802.488.6683

[www.howardcenter.org](http://www.howardcenter.org)

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10/13/24, 2:52 PM

Green Mountain Transit Mail - Keep Route 11

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Please read - Chittenden Clinic patients and planned elimination of #11 bus route

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**'Jordan Jensen' via GMT Planning Department** <planning@ridegmt.com>

Fri, Sep 20, 2024 at 9:18 AM

Reply-To: Jordan Jensen &lt;JJensen@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Cc: "mlalonde@leg.state.vt.us" &lt;mlalonde@leg.state.vt.us&gt;

Good morning,

I am a social worker currently working at the Chittenden Clinic in South Burlington. I am also a South Burlington resident and have CC'ed my state rep.

I was recently made aware of plans to make significant reductions to bus services, including the elimination of the 11 bus route in Summer 2025 due to budget constraints (<https://ridegmt.com/service-reductions/>).

Many of our patients rely on the route 11 bus to transport them to the Chittenden Clinic to get their medication. Methadone is a highly regulated medication – meaning that patients, particularly those who struggle most with substance use disorder, must come to the clinic multiple times per week and meet with their provider/clinical staff to continue receiving their medication. It is a medication that must be taken regularly, or people will experience significant withdrawal – one patient described Methadone withdrawal to me as “intense pain in every cell of my body”. It is awful – and drives people to use fentanyl, increasing the risk for OD. Engaging in treatment at the Chittenden Clinic is incredibly time-intensive and requires a deep commitment to recovery, which our patients demonstrate daily despite the many barriers they face.

There is also plenty of research suggesting that expanding access to substance use treatment lowers costs elsewhere in the system ([NY Times Article](#)). Maintaining and expanding our public transportation system MUST be part of Burlington's strategy to address homelessness and reduce crime.

I sincerely hope we can find a way to fund the #11 route to ensure that people with Opioid Use Disorder who want to engage in treatment are able to do so.

Thank you so much,

Jordan

**Jordan Jensen, MSW (she/her)**

Clinician – Drop In Team

Chittenden Clinic, Howard Center

Cell: 802-404-7973

Fax: 802-488-7351

Office Hours M-F, 6am – 2pm

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Proposed elimination of Route 11

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'Jaime Beaudin' via GMT Planning Department &lt;planning@ridegmt.com&gt;

Mon, Sep 30, 2024 at 2:36 PM

Reply-To: Jaime Beaudin &lt;JBeaudin@howardcenter.org&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11. Many individuals rely on this service to access essential healthcare, including Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring access to life-saving care in our community. I personally know many folks who's lives have been turned around by being able to access the Chittenden Clinic. It truly is a life saving service. Many of the people needing to access that service do not have access to a vehicle, and the elimination of this route would make getting to the clinic very difficult or impossible for many people.

Thank you for your consideration.

Sincerely,

Jaime Beaudin

She/Her

Services Coordinator

Autism Spectrum Program

Howard Center

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Proposed GMT Cuts

---

**Bo Malcolm** <Bo.Malcolm@vycc.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Sep 10, 2024 at 11:45 AM

To whom it may concern,

A colleague recently shared that proposed GMT 2025 budget cuts would jeopardize the Montpelier Link Transit. This public transport option has been a great resource for Corps Members in VYCC's Food & Farm Program. For context, VYCC offers paid positions to young people (age 15-29) to complete impactful conservation and food access projects. Corps Members earn a stipend, learn job skills, and provide a valuable service to VT communities. You can learn more at our website (linked below in my email signature).

Every summer, young adults from the Montpelier area use this bus route to get themselves to VYCC Campus in Richmond. The Montpelier Link has increased access to VYCC programs, connecting more young adults with meaningful service work that makes a big difference for VT communities and their personal growth.

I sincerely hope that VT legislature will reconsider these cuts.

All the best,

**BO MALCOLM***Community Engagement Manager*

Vermont Youth Conservation Corps

802.793.3330

*Pronouns: He/him (Why Pronouns?)*[VYCC.org](https://www.vycc.org) | [@theVYCC](https://www.instagram.com/thevycc) | [Yes! I want to support VYCC!](#)**Want to connect?** Let's [schedule a call!](#)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Fwd: service cuts and bold ideas

---

**Amy Brewer** <abrewer@ridegmt.com>  
 To: GMT Planning Department <planning@ridegmt.com>

Tue, Sep 3, 2024 at 9:42 AM

Another one received this weekend.  
 Amy

----- Forwarded message -----

From: **Eli Lesser-Goldsmith** <eli@healthylivingmarket.com>  
 Date: Mon, Sep 2, 2024 at 9:27 PM  
 Subject: service cuts and bold ideas  
 To: asuozzo@ridegmt.com <asuozzo@ridegmt.com>, tderenthal@ridegmt.com <tderenthal@ridegmt.com>, wanderson@ridegmt.com <wanderson@ridegmt.com>, pbohne@ridegmt.com <pbohne@ridegmt.com>, rchawla@ridegmt.com <rchawla@ridegmt.com>, ppouech@ridegmt.com <ppouech@ridegmt.com>, hbonges@ridegmt.com <hbonges@ridegmt.com>, sgrasso@ridegmt.com <sgrasso@ridegmt.com>, jrosenstreich@ridegmt.com <jrosenstreich@ridegmt.com>, mscanlan@ridegmt.com <mscanlan@ridegmt.com>, tbarritt@ridegmt.com <tbarritt@ridegmt.com>, abrewer@ridegmt.com <abrewer@ridegmt.com>, ckaynor@ridegmt.com <ckaynor@ridegmt.com>, ecovey@ridegmt.com <ecovey@ridegmt.com>, cdimitruk@ridegmt.com <cdimitruk@ridegmt.com>, enance@ridegmt.com <enance@ridegmt.com>, bbuermann@ridegmt.com <bbuermann@ridegmt.com>, kgrenier@ridegmt.com <kgrenier@ridegmt.com>, twallis@ridegmt.com <twallis@ridegmt.com>, cmeyer@ridegmt.com <cmeyer@ridegmt.com>, apeal@ridegmt.com <apeal@ridegmt.com>, cspencer@ridegmt.com <cspencer@ridegmt.com>, adavis@ridegmt.com <adavis@ridegmt.com>

Hi GMT team. I've written in the past to discuss a variety of issues. We employ hundreds of people spread across chittenden co, many of whom use your services and have for years. I've been outspoken over the years in what I think GMT needs to do in order to innovate and progress transit here in Vermont.

The reality is, as we're seeing with the service cuts you just announced, is that public transit is not very viable in low-density areas like Vermont. Unless we really embrace economic development, lots of new housing, and true density, we'll see endless loops of empty buses rolling around Chittenden Co. We hear from our staff all the time that the solutions you offer don't work very well for them to get to work and back, so they keep on driving or using rideshare.

Which brings me to my solution, because I'm always solution-oriented. The answer is to park the busses and drive all the dollars in to carshare and rideshare services, so people can get where they are going quickly and efficiently, when they need to go instead of waiting for buses or transferring or walking the 'first and last mile' that so often dooms public transit services all over America.

Check out these links:

<https://www.rideco.com/post/what-is-on-demand-transit>

<https://w1.planning.org/planning/2022/fall/on-demand-microtransit-a-rural-solution-to-public-transit/>

And an example of one:

<https://kingcounty.gov/en/dept/metro/travel-options/metro-flex>

Thanks for listening. Always willing to come in to a meeting, speak about our staff's experience, etc.

Eli

Eli Lesser-Goldsmith / CEO

222 Dorset Street / So. Burlington VT 05403

802-863-9111 / Direct 802-233-9998 / Mobile

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Hi Jon, hope all is going well- lots of changes coming for GMT. I just wanted to express my concern regarding city bus #11 being discontinued. As you know I reside at the Pines right off of Dorset St . Many of us at the Pines use #11 to go to the airport post office,Price Chopper and Timberlane medical facilities . We cannot afford to take taxis to all these places plus it goes to the hospital and downtown. It is the perfect bus route that services all these areas. It would be devastating to us if this route is cancelled. Please reconsider leaving #11 in place,it fills the need for so many. Thank you Mary Ellen Baldwin



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## #96 St. Albans Link Express

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**Meagan Lebeau** <einstein399@hotmail.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Fri, Sep 13, 2024 at 9:01 AM

Hello,

I take your #96 St. Albans LINK Express almost everyday to get to work at UVMMC. When I use this bus it is usually packed on both the morning and afternoon runs. It would so disappointing to me to ever see this line go away or have the times changed. It would mean that I and all the other people on that bus will have to drive into Burlington everyday to get to work at UVMMC which will add to the already congested highways and streets of Burlington. It is such a wonderful and convenient way of getting to work and I like that I don't have to use the hospital shuttle service which would mean adding more time to my already long commute. I think this public bus system is amazing. The drivers are on time and friendly and I have never experienced any problems or unpleasant experiences with riders. I hope GMT gets the funding it needs to keep this service available to as many people as possible so they can get to the places they want to go during the times that work best for them.

Thank you very much,

**Meagan Lebeau**

--

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Christopher Damiani <cdamiani@ridegmt.com>

---

**(no subject)**

---

'HI' via **GMT Planning Department** <planning@ridegmt.com>  
Reply-To: HI <colleen.michael37@aol.com>  
To: planning@ridegmt.com

Thu, Oct 10, 2024 at 8:14 AM

HI GMT PLANNING  
GMT SHOULD HAVE MORE PUBIC MEETINGS  
LOCAL IN BURLINGTON FOR REST OF THIS  
MONTH OF OCTOBER.  
KIMBERLY CLARK

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

**(no subject)****'HI' via GMT Planning Department** <planning@ridegmt.com>

Tue, Sep 17, 2024 at 5:05 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: planning@ridegmt.com

GMT NEEDS TO HAVE MORE PUBIC MEETINGS LOCAL TO MAKE IT EASIER TO GET LIKE DO IT IN BURLINGTON AT DIFFERENT PLACES IN BURLINGTON I WOULD LIKE TO BE AT COUPLE OF THEM.SCHEDULE SOME MORE PUBIC MEETING FOR REST OF THIS MONTH.

--

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Christopher Damiani <cdamiani@ridegmt.com>

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## 86 Link

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**Maron, Marlene T.** <Marlene.Maron@uvmhealth.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 19, 2024 at 1:47 PM

I have been riding the bus for many years and hope that at least some runs to the hospital from Waterbury Park and Ride will be possible. Please let me know if that is planned. Thank you, Marlene

**Marlene Maron, Ph.D., ABPP** *she/her*

Licensed Psychologist-Doctorate

Chief Psychologist & Manager, Psychological Services

(802) 847-4880

[marlene.maron@UVMHealth.org](mailto:marlene.maron@UVMHealth.org)

**University of Vermont Medical Center**

Clinical Associate Professor, Psychiatry & Pediatrics, **Robert Larner, MD College of Medicine**

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## 86 Montpelier Commuter

---

**Sarah Wason** <sarah.wason2@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 5, 2024 at 10:53 AM

### GMT Security Filter

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Hi,  
I was disappointed to learn that Bus 86 is planned to be cancelled as part of upcoming reductions. I relied on this bus line for several years as my daily commute from Waterbury to UVM, and later to my job on Pine St. It was so convenient for me to be able to walk from my home to the bus, and from the bus to my classroom or workplace, no matter the weather.

While my commute has changed, I still recommend the bus to many of my colleagues who live in Burlington and commute to Waterbury. Unfortunately the limited schedule and drop off/pick up locations make it impractical for them to use. I have heard from many people that they would love to take a bus from Burlington to downtown Waterbury if it arrived closer to 9am. Currently the morning buses that stop downtown arrive at 6:52 and 7:30.

It's been my experience that most Vermonters are in support of public transportation and would gladly use it if it was a bit more practical for their needs. Furthermore, there are hundreds of Vermonters who depend on public transportation to access healthcare, groceries, and their jobs.

I understand that these cuts are related to ridership, and would suggest making some optimizations to the 86 route before dropping it completely. While budgets are tight, I also think there needs to be more widespread marketing for these commuter routes in order to boost ridership. Perhaps SevenDays, Vermont Public, or even Front Porch Forum would help spread the word.

Thanks for your consideration,

Sarah

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Christopher Damiani <cdamiani@ridegmt.com>

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## 86 Montpelier/Burlington Commuter

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**Stephanie Loscalzo** <loscal21@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Oct 9, 2024 at 6:12 PM

Thank you for holding space for public comments. The bus line has been a life saver for me. I can work on the bus which has allowed me to manage a really difficult daycare schedule. I know ridership is down. Wondering if we can work with local businesses to incentivise more workers taking the bus.

I hope we don't lose this resource.

--

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10/13/24, 2:01 PM

Green Mountain Transit Mail - Advocacy for route 11

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Burlington to Montpelier bus

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Lucy Jermyn <loosejerm@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 5, 2024 at 11:01 AM

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Hi GMT

I heard that GMT is thinking of cutting the Montpelier LINK bus and I want to express that that bus route is an indispensable route that hundreds of Vermonters depend on to get to work, medical appointments, universities, etc. myself included. I don't have a car and I depend on it to visit my family and work in central Vermont. The Montpelier LINK is a necessary service! Please reconsider cutting it.

Thank you,  
Lucy Jermyn

--

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Christopher Damiani <cdamiani@ridegmt.com>

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## Burlington-Montpelier

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**Robert Blais** <cellobob@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)  
Cc: [Josette Blais <josetteblais1@gmail.com>](mailto:josetteblais1@gmail.com)

Tue, Sep 17, 2024 at 8:45 AM

Hi there,

Please don't stop the Burlington-Montpelier bus. My daughter takes it to UVM!! It is a valuable community resource.

Thanks,  
Bob

Robert Blais  
Montpelier Strings Studio  
Artistic Director, Green Mountain Youth Symphony  
802-229-9214  
[cellobob@gmail.com](mailto:cellobob@gmail.com)  
[www.cellobob.com](http://www.cellobob.com)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Bus 2 Route Reduction

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**Madi Cohen** <madelinecohen02@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Sep 18, 2024 at 8:28 AM

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To whom it may concern, I am writing to express my deep concern about the possible reduction of the #2 Bus. I am a medical student who relies on this bus to get to and from the hospital every single day of the week. I chose to sign a lease at my current apartment because of its proximity to this bus route and I see countless other student rely on it every day to get to and from classes. I am a born and raised Vermonter and was so excited to see the rise in public transportation that has occurred in Burlington, especially after the rise in the number of people here since COVID. Cutting this and many more bus routes would be detrimental to myself and so many other students. Moreover, it would be a step backwards in the progression of Burlington. Please reconsider. Thank you, -Madi Cohen -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/605A2569-3E61-4FFB-8068-42FDAA5800B0%40gmail.com>.



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**Bus 36**

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**Janice** <janicelhoward1@gmail.com>

Thu, Sep 5, 2024 at 6:26 PM

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

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This bus is the only way for me to get to all my doctors and U.V.M. hospital and Fanny allen visits. With the proposed changes there would not be a bus from Essex experience either so the first bus stop would be Amtrak. I am 63 and this is how I can afford to get around. Even just once a day would help don't totally cut us off. Thankyou! -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/p8v0ig4b69loqyvdp2h76nr3.1725575188266%40email.android.com>.



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Bus Elimination Routes

---

Mary M <mmbikerider@gmail.com>  
To: planning@ridegmt.com

Sun, Sep 15, 2024 at 1:42 PM

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This email is specific to the **Link bus going from Mont. to Burlington.**

**I strongly oppose the complete elimination** of the Montpelier Link Bus route. This would be **DEVASTATING** to many many persons. THIS includes a detrimental effect to **Health, Employment, Medical needs, and VT's CLIMATE** for the many who utilize this crucial service route.

**IF ANY CUTS NEED TO BE MADE;**

currently I am seeing 4 routes leaving from **Montpelier to Burlington in the am.** If there are cuts could only 2 of these be cut.? (It is obvious that persons need to get there but do we need to accomadate all these different times?)

I would suggest,

**MORNING ROUTES;**

**keeping the earliest, and the later morning routes, at min. 5:45 and 7:50.**

**AFTERNOON and EARLY EVE. ROUTES;**

**I note there are 5 times leaving Montpelier to Burlington;**

I strongly suggest **KEEPING THE 12:05 route. and the 5:20.**

**I frequent use the 12:05,** I think that is an essential time for many who need to be in Burlington for a brief time, not all day. (Many who are going to Burlington will not be needing a whole day there.

Many persons go for Essential Medical needs who do not want to be there a whole day. Especially any who are struggling with medical issues).

**from MONTPELIER TO BURLINGTON this ensures our citizens workers etc. can get to Burlington.**

---

**Return:**

**To save some time writing this; I would employ the same general strategy for return routes,  
BURLINGTON TO MONTPELIER**



**KEEPING** several key time periods, on each morning and evening but **DO NOT ELIMINATING ALL.**

-----

of course we can note that any persons that have traveled to Burlington **from Montpelier**, and who then need to return the same day, obviously, will need to be at the Downtown Transit Center in Burlington for the route back to Montpelier at **5:20 or 6:00 pm.**

**I will forward my suggestions here to the Gov. Representatives and Senators, whose primary goals should be to keep (and improve), VT regarding; Healthcare, Employment, Climate and more.**

**Thank you**

**Mary M.**

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Bus line cuts

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**Caren Valentino** <cobaltrayven@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 12, 2024 at 8:57 AM

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This is absolutely insane. It's bad enough most of us have a hard enough time finding housing in Burlington. The cost of renting living has forced me to rely on an inconsistent bus system as it is. I recently had a car issue that is unfixable and I am desperately trying to save money for a car. I have had to rely on the GMT system which is dodgy at its best as it is now. I will sometimes wait from 5am watching the opposite side of road to mysteriously never come back around to my side. The routes I take are vital. Its bad enough Sundays you can't even get down Shelburne Rd. Another vital route for a lot of people. It will force me to take even more uber rides at a significant cost. It's a 15 minute drive and a 20 dollar uber( you have to tip or they stop coming so you are forced to pay more than the given 15 to 18 dollar fare).

I've already had to cut my hours due to the last connector down North Ave is 1030p which to get to the depot in time from the Shelburne Rd route. I have to leave work at 9p, rather than my closing time of 1am. Which puts me at how can I even get a another second job with the already shorted times. If I have to rely on ubers and put more money out its less i have to save to live on. A car is a necessity in Vermont, busses even more so. These transit lines you may choose to close are vital.

I am willing to pay more each way. Instead of a \$4/50 cap make it \$6/\$75 or even \$8/100. Male routes with 10/15 min intervals to 20/30 minute intervals. There are ways to compensate.

You are gong to force people to have to make decisions between being able to keep their jobs or have to find closer ones with possibly less pay. You are going to force people to spend well needed money on uber rides, alternate transportation , and we haven't even mentioned the jobs/positions you will be cutting for the transit workers.

C Valentino  
New North End Resident who works in South Burlington

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Bus Montpelier/Burlington

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**Josette Blais** <josetteblais1@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)  
Cc: Robert Blais <cellobob@gmail.com>

Fri, Sep 13, 2024 at 3:28 PM

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Hello,

I am a Montpelier resident writing to ask that you please not cut the bus that links Montpelier and Burlington. My 22-year-old daughter attends UVM and planned her entire semester schedule around this bus. She is able to attend UVM while living in Montpelier (making it much more affordable) because she can take the bus. She also struggles with slow processing of information and the extra time on the bus to complete her school work is extremely valuable.

I am a mental health counselor in Montpelier and know there are many individuals who rely on this bus. If you cut out this route, it's harmful to our most vulnerable residents who can not drive, for a variety of reasons (health issues, low-income, disability, etc.). It also makes it harder for young people like my daughter to maintain a balanced school/work/home life which could drive them out of Vermont.

Please keep this route going! Thank you for considering my input,

Josette Blais  
290 Murray Hill Drive  
Montpelier VT 05602

802-522-3461  
[josetteblais1@gmail.com](mailto:josetteblais1@gmail.com)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Bus route 11

---

**'Deanna Eberle' via GMT Planning Department** <planning@ridegmt.com>

Sun, Sep 29, 2024 at 12:31 PM

Reply-To: Deanna Eberle &lt;deeberle@yahoo.com&gt;

To: planning@ridegmt.com

Hello,

I am writing to express my concern related to changes to and potential discontinuation of bus route 11. Route 11 is the only route serving the Chittenden Clinic, our area's only methadone provider and opiate use disorder treatment HUB. Considering our region's increased struggles related to opiate use disorder, it seems particularly short sighted to consider cutting the only transportation to this site.

There are other important services in this area as well: CHCB's Good Health practice, NFI's family center and Crossroads IOP, UVM's ortho dept, and Howard Center's Access and Intake.

Please take this into consideration when making future decisions about the bus route serving San Remo drive.

Thank you for your consideration,  
Deanna Allen

Sent from my iPhone

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Bus route cuts

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**Cathie Buscaglia** <cathiebuscaglia@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 26, 2024 at 12:30 PM

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**Subject:** Concern Regarding Proposed Route 11 Cuts

Dear GMT Planning Team,

I am writing to express concern about the proposed elimination of Route 11. Many individuals rely on this service to access essential healthcare, including Howard Center's Chittenden Clinic. Maintaining this route is vital to ensuring access to life-saving care in our community.

Thank you for your consideration.

Sincerely,

Cathie Buscaglia

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Bus routes

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**Jenna Pacitto** <jennapacitto@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 5, 2024 at 11:33 AM

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Hi there,

I recently learned through a friend who uses it that there is a plan for GMT to cut the Montpelier LINK and many other commuter lines. The LINK is a necessary bus that needs to stay in service. Without it hundreds of Vermonters will have no way to get to their jobs, universities, medical appointments, and other essential places. Please reconsider this plan.

GMT should be adding more routes, if possible, not cutting back. We need public transportation, it's such an important service to a more equitable, resilient, community-oriented future.

Thank you,  
Jenna Pacitto

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Changes in route service pertaining to Essex Center, VT.

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**Madeline Orsini** <murphydav3@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Sep 11, 2024 at 5:07 PM

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I am a senior citizen, age 81, living in Essex Town, close to Route 15 and a little over 1/2 mile from the bus stop I always used. I used GMT for working rides to and from my job, and also for shopping in the city. Since I have retired, I depend on GMT for rides to the city and S. Burlington when I have to go for medical attention and tests. I do not own a car nor do I drive. I am on a very limited income and I cannot afford to hire taxis to take me anywhere. Their rates are very high when they have to come up to Essex Town from where their headquarters are located. I live in a mostly senior housing association. (Not located in the Essex Experience). Unavailability of public transportation is going to be a definite hardship for me and others who are no longer driving, and also live in Essex Town. Please reconsider. Maybe offer a bus on fewer days and we can perhaps schedule our appointments accordingly. It has become harder and harder to be accepted to ride SSTA. I had it for medical purposed but they did not renew it. I do not know why, I was not given any explanation, they said they did not know why. I cannot get to the meeting tomorrow night at Brownell Library, due to no transportation to do so. Thank you for reading this and I hope something can be done to help us who live in Essex Town. Sincerely, Madeline Orsini, 16 Clover Drive, Unit 8C, Essex Junction, VT 05452

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Mandy

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Comment about proposed cuts

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**Skye Ellicock** <Skye.Ellicock@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Wed, Sep 18, 2024 at 10:58 AM

Hello!

I am writing to ask that you please find a way to not make any cuts to your services. Vermont needs MORE public transportation options, not fewer. I supervise many student employees at UVM, and I hear again and again that one of the major factors that makes students move to another state after graduation is how car-dependent Burlington (and Vermont as a whole) is. This new generation doesn't want to be burdened with car payments or to spend their lives stuck in traffic. If we want young people to stay in Vermont, here is a clear way to make it more viable.

Also, my 50-year-old husband has never driven and never plans to. We have built our lives to make this possible (living near downtown so that he can take the bus easily, for example) and so far it has worked. But it does limit his options. If the perfect job came up in Colchester, he couldn't take it. Even if it were a job with non-traditional hours in South Burlington, he probably couldn't take it because GMT doesn't function as well as one might expect from a vibrant, 21st-century city that continues to grow.

Please think forward. If it seems like not enough people are riding the bus now, we need to make it more reliable and convenient, not less.

Thanks for your time.

All the best,  
Skye Ellicock

*Skye Ellicock (she/her)*

*Course Reserves & Billing*

*Howe Memorial Library*

*University of Vermont*

*802-656-0647*

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Comment on Draft Service Reduction Plan

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**Katherine Boyk** <katherineboyk@gmail.com>  
To: planning@ridegmt.com

Fri, Sep 13, 2024 at 2:05 PM

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Hello,

It is unfortunate that GMT ridership is too low to support maintaining all of your services, because it is a wonderful service for the community to have. I am writing specifically about #11 Airport. I live in a neighborhood off of Kennedy Drive in South Burlington and I find this bus to be a very convenient way to get to and from the airport. It is much cheaper than taking an Uber or paying to park my car in the airport garage while I'm traveling, and there's no hassle of having to ask friends for a ride to the airport. In the numerous times I've taken #11 to the airport, I am almost always the only person doing this, so it is understandable that continuing this route no longer makes financial sense for GMT.

However, I wonder if part of the problem is that people aren't aware that they can take a bus to the airport. Perhaps marketing this service could increase ridership of #11. According to the map on your website, 16,900 people live within 0.25 miles of a #11 stop—not to mention the thousands of others who live near another bus line that would take them to an easy transfer at UVMCC. Might some of these people be interested in taking the bus to and from the airport if they knew this service was available?

I would encourage GMT to consider a marketing campaign to raise awareness about taking #11 to the airport in an attempt to increase ridership so this line can continue to be offered. There may even be local organizations that could help you spread the message—for example, the City of South Burlington has several citizen committees that may be willing to help, such as the Energy Committee.

For that matter, there may be other destinations along GMT lines that could benefit from such promotion. Church Street, the Burlington Waterfront, UVM Medical Center, and the fairgrounds all come to mind as places that are difficult (and sometimes expensive) to park at, so taking the bus rather than a personal vehicle may be appealing to people. GMT's services are essential for people who don't own a car or can't drive, but even for those who do have cars, there are times when taking the bus may be more convenient—but only if they are aware that this is an option.

Thank you,

Katherine Boyk

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Comment on Proposed Service Reductions

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**Alayna Howard** <alaynahoward@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 2:33 PM

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Hello,

I am very concerned that GMT is proposing a complete elimination of the Montpelier Link Express route. I understand the financial constraints that you are facing, however I urge you to keep at least a portion of the current Link Express routes to Richmond, Waterbury, and Montpelier. I live in Waterbury and use the bus regularly to get to work in Burlington. I rely on the bus when I want to avoid driving in poor weather conditions, when I don't have access to a car, and when I want to save money on fuel.

This route creates a connection between central VT and the greater Burlington area - it's hugely important to people who live in more rural communities that need to access work and services in Burlington. While I may be an occasional user, I have a friend that rides this bus every weekday, its existence made it possible for her to purchase a home affordably in Waterbury and maintain her job in Burlington. People have built their lives around the availability of this bus.

If you must reduce the cost of this route please consider removing one or two runs of the route, do not eliminate it altogether.

Thank you,  
Alayna

--

Alayna Howard

p | she/her

c | (603) 748-9564

e | [alaynahoward@gmail.com](mailto:alaynahoward@gmail.com)

s | [LinkedIn](#)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Comment Re: GMT Service Reduction Plans

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**'Kelton Olney' via GMT Planning Department** <planning@ridegmt.com>

Mon, Sep 16, 2024 at 10:46 AM

Reply-To: Kelton Olney &lt;kelton\_2@yahoo.com&gt;

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

To Whom It May Concern:

I am writing with respect to GMT's service reduction plans. I first want to say that I understand service reductions may be necessary, if unwelcome; if there is insufficient funding then some cut backs are, while regrettable, likely necessary.

However, I write to address the possibility that the 86 Link between Montpelier and Burlington may be cut entirely. The proposed plan indicates "Transfer to GMT Rural or Elimination of Montpelier LINK." I am unsure what transfer to GMT Rural means (it appears to suggest that the route may not be lost entirely. However, the "elimination" alternative is my concern.

I made the decision to start riding the Link just over a year ago. My decision was partly financial - it enabled my family to eliminate a car from our daily needs - and environmental (I thought about the impact my driving a car to and from Burlington every day). I typically ride the Link in the morning at 6:20 and return to Montpelier on the either the 4:20 or 5:00 Link bus. During that time, I have observed the bus to frequently be full. It is not uncommon for their to be few empty seats (particularly on the afternoon routes). Thus, the total elimination of this route would directly impact a lot of people. I compare this to buses that I see in, and around, Burlington that are frequently have significantly fewer passengers.

It is my hope that GMT consider retaining the Link between Montpelier and Burlington - even if it does not run as many routes during the weekdays.

Thank you,

Kelton Olney

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Comments on Proposed GMT Service Reduction Plan

**Jess Neubelt** <jess.neubelt@gmail.com>

Thu, Sep 19, 2024 at 11:28 AM

To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Cc: [twood@leg.state.vt.us](mailto:twood@leg.state.vt.us), [tstevens@leg.state.vt.us](mailto:tstevens@leg.state.vt.us), [awatson@leg.state.vt.us](mailto:awatson@leg.state.vt.us), [aperchlik@leg.state.vt.us](mailto:aperchlik@leg.state.vt.us)

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Hello,

I am writing to provide comments on the proposed service reduction plan. I do not envy GMT's position and understand that you are being forced to make only bad, difficult choices given the current cost environment we are all living in. That said, I strongly urge you to reconsider the total elimination of the #86 Montpelier LINK route.

I am, admittedly, a sporadic user, but I take it to/from the Waterbury Park & Ride and Burlington's Downtown Transit Center at least a couple times a month. My husband works in Montpelier while I work in Burlington and it makes our lives much easier to have this as a back-up option in the event of a car in the autoshop, or funky schedules, or a bad night's sleep, or weather we'd rather not drive in. In good stretches, I take the bus once a week just because it allows me to read or get work done on my commute. I see folks who are daily or at least very regular riders, including those who bring their bikes to continue their journeys where transit doesn't take them. I also regularly see seniors or lower-income folks who may not actually have cars or licenses or perhaps gas money, often taking it to UVM's Medical Center, presumably for medical appointments.

We live in a rural state and transit is incredibly challenging and expensive to operate here. It also provides a key and entirely necessary link to health care services, particularly in our era of health care offices closing and consolidating, as well as job centers. And of course, it reduces vehicle miles travelled, which is a necessary piece of our fight against climate change to get VT anywhere near its emissions reduction goals.

I urge GMT to look at alternatives to total elimination. This is a primarily professional commuter route, so perhaps eliminate Fridays, or reduce rides on days when more folks seem to work from home. While I love the 6:20PM ride, I'm also often one of just a very small handful of individuals on it, so perhaps that leg could be eliminated. Please consider these alternatives, at least as an interim measure, in lieu of full elimination in February (notably, a terrible month for driving on I-89!).

I am copying my state legislators on this email as I simultaneously urge them to look at expanding funding resources for transit agencies across the state. Public transportation is a critical tool for this state's long-term and equitable livability. I have specifically commented on the #86 route, but as a prior Winooski resident, I have taken advantage of many of GMT's routes and know they are all depended on by folks who truly need them every day of the week.

Thank you,

Jess Neubelt  
Waterbury Center, VT  
860-235-3972

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Concern Regarding Proposed Bus Service Reductions in Burlington

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**Shiva Soroushnia** <Shiva.Soroushnia@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Fri, Sep 6, 2024 at 12:06 PM

Hi,

My name is Shiva Soroushnia, and I am an international graduate student at the University of Vermont. I am writing to express my strong opposition to the proposed plan to reduce bus services in Burlington.

Burlington is a city with a significant student population, many of whom rely heavily on public transportation for their daily needs. I, for example, specifically chose my apartment because it was on Bus Route 2. Reducing bus services would disproportionately impact students, residents, and others who depend on this essential service for commuting, attending classes, or accessing vital resources.

I believe this decision is being made by individuals who may not fully understand or experience the challenges faced by those who rely on public transportation. It is crucial to consider the negative impact this reduction will have on the well-being and daily lives of many community members, especially those who do not have alternative means of transportation.

As a resident of Burlington, I strongly disagree with the proposed cuts and urge you to reconsider this decision. Public transportation is a lifeline for many, and reducing these services will make life more difficult for a significant portion of our community.

Thank you for considering my perspective.

Sincerely,  
Shiva Soroushnia

**Shiva Soroushnia**

PhD Student- Food Systems  
Food Systems Research Center Graduate Fellow  
Gund Institute of Environment Graduate Fellow  
University of Vermont  
ssorush@uvm.edu



The University of Vermont

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Cutting GMT bus Schedules

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**Phil Hammerslough** <phil.hammerslough@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Tue, Sep 24, 2024 at 11:53 AM

Dear Planners, cutting service to bus riders is the most discriminatory action against the most vulnerable people. Yes it will save GMT money, but it will cost far more to those individuals who depend on bus service for their transportation to get to work, essential doctor and clinic appointments. It severely limits their ability to get groceries, reach a laundromats and social engagements and meetings.

Reducing bus service adds to isolation anxiety and emotional well being. Imagine how you would feel if your mode of transportation was taken away from you! Who, and how many people would you have to depend on to get where you have to go? How much longer would it take and how much time would you have to take in planning the simplest trip to the grocery store or just to get somewhere beyond your walking limits?

Reducing bus service has an impact on the States goal to reduce our CO2 by 30% by 2030. VTrans puts the vast majority of its money, over 95% into a car centric system where you have to own, or have access to a car, to use it. Active Mobility, bike, bus and walking, get a mere fraction, about 4%, and yet these are the people who are the susceptible to the effect of losing adequate PUBLIC transportation. What could be more discriminatory?

As one dependent upon public transportation in order to be able to walk and bike to extend my range of transportation, since driving is not an option, I strongly suggest funding public transit to a greater level of equity with that of a car centric system. It is better for the health of the population and really doing something about global warming.

Sincerely,  
Phil Hammerslough

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Discontinuing #10 Route

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**'Lori' via GMT Planning Department** <planning@ridegmt.com>

Sat, Sep 21, 2024 at 2:23 PM

Reply-To: yourauntzoe1@yahoo.com

To: planning@ridegmt.com

Dear GMT,

Please reconsider discontinuing the #10 Williston/ Essex combo. I live in the senior housing on Blair Park in Williston. I take this bus to go to Hannaford to get my medicine and groceries. I know it isn't crowded when I take it but that is also more comforting to me. It is closer than the #1 Williston Bus, that goes past the other entrance to Blair Park . I have difficulty carrying things and walking to catch the #1 bus.

Sometimes, when I am fearful of leaving my apartment, this bus, and the very kind drivers, are what gives me a reason to. SSTA is okay but sometimes, though I am three minutes away from Hannaford, I will be on the bus for an hour. This is terribly hard for someone with health issues and agoraphobia. I can trust that I will get home on time when I take the Williston/Essex Combo. It has been very important to me since I moved to Williston. I would truly hate to lost something that means so much to me. Please don't take away this bus. I hope you can find other alternatives to help with the financial issues.

Thank you for taking the time to read this. I have been riding the bus when it would cost a dime or nickel, when they had peak times and non-peak times at different prices and when tokens were used.

Sincerely,

Lori Flanders

Eagle Crest Senior housing

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Don't eliminate Montpelier - Burlington bus routes!

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**Maxine McGowan** <maxine.dd.mcgowan@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 1:45 PM

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I was literally just searching alternatives to get to my job in Burlington from my home in Waterbury because I have a medical issue and am unable to drive for sometime. I remembered this bus route and was relieved to have an option..then I saw a post on FPF saying they are proposing cutting this route. This is a rural state and we need to maintain opportunities for transportation alternatives. It is crazy to not have public transport option from our capital and rural central VT to our biggest economic and education center in the state. Thank you for your consideration! Maxine Sent from my iPhone -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/B7D2ED08-7C8F-41C1-B181-FD925A457F15%40gmail.com>.





Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Draft service reductions - public comment

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**Graham Sherriff** <graham.a.sherriff@outlook.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Sun, Sep 15, 2024 at 9:09 AM

Hello GMT,

I am unable to attend any of the public meetings on the draft service reductions, so here is my public comment by email.

(For what it's worth, I think the options for the public meetings are inadequate. I am a Montpelier resident so attending an in-person meeting is not feasible. Meanwhile, the solitary online meeting is in the middle of the working day...)

I strongly and strenuously urge GMT, the Legislature, and the relevant municipal administrations to sustain the #86 LINK Express.

Just two years after the last round of cuts to the LINK Express service, here we are again, facing more cuts and - according to the draft service reductions - possible elimination of the entire service. I am a frequent #86 rider and I hope the service can break out of this downward spiral and find a way to thrive. It is a well-used service. And it is essential for access to our state capitol, for access to essential health services in Burlington, for commutes for work and study, for reducing carbon emissions, and for household budgets.

Graham Sherriff  
Montpelier

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Christopher Damiani <cdamiani@ridegmt.com>

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## Essex #10

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'CS Bailey' via GMT Planning Department <planning@ridegmt.com>

Mon, Sep 9, 2024 at 6:01 PM

Reply-To: CS Bailey <woodlanddance@aol.com>

To: "planning@ridegmt.com" <planning@ridegmt.com>

Hello,

Public transportation is vital to those who can't drive. Work, Dr appointments, shopping, etc.

Please find a way to maintain access to those in Essex who have no other means of travel.

Bus service is great for the environment, and roadways. Most countries understand this.

Thank you,  
Catherine Bailey  
20 Greenfield Rd  
Essex, VT

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Expressing support for Montpelier LINK Service

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**Fred Pond (he/him)** <Fred.Pond@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Wed, Sep 18, 2024 at 1:34 PM

Frederick Pond  
Libraries Faculty  
David Howe Memorial Library  
University of Vermont  
Burlington, Vermont

I would like to express support for the Montpelier LINK Bus that I use almost exclusively traveling from my residence in Central Vermont to the UVM central campus. The benefits are multiple; lower carbon footprint, lower traffic, restful commute for myself, plus fuel savings which is a lower priority for me.

I use the 7:50am departure; returning on the 4:18pm, but have flexibility to alter those commute times, to combine routes.

Sincerely,

Frederick Pond

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Feedback on #10 changes

**Chapin Kaynor** <chapinkaynor@gmail.com>

Wed, Sep 18, 2024 at 9:38 AM

To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Cc: Amy Brewer <ABrewer@ridegmt.com>

Hi guys,

When the Circ Highway was canceled, there were several "Circ Alternative" projects that were funded to relieve congestion on 2A and other objectives of the Circ. These have moved forward at an incredibly slow pace. Traffic congestion on 2A remains a significant problem. A couple of thoughts...

1. I'm wondering... Could interim funding for the #10 be sought as a "Circ Alternative" program? CCRPC folks could advise.
2. It has been a mystery to me that the #10 has not garnered more ridership given the congestion on Route 2A. Riders have told me that the frequency is insufficient for people commuting to work--they can't arrive close enough to work start times and/or if they miss their bus they are too late on the next one. Considering a more frequent schedule doesn't help us right now, but I believe we are in a catch-22 on frequency--we need more riders to justify more runs and we need more runs to get more riders. The trend of people who are car-less in both Taft Corners area and Essex Junction is increasing, and I feel that both low-wage workers at either end and car-less people at either end are constituencies that we should pay attention to. This is a classic "land-use" situation where we have designated density centers along a state "highway" and an equity situation where the jobs and the affordable living for people holding those jobs are not aligned.
3. Just a comment that combining it with the service to the Essex Experience and coordinating the schedule better with the #2 (for transfers) has been a positive change. When possible, service needs to also extend into the evening to provide an AMTRAK evening train connection.
4. If the #10 used the I89 Exit 12 Park-and-Ride as its start/end point, would that improve ridership? It would connect commuter runs with this local bus. People accessing Walmart from the #10 would have to transfer from one stop to another at the intersection of Routes 2A and [2 \(Taft Corners\)](#) until we have a Transit Center there, but it would add the Park-and-Ride and the Hurricane Lane workers to the route and make it very clear where the #10 is in Williston--always on 2A. This is just a thought, obviously.

Only #1 above helps with the current financial "cliff," but I wanted to give broad feedback on the #10 to help with long-term planning. I see it as a key connecting route given that it is the third leg of the triangle made by the #1, #2, and #10, all on state highways and all serving dense communities and commercial areas. The success of the #1 and #2 point to the #10 being successful if tuned/adjusted to optimize meeting the needs of workers and car-less residents along its route.

Thanks!

--Chapin Kaynor (802) 324-1254

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## feffersonville commuter

---

**Lapointe, Barbara R.** <Barbara.Lapointe@uvmhealth.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>  
Cc: Barbara Lapointe <brlapointe@yahoo.com>

Mon, Sep 16, 2024 at 9:27 AM

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Good Morning,

I rely on the Jeffersonville commuter to get to work 4 days a week. I pick up the bus in Jericho.

I am visually impaired and cannot drive.

This will be a devastating change for me and others.

Is there any chance that the bus can become a Jericho/Underhill commuter?

Even with just one run in morning and one in evening?

There are a number of commuters who would still use this service from the Jericho/Underhill area.

It would save the commute all the way to Jeffersonville, as there appears to be no one that uses it at this time.

If not an individual commute, could it become an extension of one of the current routes (only am and pm) that service the Essex Experience.

It seems that there could be some kind of compromise for this service other than complete cancellation?

Thank you,

Barbara Lapointe

802-922-5342

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Fwd: Fw: GMT Draft Service Reductions

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**Clayton Clark** <cclark@ridegmt.com>  
 To: GMT Planning Department <planning@ridegmt.com>  
 Cc: Christian Meyer <meyer@cvregion.com>, Monica White <mwhite@ridegmt.com>

Mon, Sep 16, 2024 at 8:58 AM

Public comment on service reductions

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

September 3, 2024, Guest Haiku  
 Autumn foliage,  
 Camels Hump and Mt. Mansfield:  
 Best viewed from a bus.

----- Forwarded message -----

**From:** **Christian Meyer** <meyer@cvregion.com>  
**Date:** Mon, Sep 16, 2024 at 8:35 AM  
**Subject:** Fw: GMT Draft Service Reductions  
**To:** Clayton Clark <cclark@ridegmt.com>, Monica White <mwhite@ridegmt.com>

Hi Clayton,  
 Public input on the service plan from Washington County.

-Christian

Christian Meyer, Executive Director  
**Central Vermont Regional Planning Commission**  
 29 Main Street, Suite 4  
 Montpelier VT, 05602  
 (802) 229-0389

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**From:** Graham Sherriff <graham.a.sherriff@outlook.com>  
**Sent:** Sunday, September 15, 2024 9:24 AM  
**To:** cmeyer@ridegmt.com <cmeyer@ridegmt.com>; apeal@ridegmt.com <apeal@ridegmt.com>  
**Subject:** GMT Draft Service Reductions

You don't often get email from [graham.a.sherriff@outlook.com](mailto:graham.a.sherriff@outlook.com). [Learn why this is important](#)

Dear Christian and Alice,

I am a frequent rider of the #86 LINK Express between Montpelier and Burlington, and it greatly disappoints me that GMT's Draft Service Reductions anticipate restructuring and possibly even eliminating this service. I

GMT Final Report Page 217

strongly and strenuously urge GMT, the Legislature, and the relevant municipal administrations to sustain it.

Just two years have passed since the last round of cuts to the LINK Express service. It is still a well-used service. And it is essential for access to our state capitol, for access to essential health services in Burlington, for commutes for work and study, for reducing carbon emissions, and for household budgets.

Sincerely,

Graham Sherriff  
Montpelier

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

**Fwd: Green Mountain Transit "Planned Route Cuts"**

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Frankie <barry.freed.777@gmail.com>  
To: planning@ridegmt.com

Wed, Oct 9, 2024 at 5:40 PM

----- Forwarded message -----

From: **Green Mountain Transit** <wordpress@ridegmt.com>  
Date: Mon, Oct 7, 2024 at 2:53 PM  
Subject: Green Mountain Transit "Planned Route Cuts"  
To: <barry.freed.777@gmail.com>

Thank you for taking time to share your experience aboard GMT. Your input helps us provide better service. Your report will be reviewed by the appropriate staff and responded to in a timely manner.

--

From: Frankie Nanni <barry.freed.777@gmail.com>  
Subject: Planned Route Cuts

Message Body:

Hi GMT,

I urge you - please do not eliminate the No. 8 City Loop, which serves Burlington's downtown and Old North End. Instead of eliminating this route entirely, why not reduce the frequency of trips instead?

Could this also apply to many of the routes you plan to cut? Instead of eliminating them entirely, could they run less frequently?

Drastic cuts like the ones proposed that eliminate routes entirely will be devastating to some residents, some that are the most vulnerable citizens like the elderly. Again, instead of eliminating them entirely, could they run less frequently?

Sincerely,  
Frankie Nanni

--

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Christopher Damiani <cdamiani@ridegmt.com>

**Fwd: [info@] GMT #36 Jeffersonville Commuter**

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Tue, Sep 3, 2024 at 9:13 AM

----- Forwarded message -----

From: **Emily Listowich** <listo.emily@gmail.com>  
Date: Sat, Aug 31, 2024 at 3:18 PM  
Subject: [info@] GMT #36 Jeffersonville Commuter  
To:

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**Warning:** Sender [listo.emily@gmail.com](mailto:listo.emily@gmail.com) is not yet trusted by your organization.  
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Hi there,

My name is Emily, I am a resident of Jericho and I rely daily on the GMT Jeffersonville Commuter bus line to get to class at UVM. It's my understanding that GMT is planning to end this bus route in November and I'm writing to you to express how important it is for myself and other rural community members, in hopes that we can save the #36 bus line.

I am a full time graduate student at UVM and I share a car with my partner. Without the bus, I would have no way of getting to campus without my partner drastically altering his work schedule. I ride the bus Monday-Friday and see a good number of regular commuters who do the same. This has been a crucial community resource and I'm sad (and stressed) at the idea of GMT doing away with this commuter line. I'm hopeful that you can use your position as GMT Board Commissioner to help express our community's need for this public transit option, as we have no other services available to the Jericho/Underhill community.

Thank you!  
Emily

---  
**Emily Listowich (She/Her/Hers)**  
[listo.emily@gmail.com](mailto:listo.emily@gmail.com) | (207)-446-5192

--  
-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
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10/13/24, 1:16 PM

Green Mountain Transit Mail - Fwd: [info@] GMT #36 Jeffersonville Commuter

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Christopher Damiani <cdamiani@ridegmt.com>

**Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "Budget cuts"**

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Mon, Sep 23, 2024 at 10:26 AM

----- Forwarded message -----

From: scott <wordpress@ridegmt.com>  
Date: Sat, Sep 21, 2024 at 5:52 AM  
Subject: [info@] Green Mountain Transit Inquiry/Feedback: "Budget cuts"  
To: <info@ridegmt.com>

From: scott  
Email: [scottmvt@icloud.com](mailto:scottmvt@icloud.com)  
Subject: Budget cuts

Message Body:

I commend you on your budget cuts i stopped taking your bueses becuase it takes way to long to get to where i need to go why should i take two hours out of my day on your buses to go fivemiles when i have family that can drive me and it takes only 10 minutes and if want extra money sell the mci buees thatbare doing nothing but sitting in storage unit on route 7 in gerogia i know new york state of corrections is looking for buses but if not continue cuts you can always fund ways to safe taxpayer money. lets get 5 million in cuts

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**Becky Watarz**  
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Green Mountain Transit

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Christopher Damiani <cdamiani@ridegmt.com>

# Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "GMT #36 Jeffersonville Commuter"

1 message

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Tue, Sep 3, 2024 at 9:11 AM

----- Forwarded message -----

From: **Emily Listowich** <wordpress@ridegmt.com>  
Date: Sat, Aug 31, 2024 at 3:17 PM  
Subject: [info@] Green Mountain Transit Inquiry/Feedback: "GMT #36 Jeffersonville Commuter"  
To: <info@ridegmt.com>

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From: Emily Listowich Subject: GMT #36 Jeffersonville Commuter Message Body: Hi there, My name is Emily, I am a resident of Jericho and I rely daily on the GMT Jeffersonville Commuter bus line to get to class at UVM. It's my understanding that GMT is planning to end this bus route in November and I'm writing to you to express how important it is for myself and other rural community members, in hopes that we can save the #36 bus line. I am a full time graduate student at UVM and I share a car with my partner. Without the bus, I would have no way of getting to campus without my partner drastically altering his work schedule. I ride the bus Monday-Friday and see a good number of regular commuters who do the same. This has been a crucial community resource and I'm sad (and stressed) at the idea of GMT doing away with this commuter line. I want to express our community's need for this public transit option, as we have no other services available to the Jericho/Underhill community. Thank you! Emily -- This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

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Administrative Coordinator  
Green Mountain Transit

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "Having a Colchester Route"

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Tue, Sep 3, 2024 at 9:09 AM

----- Forwarded message -----

From: Penny <wordpress@ridegmt.com>  
Date: Mon, Sep 2, 2024 at 6:52 AM  
Subject: [info@] Green Mountain Transit Inquiry/Feedback: "Having a Colchester Route"  
To: <info@ridegmt.com>

From: Penny Subject: Having a Colchester Route Message Body: I've read about the cuts that will be happening soon, my suggestion is has anyone ever thought about maybe having a route out in Colchester? There are children and adults that live in Colchester that go to Burlington schools and work outside of Colchester that might need the bus transportation. I know several people in Colchester that don't drive and don't have transportation to work, school, grocery stores, to visit family and friends. Maybe having a route would help out the people and your situation. Something to check on, you never know. Give it a chance and see if it works out. Just my opinion and suggestion. -- This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

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**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

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Christopher Damiani <cdamiani@ridegmt.com>

**Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "Planned Route Cuts"**

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Mon, Oct 7, 2024 at 2:59 PM

----- Forwarded message -----

From: **Frankie Nanni** <wordpress@ridegmt.com>  
Date: Mon, Oct 7, 2024 at 2:53 PM  
Subject: [info@] Green Mountain Transit Inquiry/Feedback: "Planned Route Cuts"  
To: <info@ridegmt.com>

From: Frankie Nanni  
Email: [barry.freed.777@gmail.com](mailto:barry.freed.777@gmail.com)  
Subject: Planned Route Cuts

Message Body:  
Hi GMT,

I urge you – please do not eliminate the No. 8 City Loop, which serves Burlington’s downtown and Old North End. Instead of eliminating this route entirely, why not reduce the frequency of trips instead? Could this also apply to many of the routes you plan to cut? Instead of eliminating them entirely, could they run less frequently? Drastic cuts like the ones proposed that eliminate routes entirely will be devastating to some residents, some that are the most vulnerable citizens like the elderly. Again, instead of eliminating them entirely, could they run less frequently?

Sincerely,  
Frankie Nanni

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Administrative Coordinator  
Green Mountain Transit

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "When are the hearings to support GMT"

Green Mountain Transit <info@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Wed, Aug 28, 2024 at 10:01 AM

----- Forwarded message -----

From: **Green Mountain Transit** <info@ridegmt.com>  
Date: Wed, Aug 28, 2024 at 9:49 AM  
Subject: Re: [info@] Green Mountain Transit Inquiry/Feedback: "When are the hearings to support GMT"  
To: <hillmn\_stphn@yahoo.com>, info <info@ridegmt.com>

Good morning Stephanie,

The hearings are in the process of being scheduled. Once the dates are finalized, the information will be on our website.

Thank you for inquiring and supporting GMT.

Kind regards,

Becky  
Administrative Coordinator  
GMT

On Wed, Aug 28, 2024 at 6:38 AM Stephanie J Hillman &lt;wordpress@ridegmt.com&gt; wrote:

From: Stephanie J Hillman Subject: When are the hearings to support GMT Message Body: I'd like to go to the hearings to support GMT to keep as well as to get more funding. When are they? Are they open to the public? I live in South Burlington & depend on the bus for all of my transportation. I think that if funding was cut & thus services, it would definitely impact the economy, make traffic much worse because people would need cars, as well as be very detrimental to my life & the lives of others. Please don't cut funding & thus services!!!!!! -- This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

--

**Becky**

Administrative Coordinator

**Green Mountain Transit**[www.RideGMT.com](http://www.RideGMT.com)

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Christopher Damiani <cdamiani@ridegmt.com>

**Fwd: [info@] Green Mountain Transit Inquiry/Feedback: "Working in Burlington"**

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Thu, Sep 26, 2024 at 11:17 AM

----- Forwarded message -----

From: **NICOLE MCNEILL** <wordpress@ridegmt.com>  
Date: Thu, Sep 26, 2024 at 11:16 AM  
Subject: [info@] Green Mountain Transit Inquiry/Feedback: "Working in Burlington"  
To: <info@ridegmt.com>

From: NICOLE MCNEILL  
Email: [nicole.mcneill.arlene@gmail.com](mailto:nicole.mcneill.arlene@gmail.com)  
Subject: Working in Burlington

Message Body:  
I am taking the 86 bus from Montpelier. Someone told me the commuter buses to Burlington are going to stop. Is this true?

Nicole

--  
This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
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Christopher Damiani <cdamiani@ridegmt.com>

# Fwd: [info@] Proposed Cuts to Green Mountain Transit Montpelier Link Express Bus Route

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Fri, Sep 6, 2024 at 10:00 AM

----- Forwarded message -----

From: **Morgan W. Brown** <morganbrown@gmail.com>  
Date: Thu, Sep 5, 2024 at 10:46 PM  
Subject: [info@] Proposed Cuts to Green Mountain Transit Montpelier Link Express Bus Route  
To: <info@ridegmt.com>

In case it is of interest, a blog post of mine on the subject, fyi:

Proposed Cuts to Green Mountain Transit Montpelier Link Express Bus Route:  
<https://gmmissives.blogspot.com/2024/09/proposed-cuts-to-green-mountain-transit.html?m=1>  
via Green Mountain Meandering Missives blog

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**Fwd: [info@] Route 36: Jeffersonville Commuter**

---

Clayton Clark &lt;cclark@ridegmt.com&gt;

Thu, Aug 29, 2024 at 9:49 AM

To: Jamie Smith &lt;jamie@ridegmt.com&gt;, Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

Hello Jamie and Christopher,

Are we all set with capturing messages that come in? When I get these directly, where would you like me to send them?

Thank you,  
Clayton

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

July 9, 2024, Guest Haiku  
Humidity, heat  
Permeate Vermont summers.  
Our A/C greets you.

----- Forwarded message -----

From: **Brad Vietje Astronomy** <[brad@nkaf.org](mailto:brad@nkaf.org)>

Date: Thu, Aug 29, 2024 at 7:24 AM

Subject: [info@] Route 36: Jeffersonville Commuter

To: <[info@ridegmt.com](mailto:info@ridegmt.com)>

Good Morning,

This bus service is incredibly important to me. I commute from Underhill Flat to my job at UVM 5 days per week. I only occasionally (3-4 times per month) drive for medical appointments or other things.

This bus service was a huge part of my decision to buy a home in the Riverside section of Jericho 18 months ago. My wife and I are trying to transition from 2 cars to just one as we near retirement, and this daily bus service is enormously important to that process.

My understanding is that both Jericho and UVM pay into this service. It appears that ridership is up somewhat. I would hate to see this route eliminated, especially in light of excess traffic concerns in the Route 15 corridor. It seems a much better plan would be to promote more commuter use, not eliminate this essential route.

Thank you kindly,

Brad Vietje  
Jericho, VT  
802-272-2065



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**Fwd: [info@] Service cutdown**

---

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Tue, Sep 17, 2024 at 2:10 PM

----- Forwarded message -----

From: **Mawani, Minaz** <minaz.mawani@med.uvm.edu>  
Date: Tue, Sep 17, 2024 at 1:58 PM  
Subject: [info@] Service cutdown  
To: [info@ridegmt.com](mailto:info@ridegmt.com) <[info@ridegmt.com](mailto:info@ridegmt.com)>

Hello,

I am a resident of the Chittenden County, and this is regarding the recent announcement of the GMT service cutdown. I am an Epidemiologist working to reduce the burden of cardiovascular diseases and improving outcomes for the population. I have recently started working with the University of Vermont and as an employee here we heavily rely on the GMT. The housing is not affordable close to the university and therefore we have to live far and our only option to get to the workplace is via GMT busses. It also snows here literally half the year, and it is very difficult to walk to places. The service cutdown will have a negative impact on the community here and ultimately it would be hard to attract talent to come and work here and live in Vermont. I would really appreciate if you could share the feedback with the team and the officials who are involved in the decision-making process.

Regards

**Minaz Mawani, PhD, MPH, BScN**

Pronouns: she, her, hers

Post doctoral Associate | Larner College of Medicine

*Fulbright Scholar | Fellow - Fogarty-NIH*

360 S Park Drive - 206,  
Colchester, VT 05446  
e: [minaz.mawani@med.uvm.edu](mailto:minaz.mawani@med.uvm.edu)

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**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



Christopher Damiani <cdamiani@ridegmt.com>

Fwd: [info@] Transit line reductions

Rebecca Watarz <rwatarz@ridegmt.com>
To: GMT Planning Department <planning@ridegmt.com>

Mon, Sep 16, 2024 at 11:21 AM

----- Forwarded message -----
From: SA Brown <brown.sa007@gmail.com>
Date: Mon, Sep 16, 2024 at 11:17 AM
Subject: [info@] Transit line reductions
To: <info@ridegmt.com>
Cc: SAB <sbrownfarrell@hotmail.com>

Hello,
As very frequent passenger I'm still following up to find more detailed information about the upcoming changes and reductions. It is very difficult for me to get around and this is crucial. I did try to reach Jamie at the main office however the voicemail is full.
Please advise me and my information is here.
This is a crucial life-changing Situation.
Please return here or call me at 802-238-9282.
Thank you, Sherry Brown
Sent from my iPhone

--

Becky Watarz
Administrative Coordinator
Green Mountain Transit

802-540-0585
rwatarz@ridegmt.com
www.RideGMT.com
101 Queen City Park Rd, Burlington, VT 05401



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Christopher Damiani <cdamiani@ridegmt.com>

**Fwd: [info@]**

**Rebecca Watarz** <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Thu, Aug 29, 2024 at 1:06 PM

----- Forwarded message -----

From: **ann eileen miller baker** <quiltsfromclothes@gmail.com>  
Date: Thu, Aug 29, 2024 at 1:49 AM  
Subject: [info@]  
To: <info@ridegmt.com>

- all public transit is subsidized
- write more grants
- demand businesses served by transit pay up
- most public transit have fees demanded of riders: experiment with rates
- have oartnerships with schools/ public companies
- lmonthly hypes (jazz band etc)
- dont give up for sake global warming

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

**Fw: HI**

'HI' via GMT Planning Department &lt;planning@ridegmt.com&gt;

Tue, Sep 10, 2024 at 1:19 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: GMT &lt;planning@ridegmt.com&gt;

----- Forwarded Message -----

**From:** HI <colleen.michael37@aol.com>**To:** "gmrecruitment@ridegmt.com" <gmrecruitment@ridegmt.com>**Sent:** Tuesday, September 10, 2024 at 01:09:20 PM EDT**Subject:** HI

HI GMT

GMT NEEDS TO GET BETTER GENERAL MANGER FOR GMT. CLAYTON CLARK THE GENERAL MANGER THAT GMT HAS NOW IS NO GOOD IT TIME TO GET A BETTER GENERAL MANGER FOR GMT. CLAYTON CLARK THE GENERAL MANGER THAT GMT HAS NOW DOES NOT NOW KNOW HOW TO RUN THE GMT BUS COMPANY AND CLAYTON CLARK GENERAL MANGER FOR GMT HAS NOW IS VERY PROOLY TO HAVE FOR THE GENERAL MANGER FOR GMT. WHO EVER DOES THE HIRING FOR GENERAL MANGER DOES IT VERY PROOLY GMT NEVER HAS THE RIGHT GENERAL MANGER FOR GMT. EVER GENERAL MANGER GMT HAS HAVE IN THE PASS SUCKS THEY DO NOT THERE JOB THE RIGHT WAY FOR GMT. CLAYTON CLARK DOES VERY PROOLY FOR GENERAL MANGER AT GMT.

I RECOMMEND TO HIRE JON MOORE FOR GENERAL MANGER FOR GMT HE WILL DO BETTER JOB FOR GMT. JON MOORE KNOWS HOW TO RUN THE GMT BUS COMPANY MUCH BETTER AND HE WILL DO BETTER JOB TO BE THE GENERAL MANGER FOR GMT. JON MOORE WILL BE THE BEST PERSON TO HIRE FOR GENERAL MANGER FOR SO HIRE JON MOORE TO BE THE GENERAL MANGER FOR. I HOPE GMT HIRES JON MOORE FOR GENERAL MANGER FOR GMT. JON MOORE DOES VERY WELL TO BE THE GENERAL MANGER FOR GMT SO HIRE JON MOORE TO BE THE GENERAL MANGER FOR GMT. JON MOORE WILL BE THE BEST FOR GENERAL MANGER FOR GMT.

THANK YOU  
KIMBERLY CLARK

--  
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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**GENERAL MANGER CLAYTON CLARK EMBEZZLEMENT BUGET AT GMT.**


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'HI' via GMT Planning Department &lt;planning@ridegmt.com&gt;

Mon, Sep 2, 2024 at 7:57 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com

HI HERE MY COMMENT FOR GMT WITH STUPID CRAP THAT HAPPENING WITH GMT.

THE GENERAL MANGER CLAYTON CLARK FOR GMT IS EMBEZZLEMENT THE MONEY AT GMT THATS WHAT IS HAPPENING WITH THE MONEY AT GMT.

I AM NOT TO HAPPY WHAT IS GOING ON WITH GMT THE BUSES AND THEY NEED TO GET RID OF THE GENERAL MANGER CLAYTON CLARK AND HE DOES NOT KNOW HOW TO HANDLE THE BUGET WITH GMT.

IF WASN'T FOR THE GENERAL MANGER CLAYTON CLARK GMT WOULD NOT HAVE THIS PROBLEM THE GENERAL MANGER CLAYTON CLARK IS EMBEZZLEMENT THE BUGET IN HIS POCKET AT GMT THATS .WHAT IS HAPPEN AT GMT.I DO NOT WANT TO LOSE THE BUSES.THE GENERAL MANGER CLAYTON CLARK IS NOT THE RIGHT TO BE THE GENERAL MANGER FOR GMT IT IS TIME FOR HIM TO GO FROM GMT.GMT WOULD HAVE MONEY BUT NO THE GENERAL MANGER CLAYTON CLARK IS EMBZZELEMEN THE BUGLET AT GMT.

JON MOORE NEEDS TO BE THE GENERAL MANGER FOR GMT HE KNOWS HOW TO HANDLE THE BUGET AT GNMT MUCH BETTER AND JON MOORE DOES A VERY GOOD JOB AT GMT WITH ALL THE HARD WORK HE DOES FOR GMT.WELL DONE JON MOORE.THANK YOU JON MOORE FOR ALL THE HARD WORK YOU DO FOR GMT.YOU DO VERY GOOD JOB AT GMT.JON MOORE CARES FOR GMT STAFF AND GMT PASSERGERS.KEPT UP THE HARD WORK YOU DO JON MOORE AND GO JON MOORE.JON MOORE HAS CARING HEART FOR GMT.JON MOORE NEEDS TO TAKE OVER GENERAL MANGER FOR GMT.JON MOORE IS THE RIGHT FIT FOR GENERAL MANGER FOR GMT.JON MOORE HAS VERY HARD CARING HEART FOR GMT AND HE CARES WHAT HAPPENS AT GMT.JON MOORE IS THE ONLY ONE AT GMT DOES VERY GOOD HARD WORKING PERSON WELL DONE JON MOORE.I HOPE BECOMES TEH GENERAL MANGER FOR JON MOORE SO THINGS GET BETTER FOR THE GMT BUGLET AND BUSES I DO NOT WANT TO LOSE THE BUSES I AM VERY UP SET ABOUT THIS.

THANK YOU KIMBERLY CLARK

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 To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/1190196760.1413792.1725278223454%40mail.yahoo.com>.





Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**GMT BUS # 11**

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**Jason Smith (he/him)** <Jason.Smith@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 19, 2024 at 9:30 AM

**GMT Security Filter**

**Warning:** Sender Jason.Smith@uvm.edu is not yet trusted by your organization.  
Please be careful before replying or clicking on the URLs.

[Report Phishing](#) [Mark Safe](#)

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Good morning GMT,

I am writing as I am very concerned/frustrated to hear that GMT is proposing to cut is #11 by June 2025. I live off Kennedy Drive and have enjoyed being able to take the bus to work(the UVM Waterman Building on So. Prospect). In Feb of 2024 I switched jobs at UVM from an off campus job to on campus job. I was excited to be able to stop driving every day and start riding the bus. It has also been nice for my girlfriend and I to take the same #11 Bus downtown in the evenings and on the weekends. Losing this bus route will cause to start driving a lot more.

I will also say that I know of at least 10-12 UVM employees that also take this same bus to and/or from work. Not to mention a number of UVM Medical Students and a number of UVM GSB Graduate students riding every day.

Please reconsider cutting GMT BUS # 11!

Sincerely,

Jason Smith

UVM ETS Client Services

jason.smith@uvm.edu

802-656-3589

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## GMT comments

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**'Kyle Weatherhogg' via GMT Planning Department** <planning@ridegmt.com>

Thu, Sep 19, 2024 at 10:44 PM

Reply-To: Kyle Weatherhogg &lt;wilyhogg@me.com&gt;

To: planning@ridegmt.com

Hi Planning Committee,

I wanted to provide a comment of gratitude for the Montpelier Link. I ride mostly the 6 am and 7:45 am / 4 pm bus to and from Waterbury (286) most days when I have to be in Burlington for work for the Vermont Foodbank. I would be deeply saddened if these lines were no longer available as they are a great way to use public transit/carpool. Parking in Burlington can also be quite frustrating. Utilizing the bus has been a huge help for me in the last few years by carpooling and using my commute as productive time.

I would be grateful if at least 2 options were available on the Montpelier link route. I believe enough people use the line that these are worth keeping.

In addition I know that people who work at the hospital are not able to park nearby the hospital, the bus is a huge help. The bus provides many benefits to the community.

I would like to make a request that the busses from Montpelier to Burlington stay running and provide ways to bring more than 2 bikes.

Thank you for listening,  
Kyle

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## GMT Montpelier LINK Reduction Plan

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**Daniel Wheeler** <ddaviswheeler@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Tue, Oct 1, 2024 at 8:10 AM

### GMT Security Filter

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Hello,

I would like to publicly comment on the proposal to eliminate the Montpelier LINK route. I utilize this route regularly and it is a crucial piece in keeping my current job. My family is in Montpelier and my work is in Burlington, and we do not have two cars. Even if I were financially able to afford a second car, this would put one more daily car on the road.

As you know, I am one of many that use this route daily. If eliminated, 200+ cars on average would be introduced onto the roads daily. This is a financial liability for both VTrans, and local municipalities, as well as individual would-be riders. Not to mention its' significant impact on the environment as a whole.

Please keep the Montpelier LINK!

Thank you for your time,  
Daniel Wheeler

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Daniel Wheeler

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## GMT route 86

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tracy sweeney <opensky2700@gmail.com>  
To: planning@ridegmt.com

Fri, Sep 20, 2024 at 7:34 AM

### GMT Security Filter

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please do not eliminate route 86. It is a key link between waterbury and burlington. it is also important link to the UVM medical center and our town.  
I used it much more frequently in the past, and less so these days, but I feel comfort that it is there.  
Tracy

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## GMT Service Reduction Plan

---

**Kelly Ahrens** <kahrens@burlingtonvt.gov>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Mon, Sep 16, 2024 at 9:57 AM

Hi,

The email says to reach out to this email if one can't attend a public hearing. I was dismayed to learn that you are considering elimination of the Montpelier LINK. My family just bought a house there and one of the things that makes it possible for me to sustain a commute from Montpelier to Burlington was the chance to use the bus, and selfishly feel better about my carbon footprint with the move. If the other option – moving it to GMT Rural – means continued connection of Montpelier then that's great.

I am sorry to hear that GMT is having to make such difficult financial decisions, but I do hope that you continue to connect the biggest city to the Capitol city!

Best,  
Kelly

**Kelly Ahrens** (she/her)  
Youth Restorative Programs Manager  
Burlington Community Justice Center  
(802)865-7169

200 Church St, Burlington, VT 05401  
<https://www.burlingtoncjc.org>



"Tell me, what is it you plan to do with your one wild and precious life?" -Mary Oliver

Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act. CEDO (including the Community Justice Center), as part of the City of Burlington, is bound by the Vermont Public Records Act. There are exemptions to this Act for certain personal and confidential information, and we will take steps to protect your privacy. If you have any questions, please ask us.

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Christopher Damiani <cdamiani@ridegmt.com>

---

HI

'HI' via GMT Planning Department <planning@ridegmt.com>

Wed, Sep 4, 2024 at 1:56 PM

Reply-To: HI <colleen.michael37@aol.com>

To: PLANNING@ridegmt.com

PLANNING GMT

WHAT I HAVE SEEN FROM PASSERNGRS THEY HAVE BEEN SHARING THERE GMT SMART CARDS TO OTHER PASSERNGERS WHEN THEY GET ON THE BUSES IT HAS BEEN GOING ON FOR MONTHS.

I HAVE PASSENGERS ASK IF THEY CAN USE MY GMT SMART I SAY HELL NO GET LOST GO GET YOUR OWN GMT SMART CARDS I DO NOT MAKE MONEY FOR OTHERS PASSENRERGS AND I AM NOT A BANK FOR PASSERNGERS THAT TAKE THE BUSES.GET LOST GET YOUR OWN GMT SMART CARD FOR THE BUS.

I WILL NOT LET NOBODY USE MY GMT SMART CARD I AM NOT MADE OF MONEY FOR PASSERNGERS AND I AM NOT A BANK FOR OTHER PASSERNGERS THAT TAKE THE BUSES.

I HOPE GMT DOES SOME THING ABOUT THIS SHARING GMT SMART CARDS I SEE ALL THE ON TIME ON THE BUSES.PAY YOUR OWN BUS FARE OR GET LOST HIT THE ROAD GET OFF THE BUS.

THANK YOU

KIMBERLY CLARK

--

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Christopher Damiani <cdamiani@ridegmt.com>

---

HI

'HI' via GMT Planning Department <planning@ridegmt.com>

Wed, Sep 4, 2024 at 6:10 PM

Reply-To: HI <colleen.michael37@aol.com>

To: PLANNING@ridegmt.com

HI PLANNING GMT

HERE HOW IS THE GMT BUS COMPANY IS POST TO RUN I KNOW HOW GMT POST TO RUN  
GMT BUS COMPANY I KNOW HOW TO RUN THE GMT BUS COMPANY.

I WILL BE ACTING GENERAL MANGER FOR GMT

GMT HAS ONLY STARTING CHARGING FOR THE BUSES ON MAY 20,2024 GMT ONLY BEEN  
CHARGEING FOR THE BUSES FOR 5 MONTHS GMT NEEDS TO GET IF TIME TO GET THE  
MONEY FOR A YEAR OF MAY 20,2025.

GMT NEEDS TO GET IF A YEAR OF CHARGING FOR BUSES MAY 20,2025 THEN GMT WILL  
HAVE THE MONEY GIVE IT A YEAR FOR CHARGING THE BUSES MAY 20,2025.

I WILL BE ACTING GENERAL MANGER FOR GMT I KNOW HOW TO RUN GMT BUS  
COMPANY I HAVE LEARN SOME THINGS ABOUT GMT.I KNOW WHAT IS POST TO DONE THE  
RIGHT WAY FOR GMT AND GMT NEEDS TO GAVE IT TIME TO GET THE MONEY FOR  
CHARGING FOR THE BUSES YOU HAVE TO GAVE IT A YEAR TO GET THE MONEY FOR A  
YEAR MAY 20,2025 TAHT WILL MAKE IT UP FOR THE MONEY FOR GMT.THIS HOW YOU RUN  
A GMT BUS COMPANY.I KNOW THIS THINGS FOR GMT.

THANK YOU

KIMBERLY CLARK

ACTING GENERAL MANGER GMT

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Christopher Damiani <cdamiani@ridegmt.com>

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## Homeless people

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**Slime God** <otbmusicgroup252@gmail.com>  
To: PLANNING@ridegmt.com

Tue, Sep 24, 2024 at 2:48 PM

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Why do the homeless have to pay \$2 if they don't have the money? Speaking for the disabled and homeless

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## I'll miss you

---

**Carly Sehr** <csehr@citymarket.coop>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Aug 29, 2024 at 12:11 PM

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Hi folks,

The bus is a lifesaver, a traffic-saver, and a planet-saver for Northwest Vermont. I'm very sorry to see your intent to destroy it.

The service changes you are implementing will be devastating for Burlington employers and workers. I, personally, will need to buy a car or quit my job – like many other people – at a time when cars are more expensive than ever and emissions are destroying our planet. Please: Increase fares if you must. Cut some bus runs if you must. But cutting all bus service for South Burlington by removing the 11 is completely insane – especially with so much development, including many multifamily buildings, going up right now along that route.

If no one can rely on your service for all or most of their transportation needs, people will have to buy cars. People with cars don't tend to ride the bus much. So even the routes you decide to keep will just be too expensive when we lose federal funding for lack of ridership. You are committing GMT to a death spiral.

Thanks for reading, and thanks for a good run of it, I guess. Huge thanks to all your awesome drivers who have kept our city moving for so many years. You will be missed.

Best,

Carly

--

Carly Sehr (she/her)  
Communications and Media Manager  
**City Market, Onion River Co-op**  
82 S. Winooski Ave  
Burlington, VT 05401  
802-861-9771  
802-922-4414 (cell)  
[www.citymarket.coop](http://www.citymarket.coop)

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10/13/24, 1:17 PM

Green Mountain Transit Mail - I'll miss you

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To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/BYAPR03MB3830EE78DC72E3C659BE0CA4AB962%40BYAPR03MB3830.namprd03.prod.outlook.com>.



Christopher Damiani <cdamiani@ridegmt.com>

---

## Jeffersonville Commuter elimination concerns

---

Thomas Caswell <caswellvt@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 5, 2024 at 1:57 PM

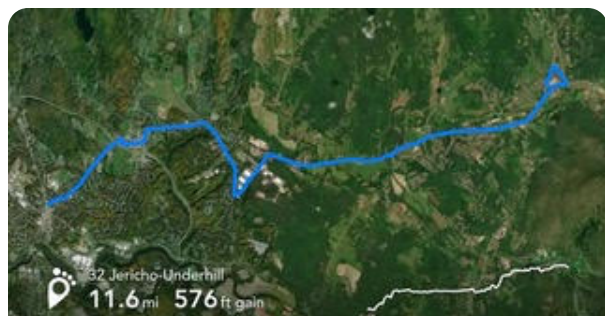
Hello GMT,

I can recognize that the transit authority among others around the state and the country is facing with this fiscal cliff and how hard that must be.

With that said, as a former Jericho resident, I don't want my hometown to lose their only public transit option. The Jeffersonville commuter started only four months after I moved out and it was a great option for me to go home in the late afternoon when I was still a student at MMU. It's certainly not the same riding the route anymore as the buses they used to use for the route have since retired.

So I have drawn up (via footpath) of an idea of a new local route that could replace the Jeffersonville Commuter (and even a portion of #4 Essex Center) that runs between Essex Junction Amtrak and Jericho only. Not only would Jericho and Underhill residents could keep their public transit option but might give ridership a boost in the area with a better service frequency. If you aren't able to view it, please let me know.

Cheers



32 Jericho-Underhill  
footpathapp.com

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Jeffersonville Commuter

---

**Mary French** <Mary.French@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Oct 3, 2024 at 2:48 PM

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Hello,

I am writing to express my concern about the Jeffersonville commuter being discontinued. I rely on the bus to get to the University of Vermont for work and to eliminate the bus service would greatly impact my ability to get to work. I would have to buy a car.

There are currently 2 scheduled times for the bus to and from Jeffersonville and I don't think the second bus is needed. Most people ride the later bus in the morning and the earlier bus (from the hospital) in the afternoon.

Please consider keeping the Jeffersonville commuter so we can get to work and school.

Thank you,

Mary French

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Keep Montpelier LINK in Service!!!

---

Grace Feron <grace.feron@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 12:03 AM

### GMT Security Filter

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To Whom It May Concern,

The Montpelier LINK is a necessary bus that needs to stay in service. Without it, hundreds of Vermonters will have no way to get to their jobs, universities, medical appointments, and other essential locations/services. Please keep the LINK in service.

Best,  
G

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## link commuter

---

chadrgm@gmail.com <chadrgm@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 2:30 PM

### GMT Security Filter

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Good day,

I use the link commuter from Waterbury to Burlington almost daily in the work week. I was just told this was one of the routes that have plans to be cut and I can't believe that given how many people use that daily. If anything having more routes with more flexibility might make it more used. Why would this be one of the routes that is cut?

Cheers,

chad

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## LINK express

---

**'Christe Wedlund' via GMT Planning Department** <planning@ridegmt.com>

Thu, Oct 10, 2024 at 7:51 PM

Reply-To: Christe Wedlund &lt;criterw@icloud.com&gt;

To: planning@ridegmt.com

Good Morning,

I'm an employee of UVMMC in Burlington and I live in Middlesex. I typically work 12 hours shifts but am considering moving to an 8am-5pm position. I would love to ride the bus to work but there is no longer any options at this time. Did that route get canceled?

And if so, what are my options?

Christe

Sent from my iPhone

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## LINK service

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**Kimberley Desjardins** <kimannedesjardins@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 5, 2024 at 11:52 AM

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Hello,

I am a concerned citizen writing in support of having the Link but route continue. People I know rely on it to get to school and work, and without it they will be unemployed.

Please reconsider this cut.

Kim

--

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Christopher Damiani <cdamiani@ridegmt.com>

---

## Montpelier Link - Please keep the route

---

David Rye <david.rye@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 9:43 PM

I am writing to express my support for the Waterbury to Burlington and Montpelier bus. This has been a huge factor for our being able to have one and only one car as a family. Needing to add a second car to allow my wife to get to work in Burlington would be a major hardship and we are hoping the bus continues to remain an option. This was definitely a factor in our choosing to live where we do and I am terrified by the idea of the bus going away. I hope others take the time to write, as I know we have lots of bus friends that would be thinking the same right now.

Thank you.

David

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Montpelier Link Express

---

**Natalie Muskin** <njmuskin@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 5, 2024 at 11:21 AM

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To Whom it May Concern,

The Montpelier LINK is a necessary bus that needs to stay in service, without it hundreds of Vermonters will have no way to get to their jobs, universities, medical appointments, and other essential locations/services. Please reconsider cutting this imperative transportation route!

Thank you,  
Natalie, Hinesburg Vt.

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Montpelier LINK

---

Liz Gilmartin <egilmartin23@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 5, 2024 at 11:34 AM

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Hello,

I am emailing today about the Montpelier LINK bus service, which I have learned is planned on being completely removed from service. I ask that you reconsider this due to the amount of Vermont residents that rely on the Montpelier LINK as their primary means of transportation.

According to your Service Reduction Plan, approximately 103 riders would be impacted by the Elimination of the Montpelier link. Some of those riders would be losing their only means of transportation for school, work, appointments, etc. If there are any alternative options for the Montpelier LINK, other than complete removal, I implore you to explore those options for the sake of those riders.

Best,

--

Liz Gilmartin  
she/they

<https://www.youtube.com/channel/UCWPLNj4mEYOqLo8siu7rKPQ>

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## My comments about service reductions - Cecelia Dooley and partner Kelly McInerney

---

Cecelia D &lt;ceceliadusa@gmail.com&gt;

Sat, Sep 28, 2024 at 9:41 AM

To: planning@ridegmt.com

Hello,

I am emailing to send some thoughts about planned service reductions.

My partner and I are HIGHLY OPPOSED to cuts, and in fact want the bus system to EXPAND.

We do not have the ability to afford a car as we are on disability. (We are both in our 30s.) We suffer from chronic pain from fibromyalgia that makes walking and moving very painful.

Since we moved to Vermont in late 2014, we have used the bus system in the Burlington and surrounding areas, just Chittenden county. We have used every route. The routes we use the most are the 11, 1, 6, 8, 9, 5, and 2. We use one or more of these buses almost every day. We use them to go to Hannaford at the Umall, the Umall, Target, City Market, doctors appointments at Community Health on Riverside and the south end, the ONE, the Fanny Allen hospital, UVMMC hospital, Walmart, and more, and use the bus to get to the DTC to transfer to another bus.

We live at the corner of College and Pine street, but will be relocating soon to Garden Street and Market Street in South Burlington. We support there being not only the maintaining of the 11 and 1, but also expansion of a route to include Market Street in the city center of South Burlington because of the rapid growth from the developments there. For the property we are moving to, Champlain Housing Trust does not allow eBikes and eScooters to be stored or charged on the property, so that is not an option for us. It is too painful for us to ride regular bikes. Furthermore, it would still be so difficult to get from Garden Street all the way to the Trader Joes stop in order to get the 11 or the 1 to downtown Burlington.

As it is, the 1 is already packed to over capacity on a regular basis during the school year because the buses don't run more frequently. We have severe anxiety being on the bus when there is standing room only which happens constantly. It's TERRIBLE and it needs to change. If there was a special bus that just ran from UVM to the mall and back that would be so helpful as well.

The 11 is especially helpful for getting further up Dorset Street because we are seeing a chiropractor that is located up by Kennedy Drive. If the 11 is discontinued, we will not be able to see him. The 11 especially has been so helpful when we need to get a ride to the library stop so we can get to city market.

It would also be helpful if there was a bus that looped around downtown core only!

Furthermore, eliminating the 8 would be a death sentence to many people. We use it to get to people we know and stores in the ONE, as well as the food shelf! This is a lifeline to get food. We would not be able to get to the food shelf without a ride in the future or getting a cab which is extremely difficult for us.

We each get a little over 12k a year between disability and SNAP. The bus is pivotal to our survival and ability to thrive in Vermont and our lives. It connects us to the resources we need.

We still have some problems with the bus service overall and some experiences we've had with some drivers, but overall it is better than not being able to access ways to spend our time, our money, be a part of the thriving community, and get the healthcare we need.

Thank you,

Cecelia Dooley and Kelly McInerney

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Christopher Damiani <cdamiani@ridegmt.com>

## New Comment on GMT Service Reductions FY 25

Christopher Damiani <cdamiani@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Wed, Sep 4, 2024 at 11:21 AM

Sending to Planning email for our records. I will email the author of this comment via email.

----- Forwarded message -----

From: **Remix** <team@remix.com>  
Date: Tue, Sep 3, 2024 at 9:07 PM  
Subject: New Comment on GMT Service Reductions FY 25  
To: <cdamiani@ridegmt.com>



Hi Chris,

You've received a new public comment on **GMT Service Reductions FY 25** in Remix

Please don't abandon us in Montpelier. Completely understand if we need to pay higher rates. Completely understand if there should only be one or two buses a day. But this commuter link is invaluable, and losing it will be a severe detriment to my quality of life, not to mention my individual impact on the environment.

 [Open the comment in Remix](#)

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--

**Chris Damiani**

802-540-2537

GMT Final Report Page 256

10/13/24, 1:17 PM

Green Mountain Transit Mail - New Comment on GMT Service Reductions FY 25

Director of Planning  
Green Mountain Transit  
[He/Him [What's this?](#)]

[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## New Comment on GMT Service Reductions FY 26

---

Remix <team@remix.com>  
Reply-To: Remix <team@remix.com>  
To: cdamiani@ridegmt.com

Wed, Sep 4, 2024 at 9:11 PM



Hi Chris,

You've received a new public comment on **GMT Service Reductions FY 26** in Remix

Considering that travelers will be carrying large amounts of items, such as suitcases, not having any method to get from the airport and back without having to walk for a while will be significantly detrimental to the residents and visitors alike.

If No. 11 is going to get cut, I recommend having No. 1 have an additional route to get as near to the airport as possible.

 [Open the comment in Remix](#)

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Christopher Damiani <cdamiani@ridegmt.com>

---

## Planned GMT service reductions

---

**bengordesky via GMT Planning Department** <planning@ridegmt.com>

Wed, Sep 18, 2024 at 8:24 AM

Reply-To: bengordesky@burlingtontelecom.net

To: planning@ridegmt.com

Dear GMT,

I've read over the planned reductions. Our family often depends on the Montpelier Link bus. As we can only afford to have one car it is important for my wife who works in Montpelier two days per week. (We live in Burlington). Without this service we would need to buy another car which we can't afford right now. What chance is there that Rural Transit will take it over and run it with a similar schedule? If they can't do that, I strongly urge GMT to reconsider eliminating this route. It will make our lives difficult with needing to find friends to lend her a car on a regular basis and her having to not go to work some of the time because she can't get there. That would also risk her losing her job.

Thank you for helping,

Ben Gordesky  
13 Decatur Street  
Burlington, VT 05401  
(802)355-3049

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Christopher Damiani <cdamiani@ridegmt.com>

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## Please don't eliminate Bus #11 Airport

---

Uma Nudurupati (she/her) <Uma.Nudurupati@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Sep 10, 2024 at 9:57 PM

Hi,

As a graduate student at UVM and a resident of South Burlington, I have relied on bus #11 for the past three years to get around the city and to school. Many others like me, graduate students, staff members, and working professionals from South Burlington also depend on this service. Elimination of the bus #11 service would profoundly impact my life; it would severely limit my ability to reach work/ school and the shops. I don't own a car, and the bus is the only mode of transport that helps me get around the city and to the airport.

The bus service is essential for the lives of many working class and students who contribute to Burlington's economy but don't own a car. A smaller bus, such as the one the TVT service use, could be a practical alternative to ensure everyone can access reliable public transportation.

Thanks,  
Uma

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Please don't TAKE MY BUS RIDE AWAY!

---

Dana M- &lt;moboyze10@hotmail.com&gt;

Wed, Sep 18, 2024 at 4:24 PM

To: "planning@ridegmt.com" &lt;planning@ridegmt.com&gt;

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I understand that GMT wishes to disconnect the local municipalities, such as Burlington, by eliminating the current 11 airport route by June, 2025. This would be a 3rd world class action. In addition, there are many of us who use the bus route for transportation to and from work, i.e., Terminal and UVM Medical Center. We are not allowed to drive our personal vehicles on Med Center Campus and as such, rely on the Eleven (11) as our sole transport. Also, it's cost effectiveness saves me money in which I count on to balance my budget given everything else is so damn high here in Chittenden County.

Please look at alternative measures such as outside fundraising and grants to bridge the gap.

So again, PLEASE DON'T TAKE MY BUS RIDE AWAY!

SINCERELY,

DANA Mercier

90 Pearl Street Unit 207

Burlington, VT. 05401

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[PH7PR20MB5928A7EC9DDEF96B6C46866CA7622%40PH7PR20MB5928.namprd20.prod.outlook.com](https://groups.google.com/a/ridegmt.com/d/msgid/planning/PH7PR20MB5928A7EC9DDEF96B6C46866CA7622%40PH7PR20MB5928.namprd20.prod.outlook.com).



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Please don't reduce service

---

**Brian Maier** <bsm789@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Sep 11, 2024 at 11:15 PM

### GMT Security Filter

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Hello, My name is Brian Maier and I live in the South End of Burlington. Please, please do not go through with the proposed service reduction. Busses are vital to our community and folks' ability to get where they need to go. Public transit is already too difficult to access in Burlington and in Vermont as a whole, and this reduction will only increase that difficulty. I know the financial situation at GMT is not ideal, but with significant efforts and political action to deliver more funding to GMT and others, we can create a better transit future for our communities. Best, Brian Sent from my iPhone -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/6EE9E274-4342-4CD4-85D3-1C08DBD5F108%40gmail.com>.





Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Please keep the 86 bus

---

**Matt Dugan** <shadowpr@gmavt.net>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 2:46 PM

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To Whom it May Concern:

I get that cuts are hard and not lightly considered and I empathize with your position. At the same time, literally one of the main reasons we moved to Waterbury was that the 86 bus was here. I've relied on it at all times of day and in all kinds of weather and have been, at times, a five-day-per-week rider. Please do what you can to maintain it, whether it's on a reduced schedule, at increased rates, or by transferring the service to another provider.

Thank you--  
Matt Dugan  
70 Tyler Ridge  
Waterbury, VT

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Please reconsider ending the 86

---

**Kristin Wolf** <kristinlee.wolf@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 12:04 PM

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Hi there,

A fellow bus friend alerted me to the plan to eliminate the weekday Montpelier-Burlington link (#86) bus service. I do sincerely hope that you'll reconsider this.

I've been riding this bus from Waterbury to Burlington (Champlain College) for 14 years and it has made living in a less expensive county (a necessity for me) possible. I'm sure budgets are tight post-covid funding, but weekday transport from our capital to our biggest city, with major commuter hubs along the way, really seems necessary. The smaller shuttle buses are full when I take them in the morning and afternoon hours. The bus is a lifeline for towns along the 89 corridor, anyone who needs transport to the hospital, and it alleviates the pressure on a pretty terrible parking situation in Burlington. Please consider run reductions or raising fares (with proper subsidizing of those who need it) before you eliminate this route.

If there are other people I should contact regarding this, please let me know, and I will do so.

Thank you for your consideration,  
Kristin

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Please save the 86 Waterbury > Burlington

---

**Cate Starmer** <catewells@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 12:06 PM

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Hello,

I have spent several of the last five years commuting regularly on the 86 bus from Waterbury into Burlington. This includes one year to a job in downtown Burlington and in the last year during a graduate studies program in sustainability at UVM. I'm especially grateful for the wifi as I recently did much studying on board. On nice weather days, I really love biking to the station. Without this bus, I would have not been able to earn my graduate degree! This doesn't include the environmental impact, which we all know is a big factor.

Thank you for limiting any cuts to this route.

Best,  
Cate Starmer

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Christopher Damiani <cdamiani@ridegmt.com>

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## Proposed Changes to St Albans Link/Milton Commuter

---

**Matt DeSorgher (he/him)** <Matthew.Desorgher@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Fri, Sep 13, 2024 at 11:27 AM

Good morning,

Regarding the proposed changes to the Saint Albans Link and Milton Commuter which would take effect in early 2025: Can you clarify whether, under the proposed plan, the Saint Albans Link would continue to serve Main Street/Route 7 in Saint Albans City? I see that Highgate Commons and Collins Perley would be eliminated as stops but it's not clear whether the link would ONLY serve the Park and Ride at Fisher Pond Road and Fairfield Street or if it would serve some of Main Street St. Albans and then the Park and Ride.

The impact of the service consolidation changes considerably if Main Street in Saint Albans is no longer served.

Thank you for your clarification.

Sincerely,  
Matt DeSorgher

---

**Matthew DeSorgher (he/him)**

*Senior Associate Director*

[Student Financial Services](#)

University of Vermont

223 Waterman Building | [85 South Prospect Street](#)

[Burlington, VT 05405](#)

(802) 656-1316 | [matthew.desorgher@uvm.edu](mailto:matthew.desorgher@uvm.edu)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Proposed elimination of #11

---

Jen Houghton <jen.l.houghton@gmail.com>  
To: planning@ridegmt.com

Wed, Sep 18, 2024 at 6:34 PM

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I am writing to express how important it is to keep the #11 running. I work off of Dorset Street and use the bus to get to work. If I have to get off at the Umall and walk the rest of the way it will significantly add time to my commute which is already unreasonably wrong considering how short a distance I travel, not to mention be difficult in various weather conditions. Please keep the #11!

Jen Houghton

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Proposed Service Cuts to Route No 8 City Loop

---

Cathy Austrian <caustrian@gmail.com>  
To: planning@ridegmt.com

Fri, Sep 13, 2024 at 6:55 AM

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Hello GMT, I am a 67 year old Burlington resident living in the ONE. I use the City Loop Bus Route #8 on a regular basis each week to get to doctors appointments, the grocery, and pharmacy. The Loop bus is essential for my independence. You must understand that I am not alone, many residents from Fern Hill and McCauley Square also depend on this route. As well as folks that use the food shelf, they use this route to bring food home. I urge you to reconsider your plans, please, please do not to cut this bus route!! I cannot imagine what a terrible heart ship this will cause myself and other passengers that have no other way of meeting their needs and remain independent. This is especially true in the colder months when without the Loop bus, I will be stuck at home without the ability to get around and get the services I need: food, medical care and medicine. If I were to use SSTA for rides my fare would be \$6 round trip, which I cannot afford on my limited income. I understand you may need to make other changes/cuts to service, but it should not be at the expense of your elderly and most vulnerable passengers. Please take this to heart and save the City Loop!! Thank you, Cathy Cathy Austrian 16 Germain St Apt 2 Burlington VT 05401 802-324-1270 [caustrian@gmail.com](mailto:caustrian@gmail.com) Sent from my iPhone -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/B284777C-2B40-4C7A-936F-AA81C3BA6E98%40gmail.com>.



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public Comment - Service Reduction Plan - #6 Shelburne

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**Mike Schramm** <michaelvschramm@hotmail.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Oct 1, 2024 at 2:46 PM

To Whom it May Concern -

In response to the draft plan to eliminate the following Saturday buses on the #6 Shelburne route: 18:30, 21:15 and 22:30.

I ask that you please reconsider continuing the 22:30 Saturday bus. By eliminating the last two buses on this route on Saturdays, GMT would be significantly impacting the public's ability to access the downtown Burlington area after 8pm. We understand the need to eliminate routes and reduce costs. The elimination of these three routes has an estimated cost per rider of \$6.28 which is relatively low compared to other routes being considered for elimination. The primary concern is the proposed elimination of the two routes that are currently back-to-back that being the 21:15 and 22:30. If needed, please consider eliminating just one of these two (preference being for elimination of 21:15 and continue 22:30) but not both. Thanks for this opportunity to comment.

Please confirm receipt of this comment and let me know if you have any questions.

Regards,  
Mike Schramm  
Shelburne, VT

Sent from [Outlook](#)

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Christopher Damiani <cdamiani@ridegmt.com>

## Public Comment from Passenger Paula Mongeon

Christopher Damiani <cdamiani@ridegmt.com>

Tue, Sep 17, 2024 at 2:10 PM

To: GMT Planning Department <planning@ridegmt.com>

In chatting with Paula downstairs at the front office she wanted me to convey a few points.

- 1) Future Public Meetings need to be better located where people live
- 2) To preserve service on the #11 Airport Route
- 3) In addition, she mentioned that consolidation of routes would make it difficult for folks who have limited mobility to walk further to other bus stops/ routes.

--

### Chris Damiani, AICP

Director of Planning  
Green Mountain Transit  
[He/Him [What's this?](#)]

802-540-2537

[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public Comment on Draft Reduction Plan

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**Sarah Wilds** <svwilds@gmail.com>  
To: planning@ridegmt.com

Tue, Oct 1, 2024 at 3:12 PM

Hello,

I chose to live in South Burlington due to its proximity to the #11 Airport bus. I take this bus every weekday to and from work at UVM. The parking situation at UVM is abysmal and costly at a time with rising rent and uncertain salary increases. The bus saves me money and parking spaces at UVM. I have also observed a number of students use the bus to get to the UMain and, starting this fall, an uptick in graduate students taking the bus to campus from their new student housing in South Burlington.

Because I live so close to the #11, I have also used it to get to the airport, to Amtrak, to jury duty downtown, and a variety of stops in between. The #11 is really the life-stream of Burlington for me. And it's not just me. I see many people taking the bus to and from the hospital, including people with disabilities and those without homes.

While perhaps this is not the most heavily ridden route, it is an important one, linking the airport, Amtrak, the hospital, and UVM all in one.

Please do not remove the #11.

Thank you for all that you do.

Sarah Wilds

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public Comment Re Service Reductions

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**Maeve McCurdy** <maevewmccurdy@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 12, 2024 at 9:12 AM

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To whom it may concern,

I'm writing to submit a public comment on the proposed GMT service reductions. I have been a rider of GMT and primarily the LINK Express for over 10 years now. I took the LINK bus every day to high school for four years. After that, I took the LINK bus to commute to work and now I take it to visit friends and family and to attend healthcare appointments. The LINK bus is truly essential. As someone without regular access to a car, I cannot imagine having to pay for a taxi to go to Burlington. The LINK bus helps drastically reduce the amount of emissions from cars traveling up and down 89 and reduces traffic. There were also many times when the roads were snowy and icy and the bus was a much safer alternative to driving. I'm currently in graduate school at Saint Michael's College and if the LINK bus was an option, I would certainly take it.

I know that GMT is in a tough spot and has tough decisions to make, but PLEASE don't cut the LINK Express. It's an essential service for me and for our communities.

Sincerely,  
Maeve McCurdy  
Resident of Montpelier

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public comment re: proposed elimination of Montpelier Link

---

**Emily Barrett** <grateful.emmy@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Fri, Sep 6, 2024 at 6:10 PM

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Dear GMT Planning committee,  
I won't be able to attend a public meeting but would like to add my public comment. Montpelier Link is essential to my work life in the coming months and to others in our Montpelier community who work in Burlington. Elimination of this route would cause considerable hardship in terms of getting to and from work. I believe this would disproportionately impact those who are already struggling in Vermont who don't have access to a car. This will also have climate emergency impacts which ought to be a priority for VT. I'm willing to pay more per ride and I hope entities in the complex system of funding this public good can find a solution. Thank you for hearing me.

Regards,  
Emily B.

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public comment service reduction

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**Lindsay Thrall** <lindsay.thrall@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 2:09 PM

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Hi,

I wanted to offer public comment on the reduction/elimination of the Montpelier LINK. Although I don't rely on it as my sole means of getting to work in Burlington, I have found it of huge benefit. With population hubs being so small and spread apart, I think it's really important to keep that connection between central Vermont and Burlington alive. There are services in Burlington that you just can't get here, and I'd hate to lose the bus option.

Lindsay Thrall

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Christopher Damiani <cdamiani@ridegmt.com>

## Public Comment via Facebook Message at 4:41 am on 9/12

**Ash LaBombard** <alabombard@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Thu, Sep 12, 2024 at 9:45 AM

Customer Name: Robert Brown  
Comment: Good morning please don't cut the bus #11 airport please thank you

--

**Ash LaBombard**  
Marketing & Outreach Coordinator  
Green Mountain Transit  
[She/They [What's this?](#)]

802-540-0713  
[alabombard@ridegmt.com](mailto:alabombard@ridegmt.com)  
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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Public Comment

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**Anne McKinney** <anneomckinney@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Sep 11, 2024 at 6:52 PM

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Hi, I wish to add the following for public comment: I appreciate that there is discussion to have SB students use GMT for transportation to school. However, we currently have a school bus crisis that needs to be addressed now. For the month of September children in SB are only provided transportation on a school bus 4/5 days each week. This creates a huge hardship on families that do not have job flexibility and/or a personal vehicle. Please consider creating an emergency busing plan between SBSD and GMT immediately to address this issue. Thank you, Anne McKinney South Burlington Resident Sent from my iPhone -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/5CF3428E-7396-40BD-9C96-691E846CF33D%40gmail.com>.



Christopher Damiani <cdamiani@ridegmt.com>

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## Public Comment

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**Jon Moore** <jmoore@ridegmt.com>

Fri, Oct 11, 2024 at 8:18 AM

To: Christopher Damiani <cdamiani@ridegmt.com>, Jamie Cram <jamie@ridegmt.com>

Hi Chris and Jamie,

Deborah Konopka (802-363-1246) called me yesterday to provide public comment about the proposed #8 eliminations. She is requesting that service be maintained to MS and FH via another route at least a few times per day if the City Loop is eliminated.

Please add to the public comment report if not too late.

Thanks,

Jon Moore  
Assistant General Manager  
Green Mountain Transit (GMT)  
[802-540-2527](tel:802-540-2527) (Direct Line)  
[802-864-2282](tel:802-864-2282) (GMT Main Office)



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Public Transit comments

Aaron Marcus &lt;armarcus@gmail.com&gt;

Fri, Sep 20, 2024 at 3:26 AM

To: planning@ridegmt.com

Cc: kmccann@leg.state.vt.us, ccasey@leg.state.vt.us, awatson@leg.state.vt.us

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Hello GMT,

I'm sending you a public comment on public transit needs, but I'm also cc'ing my legislators for whom I'm a constituent, because I hope they have some power or influence to put an end to our current public transit "death spiral" of the last few years.

I'm a regular bus rider, and have been regularly riding your buses since 2007. I'm also proud to say that I've ridden on the services of every public transit system I know of in Vermont in that time (as in all the local county bus services), so I'm passionate about bus service, and I've seen a lot of public transit done well and with compassion. I'm resourceful, but I'm only partly a rider by choice. The main reason I don't have a car (besides reducing my climate impacts) is that driving is really hard on my body as an autistic person. I also can't carry weight on my back or arms (such as a backpack or handbag) due to medical disability, so aside from carpools, I largely depend on taking my bicycle on the bus to get all around the state--both professionally, and personally.

Over the years, I've watched our GMTA bus system--now part of GMT--flourish in Central Vermont and provide amazing friendly service that got me most places I needed to go. In the last few years, I understand that GMT has been facing serious financial challenges, driver shortages, etc., and it feels as a rider that things go wrong every week I ride now--like the perpetual underfinancing of our public transit system in Vermont is leading the service of most of our local buses to fall apart at the seams. I encounter so many incidents while riding the buses which all seem to point to a public transit system that isn't getting the money it needs to function smoothly--not due to mismanagement, nor to malintent, and definitely not due to all of GMT's wonderful drivers.

GMT is looking for public comment before making drastic cuts, but I'm already aware that GMT made some cuts last year that got so little press that seriously affected my quality of life and ability to work. After being on disability and leaving an abusive job, I was about to start a job with a company headquartered in Randolph. I was excited to start riding the 89er North route daily from Montpelier to Randolph to go to work, only to learn it was being cut a month later--around July of 2023. I also rode the bus to Johnson a month before it was cut, and wasn't able to return two months later. Ultimately, I accepted the job, and have been able to be resourceful in riding the LINK to Burlington and biking 7 miles each way out to a South Burlington office. But the bus only holds 2 bikes (the older buses used to hold 4, and GMT stopped using the new buses that have racks that hold 3), and half of the time when the weather is nice we end up with 3 or 4 bikers competing for 2 spots, and I have to explain to my employer at the last minute why I can't come to the office that day. I see that the Montpelier LINK is one of the buses proposed for limiting runs, and that will affect my ability to work--*I may have to start looking for a new job I can get to, or try to renegotiate my hiring contract if one of my preferred run times gets cut.*

But this isn't about my own personal favorite routes--every route cut is affecting Vermonters and our abilities to access our rights to mobility. I understand why GMT is targeting the weekend runs for the chopping block now, because they are more expensive and have slightly lower ridership. But weekend runs are not frivolous--to those of us without cars, these are critical. In fact we need Sunday runs of most of these buses as well, and not just occasional Saturday runs of some buses.

I understand that the math has changed for bus services with the decrease in the last four years of professional middle class commuters--many of whom have more options now to work at home. But that presumably means that *those of us left riding the bus most regularly and in increasing numbers are not choice riders.* The bus system is critical to our health and well-being. It means that *having thriving and functioning public transit is a human rights issue that is deeply interconnected with our housing crisis.* It means that losing the ability to ride the bus deeply increases our *precarity* of housing, employment, and so many other factors that help stabilize our lives.

Without help from the state or federal government, I doubt GMT has any option but to go ahead with these continued drastic cuts, and shrink their ridership to be even less sustainable--while adding to our housing crisis by increasing precarity for so many of us--while failing us on our climate goals. Maintaining our bus service was supposed to be the easy part of achieving our climate mandates, and now we can't even seem to do that. That's the path we are taking now. And none of the GMT cuts proposed is acceptable. I'm left feeling the only option I can accept is our legislators stepping in and finding the 2 million dollars to bail out a struggling bus company--AND to come up with a solution to sustainably fund public transit. We seem to be able to bail out big banks at the national level, and yet it's our buses that are too *important* to fail.

Thank you for your time. I so greatly appreciate all GMT has provided for me over the years--allowing to live a fulfilled life. It's been a huge gift, and I hope it continues as such for another 18 years!

Thanks,  
Aaron Marcus  
*they/them*  
Montpelier

--

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Reduction in bus coverage for the Montpelier- Waterbury- Burlington route

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**McKibben, Patricia L.** <Patricia.McKibben@uvmhealth.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Fri, Sep 27, 2024 at 10:26 AM

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Hi,

I have been taking this bus to work and back for the past 5 years. It is a great service and it obviously decreases wear and tear on car as well as gives the ability to get work done during commute time and save on gas. I will be real loss for me if this bus run is cut. First of all, I am unclear as to why we didn't need to pay for years. Yes, it was nice but clearly unnecessary. Since June I am now paying \$2.00 each way from Waterbury to Burlington which is still a bargain. This is less than the cost for me to drive to work. I think that precovid I was paying \$4 dollars each way. I would be very willing to pay more for my bus ride as I am guessing that many other riders would also.

Please reconsider stopping this run and also consider increasing the fare for riding the bus and the current fare is a real bargain and unnecessarily low.

Patty McKibben

[plmckibben@uvmhealth.org](mailto:plmckibben@uvmhealth.org)

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Request to reconsider cutting the 86/286

---

**Martine Antell** <antellmartine@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 12:23 PM

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Hi, I'm writing today to please ask that the decision to cut the Montpelier (Waterbury for me) to Burlington and Burlington to Montpelier be reconsidered. This is so important to have an option treat the earth kindly, to work more after physically leaving work, to have an option to commute via bus with the distance to the hospital for work and has made a world of difference to my work life quality. I would hope with the large numbers of commuters using this 86/286 link bus that there could be something worked out now that we are being charged fees for riding again. Please consider this request to continue to help commuters arrive safely and efficiently to work in areas beyond Chittenden county. Thank you for your time. Sincerely, Martine Antell 802-578-7062 Sent from my iPhone -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/26DE6ED5-B1C6-40DB-B880-1CC16F85DDB7%40gmail.com>.



Christopher Damiani <cdamiani@ridegmt.com>

Re: #11 Airport Bus

Jamie Smith <jamie@ridegmt.com>

Fri, Sep 27, 2024 at 2:46 PM

To: "Bouchard, Claire M." <Claire.Bouchard@uvmhealth.org>, GMT Planning Department <planning@ridegmt.com>

Hi Claire,

Thank you for reaching out about the proposed reductions. We don't disagree with the sentiment that you are expressing, and we are hearing the same from riders all over our system who may lose service. The funding gap of \$3M isn't sustainable but we continue to work on a solution to fill the funding gap. We have logged this comment and will provide it to the GMT Board in October.

We have scheduled a round of public meetings about the service reductions that you can find here. We just added a new round of meetings for October.

In addition to the public meetings and our regular board meetings, The best way to engage in the process is to reach out to elected officials. I'd recommend:

- Contacting Governor Phil Scott, who controls how VTrans budgets public transit. (<https://governor.vermont.gov/>)
- Your local legislators, as the Legislature drafts the transportation bill that funds transit. (<https://legislature.vermont.gov/>)
- Your local municipality, who financially contributes to GMT.

All three of these can influence the situation and decrease the necessity of cuts.

Thank you again, please let me know if you have additional questions.

**Jamie Smith**  
 Director of Rider Experience  
 Green Mountain Transit  
 [She/Her [What's this?](#)]

802-540-1098  
[jamie@ridegmt.com](mailto:jamie@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
 101 Queen City Park Rd, Burlington, VT 05401



Celebrating 50 Years of Connecting Communities

On Thu, Sep 26, 2024 at 9:08 AM Bouchard, Claire M. <Claire.Bouchard@uvmhealth.org> wrote:

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I moved to Kennedy Drive 22 years ago because of easy access to the bus route. Since I don't drive it was just what I need to get to work at MCHV. Please don't drop it from the schedule. At least leave the first 3 runs on the schedule from

6:00 to 7:30 and the ones from 3:45 to 5:15. I am not able to walk 3 miles to the MCHV. Thank you for your time.

Claire Bouchard

Birth Certificate Specialist

Univeristy of Vermont Medical Center

HIMD Rm 584

PH 847-1185

Fax 847-1920

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Christopher Damiani <cdamiani@ridegmt.com>

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## Re: GMT Essex #2 Service

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Clayton Clark <cclark@ridegmt.com>  
To: Anna Vann <avann2006@gmail.com>  
Cc: GMT Planning Department <planning@ridegmt.com>

Thu, Aug 29, 2024 at 10:19 AM

Hello Anna,

Thank you so much for reaching out and getting engaged in our process.

Attached is the full list of reductions being considered. The list lays out an estimated \$3 million in service reductions. Fortunately at this time our funding gap is ~\$2 million, so we won't need to enact all the proposals unless our financial conditions worsens unexpectedly. There are very limited reductions to the #2 proposed.

The best way to engage in the process is to reach out to elected officials. I'd recommend:

- Contacting Governor Phil Scott, who controls how VTrans budgets public transit. (<https://governor.vermont.gov/>)
- Your local legislators, as the Legislature drafts the transportation bill the funds transit. (<https://legislature.vermont.gov/>)
- Your local municipality, who financially contributes to GMT.

All three of these have the ability to influence the situation and decrease the necessity of cuts.

Thank you,  
Clayton

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

July 9, 2024, Guest Haiku  
Humidity, heat  
Permeate Vermont summers.  
Our A/C greets you.

On Thu, Aug 29, 2024 at 9:07 AM Anna Vann <avann2006@gmail.com> wrote:

Hello,

I got your email off the slide deck on the GMT website from the last public meeting discussing GMT funding. I had a couple of questions I hope it's okay to direct to you (if not, please direct me to a better contact):

- 1.) Where can I find a comprehensive official list of routes to be reduced or eliminated by upcoming service cuts? So far, I've only been able to find press releases that are unclear/confusing/ambiguous about what routes would be impacted.
- 2.) As of this summer, I have started using the #2 Essex line to commute several times a week to work. Is there anything I can do as a GMT commuter to advocate for GMT funding? I'll be trying to raise awareness of the service cuts where I can. The traffic between Burlington and Essex Junction is awful and is only going to get worse with GMT service cuts.

Thanks in advance,

Anna C. Vann

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**DraftServiceReductionPlan-Final.pdf**

149K



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**Re: Montpelier LINK Express**

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**Elizabeth Cherry** <ewareing28@gmail.com>  
To: planning@ridegmt.com

Mon, Sep 23, 2024 at 8:02 AM

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Hello,

Please, please, please continue service of the Montpelier LINK Express. I live in Montpelier and work in child care in Burlington. The option to take the bus is important to me, especially during the winter months when Montpelier may have a snow day, but my workplace (Greater Burlington YMCA) is open. It takes a load off my mind, my nerves and my pocketbook to take the Montpelier link.

Thank you for your time.

Best,  
Elizabeth Cherry  
219 Berlin Street  
Montpelier, VT 05602

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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**RE: Reduction Plan**

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**Danielle Jimenez** <vmummum1982@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Tue, Sep 17, 2024 at 3:24 PM

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To: Planning Committee

The community has waited long enough for my response. Please read out loud during the 5:30 meeting today:

I not only speak for myself, but on behalf of a very outraged community. I can see what necessary reductions should be made, but the proposed amount of reductions coming so rapidly will not only be unacceptable, but a shock wave that just may be the final crack needed to push the community over the edge.

What resources/planning has gone into this exactly that led GMT to announce a \$3M debt? The reasons provided are not valid and will be chalked up to poor management. Mr. Clark must step down.

GMT should eliminate routes such as City Loop 8, Essex/Williston 10, Jeffersonville Commuter 36, Lakeside Commuter 3....I have heard the complaints of the community for too long and I do advocate for all of us.

GMT staff and drivers are highly respected and valued. Job loss, loss of housing, and so on will be the consequences the community faces if the proposed changes made by the committee goes into effect. If GMT needs the \$3M debt paid? FIND A WAY. Folks NEED GMT to get to work to pay their bills too. Not enough was done to prevent this.

We ARE a community that CAN and WILL stop this. With the help of the board, staff, drivers, and the community, we need to replace the GM ASAP with someone more qualified.

Thank you for your time everyone.

Danielle M. Jimenez (Burlington)

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Christopher Damiani <cdamiani@ridegmt.com>

Re: [info@] Future of the link between Montpelier and Burlington

Jamie Smith <jamie@ridegmt.com>

Fri, Sep 6, 2024 at 2:41 PM

To: disykismet@gmail.com, GMT Planning Department <planning@ridegmt.com>, Jamie Smith <info@ridegmt.com>

Julie,

The page you are looking for is https://ridegmt.com/service-reductions/. I am happy to answer any questions once you have had a chance to review the plan. GMT is facing a \$3M budget deficit for FY25-26 and beyond and we have been asked to create a reduction plan to close that funding gap. The Montpelier LINK Express is one of many reductions that we are proposing for three reasons:

- We conducted a survey of our riders, staff, and Board and overwhelmingly the responses favored GMT focusing on our urban local service over commuter service.
• The urban member communities in Chittenden County subsidize the Montpelier LINK Express and many of them are facing proposed local service reductions of their own.
• The LINK Express is still 60% below the pre-pandemic ridership.

I will stress that this is a draft plan and we are continuing to fill that funding gap in other ways, which would greatly reduce the amount of service we would need to reduce. In the future, the service reduction page can be found under the Service Alerts icon on the main menu, as well as mid-way down the homepage of our website in the rotating "In Transit" featured updates.

Thank you and please let me know if I can answer any questions.

Jamie Smith

Director of Rider Experience
Green Mountain Transit
[She/Her What's this?]

802-540-1098

jamie@ridegmt.com

www.RideGMT.com

101 Queen City Park Rd, Burlington, VT 05401



Celebrating 50 Years of Connecting Communities

On Thu, Sep 5, 2024 at 7:39 PM Julie Nichol <disykismet@gmail.com> wrote:

Hello Personnel of GMT,

I recently read a posting on Montpelier's Front Porch Forum, by a frequent rider of the Link, I believe it's Bus no. 86, between Montpelier and Burlington.

This consumer, had found out that, in the planned service cuts, the link bus, too, is slated to be eliminated, or it is seriously being proposed.

I, as a Vt. and Montpelier resident whose transportation resources are limited to GMT, require information concerning this, and all other service cuts, in the proposed '23-'26 planning. I looked on your website, and came up with nothing intelligible, offered, to your ridership, consumers, such as me.

When I specifically looked for information about planning for the Link, it told me "No matches found".

I am asking if this information, is or is not true, and if there are plans or proposed plans being considered to eliminate the Montpelier/Burlington Link. Please provide me with your answer to this question, directly.

Thank you for your time,
Julie Nichol



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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

## Re: [info@] fyi: Front Porch Forum re: GMT Planning on Completely Cutting Montpelier Link #86

**Jamie Smith** <jamie@ridegmt.com>

Fri, Sep 6, 2024 at 2:42 PM

To: morganbrown@gmail.com, Jamie Smith <info@ridegmt.com>, GMT Planning Department <planning@ridegmt.com>

Thank you so much for sending this our way Morgan!

### Jamie Smith

Director of Rider Experience

Green Mountain Transit

[She/Her [What's this?](#)]

802-540-1098

[jamie@ridegmt.com](mailto:jamie@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

On Thu, Sep 5, 2024 at 8:48 PM Morgan W. Brown <[morganbrown@gmail.com](mailto:morganbrown@gmail.com)> wrote:

In case it is of interest, fyi:

----- Forwarded message -----

From: **Morgan W. Brown** <[morganbrown@gmail.com](mailto:morganbrown@gmail.com)>

Date: Thu, Sep 5, 2024, 8:36 PM

Subject: Front Porch Forum re: GMT Planning on Completely Cutting Montpelier Link #86

To: William Fraser <[wfraser@montpelier-vt.org](mailto:wfraser@montpelier-vt.org)>

Cc: Kelly Murphy <[kmurphy@montpelier-vt.org](mailto:kmurphy@montpelier-vt.org)>, Jack McCullough <[jmccullough@montpelier-vt.org](mailto:jmccullough@montpelier-vt.org)>, John Odum <[jodum@montpelier-vt.org](mailto:jodum@montpelier-vt.org)>, Sara McMillon <[smcmillon@montpelier-vt.org](mailto:smcmillon@montpelier-vt.org)>, <[agil@montpelier-vt.org](mailto:agil@montpelier-vt.org)>, <[pkohn@montpelier-vt.org](mailto:pkohn@montpelier-vt.org)>, <[cbrown@montpelier-vt.org](mailto:cbrown@montpelier-vt.org)>, Lauren Hierl <[lhierl@montpelier-vt.org](mailto:lhierl@montpelier-vt.org)>, Sal Alfano <[salfano@montpelier-vt.org](mailto:salfano@montpelier-vt.org)>, <[theney@montpelier-vt.org](mailto:theney@montpelier-vt.org)>, Conor Casey <[ccasey@leg.state.vt.us](mailto:ccasey@leg.state.vt.us)>, Kate Mccann <[kmccann@leg.state.vt.us](mailto:kmccann@leg.state.vt.us)>, Andrew Perchlik <[aperchlik@leg.state.vt.us](mailto:aperchlik@leg.state.vt.us)>, Ann Cummings <[acummings@leg.state.vt.us](mailto:acummings@leg.state.vt.us)>, Anne Watson <[awatson@leg.state.vt.us](mailto:awatson@leg.state.vt.us)>

In case it is of interest, fyi:

(note: have just posted the following reply of mine to Front Porch Forum; not yet published; have also sent it to the author of the post that I was replying to)

My post:

Appreciate the information, insights as well as the link to that particular 7Days article, Stan. Thank you.

Had missed the article and had not heard about looming potential cuts to the Montpelier Link express bus routes.

This is the bus route(s) that I would have needed to take to Burlington and back home if I had to show for jury duty of a four week long trial that was supposed to begin later this month. Fortunately, the case got cancelled.

In your post to Front Porch Forum yesterday (Thursday), you wrote in part:

"[...] GMT is not (and I don't know if they have ever been) financially self-sufficient. They have relied on support from the State and Municipalities for ~\$29M in funding. Montpelier, for example, cut \$40k from GMT to \$0."

It is no wonder then that GMT Montpelier Link routes to and from Burlington could potentially be on the chopping block.

What a disgraceful shame.

If these cuts were to take place, what are riders dependent on public transportation to get to their destinations supposed to do, especially if they are required to be present for one thing or another (e.g., US District Court jury duty), hitchhike (posed rhetorically)?

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## route 86 in proposed cuts

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**Daniel DeSanto** <Daniel.Desanto@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Sep 17, 2024 at 2:18 PM

Hello GMT,

Thank you for the opportunity to provide feedback to your budget plans. I am writing to advocate for continued support for the 86 route between Burlington and Montpelier. I currently live in Waterbury and take the route. I, like many riders, used to take the route more before Covid when there were better busses. Since covid the cuts have hurt the line. Often city busses with a back door are now sent on the route - making it cold, bumpy, and less than desirable. Still, I know many who commute on the line from Waterbury and I take it whenever I can.

The 86 is an important connection for cities and towns on the southerly I-89 corridor, and it would set transportation in the state back a decade to eliminate the line. Instead, more money should be approved for its improvement. I understand the current budget pressure, but surely this line should not be in the queue for being cut.

Thanks for your time.

Dan DeSanto  
Waterbury resident / UVM employee

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Rt 36 Jeffersonville Commuter

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**Sara Anne Lourie** <sara.lourie@mail.mcgill.ca>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Oct 1, 2024 at 11:28 AM

To Whom it May Concern,

I am disheartened to hear that there is discussion about discontinuing the Jeffersonville Commuter bus. I worked very hard to increase awareness of, and keep this service running a few years ago, and so this news is particularly upsetting.

If Vermont is serious about its commitment to climate change and reducing carbon emissions, they should be encouraging public transportation, and making it easier and more convenient than it currently is, not cutting it. I have certainly made use of, and am very appreciative of the bus, and I know that there are many people who rely on it.

I recognise that there may be some hope that the line would actually be extended to Morrisville. I think that this would be an excellent idea. It would increase ridership since it would also open up a direct service to/from Johnson and Hyde Park, as well as Morrisville. It would also complete the circuit from Burlington -> Morrisville -> Stowe -> Waterbury -> Burlington (connecting with a spur to Montpelier and the NE Kingdom), which would be a good move in the right direction.

I know that the bus connecting Stowe to the resort is being maintained. How about considering a bus from Burlington to Smugglers' Notch Resort in the winter? I know that a lot of people from Chittenden County come and ski here.

I do hope that the service is maintained, and even extended.

Yours sincerely,

Sara Lourie

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Save #36 GMT Bus Line

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**Meg Davidson** <megdavidson2@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Mon, Sep 9, 2024 at 10:06 AM

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To whom it may concern,

Please do not cut service on the #36 CMT Bus Line. It is an invaluable resource for the Jericho and Underhill community, especially for low-income residents who do not have reliable personal modes of transportation. Public transit is a lifeline for many, and even if this route doesn't have a large ridership, it is valuable to maintain it for those who need it.

Thank you for your consideration,  
Meg Davidson  
Jericho Resident

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Christopher Damiani <cdamiani@ridegmt.com>

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## save #36 Jefferson bus line

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**Jack Smith** <jackleonsmith@hotmail.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Fri, Sep 6, 2024 at 8:40 AM

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This is a reliable service for people who would otherwise be in cars.

Thank you

Jack smith

Jericho

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Save Bus 86!

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**Sharone Bailey** <sharonelbailey@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Fri, Sep 20, 2024 at 10:11 AM

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Hi.

I ride bus 86 from waterbury to UVM medical school and depend 745 and 810 am bus and I take the 407 pm home from UVM back to Waterbury.

I would gladly pay more money to ride this bus. I am paying nothing for now as I am a UVM employee.

Many of us that ride it work for UVM . UVM is such a large employer even for people way out in central vt.

I would hope UVM could support with more money for ridership. I enjoy avoiding traffic, miles on my car and not paying the \$200-400 parking bill at UVM. It costs me \$4 a day plus wear and tear plus gas and stress to park at UVM. Again i would gladly pay more to keep this bus. I wo

This commute would be unbearable if the bus linking montpelier and UVM would disappear. It would also be going in the wrong direction for jobs and climate change.

Thank you for your consideration.

Sharone Bailey  
E: [sharonelbailey@gmail.com](mailto:sharonelbailey@gmail.com)  
T: 847.322.0015

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Save Line #36!

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**Jer Coons** <jercoons@gmail.com>  
To: planning@ridegmt.com

Fri, Sep 6, 2024 at 5:50 PM

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Hello!

I recently heard about the proposed reduction/removal of bus service, specifically the Jeffersonville commuter line and I am writing to emphatically urge you to reconsider - I rely on this bus for work, to commute from my home in Jericho to Burlington and back - Since I am without a car this would create a major issue for me and others in similar situations. I know the ridership is small, but the commuter line is a crucial lifeblood for many of us rural Vermonters who are still playing catch up in our post-pandemic world. With so few job prospects in this neck of the woods, the inability to get to Burlington would be utterly stagnating. Please reconsider, or at the very least reducing to a single morning route/single evening route so those of us who rely on it aren't left completely stranded.

Thank you for your time and consideration.

Best,

Jer

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Save the #36 GMT Bus Line

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Nicole Howard <whatisachicken@hotmail.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 5, 2024 at 7:15 PM

Hi planning commission people,

I just read that the GMT #36 Jeffersonville-Burlington Commuter bus line is at risk of being cancelled. My mom uses this bus regularly (even though it only runs once in the AM and once in the PM which isn't the most convenient, it's still way better than nothing and she finds a way to make it work). We don't live in a city where you can just catch an Uber or Lyft (they don't even exist in Cambridge/Jeffersonville, last I checked), so there are really no other options for people without cars or those with vision issues who cannot drive. Even if there are just a handful of people on the bus, it matters deeply to those people.

How about instead of cutting the line, you start a campaign to popularize the bus, give people ideas on how to use it, make it fun and increase ridership? I wouldn't even have known about it if my mom didn't use it. Parking in Burlington can be a huge pain and an added cost; suggesting using the bus for festivals and other downtown events would cut traffic (eco-friendly) and parking stress for young people and families too. An easy way for out of town visitors staying at Smuggler's Notch to visit Burlington, a partnership with the resort (free one way fare?) - there's tons of ideas! More times or even just a second later bus so you're not stranded if you miss the one bus home would make it even easier to use.

Vermont aims to be an eco-friendly, green state so we absolutely cannot give up on our bus service lines; it's a huge step backwards.

Thanks for your consideration,  
Nicole Howard

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Save the Montpelier Link!!!

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**Krisan Geary** <krisan@powerwebgraphics.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 9:28 PM

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Good evening.

I just learned of the potential elimination of the Montpelier Link. I am a regular rider and would be very disappointed to lose the service. I depend on it to get from home (in Waterbury) to work (at UVM) 3-4 days a week.

If there is any way to keep the service, I ask that you please do so. These routes are heavily utilized and there are many of us that depend on this route to get to our jobs!

Thank you for taking this feedback into account.

Best regards,

Krisan Gear

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Christopher Damiani <cdamiani@ridegmt.com>

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## Service Cuts Public Comment

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**Addie Hedges** <Addie.Hedges@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 5, 2024 at 10:34 AM

Hi,

I am a current graduate student at UVM and use the Montpelier LINK bus as an efficient way to get to class. When I heard about the proposed service cuts, and the potential for the route to be discontinued, I was concerned about the impact this would have on my daily commute. I know that one option is to transfer the route to the rural line, and I implore you to explore this option over a cut. I foresee a cut having a significant impact on mine and others' commutes and ability to live and work in these communities.

Thank you,  
Addie Hedges

Addie Hedges  
*Student, MS in Natural Resources*  
*Rubenstein School of Environment and Natural Resources*  
*University of Vermont*

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Christopher Damiani <cdamiani@ridegmt.com>

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## Service reduction .comment

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**Eben Pendleton** <eben.pendleton@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Fri, Sep 20, 2024 at 2:11 PM

Hi,

A fellow rider on this morning's #86 Link who does not have internet access asked me to pass along the following: "The Montpelier link provides a vital link to the capital for me and others. I use it to travel to the DMV, capital and resources in Montpelier. My life would be impacted if the bus service was to end."

As a twice a week rider of the same bus between Burlington and Montpelier I use the bus to get to my job at the Department of Environmental Conservation. Losing this route would impact the sustainability of my commute.

I encourage you to identify other funding mechanisms to keep existing routes and grow bus routes in the service.

Another friend asked about advocacy groups to support the bus service. This was mentioned at the public meeting on 9/11. Do you have any information or a contact for that?

Thanks,  
Eben Pendleton

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Christopher Damiani <cdamiani@ridegmt.com>

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## Service reduction plan - Montpelier-Burlington LINK

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**Shawn White (she/her)** <Shawn.White@uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Oct 10, 2024 at 3:50 PM

Hello,

I am writing to express my dismay that GMTA is considering elimination of the Montpelier-Burlington bus service. I live in Montpelier and accepted a staff position at UVM last December based on the knowledge I could get to work via the bus. While I work from home 2 days a week, I ride the bus on the remaining weekdays. This allows me to work during my 2 hours/day of commute time, keep a car off the road, and reduce the demand for parking at UVM and in Burlington.

My son, a Freshman at UVM, also relies on the bus for transportation to and from Burlington and Montpelier.

While I understand that GMTA has had staffing and budget issues, I feel that eliminating service between Vermont's largest city and its capital is foolhardy. Better to work at drumming up more riders, finding external funding, or (if need be) reducing the number of trips per day. Too many people rely on this service to completely eliminate it.

Thank you for your consideration,  
Shawn White  
Montpelier, VT

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Service reductions

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**Howard, Ann L** <Ann.L.Howard@med.uvm.edu>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 19, 2024 at 12:12 PM

Dear Green Mountain Transportation,

I'm writing to say that I ride the 86 LINK from Waterbury to UVMCM three days a week, and I love it. Infact, I'm into my 8<sup>th</sup> year of riding the 86 LINK.

I work at the UVM Larner College of Medicine, and live in Morrisville. With the influx of people to the state of Vermont, especially in my area, I have found that my drive along route 100 to the Waterbury Park and Ride is increasingly congested and difficult, so being able to get on the 86 bus to do what I call the "second leg of my trip" is very helpful for me, my job (I can do some work on the bus!) and my well-being. Also, I've met so many people on the bus who I can now call friends. Plus, the drivers are wonderful people. I just love having this option for my commute to Burlington. I'm not sure I could stand the drive actually, and I am super glad to reduce my carbon footprint.

All in all it's a win to take the 86 LINK. I hope you agree and decide to keep this route.

Thanks for considering my input, and for everything you do. It matters!

Ann Howard

—

**ANN HOWARD (she/her)**

*Graphic Designer*

Larner College of Medicine / Office of Medical Communications

University of Vermont

Given Courtyard S-100 | [89 Beaumont Ave.](#)

[Burlington, VT 05405](#)

(802) 760-7333 | [ann.l.howard@med.uvm.edu](mailto:ann.l.howard@med.uvm.edu)

[med.uvm.edu](http://med.uvm.edu)



University  
of Vermont

Larner College of Medicine

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Service reductions

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**Olivia Thompson** <osthompson3@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Tue, Oct 1, 2024 at 6:06 PM

Hello,

I live in Stowe and am planning and have been riding the 86 Link from Waterbury to Burlington and back for ten years since starting my job as a nurse at UVM Medical Center. Throughout the years as my schedule has shifted, I have ridden the 6:15, 7, 7:45, 8:25 and the list goes on through schedule changes, service cuts during covid etc. I have relied on the bus exclusively to get me safely to and from Waterbury three to five days a week. Riding the bus with the same folks every trip is like its own little community; I have made countless friends on the bus and look forward to seeing them each day and settling in for our ride. Many of the riders, including myself, rely on the bus to get the first 45 minutes of our work day done and therefore can leave the house and little later and be home a little sooner. For me with young kids this is huge.

I also get very sleepy when driving so would not be able to keep my job at UVM without the bus to rely on to get me there.

And last, from an environmental standpoint, I feel good about my decision to ride the bus each day.

In conclusion, the 86 is a vital route for many professionals and others who either don't have access to transportation or choose to ride the bus for safety, convenience, ease of parking, working while commuting etc. I would be lost/need to find a new job without it and know many others who feel the same. My plan is to relocate to E Montpelier in the next couple years which is even further from UVM and will be that much more reliant on the bus. Please do not cut this route!

Thank you for your consideration!  
Olivia

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## SSTA and reduction

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**DD G** <dgbluffton@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 26, 2024 at 8:47 AM

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Hi, Will the proposal affect the SSTA routes in Essex? I hope not.  
Deborah Gregory, 10 Kellogg Rd, Essex

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Christopher Damiani <cdamiani@ridegmt.com>

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## Support for the 86

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Christie Silkotch <csilkotch@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 19, 2024 at 10:57 AM

Hi there,

I was unable to attend the public hearing meeting this week so I wanted to write a note of support for the 86 amidst the discussions of service reductions. I am a longtime rider of this line, though my ridership is often seasonal depending on my work schedule (ride more in fall-spring, less in summer).

I ride from Richmond to Burlington to work at UVM to reduce fuel use, costs, and stress of commuting. I have multiple colleagues who rely on the 86 to commute regularly from Montpelier and Barre. The 86 makes their commutes to Burlington, and their jobs, sustainable.

I urge the board to reconsider this cut.

Thank you for your time in soliciting public feedback!

Christie

Christie Silkotch  
[csilkotch@gmail.com](mailto:csilkotch@gmail.com)  
(802) 373-5463

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## The Montpelier LINK

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**Becky Citarella** <be.citarella@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 5, 2024 at 10:15 AM

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To whom it may concern,

The Montpelier LINK is a necessary bus that needs to stay in service, without it hundreds of Vermonters will have no way to get to their jobs, universities, medical appointments, and other essential locations/services. We already face so many challenges with rising costs of, well, everything and the limited service and resources. Not only can I not get an appt with a healthcare provider in my hometown and have to travel to Burlington, but now cutting transportation options to get to that appointment. We can and must do better. People are struggling and this will only exacerbate and add to the mounting issues this state is experiencing. Please do right by the people. We need your support! Thank you for your time and consideration.

Warmly,  
Becky

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## Transportation

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**Crystal Berenberg** <crystal.berenberg@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 26, 2024 at 6:37 AM

To Whom It May Concern:

I rely on public transportation to get around and this is the only mode I use because it is affordable. By cutting out bus routes and saying to us that we will have to find other modes of transportation would be a hardship.

The other modes of transportation is too expensive. You will be severely impacting individuals who are on limited resources already. If resources are the issue then I would consider start changing students on the weekends when you know there are no classes because that to me is like everyone else who rides the bus.

They are students Monday through Friday. All the bus lines are essential because you have individuals who commute to work using these bus lines. Do you expect these individuals to ride an Uber to and from work, by doing this most of their earnings would go to this.

Best Regards,  
Crystal Berenberg  
[crystal.berenberg@gmail.com](mailto:crystal.berenberg@gmail.com)

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Christopher Damiani <cdamiani@ridegmt.com>

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## Urgent Appeal to Retain Montpelier LINK Bus Service

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Dylan Hart <dylanpearl@hotmail.com>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Thu, Sep 5, 2024 at 9:53 AM

Dear GMT Planning Team,

I am reaching out to express my deep concern regarding the proposed decision to cut the Montpelier LINK bus route. As you may be aware, many UVM students residing in Montpelier heavily rely on this essential bus service to commute to classes, the impact of losing this route would be devastating. Not only will it affect their ability to access education but also hinder hundreds of Vermonters from reaching their jobs, medical appointments, and other critical services in Burlington.

The Montpelier LINK bus plays a vital role in ensuring accessibility and connectivity for individuals who do not have alternative transportation options. It serves as a lifeline for many members of the community, facilitating their daily commutes and improving their quality of life.

I urge you to reconsider the decision to eliminate the Montpelier LINK service and explore alternative solutions that can preserve this valuable route. The repercussions of discontinuing this bus line will be severe and far-reaching, impacting the lives of numerous individuals who rely on public transportation to fulfill their essential needs.

I kindly request GMT to prioritize the well-being and accessibility of Vermont residents by retaining the Montpelier LINK bus service. Your support in maintaining this crucial route is pivotal in ensuring that community members can continue to access education, employment, healthcare, and other vital destinations in an efficient and sustainable manner.

Thank you for your attention to this urgent matter and for considering the needs of those who depend on public transportation services.

Sincerely,

Dylan Hart  
802-535-6423

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Want to share your story with GMT?

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**Mona Tolba** <mtolba7@gmail.com>

Wed, Nov 13, 2024 at 6:04 AM

To: Anne Nelson Stoner &lt;ANStoner@ccrpcvt.org&gt;

Cc: amje570@yahoo.com, Jamie Smith &lt;jamie@ridegmt.com&gt;

Hi Anne and Jamie  
This is what Amjad wrote

Dear SIR/MADAM

I am writing this to you based on the challenges I am facing as a result of the reduction in the number of buses and their removal from many routes in our city and other cities, while we were hoping that the number of buses and routes would increase to cover all places. I and many people were suffering on Sunday and currently on Saturday as well, as the buses come late due to their scarcity. This change in bus schedules greatly affects my ability to travel independently, causing me difficulty in reaching the places I need on a regular basis.

I am a person with special needs and I depend on public transportation services on a permanent basis, especially since I use a wheelchair. I have always found that the bus service is the primary means by which I can move freely. However, with the recent changes that have occurred and will occur and increase the matter, it has become difficult for me to continue my daily life normally.

I am asking to reconsider the service schedules, increase the number of buses, cancel their deletion from some routes, and provide appropriate solutions for people with special needs in particular and all people in general, taking into account that many of us depend on public transportation for daily transportation.

I ask you to take this issue into consideration and work to improve this service to suit our needs, so that we can continue our daily lives without obstacles. Especially since we are in the winter season living in an atmosphere of severe cold, rain and snow that does not spare those who wait for the bus to arrive or not.

Thank you for your understanding, and I look forward to your quick response to this request.

Sincerely,

Amjed Al Mulla

If Jamie wanted to meet with him one on one please let me know and I can arrange for him and I can help with interpretation.

Kind regards,  
Mona  
Sent from my iPhone

On Nov 12, 2024, at 10:00AM, Anne Nelson Stoner <ANStoner@ccrpcvt.org> wrote:

[Quoted text hidden]



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

---

## Waterbury to Burlington Bus

---

**Janet Simpson** <janethaleysimpson@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 2:27 PM

### GMT Security Filter

**Warning:** Sender [janethaleysimpson@gmail.com](mailto:janethaleysimpson@gmail.com) is not yet trusted by your organization. Please be careful before replying or clicking on the URLs.

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Hello GMT, My name is Janet and I am a Waterbury resident and frequent user of Bus 86 to Burlington. I beg that you reconsider removing this route. This was essential for us before we got a second car, as I worked PT in Burlington and my daughter attends preschool there. The bus is typically busy - I can't think of a time when it wasn't - rain, shine or snow. Thanks for your time & consideration, -- Janet Simpson (202).322.7382 -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/46BCF473-D793-47AC-ADC3-38881FF6D930%40gmail.com>.



Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## We need Montpelier LINK

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Jonathan Tollefson <tollefson.jon@gmail.com>  
To: planning@ridegmt.com

Thu, Sep 5, 2024 at 10:36 AM

### GMT Security Filter

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Dear GMT,

I'm writing about the planned service reductions for the coming year. As a Central Vermont resident, I rely on the Montpelier LINK service to access medical services, work meetings, long-distance travel connections, and social engagements in the Burlington area - usually connecting via the RCT Route 2 Commuter from Plainfield (and, previously, GMT's midday Route 2 service). I live in a one-car household, which means that the bus is not only a key lifeline, but an important part of an active and environmentally-conscious lifestyle.

Without LINK service, I and many others would lose access to the state's biggest concentration of jobs, healthcare, education, and other necessities. When we do need to meet those needs, we would rely on expensive and environmentally harmful car transport. The state can't afford to go that direction.

I hope that the Montpelier LINK can remain in service. Deep thanks to GMT for all your work to connect Vermont communities through low-impact and affordable transportation.

Sincerely,  
Jonathan Tollefson  
Plainfield, VT

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Christopher Damiani <cdamiani@ridegmt.com>

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## We need the Montpelier LINK!

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**Caitlin Hollister** <caitlinhollister@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Thu, Sep 19, 2024 at 7:43 PM

Dear GMT,

Thank you for offering this period of public comment on suggested changes to the GMT bus routes. I am writing to ask that you maintain the Montpelier LINK routes. As a regular rider from Waterbury, I depend on the bus to get to and from my Burlington office, as well as take rides into Burlington with my kids when they have days off from school. I see on page 8 of the Draft Service Reduction Plan that the LINK sees over 52,000 rides per year. This would be a dramatic increase to the number of cars on the road if all of those rides turned into individual car trips!

As we try to reduce our transportation emissions as a state, we need to continue to support folks who are eager to commute without their personal vehicles. If the LINK service is discontinued, the only way to Burlington would be by personal vehicle.

I appreciate that you have very hard decisions to make in a dire financial landscape. Please know that many Waterbury, Richmond and Montpelier residents are eager to do whatever we can to maintain our bus service!

Sincerely,  
Caitlin Hollister  
Waterbury, VT  
802.560.3040

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Christopher Damiani <cdamiani@ridegmt.com>

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## Writing in support of the Montpelier LINK

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**Sam Graulty** <sgraulty@gmail.com>  
To: planning@ridegmt.com

Fri, Sep 20, 2024 at 4:09 PM

Good afternoon,

I'm writing to express my STRONG support of at least maintaining, if not expanding Montpelier LINK express bus service. As someone who is lucky enough to have the option to commute from Jericho into Montpelier in my own vehicle, I'm always so happy when I can take the bus (I'll typically drive to the Richmond Park & Ride and take it from there). Not only am I making the more environmentally friendly choice, it's relaxing and I'm even able to get a jump on my work day!

I would be very disappointed to lose this option and I'd feel truly distraught for the people for whom the LINK is their only reasonable option for transportation. Please do all you can to maintain the Montpelier line as is. Thank you for your time and consideration.

-Sam Graulty

--

(He/Him/His) (why?)  
448 Browns Trace  
Jericho VT  
05465  
(802) 881-5858

"To pay attention, this is our endless and proper work."  
— Mary Oliver

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Christopher Damiani &lt;cdamiani@ridegmt.com&gt;

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## You have to keep the LINK

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**Talyn Brown-Wolf** <talynbw@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Wed, Sep 4, 2024 at 5:16 PM

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Hello,

I am one of countless people who use the LINK to get from Montpelier to Burlington so that I can get to UVM where I have classes. If you cut this line I will no longer be able to get to school. I cannot drive and this is my only way to get to UVM. Cutting essential services is not the answer to your problem. This will disproportionately harm disabled and poor people, as well as anyone who cares about the environment or doesn't own a car/know how to drive. Cutting these essential routes will be catastrophic to Vermont as a whole. People will no longer have access to their jobs, colleges, healthcare, stores, etc. You have to keep these routes, find another way to solve your problem that doesn't lead to harming thousands of Vermonters. I beg you.

- Talyn Brown-Wolf

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**[info@] Burlington Montpelier Link Service**

2 messages

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**Jim Drummond** <jimkd@blackriverdesign.com>

Wed, Jun 12, 2024 at 9:54 AM

Reply-To: jimkd@blackriverdesign.com

To: "info@ridegmt.com" &lt;info@ridegmt.com&gt;

Hello,

I have been a Link rider since about 2008. My job allowed me to work remotely during the pandemic and I have been using my car since, only sporadically traveling on the LINK. Here are some comments:

- Great that you modernized the ticket payment system.
- It's time to get a reliable bus tracking app. Waiting for a bus at the PARC lot and not knowing when the bus will arrive is a waste of time
- The new stop in Williston adds about 8 minutes to the trip. The LINK was an express bus that offered timely service between two cities. Now it is a Milk Run. Gut churning too.
- The city style buses with horizontal facing seats are not safe for the Interstate. How can you run an interstate route without seatbelts? I was on a similar bus that crashed near Middlesex in 2009. The horizontally facing passengers ended up all over the floor in broken glass. If the bus had tipped over when it went into the median it would have been worse. Headrests would be advisable too.
- The cutaway buses should not be used for an Interstate trip. Yesterday I rode the Run #2 bus to Montpelier. The worst trip I have ever taken. Like riding in the bed of a pickup truck: unbelievably noisy and bumpy and unsafe. Half the seatbelts were broken. A driver told me they hate driving the cutaways.

Hope this helps. I know you have a lot of challenges financially etc.

**Jim Drummond, AIA, NCARB, Partner**

BLACK RIVER DESIGN, ARCHITECTS

office: (802) 223-2044 | cell: (802) 793-9940

email: [jimkd@blackriverdesign.com](mailto:jimkd@blackriverdesign.com)web: [blackriverdesign.com](http://blackriverdesign.com) | [facebook](#) | [linkedin](#)

73 Main St., Rm. 9 | Montpelier, Vermont 05602

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**Rebecca Watarz** <rwatarz@ridegmt.com>

Wed, Jun 12, 2024 at 11:22 AM

Reply-To: rwatarz@ridegmt.com

To: Jimmy Johnson &lt;jjohnson@ridegmt.com&gt;, Monica White &lt;mwhite@ridegmt.com&gt;, Michael Smith &lt;msmith@ridegmt.com&gt;, Jon Moore &lt;jmoore@ridegmt.com&gt;, info &lt;info@ridegmt.com&gt;

I felt like this needed to go to all of you. I have not yet responded as he has several different complaints ranging from safety, to the LINK schedule and the Transit app.

[Quoted text hidden]

--

**Becky Watarz**

Administrative Coordinator  
Green Mountain Transit

802-540-0585

[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401





Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Montpelier Link

1 message

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**Mckenzie Hartman-Mattson** <mhartmanmattson@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Fri, Jan 17, 2025 at 6:23 PM

### GMT Security Filter

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To whom it may concern, I am concerned about the proposed elimination of the Montpelier link commuter as mentioned in the Draft of the Urban Service Reduction Plan. I and many others rely on this bus as a means of transportation to Burlington and specifically the University of Vermont Medical Center. I and many other individuals who serve the greater Burlington community in our careers would be heavily burdened if this route were to be eliminated. As a state we should be expanding resources to increase availability of public transportation, not eliminate it. I would plead GMT to strongly re-consider the detrimental impacts this change would have on the community. Best, McKenzie Hartman-Mattson -- You received this message because you are subscribed to the Google Groups "GMT Planning Department" group. To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com). To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/EF60D811-8D37-4395-8747-5B62BF2403C2%40gmail.com>.



Jamie Smith <jamie@ridegmt.com>

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## Service Reductions Clarification

1 message

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**Joshua Ferguson** <jferguson@vpirg.org>  
To: "planning@ridegmt.com" <planning@ridegmt.com>

Tue, Jan 21, 2025 at 1:25 PM

Good afternoon,

I am writing today with a question on clarification concerning the Draft Service Reduction Plan. I am curious about how the # of impacted rides was determined, and more importantly to my question, how rides impacted is defined. I am reading it as this is how many people typically utilize this run/route during the timeline that is listed, but is that the correct interpretation?

Best,  
Josh Ferguson

Josh Ferguson (He/Him/His)  
VPIRG Climate & Energy Associate  
VPIRG Canvass Director

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Jamie Smith <jamie@ridegmt.com>

## Public Comment: Proposed 56/96 Service Adjustments

3 messages

**Matt & Jenn DeSorgher** <mjdesorgher@gmail.com>  
To: planning@ridegmt.com

Sun, Jan 5, 2025 at 5:31 PM

Good evening,

I will endeavor to attend one of the scheduled public meetings but as a daily commuter on the 96/Saint Albans Link Express, I want to submit my comments regarding the proposed service changes which would see the 56 Milton Commuter and 96 Saint Albans Link Combined.

While I appreciate the creativity in combining these routes as a budget saving measure, the proposed service largely keeps Milton service whole while decimating service to Saint Albans.

I am deeply concerned that the proposed service eliminated all service to Saint Albans except for the Park & Ride and NMC. Currently, numerous riders board and deboard along Main Street in Saint Albans City - many of these individuals lack other means of transportation and may be unable to drive to the Park & Ride. Though not common, I have known riders who connect from the Saint Albans Link to the Downtown Shuttle, Alburgh or Richford Commuter routes and this schedule makes those connections either more difficult (for the Downtown Shuttle) or impossible (for the Albert & Richford Commuters). Connectivity is critical in public transportation and this proposed routing is a step away from an integrated network.

I implore GMT to look at how some service to Main Street in Saint Albans City might be maintained. For example: When running from Saint Albans to Burlington, the bus could begin at the Park & Ride, serve NMC as currently proposed, but then continue down Fairfield Street to Main Street Saint Albans, turning left on Main Street and continuing to the Interstate Access Road. I understand this would add time to the route but it would maintain a critical link to downtown Saint Albans.

I also believe that the proposed 7:15 AM arrival time at UVM Medical Center is unnecessarily early. Currently, the first Milton inbound bus arrives at UVMCC at 7:18 and the first Saint Albans inbound bus arrives at 7:25. A 7:25 arrival time at UVMCC should be maintained and would provide flexibility to route the service through downtown Saint Albans.

As proposed, this is a longer and less convenient ride from Saint Albans and I fear that this will result in a death spiral where Saint Albans ridership drops and that drop becomes justification to end Saint Albans service altogether - that would be a profoundly troubling outcome.

In the proposed service draft, Milton riders are asked to make no sacrifices while Saint Albans riders sacrifice greatly. I ask that you return to the drawing board and draft a service route which asks both 56 and 96 riders to sacrifice; adding back some service to downtown Saint Albans, perhaps at the expense of one of the stops in Milton/Colchester.

Sincerely,

Matthew DeSorgher  
Saint Albans City Resident

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**Matt & Jenn DeSorgher** <mjdesorgher@gmail.com>  
To: planning@ridegmt.com, cdamiani@ridegmt.com, jamie@ridegmt.com

Tue, Jan 21, 2025 at 7:50 PM

Good evening,

I would like to thank you for making revisions to the proposed 96/56 route to include service to Main Street, Saint Albans.

GMT Final Report Page 322



In reviewing the revised routing through downtown, Saint Albans, I have one additional comment:

The map online shows the following stops in St. Albans: Park & Ride, NW Medical Center, S. Main Street @ New Street, and S. Main Street at SAPD. There is not a formal stop designated at Taylor Park (Main Street @ Fairfield Street). When/if this route is finalized, I ask that a stop be formally designated at either Main Street & Fairfield Street (bottom of Taylor Park) or Church Street @ Fairfield (Top of Taylor Park). The latter may be easier for drivers as it would be before left and right turn only lanes come into play for the turn from Fairfield onto Main Street.

Many people get on/off the bus at Taylor Park, so a stop at this location is critical.

Thank you again for your openness to feedback. These service cuts are deeply unfortunate - but you I appreciate the creative approaches you are taking to maintain service where feasible.

Matt DeSorgher  
Saint Albans City

[Quoted text hidden]

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**Christopher Damiani** <cdamiani@ridegmt.com>

Wed, Jan 22, 2025 at 9:36 AM

To: Matt & Jenn DeSorgher <mjdesorgher@gmail.com>

Cc: jamie@ridegmt.com, William Hodgson <whodgson@ridegmt.com>

Thanks Matt for your comments and for coming to the public meeting last week.

We were thinking of putting a stop at Church St and Fairfield St. in our internal discussions for the reasons you mentioned. We only have timepoint stops listed as those were the stops we were ready to commit to and are working through the designated inbetween stops. If you have any other suggestions please don't hesitate to let us know!

-Cheers

On Tue, Jan 21, 2025 at 7:50 PM Matt & Jenn DeSorgher <mjdesorgher@gmail.com> wrote:

Good evening,

I would like to thank you for making revisions to the proposed 96/56 route to include service to Main Street, Saint Albans.

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Matt DeSorgher  
Saint Albans City

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individuals lack other means of transportation and may be unable to drive to the Park & Ride. Though not common, I have known riders who connect from the Saint Albans Link to the Downtown Shuttle, Alburgh or Richford Commuter routes and this schedule makes those connections either more difficult (for the Downtown Shuttle) or impossible (for the Albert & Richford Commuters). Connectivity is critical in public transportation and this proposed routing is a step away from an integrated network.

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Sincerely,

Matthew DeSorgher  
Saint Albans City Resident

--

**Chris Damiani, AICP**

Director of Planning  
Green Mountain Transit  
[He/Him [What's this?](#)]

802-540-2537

[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Fri, Jan 17, 2025 at 1:24 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
GMT BOARD BRING THIS UP AT THE GMT  
BOARD ON JANUARY 21,2025.  
THE GMT BUS DRIVERS AGREE WITH ME  
THAT GMT BOARD NEEDS TO GET RID OF  
CLAYTON CLARK THE GENERAL MANGER  
AND THE GMT BUS DRIVERS AGREE WITH  
ME THAT CLAYTON CLARK NEEDS TO HIT  
THE FUCKING ROAD AND CLAYTON CLARK  
IS FUCKING UP THE GMT BUS DRIVERS AND  
PASSERGERS BY CUTTING THE GMT BUS  
SERVICE.THE GMT BUS DRIVERS DOES NOT  
LIKE CLAYTON CLARK THE GENERAL  
MANGER AND THE GMT BUS DRIVERS SAID  
CLAYTON CLARK NEEDS TO HIT THE  
FUCKING ROAD.GMT BUS DRIVERS AGREE  
WITH ME THAT GMT BOARD NEEDS TO GET  
RID OF CLAYTON CLARK THE GENERAL  
MANGER AT GMT.CLAYTON CLARK HAS  
FUCK GMT TO MANY TIMES AT GMT.THE GMT

BUS DRIVERS DOES NOT WANT CLAYTON CLARK FOR GENERAL MANGER ANY MORE. THE GMT BUS DRIVERS AGREE WITH ME ON EVER THING TO GET RID OF CLAYTON CLARK THE GENERAL MANGER. THE GMT BUS DRIVERS DOES NOT LIKE CLAYTON CLARK FOR GENERAL MANGER AT GMT. GMT BOARD PLEASE GET RID OF CLAYTON CLARK THE GENERAL MANGER TO MAKE EVER ONE HAPPY PLEASE. NOBODY IS NOT HAPPY WITH CLAYTON CLARK THE GENERAL MANGER AT GMT. CLAYTON CLARK THE GENERAL MANGER HAS FUCK UP GMT TO MANY TIMES FOR EVER ONE BY CUTTING GMT BUS SERVICE AND IF WASN'T FOR FUCKING CLAYTON CLARK THE FUCKING GENERAL MANGER THE GMT BUS SERVICE WOULD NOT BE CUTTING GMT BUS SERVICE BECAUSE CLAYTON CLARK FUCKING IT UP ON EVER ONE AND EVER THING IS CLAYTON CLARK FAULT WHAT HE IS DOING TO GMT. GMT BOARD PLEASE GET RID OF CLAYTON CLARK BEFORE HE FUCKS UP THE GMT MORE. CLAYTON CLARK THINKS HE KNOWS WHAT THE FUCK IS DOING HE DOES NOT WHAT THE FUCK HE IS DOING

WITH THE BUS COMPANY AT ALL.IT IS TIME FOR CLAYTON CLARK TO HIT THE FUCKING ROAD FROM GMT.GOOD BY CLAYTON CLARK THE GENERAL MANGER AT GMT.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Tue, Jan 14, 2025 at 7:06 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: planning@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
STOP CUTTING THE FUCKING GMT BUS  
SERVICE I AM SICK OF FUCKING GMT  
CUTTING BUS SERVICE THIS NEEDS TO  
FUCKING STOP WITH CUTTING BUS  
SERVICE AND GMT NEEDS TO STOP THE  
FUCKING BULLSHIT WITH CUTTING BUS  
SERVICE STOP THE FUCKING  
BULLSHIT.LEAVE THE FUCKING BUS  
SERVICE ALONE ASSHOLES AT GMT.LEAVE  
THE FUCKING GMT BUS SERVICE THE FUCK  
ALONE ASSHOLES AND FUCKING JERKS AT  
GMT.THIS IS GETTING FUCKING SICKING AT  
GMT CUTTING GMT BUS SERVICE ALL OF  
YOU CAN FUCK OFF AT GMT FOR CUTTING  
GMT BUS SERVICE.GET RID OF THE  
FUCKING GENERAL MANGER CLAYTON  
CLARK HE KEPTS FUCKING UP THE GMT  
BUS COMPANY VERY BAD.THIS I HOPE  
CLAYTON CLARK FUCKING LEAVES GMT

FAST GET HELL OUT OF GMT. CLAYTON CLARK IS THE ONE KEPTS FUCKING UP GMT BUS SERVICE LEAVE IT THE FUCK ALONE. IT IS ALL CLAYTON CLARK FAULT THAT HE CUTTING GMT BUS SERVICE GET TEH FUCK OUT OF GMT NOW FOR CUTTING GMT BUS SERVICE. GMT BOARD NEEDS TO GET RID OF CLAYTON CLARK NOW HE KEPTS FUCKING GMT BUS COMPANY BY CUTTING GMT BUS SERVICE THIS NEEDS TO FUCKING STOP OR HAVE FILED DAY IN THE COURT HOUSE WITH THE PUBIC FOR CUTTING GMT BUS SERVICE. THE PUBIC WILL BRING GMT TO COURT FOR CUTTING GMT BUS SERVICE AND HAVE FILED DAY IN THE COURT HOUSE. DOES GMT WANT FILED DAY IN THE COURT HOUSE FROM THE PUBIC THEM FUCKING STOP CUTTING GMT BUS SERVICE.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Service reductions

1 message

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**Steven Cubitt-McMahon** <scubittmcmahon0811@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Fri, Jan 10, 2025 at 8:47 AM

### GMT Security Filter

**Warning:** Sender [scubittmcmahon0811@gmail.com](mailto:scubittmcmahon0811@gmail.com) is not yet trusted by your organization.  
Please be careful before replying or clicking on the URLs.

[Report Phishing](#)   [Mark Safe](#)

powered by Graphus®

Hi, please stop doing all this service reductions it's non sense. If you keep doing all these service reductions your gonna end up going out of business cause you won't have passengers that pay to use the bus system. Stop buying all these buses and stop hiring all these drivers by not buying all these buses and hiring all these drivers you will save money. On top why not have the schedule go back to leaving 15 after the hour and 45 min after the hour instead of all these odd times you have currently that way there aren't so many buses being used. Combine the st. Albans and milton run to travel Rte 7 all the way to st. Albans. Redo the williston route to pull into the airport on certain runs eliminate the airport run and just have the free college st shuttle that goes from waterfront to hospital and back to water front. Also bring back the #4 route which does Essex center. Also make some routes end at 7pm like the #5,8,9 and routes #1,2,6,7 end at 10pm mon-sun. Have started times everyday at 5am. Have route #4 if you bring it back go from 6am to 6pm mon-fri and Saturday from 7am to 6pm. No bus service on Sunday. By not having bus service on Sunday that will also save money. By ending some routes at 7pm you won't have that many buses on the road and not many drivers so you will save money. Please consider my thoughts and email and listen to the passengers as we pay to use the bus service and do not want anymore service reductions by eliminating more routes or any of that.

Thank you much for hearing me out

Steven Cubitt-McMahon

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Jamie Smith <jamie@ridegmt.com>

## [info@] Green Mountain Transit "Time table at the Williston Park and Ride shelter"

3 messages

**Alex Martinez** <wordpress@ridegmt.com>  
 Reply-To: wordpress@ridegmt.com  
 To: info@ridegmt.com

Thu, Jan 2, 2025 at 8:03 PM

**From:** Alex Martinez  
**Email:** [alxmrtz002@outlook.com](mailto:alxmrtz002@outlook.com)  
**Subject:** Time table at the Williston Park and Ride shelter  
**Telephone Number:** (802) 522-0129

**Date & time of incident:** 01.02.2025

**Location of incident:**

**Route Number:** 86 link

**Bus Number or Driver Number:**

**Your Message:** Hello,

This message is not a complaint, only an observation.

May I suggest you update the time table posted inside the shelter of the Williston Park and Ride stop?

It still has the old schedule which lists the last run to Montpelier at 5:45pm instead of 5:38pm.

I missed the last bus tonight not realizing the schedule had slightly changed since last year.

GMT is evidently not at fault for my mishap but I thought that bringing the obsolete timetable to your attention would prevent other riders to wait for a bus that already left, a particularly inconvenient situation as this is the last run of the day towards Montpelier.

Thank you and continuing to appreciate the service you provide,  
 Alex Martinez

**Would you prefer to be contacted by GMT?**

No

**How would you like us to contact you?**

Email

--

This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

**Rebecca Watarz** <rwatarz@ridegmt.com>  
 To: GMT Planning Department <planning@ridegmt.com>

Fri, Jan 3, 2025 at 9:49 AM

I will respond to the customer that we will take care of this.

Becky

[Quoted text hidden]

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-

**Becky Watarz**  
 Administrative Coordinator  
 Green Mountain Transit

802-540-0585

[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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**Green Mountain Transit** <info@ridegmt.com>  
Reply-To: info@ridegmt.com  
To: alxmrtz002@outlook.com, info <info@ridegmt.com>

Fri, Jan 3, 2025 at 9:51 AM

Good morning Alex,

Thank you for bringing this to our attention. I have forwarded your email to the department that can update the schedule that is posted at the Park and Ride in Williston,

Kind regards,

Becky  
Administrative Coordinator  
GMT

[Quoted text hidden]

--

**Becky**  
Administrative Coordinator  
**Green Mountain Transit**

[www.RideGMT.com](http://www.RideGMT.com)  
**101 Queen City Park Rd, Burlington, VT 05401**



***Celebrating 50 Years of Connecting Communities***



Jamie Smith <jamie@ridegmt.com>

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**[info@] 784 Hercules Drive, Colchester Stop**

3 messages

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**Jaeger Nedde** <jnedde@neddere.com>  
Reply-To: jnedde@neddere.com  
To: "info@ridegmt.com" <info@ridegmt.com>

Thu, Jan 2, 2025 at 11:25 AM

**GMT Security Filter**

**Warning:** Sender jnedde@neddere.com is not yet trusted by your organization. Please be careful before replying or clicking/downloading the attachment and URLs.

[Report Phishing](#)   [Mark Safe](#)

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Hello,

We own 784 Hercules Drive, Colchester, directly behind Costco. We are exploring adding a state tenant to our building, however they require a GMT stop to be close by. Has GMT explored adding a bus stop at Costco to support the surrounding area? If not, are we able to apply to add one? We strongly believe this stop would be very beneficial to the community.

Thank you and Happy New Year!

Best,

**Jaeger Nedde**

**Brokerage & Development**



747 Pine Street, Suite 501

Burlington, VT 05401

Phone: 802.777.0732

Email: [jnedde@neddere.com](mailto:jnedde@neddere.com)

Website: [www.nedderealestate.com](http://www.nedderealestate.com)

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**Rebecca Watarz** <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>  
To: GMT Planning Department <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Thu, Jan 2, 2025 at 12:16 PM

[Quoted text hidden]

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-

**Becky Watarz**

Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)

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To view this discussion visit [https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY\\_cnoQ0iNGwdXc5R4iXZM8PWW7kpVv003gOakXEFUZ9R%2Bw%40mail.gmail.com](https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY_cnoQ0iNGwdXc5R4iXZM8PWW7kpVv003gOakXEFUZ9R%2Bw%40mail.gmail.com).

---

**Green Mountain Transit** <info@ridegmt.com>  
Reply-To: info@ridegmt.com  
To: jnedde@neddere.com, info <info@ridegmt.com>

Thu, Jan 2, 2025 at 12:22 PM

Good afternoon Jaeger,

I have forwarded your request to our planning department. Someone will be in contact with you.

Kind regards,

Becky  
Administrative Coordinator  
GMT

[Quoted text hidden]

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**Becky**  
Administrative Coordinator  
**Green Mountain Transit**

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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Jamie Smith &lt;jamie@ridegmt.com&gt;

HI

1 message

'HI' via GMT Planning Department &lt;planning@ridegmt.com&gt;

Mon, Dec 30, 2024 at 6:10 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
GMT NEEDS TO STOP CUTTING GMT BUS  
SERVICE AND THE PASSERGERS  
PAYTAXYERS FOR PUBIC  
TRANSPORTATION TO TAKE THE GMT  
BUSES.I WORK HARD TO PAYTAXYERS  
MONEY FOR PUBIC TRANSPORTATION SO  
GMT NEEDS TO STOP CUTTING GMT BUS  
SERVICE I MEAN IT GMT.PLEASE STOP  
GMT CUTTING GMT BUS SERVICE WE NEED  
THE BUSES.WE TAXPAYERS MONEY FOR  
PUBIC TRANSPORTATION AND GMT TOKE  
ARE TAXPAYERS MONEY TO SPEND ON  
STPUID STUFF LIKE VENDING MACHINCES  
AND NEW FARES BOXES THAT GMT DID  
NOT NEED.GMT HAS WASTE TAXPAYERS  
MONEY ON NEW FARES BOXES AND

# VENDING MACHINES THAT GMT DID NOT NEED.

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Changes to GMT

1 message

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**Lauren Milideo** <lauren.milideo@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Sun, Dec 29, 2024 at 7:50 AM

Hello,

I am very concerned to see that the 86/286 Montpelier LINK route is targeted for elimination in 2025. As a commuter who lives in Waterbury and works every weekday in Burlington, I use this route almost daily, riding to work each morning and returning each night to the Waterbury lot. Many other people board the bus and ride this route as well. The loss of one of the longest-distance routes in the GMT roster makes absolutely no sense in a state that is working to reduce its carbon emissions; this plan, if implemented, would put many more cars on the road, for long distances, daily. Please consider this impact in your decision-making.

Thank you,  
Lauren Milideo, PhD  
she/her/hers

[https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.laurenmilideo.com&c=E,1,JUxrrjqj3OdL9YJXPa1JC9KQG4v2zV\\_in2A0XSwtQZf1toXzssmF-EgqfwneEH6ymXQAGJZDgksTw7uODMDa8-66l\\_YCC0rRq7EgqV8y0Q0Fo&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.laurenmilideo.com&c=E,1,JUxrrjqj3OdL9YJXPa1JC9KQG4v2zV_in2A0XSwtQZf1toXzssmF-EgqfwneEH6ymXQAGJZDgksTw7uODMDa8-66l_YCC0rRq7EgqV8y0Q0Fo&typo=1)

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Tue, Dec 3, 2024 at 3:13 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
PASSERGERS PAY TAXPAYERS FOR PUBIC  
TRANSPORTATION AND GMT NEEDS TO  
BRING BACK THE BUSES TO NORMAL I PAY  
TAXPAYERS TO TAKE PUBIC  
TRANSPORTATION I WORK FOR IT AND PAY  
TAXPAYERS MONEY FOR PUBIC  
TRANSPORTATION SO GMT NEEDS GAVE  
BACK TAXPAYERS THERE MONEY THAT GMT  
SPEND ON STUPID SHIT LIKE NEW  
FAREBOXES AND VENDING MACHINES THAT  
GMT DID NOT NEED.I WANT THE BUSES  
BACK TO NORMAL FAST AND NOW.GMT  
TOKE ARE TAXPAYERS MONEY SO GMT  
NEEDS GAVE IT BACK.I WORK HARD TO PAY  
TAXPAYERS MONEY FOR PUBIC  
TRANSPORTATION.  
GMT BOARD NEEDS TO GET RID OF  
CLAYTON CLARK THE GENERAL MANGER IT  
IS ALL HIS FAULT WHAT HAPPEN TO GMT TO

CUT BUS SERVICE GMT WOULD NOT BE IN HOLE IF WASN'T FOR FUCKING CLAYTON CLARK BEING THE GENERAL MANGER FOR GMT THATS WHY THE BOARD NEEDS TO GET RID OF CLAYON CLARK THE GENERAL MANGER FAST.GET CLAYTON CLARK OUT OF GMT BEFORE HE FUCKS UP GMT MORE.

JON MOORE NEEDS TO BE THE GENERALM MANGER FOR GMT HE DOES A MUCH BETTER JOB FOR GMT AND KNOWS HOW TO RUN THE BUS COMPANY VERY WELL AND JON MOORE CARES FOR GMT VERY WELL JOB.JON MOORE DOES VERY GOOD FOR GMT BE HE THE BEST ON TO BE GENERAL MANGER FOR GMT.I HOPE JON MOORE BECOMES GENERAL MANGER FOR GMT HE WILL BE THE BEST FOR IT.

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Jamie Smith <jamie@ridegmt.com>

# [info@] Green Mountain Transit "Empty buses going trough south burlington"

2 messages

Scott <wordpress@ridegmt.com>  
Reply-To: wordpress@ridegmt.com  
To: info@ridegmt.com

Tue, Dec 3, 2024 at 6:54 AM

**From:** Scott  
**Email:** [scottmvt@icloud.com](mailto:scottmvt@icloud.com)  
**Subject:** Empty buses going trough south burlington  
**Telephone Number:** 8026580166

**Date & time of incident:** Kennedy drive

**Location of incident:**

**Route Number:**

**Bus Number or Driver Number:**

**Your Message:** It's nice to see budget cuts being implemented. But you can go deeper I live in south Burlington a tax payer we are sick of seeing an empty 11 bus going though our city. No one I know uses it. It's never full so are both Williston buses. You could cut some runs out there morning after noon too taxpayers would like to see it. Save us money

**Would you prefer to be contacted by GMT?**

Yes

**How would you like us to contact you?**

Email

--

This e-mail was sent from a contact form on Green Mountain Transit (<https://ridegmt.com>)

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Tue, Dec 3, 2024 at 9:38 AM

[Quoted text hidden]

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



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Jamie Smith <jamie@ridegmt.com>

## Share Your Story—Rider Campaign

5 messages

**Lorraine Carter-Lovejoy** <lorraine.carter.lovejoy@gmail.com>  
To: jamie@ridegmt.com

Fri, Nov 29, 2024 at 4:24 PM

Hi Jamie!

My kiddo and I will be affected by service cuts. Although we have a car, it is often more convenient to travel by bus downtown and not worry about parking. When she was smaller, she was much more willing to get on a bus than in her car seat! We live right off North Ave in the NNE, so we use the #7.

We also use the bus on snow days. When the snow is coming down hard enough to close schools, I don't want to drive. I've never seen the bus in town stop running because of snow! We use it to go to the library, grocery store, and definitely sledding play dates.

And finally, we use the bus when the car goes to the shop. Although the mechanic is not on the artery that the bus goes on, I always bring a wagon to pull my kiddo a half mile or so to connect the bus stop to the mechanic. It turns a mundane errand for us into an adventure.

I teach at The Schoolhouse, which is way down Dorset St, several miles past where the Williston bus services. A few years ago, one of my middle school students wrote a letter to GMT requesting a bus to service that southern end of South Burlington. She received a reply that said there simply weren't enough people to justify a bus. The population in that area has only increased, with single- and multi-family housing developments being added every few months! I am disappointed to hear that there will be cuts, instead of adding services to Chittenden County.

Thanks for listening!

Lorraine Carter-Lovejoy

**Jamie Smith** <jamie@ridegmt.com>  
To: Lorraine Carter-Lovejoy <lorraine.carter.lovejoy@gmail.com>  
Cc: GMT Planning Department <planning@ridegmt.com>

Tue, Dec 3, 2024 at 8:42 AM

Lorraine,

Thank you so much for sharing your story. With permission we would love to include this in our campaign to the legislature. We don't have to identify you if you don't want us to. We are collecting these stories in the hopes of obtaining additional funding that would reduce the future service reductions.

**Jamie Smith**  
Director of Rider Experience  
Green Mountain Transit  
[She/Her [What's this?](#)]

802-540-1098  
[jamie@ridegmt.com](mailto:jamie@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

[Quoted text hidden]

**Lorraine Carter-Lovejoy** <lorraine.carter.lovejoy@gmail.com>  
To: Jamie Smith <jamie@ridegmt.com>  
Cc: GMT Planning Department <planning@ridegmt.com>

Tue, Dec 3, 2024 at 9:09 AM

Yes, please do! I thought of another, too:

My partner and I went out on Friday night to meet friends for dinner and drinks downtown. We are much more likely to go down to Church Street and patronize businesses if we don't need to worry about parking or driving home. It's much more convenient, and since we have a young kid and it's winter...convenience usually wins.

Lorraine  
[Quoted text hidden]

**Jamie Smith** <jamie@ridegmt.com>  
To: Lorraine Carter-Lovejoy <lorraine.carter.lovejoy@gmail.com>

Tue, Dec 3, 2024 at 10:00 AM

Love it, thank you! I will be in touch once we pull things together so you have the final sign off on anything we are using.

**Jamie Smith**  
Director of Rider Experience  
Green Mountain Transit  
[She/Her [What's this?](#)]

802-540-1098  
[jamie@ridegmt.com](mailto:jamie@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

[Quoted text hidden]

**Jamie Smith** <jamie@ridegmt.com>  
To: Jamie Smith <jamie@ridegmt.com>

Mon, Jan 27, 2025 at 11:05 AM

**Jamie Smith**  
Director of Rider Experience  
Green Mountain Transit  
[She/Her [What's this?](#)]

802-540-1098  
[jamie@ridegmt.com](mailto:jamie@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

[Quoted text hidden]



Jamie Smith <jamie@ridegmt.com>

[info@]

3 messages

**Steven Cubitt-McMahon** <scubittmcmahon0811@gmail.com>

Mon, Dec 2, 2024 at 12:13 PM

Reply-To: scubittmcmahon0811@gmail.com

To: info@ridegmt.com

These service reductions are the worst thing GMT can do, by doing this your gonna lose paying passengers and end up going out of business if the service reductions keep happening. Should have never spent so much money on upgrading the fare boxes there was nothing wrong with the system that was there before the upgrade. Raising the fares to \$2 was a big jump from the 1.25 it was at should have started going up slowly on increasing the fares. Also the fireworks shuttles always used to be free but now \$2 that's ridiculous, i was gonna take the fireworks shuttle down to the event in July but I refused to pay \$2 down when another \$2 back up. Do you guys not care what the passengers or community say at these so called meetings or are your guys mind already made up oh we're \$2 million in the hole let's cut routes instead of like how about not buying all these busses or hiring all these drivers you can save money buy not buying do much buses and hiring so many drivers. I don't see why you need huge amounts of buses or lots of drivers kinda pointless. Work on bringing back the routes, and how about fixing times to on the hour and on the half-hour instead of these weird hours you have now? That way, there aren't that many buses running at one time. But these service reductions are the last way out that's my input on this.

Steven

**Rebecca Watarz** <rwatarz@ridegmt.com>

Mon, Dec 2, 2024 at 12:57 PM

To: GMT Planning Department <planning@ridegmt.com>

[Quoted text hidden]

--  
-

**Becky Watarz**

Administrative Coordinator

Green Mountain Transit

802-540-0585

[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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**Clayton Clark** <cclark@ridegmt.com>

Mon, Dec 2, 2024 at 2:18 PM

To: GMT Planning Department <planning@ridegmt.com>

Cc: Rebecca Watarz <rwatarz@ridegmt.com>

More public input

Clayton Clark

General Manager, [Green Mountain Transit](http://www.RideGMT.com)

GMT Final Report Page 345

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

November 8, 2024, Haiku  
Driving in the dark  
During Noah's Stick Season  
Is best left to us.

----- Forwarded message -----

From: **Steven Cubitt-McMahon** <[scubittmcmahon0811@gmail.com](mailto:scubittmcmahon0811@gmail.com)>  
Date: Mon, Dec 2, 2024 at 12:14 PM  
Subject: [info@]  
To: <[info@ridegmt.com](mailto:info@ridegmt.com)>

These service reductions are the worst thing GMT can do, by doing this your gonna lose paying passengers and end up going out of business if the service reductions keep happening. Should have never spent so much money on upgrading the fare boxes there was nothing wrong with the system that was there before the upgrade. Raising the fares to \$2 was a big jump from the 1.25 it was at should have started going up slowly on increasing the fares. Also the fireworks shuttles always used to be free but now \$2 that's ridiculous, i was gonna take the fireworks shuttle down to the event in July but I refused to pay \$2 down when another \$2 back up. Do you guys not care what the passengers or community say at these so called meetings or are your guys mind already made up oh we're \$2 million in the hole let's cut routes instead of like how about not buying all these busses or hiring all these drivers you can save money buy not buying do much buses and hiring so many drivers. I don't see why you need huge amounts of buses or lots of drivers kinda pointless. Work on bringing back the routes, and how about fixing times to on the hour and on the half-hour instead of these weird hours you have now? That way, there aren't that many buses running at one time. But these service reductions are the last way out that's my input on this.

Steven

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Mon, Dec 2, 2024 at 1:31 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

**GMT PLANNING AND GMT BOARD  
GMT IS WASTEING TAXPAYERS MONEY ON  
EVER THING LIKE FARE BOXES AND  
VENDING MACHINES THIS IS WHY GMT CUT  
BUS SERVICE WHEN TAXPAYERS PAY FOR  
PUBIC TRANSPORTAION GMT NEEDS BRING  
BACK THE BUSES OR GMT USEING  
TAXPAYERS ON STUPID SHIT THAT THEY I  
DID NOT NEED.ALL THE PASSERGERS ARE  
MAD THAT GMT WASTEING TAXPAYERS  
MONEY FOR CUTTING BUS SERVICE THAT  
WE NEED THE BUSES THIS IS FUCKING  
BULLSHIT THAT GMT CUT BUS SERVICE ALL  
US PASSERGERS.SO GMT NEEDS GAVE  
BACK ARE TAXES MONEY.GMT WOULD NOT  
BE IN HOLE BUT INSTEAD OF FINDING  
SOLUTION THEY GO AHEAD AND TAKE IT  
OUT ON THE PAYING CUSTOMERS  
TAXPAERS BY DOING ALL THESE SERVICE  
REDUCTIONS WHICH IS**

BULLSHIT.PASSERGERS AGREE WITH ME STOP CUTTING ROUTES BECAUSE GMT DECIDED TO SPEND LOTS OF MONEY OF THESE FAREBOXES AND VENDING MACHINE FOR RELOADABLE CARDS LIKE IF THEY DIDN'T SPEND THAT MUCH MONEY ON THESE NEW FAREBOXES THEY WOULD NOT BE IN THE HOLE BUT INSTEAD OF FINDING A SOLUTION THEY GO AHEAD AND TAKE IT OUT ON THE PAYING SUSTOMERS AND TAXPAERS BY DOINGALL THESE SERVICE REDUCIONS WHICH IS BULLSHIT.GMT LOOK WHAT PASSERGERS WRITE ON GMT FACEBOOK ABOUT PAYTING PASSERGERS AND TAXAPAYERS.

LOOK GMT I PAY TAXES FOR PUBIC TRANSPORTAION AND I WORK FOR IT BUT NO GMT TOKE IT AWAY FROM ALL US PASSERGERS THAT WORK FOR IT.SO GMT NEEDS TO PAY BACK ARE TAXPAYERS MONEY FOR TAKING AWAY FROM US FOR CUTTING GMT BUS SERVICE.GMT NEEDS TO BRING BACK THE BUSES TO NORMAL GMT SPEND ARE TAX MONEY THAT TAXPAYERS PAY FOR PUBIC TRANSPORTATION.I WORK FOR IT PAYING TAXES FOR PUBIC

TRANSPORTATION I WANT THE BUSES BACK TO NORMAL **FAST.US** PASSERGERS PAY FOR TAXPAYERS FOR PUBIC TRANSPORTATION TO TAKE THE BUSES SO WE WANT THE BUSES BACK TO NORMAL.

I HOPE THIS HELPS FOR GMT GAVE US PASSERGERS BACK ARE TAXPAYERS MONEY FOR PUBIC TRANSPORTATION THAT WE NEEDS TO GET PLACES.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Mon, Dec 2, 2024 at 8:51 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
GMT IS WASTEING TAXPAYERS MONEY BY  
CUTTING GMT BUS SERVICE PEOPLE PAY  
TAXES MONEY FOR PUBIC  
TRANSPORTATION SO GMT NEEDS TO  
BRING THE BUSES BACK TO NORMAL.GMT  
IS WASTEING TAXPAERS MONEY BY  
CUTTING BUS SERVICE.PEOPLE OUT THERE  
PAY TAXES FOR PUBIC  
TRANSPORTATION.PEOPLE PAY ALL THIS  
MONEY ON TAXES FOR PEOPLE TO TAKE  
PUBIC TRANSPORTATION NOW GMT FUCK IT  
UP BY TAKING PEOPLE TAXES MONEY WHEN  
PEOPLE PAY TAXES ON PUBIC  
TRANSPORTATION.I AM NOT HAPPY THAT  
GMT IS TAKING ARE TAXPAYERS MONEY  
AWAY FROM US FOR CUTTING THE BUS  
SERVICE.I PAY FOR TAXES FOR THE PUBIC  
TRANSPORTATION AND I WORK FOR IT TO  
TAKE PUBIC TRANSPORTATION.I WILL FIGHT

FOR THIS WITH GMT.GMT BRING BACK THE BUSES PEOPLE PAY TAXPAYERS FOR PUBIC TRANSPORTATION.GMT IS TAKING AWAY ARE TAXPAYERS MONEY TO CUT BUS SERVICE.GMT OWES TAXPAYERS MONEY FOR TAKING IT AWAY FROM US FOR CUTTING THE BUS SERVICE.WE NEED ARE MONEY BACK FOR PAYING TAXPAYERS MONEY THAT WE WORK IT THAT GMT TOKE AWAY FROM US FOR CUTTING BUS SERVICE.PEOPLE PAY FOR PUBIC TRANSPORTATION TO TAKE IT THAT WE WORK FOR.GMT TOKE ARE TAXE MONEY FOR CUTTING BUS SERVICE THAT WE WORK FOR.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Sun, Dec 1, 2024 at 8:58 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;, PAUL BOHNE &lt;pbohne@ridegmt.com&gt;

HI GMT PLANNING AND GMT BOARD  
IT IS BULLSHIT THAT GMT IS CUTTING THE  
BUS SERVICE AND IT IS WASTE OF  
TAXPAYERS TIME AND WASTE OF PAPER  
PRINTING OUT THE BUS SCHEDULES EVER  
TIME GMT CHANGEING THE BUS  
SCHEDULES FOR THE GMT BUS SERVICE  
CUTS. PEOPLE PAY FOR TAXES AND GMT IS  
WASTEING TAXPAYERS TIME DOING GMT  
BUS SERVICE CUTS.  
GMT NEEDS TO BRING BACK THE BUSES TO  
NORMAL.  
GMT IS WASTING TAXPAYERS PAPER FOR  
GMT PRINTING OUT NEW BUS SCHEDULES  
EVER TIME FOR THE GMT BUS SERVICE  
CUTS.  
PEOPLE WORK ON WEEKENDS THAT NEED  
THE BUSES. BRING BACK THE BUSES TO  
NORMAL.

GMT BOARD NEEDS TO GET RID OF THE CLAYTON CLARK THE GENERAL MANGER HE DOES NOT KNOW HOW TO RUN GMT BUS COMPANY AND HE TO LEAVE GMT.CLAYON CLARK THE GENERAL MANGER IS WASTEING TAXPAERS BY CUTTING GMT BUS SERVICE **CUTS.IT** IS WASTE OF TIME TO CUT GMT BUS SERVICE.PEOPLE PAY FOR TAXES FOR PEOPLE TO TAKE PUBIC TRANSPORTATION.BRING BACK THE BUSES TO NORMAL.CLAYTON CLARK IS THE PROOLY GENERAL MANGER FOR GMT.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Wed, Nov 27, 2024 at 12:12 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING CHAPIN SPENCER  
I HOPE CLAYTON CLARK THE GENERAL  
MANGER LEAVES GMT FAST.HE DOES NOT  
KNOW HOW TO RUN THE BUS COMPANY HE  
DOES A VERY POORLY JOB AT GMT AND  
EVER THING IS CLAYTON CLARK THE  
GENERAL MNGER FAULT WHAT HAPPEN TO  
GMT BUS SERVICE **CUTS.IT** IS TIME FOR  
CLAYTON CLARK TO LEAVE GMT  
FAST.CLAYTON CLARK NEEDS TO GET A  
OTHER JOB SOME WERE ELSE.CLAYON  
CLARK SUCKS AT GMT FOR GENERAL  
MANGER.CLAYTON CLARK DOES NOT KNOW  
HOW TO BE GENERAL MANGER AT GMT.I  
HOPE CLAYTON CLARK GETS OUT OF GMT  
FAST.

--

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To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/888543517.1991336.1732727528919%40mail.yahoo.com>.





Jamie Smith <jamie@ridegmt.com>

**GMT**

2 messages

'Gwen Eckley' via GMT Planning Department <planning@ridegmt.com>  
Reply-To: Gwen Eckley <jiboogirl@yahoo.com>  
To: planning@ridegmt.com

Wed, Nov 27, 2024 at 7:55 AM

Hi- just wondering if there are any updates regarding elimination of the Montpelier link bus route. I've emailed the VT transportation secretary and never received any answer. Just hoping someone steps in to help keep our public trans alive!! Any info you have would be great. Thanks so much! Gwen Eckley  
Sent from my iPhone

--  
You received this message because you are subscribed to the Google Groups "GMT Planning Department" group.  
To unsubscribe from this group and stop receiving emails from it, send an email to [planning+unsubscribe@ridegmt.com](mailto:planning+unsubscribe@ridegmt.com).  
To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/AC71C626-9EE8-48D5-ADF0-11651A5B170F%40yahoo.com>.

Christopher Damiani <cdamiani@ridegmt.com>  
To: Gwen Eckley <jiboogirl@yahoo.com>  
Cc: GMT Planning Department <planning@ridegmt.com>

Hi Gwen,

The GMT Board voted on Nov to reduce but not eliminate the frequency of the #86Montpelier LINK/#286 Waterbury LINK from 11 round trip runs a day to 7 runs a day with an effective date so  
We have not finalized the schedule yet but below is a rough outline of what the schedule will look like. Please let me know if you have any questions.

-Cheers

Burlington to Montpelier									Montpelier to Burli					
Downtown Transit Center	UVMCC	Williston P&R	Richmond P&R	Waterbury State Complex	Waterbury P&R	DOL	National Life	Montpelier Transit Center	Montpelier Transit Center	DOL	National Life	Waterbury P&R	Waterbury State Complex	
6:20	-	6:35	6:45	-	-	-	7:17	7:22	AM	5:50	5:55	-	6:10	-
7:00	-	-	7:22	7:40	-	-	8:00	8:05		6:40	6:45	-	7:00	-
7:50	-	-	8:21	-	-	-	8:48	8:53		7:30	7:35	-	7:50	-
1:15	1:23	-	1:37	-	1:57	R	-	2:17	PM	12:05	-	12:10	-	-
4:00	4:07	-	4:23	-	4:45	5:03	-	5:08		4:20	-	4:26	-	4:45
4:45	4:52	-	5:08	-	5:29	5:47	-	5:52		5:10	-	5:16	-	-
5:30	5:37	-	5:53	-	6:07	-	-	6:30		5:55	-	6:01	-	-

On Wed, Nov 27, 2024 at 7:56AM 'Gwen Eckley' via GMT Planning Department <planning@ridegmt.com> wrote:  
Hi- just wondering if there are any updates regarding elimination of the Montpelier link bus route. I've emailed the VT transportation secretary and never received any answer. Just hoping :  
alive!! Any info you have would be great. Thanks so much! Gwen Eckley  
Sent from my iPhone

**Chris Damiani, AICP**  
Director of Planning  
Green Mountain Transit  
[He/Him What's this?]

802-540-2537  
[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



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To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANF%2B-HFjmrwNApshXxU7jisRsodosTQQ1WZ2vyZWhvApUpyAVQ%40mail.gmail.com>.



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Fri, Nov 22, 2024 at 12:40 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;, AMY BREWER &lt;abrewer@ridegmt.com&gt;

HI GMT PLANNING  
THE PASSERGERS ARE COMPLAINING  
ABOUT THE GENERAL MANGER CLAYTON  
CLARK THAT HE DOES NOT KNOW HOW TO  
RUN GMT BUS COMPANY AND THE  
PASSERGERS SAID THE GENERAL MANGER  
CLAYTON CLARK NEEDS TO LEAVE GMT AND  
LET HIM GO FROM GMT.WHAT CLAYTON  
CLARK THE GENERAL MANGER DID GMT  
CUT BUS SERVICE THE SAID PASSERGERS  
TO GET RID OF THE CLAYTON CLARK THE  
GENERAL MANGER.EVER THING IS CLAYTON  
CLARK THE GENERAL MANGER FAULT FOR  
CUTTING THE GMT BUS SERVICE.  
THANK YOU  
KIMBERLY CLARK

--

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Jamie Smith <jamie@ridegmt.com>

## Montpelier Link Express

3 messages

**Rob Ryan** <baseballpajamas@gmail.com>

Wed, Nov 20, 2024 at 4:59 PM

To: "jamie@ridegmt.com" <jamie@ridegmt.com>

I see that the draft service reduction plan includes this change for Feb/March of 2025:

" Transfer to GMT Rural or Elimination of Montpelier LINK"

What is GMT Rural? And should we assume that this change will happen? Thank you. -Rob

**Jamie Smith** <jamie@ridegmt.com>

Thu, Nov 21, 2024 at 9:19 AM

To: Rob Ryan <baseballpajamas@gmail.com>, GMT Planning Department <planning@ridegmt.com>

Hi Rob,

GMT operates an urban system and a rural system, the funding sources are different between the two. Currently all LINK service is paid for by the urban system, which is where the funding shortfall is occurring. Moving it to rural means we would shift the funding source and likely all LINK service would originate in Montpelier/St. Albans versus Burlington. We would strive to keep the schedule as close to current as possible. At this time, there hasn't been a decision made to shift the service.

Our Board recently voted to reduce the Montpelier LINK trips from 11 to 7 in March, however we haven't finalized the schedule yet. We are working on public communication now.

Once we have the info, I am happy to share with you directly.

### Jamie Smith

Director of Rider Experience

Green Mountain Transit

[She/Her [What's this?](#)]

802-540-1098

[jamie@ridegmt.com](mailto:jamie@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

[Quoted text hidden]

**Rob Ryan** <baseballpajamas@gmail.com>

Thu, Nov 21, 2024 at 9:26 AM

To: Jamie Smith <jamie@ridegmt.com>

### GMT Security Filter

**Warning:** Sender [baseballpajamas@gmail.com](mailto:baseballpajamas@gmail.com) is not yet trusted by your organization.

Please be careful before replying or clicking on the URLs.

GMT Final Report Page 357

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That's great. Thank you so much! Currently using the montpelier link express 4 times a week (8 trips).

[Quoted text hidden]



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Sat, Nov 16, 2024 at 6:05 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

**HI GMT PLANNING**

**ALL THIS FUCKING THING WITH GMT CUTTING BUS SERVICE CUTS IT IS ALL CLAYTON CLARK THE GENERAL MANGER FAULT THAT IS FUCKING HAPPEN TO GMT.GMT BOARD NEEDS TO GET RID OF CLAYTON CLARK GET HIM THE FUCK OUT OF GMT FOR WHAT HE DID TO GMT FOR CUTTING BUS SERVICE.BRING BACK THE BUSES NOW.THIS NOT FAIR TO THE PASSERGERS CUTTING BUS SERVICE.BRING BACK THE BUSES.CLAYTON CLARK NEEDS TO BE FIRE FOR CUTTING BUS SERVICE.I HOPE CLAYTON CLARK LEAVES GMT FOR WHAT HE DID TO GMT FOR CUTTING BUS SERVICE.CLAYTON CLARK DOES NOT KNOW HOW TO RUN THE BUS COMPANY HE DOES VERY HORRIBLE JOB AT GMT.CLAYTON CLARK IS VERY PROOLY GENERAL MANGER AT **GMT.IT IS****

TIME FOR CLAYTON CLARK TO LEAVE GOOD  
BYE CLAYTON CLARK THE GENERAL  
MANGER AT GMT.GOOD LUCK CLAYTON  
CLARK AT YOUR NEW NEXT JOB SOME  
ELSE.

JON MOORE DOES A MUCH BETTER JOB AT  
GMT AND JON MOORE KNOWS HOW TO RUN  
THE BUS COMPANY VERY MUCH  
BETTER.JON MOORE DOES VERY WELL FOR  
GMT AND HE KNOWS WHAT TO DO FOR  
GMT.JON MOORE CARES WHAT HE DOES AT  
GMT HE DOES VERY GOOD JOB FOR WHAT  
HE DOES FOR GMT.JON MOORE WILL BE  
THE BEST GENERAL MANGER FOR GMT HE  
DOES MUCH BETTER JOB AT GMT.JON  
MOORE NEEDS TO BE THE GENERAL  
MANGER FOR GMT HE WILL DO MCUH  
BETTER JOB FOR GMT AND GET GMT BACK  
TO NORMAL.

--

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To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/1462846241.1864486.1731798339705%40mail.yahoo.com>.



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Thu, Nov 14, 2024 at 12:54 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: planning@ridegmt.com

HI GMT PLANNING  
I DO NOT WANT THE BUS SERVICE CUTS  
AND KEPT THE BUSES.  
PLEASE DO NOT CUT BUS SERVICE AND  
GMT HAS MONEY.THE PASSERGERS NEED  
THE BUSES.

IT IS SNOWING LET IT SNOW.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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**HI**

1 message

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**'HI' via GMT Planning Department** <planning@ridegmt.com>

Wed, Nov 13, 2024 at 4:51 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING CHAPIN SPENCER  
IT IS ALL CLAYTON CLARK FAULT WHAT  
HAPPEN TO GMT CLAYTON CLARK THE  
GENERAL MANGER FOR GMT FUCK UP GMT  
VERY BAD HE DOES NOT HOW TO BE THE  
GENERAL MANGER FOR GMT IT IS TIME TO  
GET CLAYTON CLARK THE FUCK OUT OF  
GMT FOR FUCKING UP GMT BUS SERVICE  
CUTS. CLAYTON CLARK THE GENERAL  
MANGER FOR GMT DOES NOT KNOW HOW  
TO RUN THE BUS COMPANY HE DOES VERY  
POORLY JOB AT GMT. I HOPE CLAYTON  
CLARK THE GENERAL MANGER FOR GMT  
LEAVES FAST. CLAYTON CLARK THE  
GENERAL MANGER NEEDS TO LEAVE GMT  
FOR WHAT HE DID TO GMT BUS SERVICE  
CUTS.  
I DO NOT WANT THE BUS SERVICE CUTS  
AND KEPT THE BUSES.

--

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GMT Final Report Page 362



1/27/25, 10:58 AM

Green Mountain Transit Mail - HI

To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/2118890388.1229689.1731534703712%40mail.yahoo.com>.



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Wed, Nov 13, 2024 at 4:33 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING CHAPIN SPENCER  
DO NOT GMT BUS SERVICE CUTS WE NEED  
THE BUSES PASSERGERS NEED THE BUSES  
ON THE WEEKENDS FOR WORK DOCTOR'S  
APPOINTANT'S AND FOOD STORES AND GO  
TO OTHERE PLACES ON THE WEEKENDS.DO  
NOT BUS SERVICE **CUTS.NO** GMT BUS  
SERVICE CUTS.

NO GMT BUS SERVICE CUTS.  
STOP CRYING GMT STAFF  
LIKE LITTLE BABYS FOR  
MONEY GMT HAS THE  
MONEY.GMT ACTIONING  
LIKE LITTLE BABYS AND

CRYING LIKE LITTLE BABYS  
FOR MONEY.

GROW UP GMT STAFF STOP  
CRYING LIKE LITTLE  
BABYS.GMT STAFF NEEDS  
TO GET A LIFE.

GMT DAYCARE CENTER FOR  
GMT STAFF.HERE IS THE  
NEW NAME FOR GMT IT IS  
GMT DAYCARE CENTER FOR  
THE GMT STAFF CRYING  
LITTLE BABYS.

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Jamie Smith <jamie@ridegmt.com>

# [info@] PBS telethon for GMT budget problems?

2 messages

'Jay Josh' via info <info@ridegmt.com>

Fri, Nov 8, 2024 at 3:35 AM

Reply-To: jay123j@gmx.com

To: info@ridegmt.com

Have an idea for the financial problems facing GMT bus right now. What about a PBS telethon to raise funds? Just might save the #8, #10, and #11 buses.

Rebecca Watarz <rwatarz@ridegmt.com>

Fri, Nov 8, 2024 at 9:13 AM

To: GMT Planning Department <planning@ridegmt.com>

[Quoted text hidden]

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585

[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



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Jamie Smith <jamie@ridegmt.com>

# [info@] Question about Jeffersonville Route

7 messages

'Sa Me Lar' via info <info@ridegmt.com>  
Reply-To: smlar@howardcenter.org  
To: "info@ridegmt.com" <info@ridegmt.com>

Thu, Oct 31, 2024 at 12:56 PM

Hi there,

My name is Sa Me and I support someone who takes the Jeffersonville route every day to and from work. We recently learned that this route is going to be discontinued in December. Therefore, I was wondering if there's any alternative routes that this individual can take to get to and from Jericho.

Thank you,

Sa Me Lar  
(802)495-8878

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[HowardCenter.org](#)   

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Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Thu, Oct 31, 2024 at 1:08 PM

[Quoted text hidden]

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



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To: Rebecca Watarz <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>  
Cc: GMT Planning Department <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Thanks Becky,

I will connect them with Vtrans who is looking at organizing a van pool for some folks along the route.

-Cheers

[Quoted text hidden]

To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANF%2B-HGmM-FkVELUchUOULoMXoaTiUvnHXtqd6o3SSYU4O-YAQ%40mail.gmail.com>.

---

**Rebecca Watarz** <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>  
To: GMT Planning Dept <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Thu, Oct 31, 2024 at 1:31 PM

I heard about that from one of the Jeff drivers. A free van ride should make them happy.

[Quoted text hidden]

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---

**Rebecca Watarz** <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>  
To: GMT Planning Dept <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Wed, Nov 6, 2024 at 9:11 AM

I would if I could find it. A couple of months ago there was something weird about the contact form hiding the sender's email. I couldn't locate the name in Genfare either.

On Wed, Nov 6, 2024 at 8:47 AM GMT Planning Dept <[planning@ridegmt.com](mailto:planning@ridegmt.com)> wrote:

Becky,

Could you share this person's email with me? It didn't come through in the earlier messages.

-Thanks!

[Quoted text hidden]

[Quoted text hidden]

To view this discussion visit [https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY\\_d9oEkRj4V%3D\\_1ezz0hW6iMvd2A9Lf6gHzYo\\_-huL6UW7Q%40mail.gmail.com](https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY_d9oEkRj4V%3D_1ezz0hW6iMvd2A9Lf6gHzYo_-huL6UW7Q%40mail.gmail.com).

---

**Jamie Smith** <[planning@ridegmt.com](mailto:planning@ridegmt.com)>  
To: Rebecca Watarz <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>, GMT Planning Department <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Wed, Nov 6, 2024 at 9:41 AM

In the first email, there is a reply to email:

[smlar@howardcenter.org](mailto:smlar@howardcenter.org)

[Quoted text hidden]

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**Rebecca Watarz** <[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)>  
To: Jamie Smith <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Wed, Nov 6, 2024 at 9:43 AM

Thanks

[Quoted text hidden]

To view this discussion visit [https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY\\_eoSvHzyif%2BHq491sKzWJ%2BOi%3DB%3DnztP7%2BmA8tS49O52pg%40mail.gmail.com](https://groups.google.com/a/ridegmt.com/d/msgid/planning/CANxwY_eoSvHzyif%2BHq491sKzWJ%2BOi%3DB%3DnztP7%2BmA8tS49O52pg%40mail.gmail.com).



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Tue, Nov 5, 2024 at 5:20 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

**HI GMT PLANNING**

**KEPT THE BUSES THE WAY THEY POST TO BE DO NOT CUT THE BUSES THAT GOING TO PISS OFF PASSERGGERS AND GMT IS GOING HEAR THE BICTHING FROM THE PASSERGGERS FOR CUTTING THE BUS SERVICE CUT AND GMT SUCKS FOR DOING THIS CUTTING BUS SERVICE IT IS NOT FAIR TO THE PASSERGGERS.GMT DOES NOT HAVE A FUCKING LIFE AT GMT FOR CUTTING BUS SERVICE.BRING BACK THE BUSES DUMPS STUPID GMT STAFF.GMT DOES NOT HAVE LIFE AND GO TO HELL ALL OF YOU AT GMT FOR CUTTING BUS SERVICE.GMT HAS MONEY AND GMT STAFF IS LIEING SAYING THERE NO MONEY WHEN THERE MONEY AT GMT.ALL GMT HAS BEEN DOING LIEING ABOUT THE [MONEY.IT](#) IS CLAYTON CLARK THE GENERAL MANGER FAUIT THAT THIS HAPPEN TO GMT IT ALL CLAYTON CLARK**

FAUIT THAT IS HAPPEN AT GMT I HOPE  
CLAYTON CLARK LEAVES GMT GET HIM THE  
HELL OUT OF GMT AND IT TIME FOR  
CLAYTON CLARK TO LEAVE GMT CLAYTON  
CLARK THE PROOLY GENERAL MANGER AT  
GMT CLAYTON CLARK DOES NOT DO HIS  
JOB RIGHT AT GMT.CLAYTON CLARK SUCKS  
AT HIS JOB AT GMT.CLAYTON CLARK THE  
GENERAL MANGER FOR GMT DOES NOT  
VERY BAD JOB AT GMT CLAYTON CLARK  
DOES NOT KNOW HOW TO RUN THE BUS  
COMPANY VERY VERY PROOLY JOB AT GMT.  
I HOPE CLAYTON CLARK LEAVES GMT FAST  
AND SOON.GMT SUCKS BECAUSE OF  
CLAYTON CLARK THE GENERAL MANGER  
CUT BUS SERVICE GET THE HELL OUT OF  
GMT FOR WHAT YOU DID TO GMT BY  
CUTTING THE BUS SERVICE AND CLAYTON  
CLARK NEEDS TO BE LET GO FROM GMT  
FOR CUTTING BUS SERVICE AT GMT.GET  
LOST CLAYTON CLARK THE GENERAL  
MANGER FOR GMT FOR CUTTING BUS  
SERVICE.CLAYTON CLARK THE GENERAL  
MANGER NEEDS TO BE FIRE AT GMT FOR  
CUTTING BUS SERVICE AT GMT.



# KIMBERLY CLARK

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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**(no subject)**

1 message

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**'HI' via GMT Planning Department** <planning@ridegmt.com>

Fri, Nov 1, 2024 at 2:19 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com

## GMT PLANNING

BRING BACK THE BUSES THE WAY IT POST  
TO BE.CUTTING SERVICE IS GOING TO PISS  
OFF THE PUBIC THERE NO REASON TO CUT  
BUS SERVICE BRING IT BACK.THE PUBIC  
NEEDS THE BUSES TO GET TO WORK AND  
DOCTORS APPOINTANTS FOOD  
STORES.SOME PASSERGRES WORK ON  
WEEKENDS THEY ARE NOT GOING TO HAVE  
NO WAY GETTING HOME AFTER WORK ON  
WEEKENDS SO BRING BACK THE  
BUSES.GMT SUCKS FOR DOING THIS TO  
THE PASSENGERS IT IS NOT FAIR TO THE  
PASSENGERS THAT TAKE THE BUSES SO  
BRING BACK THE BUSES GMT.  
KIMBERLY CLARK

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**Fwd: Milton response to update from GMT**

1 message

---

**Clayton Clark** <cclark@ridegmt.com>

Sun, Oct 27, 2024 at 1:47 PM

To: GMT Planning Department &lt;planning@ridegmt.com&gt;

let's make sure to include this in our public comment on reductions

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

September 3, 2024, Guest Haiku  
Autumn foliage,  
Camels Hump and Mt. Mansfield:  
Best viewed from a bus.

----- Forwarded message -----

From: **Don Turner** <dturner@miltonvt.gov>  
Date: Mon, Jun 10, 2024 at 2:04 PM  
Subject: Milton response to update from GMT  
To: Clayton Clark <cclark@ridegmt.com>  
Cc: Henry Bonges <hbonges@miltonvt.gov>

Hi Clayton,

At a recent Selectboard meeting I shared your email with subject line "update from GMT" with members. The attached letter outlines Milton's position moving forth pertaining to GMT services and compensation.

If you would like to discuss this with me or the Selectboard please feel free to contact me to schedule a time to meet.

Additionally, will you please explain GMT's reasoning for not restoring fare collection for service when facing this significant financial challenge over the last year plus? This is difficult to understand now GMT may want to come back to member communities such as Milton for additional revenue.

Thank you.

Don

All Selectboard members are blind copied in this email.

**Don Turner, Jr.**

he/him/his

**Town Manager**

Town of Milton

43 Bombardier Road

Milton, VT 05468

[dturner@miltonvt.gov](mailto:dturner@miltonvt.gov)

802-891-8021 *work* ~ 802-373-5960 *cell*

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**From:** Clayton Clark <[cclark@ridegmt.com](mailto:cclark@ridegmt.com)>

**Sent:** Thursday, May 23, 2024 1:18 PM

**To:** Erik Wells <[ewells@willistonvt.org](mailto:ewells@willistonvt.org)>; Elaine Wang <[EWang@winooski.vt.gov](mailto:EWang@winooski.vt.gov)>; Aaron Frank <[afrank@colchestervt.gov](mailto:afrank@colchestervt.gov)>; Jessie Baker <[jbaker@southburlingtonvt.gov](mailto:jbaker@southburlingtonvt.gov)>; Regina Mahony <[rmahony@essexjunction.org](mailto:rmahony@essexjunction.org)>; [todit@hinesburg.org](mailto:todit@hinesburg.org); Matt Lawless <[mlawless@shelburnevt.org](mailto:mlawless@shelburnevt.org)>; Greg Duggan <[GDuggan@essex.org](mailto:GDuggan@essex.org)>; Don Turner <[dturner@miltonvt.gov](mailto:dturner@miltonvt.gov)>; Mark Barlow <[mbarlow@burlingtonvt.gov](mailto:mbarlow@burlingtonvt.gov)>; Gene Bergman <[gbergman@burlingtonvt.gov](mailto:gbergman@burlingtonvt.gov)>; [jbrown@leg.state.vt.us](mailto:jbrown@leg.state.vt.us); [knugent@leg.state.vt.us](mailto:knugent@leg.state.vt.us); [bminier@leg.state.vt.us](mailto:bminier@leg.state.vt.us); [mlalonde@leg.state.vt.us](mailto:mlalonde@leg.state.vt.us); [gstebbins@leg.state.vt.us](mailto:gstebbins@leg.state.vt.us); [tblue@leg.state.vt.us](mailto:tblue@leg.state.vt.us); [brachelson@leg.state.vt.us](mailto:brachelson@leg.state.vt.us); [mstone@leg.state.vt.us](mailto:mstone@leg.state.vt.us); [bcina@leg.state.vt.us](mailto:bcina@leg.state.vt.us); [theadrick@leg.state.vt.us](mailto:theadrick@leg.state.vt.us); [jkrowinski@leg.state.vt.us](mailto:jkrowinski@leg.state.vt.us); [klogan@leg.state.vt.us](mailto:klogan@leg.state.vt.us); [emulvaneystanak@leg.state.vt.us](mailto:emulvaneystanak@leg.state.vt.us); Carol Ode <[COde@leg.state.vt.us](mailto:COde@leg.state.vt.us)>; [rhooper@leg.state.vt.us](mailto:rhooper@leg.state.vt.us); [pbrennan@leg.state.vt.us](mailto:pbrennan@leg.state.vt.us); [saustin@leg.state.vt.us](mailto:saustin@leg.state.vt.us); [aarsenault@leg.state.vt.us](mailto:aarsenault@leg.state.vt.us); [ebrady@leg.state.vt.us](mailto:ebrady@leg.state.vt.us); [CTaylor@leg.state.vt.us](mailto:CTaylor@leg.state.vt.us); [schase@leg.state.vt.us](mailto:schase@leg.state.vt.us); [dberbeco@leg.state.vt.us](mailto:dberbeco@leg.state.vt.us); [tsmall@leg.state.vt.us](mailto:tsmall@leg.state.vt.us); [kndolan@leg.state.vt.us](mailto:kndolan@leg.state.vt.us); Lori Houghton <[LHoughton@leg.state.vt.us](mailto:LHoughton@leg.state.vt.us)>; [ldodge@leg.state.vt.us](mailto:ldodge@leg.state.vt.us); [rgarofano@leg.state.vt.us](mailto:rgarofano@leg.state.vt.us); [ablack@leg.state.vt.us](mailto:ablack@leg.state.vt.us); [jandrews@leg.state.vt.us](mailto:jandrews@leg.state.vt.us); [egraning@leg.state.vt.us](mailto:egraning@leg.state.vt.us); [TSquirrel@leg.state.vt.us](mailto:TSquirrel@leg.state.vt.us); Phil Pouech <[ppouech@leg.state.vt.us](mailto:ppouech@leg.state.vt.us)>; [cevans@leg.state.vt.us](mailto:cevans@leg.state.vt.us); [klalley@leg.state.vt.us](mailto:klalley@leg.state.vt.us); [jbrumsted@leg.state.vt.us](mailto:jbrumsted@leg.state.vt.us); Noah Hyman <[nhyman@leg.state.vt.us](mailto:nhyman@leg.state.vt.us)>; [ekrasnow@leg.state.vt.us](mailto:ekrasnow@leg.state.vt.us); [cataylor@leg.state.vt.us](mailto:cataylor@leg.state.vt.us); [cmattos@leg.state.vt.us](mailto:cmattos@leg.state.vt.us); [mgulick@leg.state.vt.us](mailto:mgulick@leg.state.vt.us); [pbaruth@leg.state.vt.us](mailto:pbaruth@leg.state.vt.us); [tyhovosky@leg.state.vt.us](mailto:tyhovosky@leg.state.vt.us); [iwrenner@leg.state.vt.us](mailto:iwrenner@leg.state.vt.us); Kesha Ram Hinsdale <[kramhinsdale@leg.state.vt.us](mailto:kramhinsdale@leg.state.vt.us)>; Thomas Chittenden <[tchittenden@leg.state.vt.us](mailto:tchittenden@leg.state.vt.us)>; [vlyons@leg.state.vt.us](mailto:vlyons@leg.state.vt.us)

**Cc:** Monica White <[mwhite@ridegmt.com](mailto:mwhite@ridegmt.com)>; Nicholas Foss <[nfoss@ridegmt.com](mailto:nfoss@ridegmt.com)>; Tim Bradshaw <[tbradshaw@ridegmt.com](mailto:tbradshaw@ridegmt.com)>; Stephanie Reid <[sreid@ridegmt.com](mailto:sreid@ridegmt.com)>; Jamie Smith <[jamie@ridegmt.com](mailto:jamie@ridegmt.com)>; Jon Moore <[jmoore@ridegmt.com](mailto:jmoore@ridegmt.com)>; Matthew Kimball <[mkimball@ridegmt.com](mailto:mkimball@ridegmt.com)>; Board <[board@ridegmt.com](mailto:board@ridegmt.com)>; Tasha Wallis <[tasha@lpcvt.org](mailto:tasha@lpcvt.org)>

**Subject:** Update from GMT

Hello GMT Urban Municipal Managers and Legislators Representing Areas with Urban Service,

Here's an update from GMT on our financial outlook coming out of the legislative session.

#### Background:

- In January the House and Senate Transportation Committees received a report on transit financing. The report indicated all transit agencies in Vermont would be facing financial challenges that would impact service without legislative intervention, with the financial crisis first hitting GMT Urban in FY26.
- In January GMT notified the Transportation Committee chairs that unless the legislature acted on this report, GMT urban would need to drastically reduce service. In response the Senate Transportation Committee took testimony on the matter.
- In February the House Transportation Committee introduced the FY25 Transportation Bill without adopting the recommendation in the report or addressing the financial challenges it outlined.
- In March GMT met with many of you to let you know that if the legislature didn't act on the public transit financing study, GMT faced a 29% reduction in urban service for FY26.
- The Senate Transportation Committee invited GMT back to review the situation, which included the impact it would have on our riders and the potential of a death spiral to GMT as an organization if service was reduced to the point that we lost federal funding and members chose to leave. As a result, this committee proposed a \$1M addition to the FY25 Transportation Bill to limit the reductions necessary.
- The House Transportation Committee took testimony on the matter in April after the Transportation Bill had already been voted out of the House.
- During the Conference Committee the additional FY25 appropriation was reduced to \$630K. We have been advised that both committees have no appetite for additional funding to GMT to address our financial situation in the future.
- The \$630K includes the condition we consider transferring GMT's rural service to other providers.
- Separately, GMT has made inquiries to the FTA to see if there were any plans for the federal government to address the nationwide crisis in public transit funding. The response was a clear no to plans to provide providers with additional operating funds.

Considering the background, here is what is clear:

- There will be no additional operating funding from the federal government.
- Any additional state funding is unlikely without a significant change in perspective, especially with the House.
- We can control fare levels, but fare income is dependent on ridership levels outside our control, with increasing fares leading to decreasing ridership.
- We can influence municipal contributions.

As a result of the above, at this week's GMT Board of Commissioners meeting I provided a roadmap for the actions we need to take over the next six months both to address our fiscal cliff and to respond to the legislative request to consider transferring service. Attached is the presentation I provided, and below are the relevant highlights to municipalities:

- GMT will need to consider service reductions in FY25 that would go into effect in February 2025. We recognize that reducing service after assessments have already been issued and collected is far from ideal, and I will be scheduling time in June to meet individually with municipal managers.
- The total reductions in service will still need to be over 20% by the beginning of FY26. These cuts would go into effect June 2025, just before the start of FY26.
- We will need to consider a special assessment to municipalities in FY26. This, coupled with the \$630K from the state, will help reduce the cuts needed for FY26. As one-time funds, however, unless other revenue is identified the cuts will just be delayed to FY27.
- GMT needs to work with municipal partners on assessment reform. The current methodology has been in place since 2008, and it will not meet the needs of the moment. Outside this crisis, our current methodology undermines GMT's ability to adjust service and amenities to meet municipal demand. Ideally we would have a new assessment methodology to implement by FY27.

In regard to timing, we anticipate the following:

- The GMT Board will consider whether to reduce service in FY25 at their June meeting.
- The GMT Board will set the FY25 and FY26 service reduction targets at the July meeting. These will be system wide targets and not community specific targets.
- The Board will adopt a draft reduction plan at the August meeting that will be route specific.

- Public hearings will be held in September, with feedback relayed to the board at their September meeting.
- The board will finalize the reductions at the October meeting.

Does this mean we are accepting reductions as inevitable? No. We will continue to work to generate revenue to limit some or all service reductions, and we hope many of you will contribute towards this work. We must, however, be prepared for there to be no changes, hence us proceeding as outlined.

I will be out of office the week of Memorial Day. I'll be in touch on my return to each municipal manager.

Thank you,

Clayton

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

April 24, 2025, Haiku

Now where's the bus stop?

Adapting to another

Construction season.

Please note, by Vermont's Public Records Act, emails (and other documents or attachments), including responses and forwards, produced/acquired by a government agency, such as the Town of Milton, are considered public records and are subject to disclosure, unless specifically exempted from disclosure by the Act.

--

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---

 **GMT Update Response from Milton 2024.pdf**  
48K



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Thu, Oct 24, 2024 at 7:22 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING CHAPIN SPENCER  
BRING BACK THE BUSE AND STOP SAYING  
THERE NO MONEY GMT HAS THE MONEY  
ALL OF GUYS ARE LIEING AT GMT SAYING  
THERE NO MONEY.GMT NOTHING BUT LIERS  
OF YOU GUYS ARE LIERS.NONE OF YOU  
GUYS AT DOES NOT HAVE A LIFE AT  
GMT.GMT BOARD NEEDS TO GET RID OF  
CLAYTON CLARK THE GENERAL MANGER HE  
NO GOOD FOR GENERAL MANGER FOR GMT  
HE NEEDS TO GET THE FUCK OUT OF GMT  
IT IS IT TIME FOR CLAYTON CLARK TO LEAVE  
GMT GET OUT THE DOORS FROM GMT  
NOW.I  
I HATE ALL OF YOU GUYS AT GMT BECAUSE  
YOU WILL NOT LET ME DO THE GMT BUS  
SERVICE CUTS PICTURES.GO TO HELL OF  
YOU GUYS AT GMT. FUCK OFF FOR NOT  
LETTING ME DO THE BUS SERVICE CUTS  
PICURES.

# KIMBERLY CLARK

--

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To view this discussion visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/289379663.3136486.1729768925273%40mail.yahoo.com>.





Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Mon, Oct 21, 2024 at 3:17 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

**HI GMT PLANNING****FREE SPEECH I WILL SAY WHAT I WANT TO SAY,****I WROTE A LETTER TO THE FEDERAL COURT JUDGE CHRISFEDERALTINE RESS ABOUT HOW GMT IS CUTTING BUS SERVICE AND HOW BAD GMT IS BEING WITH THE PUBIC.THE PUBIC NEEDS THE BUSES.I WILL THE FEDERAL COURT JUDGE CHRISTINE RESS BRING BACK THE BUSES SHE IS FAIR FEDERAL COURT JUDGE SHE WILL TELL HOW IS BRING BACK THE BUSES.THE FEDERAL COURT JUDGE CHRISTINE RESS DOES NOT PLAY GAMES WHEN IT COMES TO PUBIC TRANSPORTATION SHE WILL TELL GMT TO BRING BACK THE BUSES TO THE PUBIC.THIS FEDERAL COURT JUDGE CHRISTINE RESS DOES NOT FUCK AROUND WITH PUBIC TRANSPORTATION THAT THE PUBIC NEEDS.I KNOW THE FEDERAL COURT**

JUDGE CHRISTINE RESS REAL WELL SHE IS VERY NICE FEDERAL COURT JUDGE.SO GMT NEEDS BRING BACK THE BUSES FAST OR SEE ALL OF YOU GUYS IN FEDERAL COURT JUDGE WITH JUDGE CHRISTINE RESS AT FEDERAL COURT HOUSE.JUDGE CHRISTINE RESS SHE IS FAIR FEDERAL COURT JUDGE SHE WILL DO ANY THING THAT THE PUBIC NEEDS WHEN IT COMES TO PUBIC TRANSPORTATION.SO THE PUBIC WILL WIN ON THIS WITH THE FEBERAL COURT JUDGE CHRISTINE RESS TO GET THE BUSES BACK FOR THE PUBIC.SO THERE GMT HA HA HA HA GMT WANTS BE JERKS.GMT ARE BEING JERKS TO THE PUBIC THATS NOT OK.NONE OF YOU GUYS HAVE NO LIFE AT GMT BUT CUT BUS SERVICE HELL NO AND FUCK NO.NONE OF YOU GUYS AT GMT DO NOT DO YOUR JOBS RIGHT AT GMT BUT CUT BUS SERVICE BRING BACK THE BUSES.GMT HAS THE MONEY ALL YOU GUYS AT ARE LIEING THORUGH YOUR TEETH AND MOUTHS SAYING YOU HAVE NO MONEY THATS A LIE OUT OF ALL YOUR MOUTHS.

KIMBERLY CLARK

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

3 messages

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Fri, Oct 18, 2024 at 5:34 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING CHAPIN SPENCER  
FREE SPEECH I WILL SAY WHAT I WANT.  
I AM GETTING THE FEDERAL COURT JUDGE  
CHRISTINA RESS ON OF ALL YOUR  
FUCKING ASSES AT GMT FOR CUTTING BUS  
SERVICE THAT FUCKING PUBIC NEEDS THE  
BUSES AND THAT FUCKING CLAYTON CLARK  
GENERAL MANGER CAUSE THIS TO FUCKING  
HAPPEN CUTTING BUS SERVICE GET THE  
FUCK OUT OF GMT CLAYTON CLARK NEEDS  
TO GET FIRE FOR CUTTING BUS  
SERVICE. CLAYTON CLARK IS NOTHING BUT  
FUCKING SUMBAG GENERAL MANGER FOR  
CUTTING THE BUS SERVICE GET YOUR  
SHIT AND GET THE FUCK OUT THE DOOR  
THE GENERAL MANGER CLAYTON CLARK  
FUCKING SUCKS FOR GENERAL MANGER. ALL  
OF YOU AT GMT GO FUCKING HELL AND  
FUCK OFF GO GET A FUCKING LIFE FOR  
CUTTING THE BUS SERVICE. BRING BACK

THE FUCKING BUSES THE WAY THEY POST TO BE MOTHER FUCKERS. ALL YOU GUYS TAKE YOUR JOBS GO SHOVE UP YOUR ASSES FOR CUTTING BUS SERVICE. ALL OF THIS IS CLAYTON CLARK FAULT THE GENERAL MANGER FOR CUTTING BUS SERVICE CUTS AND CLAYTON CLARK NEEDS TO GET THE FUCK OUT OF GMT NOW GET THE FUCK OF GMT GO GET OTHER JOB SOME ONE ELSE ASS HOLD. IHOPE CLAYON CLARK LEAVES GMT FAST GET THE FUCK OUT THE DOORS OF GMT NOW. IF WASN'T FOR FUCKING CLAYTON CLARK THE GENERAL MANGER THIS WOULD NOT BE HAPPEN HAVING THE BUS SERVICE CUTS GET THE FUCK OUT HERE. CLAYTON CLARK NEEDS TO LEAVE GMT NOW.

BRING BACK THE BUSES THAT PASSENGERS NEED FOR DOCTORS APPOINTANTS AND WORK FOOD STORES.

I AM NOT HAPPY WITH GMT FOR CUTTING THE FUCKING BUS SERVICE. I WILL BICTH ABOUT THE BUS SERVICE CUTS. AND GMT WILL HEAR ALL THE BICTHING FROM THE PASSENGERS FOR CUTTING THE SERVICE. KIMBERLY CLARK

--

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---

**Jamie Smith** <[planning@ridegmt.com](mailto:planning@ridegmt.com)>  
To: Clayton Clark <[cclark@ridegmt.com](mailto:cclark@ridegmt.com)>

Mon, Oct 21, 2024 at 9:39 AM

I think we are justified to not allow her to be part of our campaign at this point?

[Quoted text hidden]

---

**Clayton Clark** <[cclark@ridegmt.com](mailto:cclark@ridegmt.com)>  
To: Jamie Smith <[planning@ridegmt.com](mailto:planning@ridegmt.com)>

Mon, Oct 21, 2024 at 1:00 PM

Agreed.

Clayton Clark

General Manager, [Green Mountain Transit](#)

Pronouns (he/him)

Follow me on [LinkedIn](#).

Follow GMT on [Facebook](#), [Instagram](#), and [Twitter](#).

September 3, 2024, Guest Haiku  
Autumn foliage,  
Camels Hump and Mt. Mansfield:  
Best viewed from a bus.

[Quoted text hidden]

To view this discussion on the web visit [https://groups.google.com/a/ridegmt.com/d/msgid/planning/CAA2dDBHsTV7HJB5D%3D1hR9ohwthyd2O\\_97c6fb%2BE23HgxxOS6tA%40mail.gmail.com](https://groups.google.com/a/ridegmt.com/d/msgid/planning/CAA2dDBHsTV7HJB5D%3D1hR9ohwthyd2O_97c6fb%2BE23HgxxOS6tA%40mail.gmail.com).



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

## Request for Extension of Jeffersonville Commuter Service Until March

1 message

Teelah Hall &lt;Teelah@t-ladesigns.com&gt;

Sat, Oct 19, 2024 at 7:34 AM

To: planning@ridegmt.com, Lucy Boyden &lt;lucymboyden@gmail.com&gt;, tasha@lcpv.org, cclark@ridegmt.com

### GMT Security Filter

**Warning:** Sender Teelah@t-ladesigns.com is not yet trusted by your organization.

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Dear Municipal Representatives for Communities along the Jeffersonville Commuter,

I am writing to respectfully request an extension of the Jeffersonville Commuter route elimination beyond the current date of December 2, 2024. Understanding the financial challenges that led to this decision, I believe an extension until after the winter months, around March 2025, would be greatly beneficial for the communities affected.

The winter season brings additional challenges for many riders who rely heavily on this route, including concerns about travel safety and access to alternative commuting options during this time. Extending the service would allow for a more seamless transition and give residents time to adjust to new transportation options without the added difficulties of winter weather.

We understand that feedback is critical to informing decision-makers, and we hope this request can be considered in future reports to the Legislature. Your support and understanding in extending this service through the winter would be invaluable to our community.

Thank you for your attention to this matter, and please do not hesitate to reach out if further information is needed.

Best,

Teelah Hall

w: [teelahhall.com](http://teelahhall.com)

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Fri, Oct 18, 2024 at 3:20 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: planning@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER &lt;chapin.spencer@gmail.com&gt;

## GMT PLANNING

GMT SUCKS THE WORST BUS COMPANY I EVER DEAL WITH CUTTING BUS SERVICE WHAT A FUCKING JOKE WHAT GMT IS DOING TO THE PUBIC I AM TAKING THIS TO THE FEDERAL COURT JUDGE SEE HOW GMT LIKES THIS AND ALL GMT IS DOING PISSING OFF THE PUBIC BY CUTTING BUS SERIVCE AND GMT HAS MONEY YOU GUYS LIEING SAYING TO DON'T HAVE THE MONEY.PUT THE BUSES BACK THE WAY THEY ARE.WHAT BULLSHIT GMT IS DOING CUTTING BUS SERVICE VERMONT DOES NOT HAVE BUS COMPANY IT IS ALL CLAYTON CLARK FAUIT THIS IS HAPPEN TO GMT.GMT BETTER PUT THE BUSES BACK THE WAY THEY ARE NOW OR SEE YOU GUYS IN FEDERAL COURT JUDGE.GMT DOES REALLY SUCKS DOING THIS TO THE PUBIC.THE PUBIC WILL BE BICTHING ABOUT THE BUS SERVICE CUTS.I



HOPE ALL YOU GUYS LIKE IT WHEN THE PUBIC STARTS BICTHING ABOUT THE BUS SERVICE CUTS.SEE ALL YOU GUYS AT GMT LIKE IT AT FEDERAL COURT JUDGE FOR CUTTING BUS SERVICE ALL FUCKING BULLSHIT WHAT GMT IS DOING TO THE PUBIC FUCKING WRONG TO DO THIS TO THE PUBIC.ALL OF THIS IS CLAYTON CLARK THE GENERAL FAUIT THAT THIS HAPPEN TO THE PUBIC.I HOPE CLAYTON CLARK GETS FIRE FROM GMT FOR DOING THIS CUTTING BUS SERVICE.ALL OF THIS IS FUCKING BULLSHIT WHAT GMT IS DOING TO THE PUBIC CUTTING BUS SERVICE IS BULLSHIT I TAKING THIS TO THE FEDERAL COURT JUDGE TO GET THE BUSES BACK THE WAY THEY ARE POST TO BE.I WILL BE GETTING THE PAPER WORK TO THE GET BUSES BACK.

--

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To view this discussion on the web visit <https://groups.google.com/a/ridegmt.com/d/msgid/planning/1199877552.1953378.1729279252302%40mail.yahoo.com>.



Jamie Smith &lt;jamie@ridegmt.com&gt;

---

## Upcoming cuts

1 message

---

**Mary Fillmore** <mfillmor@together.net>

Fri, Oct 18, 2024 at 1:21 PM

To: planning@ridegmt.com

**GMT Security Filter****Warning:** Sender mfillmor@together.net is not yet trusted by your organization.

Please be careful before replying or clicking on the URLs.

**Report Phishing** **Mark Safe**

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Dear GMT, I am a senior who used to depend on the free College St. Shuttle to go to and from downtown. The reduction which has already taken place affected me a lot; the necessity to plan every trip rather than being able to show up and know the bus would be there within 15 minutes means that I often choose the relative predictability of taking the car. This is not good for the environment or for our city in many ways. Now even further reductions are contemplated. We need to invest more in public transportation, not less. Let's fight for better funding to make that possible. Thanks,

Mary Fillmore

[mfillmor@together.net](mailto:mfillmor@together.net)

Author, An Address in Amsterdam

An historical novel about a young Jewish woman who joins the anti-Nazi resistance

<http://maryfillmore.com>

A Kirkus Indie Book of the Month

Winner, Sarton Women's Book Award for Historical Fiction

"An address! There was magic in the very word for those whose very lives depended upon finding one." J. Presser, *Ashes in the Wind: The Destruction of Dutch Jewry*

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

## #11 airport changes

1 message

---

**Lance Coy** <emphraxinus@gmail.com>

Thu, Oct 17, 2024 at 9:20 AM

To: planning@ridegmt.com

Bruh. God forbid anyone without a car end up on a flight that gets back after 6pm, or has a flight scheduled after 6pm way ahead of time.

Just fuck every poor sap without a car over why dontcha. Not like we're your entire clientele or anything.

You people exhaust me. Gentrifying motherfuckers everywhere driving everyone who isn't making 6 or 7 figures out of the state by way of making things harder for us, either through cost of living or through cutting services we need to survive here.

I hate you all. Everyone in charge from all the state officials bought out by landlords, rich NIMBYs and old money families, down to everyone deciding that we're not worth the fucking effort, including so called "affordable housing" firms who are so desperate to ruin lives that they'll pull fake numbers out of their asses to justify astronomical rent hikes.

I hope this state rots when you eventually drive us all out or kill us through your malicious and negligent policies. God knows the minute i get my hands on a car im taking me and mine and planning a move out of this hellhole state.

Have fun with fixing the mess yall created when all of the wage slaves yall looked down on are no longer here to do all the things you took for granted.

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Thu, Oct 17, 2024 at 7:35 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

HI GMT PLANNING AND CHAPIN SPENCER  
DO NOT DO BUS SERVICE CUTS I WILL TAKE  
IT IN FRONT OF THE FEDERAL COURT  
JUDGE SO ALL YOU GUYS CAN RUN OFF  
FROM THE FEDERAL COURT JUDGE AND I  
WILL TAKE THIS IN FRONT OF THE FEDERAL  
COURT JUDGE I DO NOT PLAY GAME WHEN  
IT COME TO BUSES THAT THE PUBIC I WILL  
GET THE PAPER WORK FROM THE FEDERAL  
COURT JUDGE THIS WEEK WATCH ME DO  
IT.THE PUBIC NEEDS THE THE BUSES.STOP  
THE BULLSHIT NOT HAVING MONEY AND  
GMT HAS MONEY OUT THERE YOU GUYS  
ARE LIEING NOT HAVING MONEY.  
DO NOT BUS SERVICE CUTS I  
MEAN IT STOP THE BULLSHIT  
WITH NOT HAVING MONEY I  
WILL HAVE THE FEDERAL

COURT JUDGE PUT IT TO A  
STOP BUS SERVICE CUTS.I  
WILL DO IT.THE JUDGE  
FEDERAL COURT JUDGE  
WILL PUT THIS TO A STOP  
THE BUS SERVICE CUTS.THE  
PUBIC NEEDS THE  
BUSES.GMT IS MAKING THE  
MONEY BY CHARING THE  
BUSES SO GMT HAS THE  
MONEY SO STOP SAYING  
GMT DOES NOT HAVE  
MONEY.GMT MAKING MONEY  
FROM CHARING THE BUSES  
SO THERE STOP TEH  
BULLSHIT ABOUT NOT  
HAVING MONEY.GMT HAS

ONLY BEEN CHARING FOR  
THE BUSES 6 MONTHS GMT  
HAS MONEY COMING IN SO  
THERE.DO NOT DO BUS  
SERVICE CUTS WILL TAKE  
THIS IN FRONT OF FEDERAL  
COURT JUDGE AND THE  
FEDERAL COURT JUDGE  
WILL PUT THIS TO A STOP.  
PASS THIS ON TO GMT  
BOARD

KIMBERLY CLARK

--

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Jamie Smith &lt;jamie@ridegmt.com&gt;

---

**HI**

1 message

---

**'HI' via GMT Planning Department** <planning@ridegmt.com>

Wed, Oct 16, 2024 at 3:28 PM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

**HI GMT PLANNING**

**GMT REALLY SUCKS WHAT THEY WANT TO DO TO THE PUBIC IT IS UNFAIR AND BULLSHIT BUS SERVICE CUTS.GMT IS THE WORSE BUS COMPANY I EVER DEAL WITH THEY WANT TO BUS SERVICE CUTS ON THE PUBIC.KEPT THE BUSES THE WAY THEY ARE AND STOP THIS BULLSHIT CUTTING BUS SERVICE CUTS.I WILL TAKE THIS TO FEDERAL COURT JUDGE TO HAVE IT PUT TO A STOP I AM DO NOT PLAY GAMES WHEN IT COMES TO BUSES.I HAVE NO PROBLEM TAKING THIS IN FRONT OF FEDERAL COURT JUDGE I WILL DO IT TO STOP THIS BUS SERVICE CUTS AND SO ALL OF YOU GUYS AT GMT CAN RUN OFF FROM THE FEDERAL COURT JUDGE SEE HOW YOU GUYS LIKE THIS ME TAKING THIS IN FRONT OF FEDERAL COURT JUDGE.TRUST ME I WILL DO IT SEE HOW ALL YOU GUYS LIKE IT AT**

GMT.I KNOW HOW THE COURT SYSTEM WORKS.I WILL DO THIS BELIEVE ME WILL TAKE THIS IN FRONT OF THE FEDERAL COURT JUDGE I DO NOT WANT TO LOSES THE BUSES.I WILL GET THE PAPER WORK AND FILE IT WITH FEDERAL COURT JUDGE TO PUT THIS TO A STOP BUS SERVICE CUTS.PUBIC TRANSPORTION IS FEDERAL AND GMT NEEDS TO LEAVE THE BUSES A LONE OR SEE YOU IN FEDERAL COURT JUDGE THE FEDERAL COURT JUDGE WILL PUT THIS TO A STOP THE BUS SERVICE CUTS.GMT HAS MONEY OUT THERE AND THEY ARE MAKING UP LIES SAYING THEY DO NOT HAVE MONEY.GMT IS MAKING MONEY BY CHARGING FOR THE BUSES.WAKE UP SMELL THE COFFEE BURNING.PASS THIS ON TO THE GMT BOARD.

KIMBERLY CLARK

--  
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Jamie Smith <jamie@ridegmt.com>

[info@] Article request - Green Mountain transit

2 messages

Klara Bauters <kbauters@vtdigger.org>  
Reply-To: kbauters@vtdigger.org  
To: info@ridegmt.com

Tue, Oct 15, 2024 at 3:43 PM

GMT Security Filter

Warning: Sender kbauters@vtdigger.org is not yet trusted by your organization. Please be careful before replying or clicking on the URLs.

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Dear GMT,

I hope this email finds you well. I'm Klara Bauters, a reporter from VTDigger. I saw there was a board meeting today discussing the elimination of certain runs and I was hoping I could ask someone at GMT some questions about it.

Feel free to reach me at 646 546 4497. My deadline is 5pm. Thank you!

Best regards,  
Klara

--  
Klara Bauters  
Reporting intern, [VTDigger](#)  
646.546.4497  
P.O. Box 1374 | Montpelier, VT 05601

Rebecca Watarz <rwatarz@ridegmt.com>  
To: GMT Planning Department <planning@ridegmt.com>

Wed, Oct 16, 2024 at 11:25 AM

[Quoted text hidden]

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-

**Becky Watarz**  
Administrative Coordinator  
Green Mountain Transit

802-540-0585  
[rwatarz@ridegmt.com](mailto:rwatarz@ridegmt.com)  
[www.RideGMT.com](http://www.RideGMT.com)  
101 Queen City Park Rd, Burlington, VT 05401



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Jamie Smith &lt;jamie@ridegmt.com&gt;

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**(no subject)**

1 message

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**'HI' via GMT Planning Department** <planning@ridegmt.com>

Wed, Oct 16, 2024 at 8:38 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com, CHAPIN SPENCER &lt;cspencer@ridegmt.com&gt;, CHAPIN SPENCER

&lt;chapin.spencer@gmail.com&gt;

**HI GMT PLANNING**

**IT IS ALL CLAYTON CLARK THE GENERAL MANGER FAULT FOR WHAT HAPPEN WITH BUS SERVICE CUTS. IF THE GMT BOARD WAS SMART OF ENOUGH TO GET RID OF THE CLAYTON CLARK THE GENERAL MANGER ALL OF THIS SHIT WOULD NOT BE HAPPEN WITH GMT BUS SERVICE CUTS. I HOPE CLAYTON CLARK LEAVES GMT FAST AND HE NO GOOD FOR GENERAL MANGER. CLAYTON CLARK IS SO HORRIBLE FOR GENERAL MANGER FOR GMT IT IS TIME TO GET RID OF CLAYTON CLARK THE GENERAL MANGER. CLAYTON CLARK IS SO USELESS FOR GENERAL MANGER FOR GMT. CLAYTON CLARK IS WORTHLESS GENERAL MANGER THE BUS COMPANY EVER HAD. GMT BOARD NEEDS TO BRING JON MOORE ON BOARD FOR GENERAL MANGER HE THE BEST FOR IT HE KNOWS**

HOW TO RUN GMT BUS COMPANY VERY WELL.JON MOORE WILL DO MUCH BETTER JOB FOR GENERAL MANGER FOR GMT.JON MOORE KNOWS HOW TO RUN THE GMT BUS COMPANY VERY VERY VERY VERY WELL.I RECOMMEND THAT JON MOORE BE THE NEXT GENERAL MANGER FOR GMT SO DO THIS GMT BOARD BRING JON MOORE ON BOARD FOR GENERAL MANGER FOR GMT.  
KIMBERLY CLARK

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Reestablishing a Charlotte bus stop

1 message

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**Deirdre Holmes** <deirdre2holmes@gmail.com>  
To: [planning@ridegmt.com](mailto:planning@ridegmt.com)

Tue, Oct 15, 2024 at 10:57 AM

Hello,

I am writing from the energy committee in Charlotte where we miss the bus stop we used to have along Route 7 on the LINK route between Burlington and Middlebury. I realize this route is now serviced by Tri-Valley Transit and we have had initial conversations about how and where to establish at least a requestable stop as close to Route 7 and the West Village as possible. If a stop could be reestablished it would provide needed public transportation in Charlotte, allowing riders to connect to other regional transportation networks in both Chittenden and Addison counties, and making local services such as the library and the Senior Center more accessible and available to all.

I wanted to add our transit interest to your call for comments. We will continue conversations with Tri-Valley and our local officials, in the hopes of offering some public transit to/from Charlotte.

Thank you,  
Deirdre

Deirdre Holmes  
Charlotte Energy Committee Chair

Sent from my solar-powered device.

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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## Service reductions to GMT

1 message

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'Ashley M Bond' via GMT Planning Department <planning@ridegmt.com>

Tue, Oct 15, 2024 at 10:45 AM

Reply-To: Ashley M Bond <ashleymbond@yahoo.com>

To: planning@ridegmt.com

Good morning!

Has there been any thought about moving the hub out of downtown Burlington, or adding another hub in either South Burlington, Essex or Williston?

Having every single transit line connect in downtown Burlington adds a lot of time to the routes, and not everyone has Burlington as their final destination.

Adding a hub outside of downtown would also open up greater opportunities for the concept suggested by Clark that you can place services like Food Shelf, healthcare etc at the transit center to be more accessible. Building that service adjacent to the DTC in downtown is prohibitively expensive.

Thank you!

Ashley Bond

Burlington resident, Ward 5

Sent from my iPhone

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Jamie Smith <jamie@ridegmt.com>

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**What GMT provides is better equity if a family can reduce car ownership from two cars to one that money goes not only to the family to save money, but alsogoes back to the community.**

1 message

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**'Phil Hammerslough' via GMT Planning Department** <planning@ridegmt.com>  
Reply-To: Phil Hammerslough <phil.hammerslough@icloud.com>  
To: planning@ridegmt.com

Tue, Oct 15, 2024 at 10:44 AM

Yes ha ha ha ha ha h lol  
Sent from my iPhone

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Jamie Smith &lt;jamie@ridegmt.com&gt;

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**(no subject)****'HI' via GMT Planning Department** <planning@ridegmt.com>

Tue, Oct 15, 2024 at 7:54 AM

Reply-To: HI &lt;colleen.michael37@aol.com&gt;

To: PLANNING@ridegmt.com

HI GMT PLANNING  
SO GMT HAS THE MONEY TO PUT SEATING  
AT BUS STOPS BUT YET YOU WANT TO CUT  
BUS SERVICE GET THE HELL OUT OF HERE  
GMT IS JOKE EVER ONE OF YOU AT GMT  
DOES NOT KNOW WHAT HELL YOU ARE  
DOING NONE OF YOU GUYS DO NOT KNOW  
WHAT YOU ARE DOING TO GMT.  
THE GMT BOARD NEEDS TO GET RID OF  
CLAYTON CLARK THE GENERAL MANGER SO  
THE GMT CAN GET BETTER.

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Jamie Smith <jamie@ridegmt.com>

## Public Comment - Service Reductions

Grove, StaciAnne K. <StaciAnne.Grove@uvmhealth.org>

Mon, Oct 14, 2024 at 12:31 PM

To: "planning@ridegmt.com" <planning@ridegmt.com>, "cclark@ridegmt.com" <cclark@ridegmt.com>, "jmoore@ridegmt.com" <jmoore@ridegmt.com>

### GMT Security Filter

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[Report Phishing](#) [Mark Safe](#)

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Good afternoon –

Attached please find a comment for your public comments to present to your Board of Trustees tomorrow.

Please reach out if you have any questions. Jason is on vacation until Thursday morning – so if you need anything in advance of that please reach out and I will do my best to get the answers to your questions.

We wish you the best.

Warmly,

# Staci

**StaciAnne Grove** (she|her|hers)  
Community Relations Coordinator | Executive Assistant

University of Vermont Health Network  
Office Phone: 802.542.3646  
Cell Phone: 802.324.4235

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 **GMT - Bus Route Reduction.pdf**  
531K



Jamie Smith <jamie@ridegmt.com>

## Public Comment

2 messages

**Jon Moore** <jmoore@ridegmt.com>

Fri, Oct 11, 2024 at 8:18 AM

To: Christopher Damiani <cdamiani@ridegmt.com>, Jamie Cram <jamie@ridegmt.com>

Hi Chris and Jamie,

Deborah Konopka (802-363-1246) called me yesterday to provide public comment about the proposed #8 eliminations. She is requesting that service be maintained to MS and FH via another route at least a few times per day if the City Loop is eliminated.

Please add to the public comment report if not too late.

Thanks,

Jon Moore  
Assistant General Manager  
Green Mountain Transit (GMT)  
[802-540-2527](tel:802-540-2527) (Direct Line)  
[802-864-2282](tel:802-864-2282) (GMT Main Office)

**Christopher Damiani** <cdamiani@ridegmt.com>

Fri, Oct 11, 2024 at 8:35 AM

To: Jon Moore <jmoore@ridegmt.com>

Cc: Jamie Cram <jamie@ridegmt.com>, GMT Planning Department <planning@ridegmt.com>

Thanks Jon!

Not too late for the public comment report.

[Quoted text hidden]

--

### Chris Damiani, AICP

Director of Planning  
Green Mountain Transit  
[He/Him [What's this?](#)]

802-540-2537

[cdamiani@ridegmt.com](mailto:cdamiani@ridegmt.com)

[www.RideGMT.com](http://www.RideGMT.com)

101 Queen City Park Rd, Burlington, VT 05401



*Celebrating 50 Years of Connecting Communities*

# Virtual Public Meeting #1

Sep 17, 2024 12:00 PM- Zoom

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Chad Simmons

Yes, thanks so much. Just first off, I really appreciate what you all are doing, and appreciate the complexity and the challenge of having to figure out how to do all of what you do within budget. So my name is Chad Simmons, he him. Pronouns. I live in Montpelier and I work in Burlington a couple of days a week. I Our family is a one car family. We try going to two cars, but difficult to afford two cars at this juncture, I heavily, heavily rely on the number 86 link from Montpelier to Burlington and back. In fact, I would was going to actually advocate for more route to be added during the day to make it flexible for travel to and from Montpelier to Burlington. I am just asking some reconsideration of the planned reductions and or cut to the number 86 line and ask for some creative financing if possible, to figure out ways in which to keep that opportunity available. I know a number of people use it for. Work also to get from Montpelier, Central Vermont, to UVM Medical Center. I use it sometimes as well to get to the airport or to travel. So it would be a huge disruption for our family, both financially and logistically, if that is not available. So just ask that you reconsider the reduction to that service. Finally, if there are any legislators or federal delegation on the line, I encourage you to invest in our public infrastructure. I think it is unrealistic to ask a public infrastructure like public transportation to be in the black without substantial financial contributions from our state and federal coffers, I think we need to invest more in our public infrastructure, not less. And encourage you all to think about how we'll need to meet all of our policy goals in the future with more public transit, not less so. Thank you so much, and appreciate your opportunity to speak.

Clayton Clark

Thank you so much, Chad. And if I could just do a follow up question, when you take the 86 into Burlington, do you take it all the way to the transit center? Or are you getting off before then?

Chad Simmons

I usually take it, I'd say 99% of the time, to the Transportation Center. Sometimes, if I have a meeting closer to UVM, I get off earlier, so but mostly to the Transportation Center.

Stephen Finner

Thank you very much, and thank you for giving people the opportunity to comment. I want to second the comments of the first person who spoke and lobby for restoring the 11. It enables us to get to the airport. It enables people coming into the airport to leave the airport. It's very convenient, and without it, we get to the transit center, and then we have to find an alternative means to get to the airport, and which can also be pricey. I am not a frequent user of the 86 but I certainly would be willing to pay five,

six or \$7 for a trip up to Burlington. I know that that may not be affordable for other users of the 86 but perhaps a fare structure can also be reexamined. And, yeah, just re examine and maybe some adjustments made. Thank you.

### Elena Greenberg

Elena Greenberg, here theythem pronouns. I'm based in Burlington. I am a huge fan of GMT. Thank you all for your hard work. Such a devoted public transit user. I do not have a car, and I'm on the Montpelier link once, twice, three times a week. This bus is a too well kept secret. I am astonished every time I get on this bus, and it's not full of people. I know because I'm on the highway, on the bus, looking at everybody driving their cars that a bunch of other people are also doing this commute. And I really want to encourage I know others have already said this. We actually need more service on this bus, and I want to see GMT really investing in the outreach that we need to do, such that everybody else on the highway is actually on the bus instead this, this kind of regional access to transit is so essential to getting cars off the road for those middle distance journeys. Urban services also really essential, which I'll say more about in a minute, but just I that's a 45 minute drive that I don't have to do, and I can't do because I don't have a car. And I know that there is a huge opportunity to bring in a lot more ridership and a lot more fares on routes like this. And maybe weekend service, maybe evening service. If I go to Montpelier and I miss the 6pm bus, I'm stuck in Montpelier. So just thinking about this route is a huge opportunity. And the last thing we should be doing is cutting it. And the first thing we should be doing, I think, is making this huge resource accessible to people that probably I don't know. Hun. Maybe 1000s of commuters who are who are traveling this route multiple times a week, and then, just in terms of of urban service, the city loop, the airport bus. Chinden County should be an urban and Peri urban center of our state, and public transit is such an essential part of that this is like, this is this the future of our county and the future of our state at stake when we when we got public transit that connects these much more suburban parts of Chittenden County to Burlington. We really need these places to be moving forward into a climate resilient future together, and having public transit that that pulls us in, into that future is so necessary we're never going to meet our climate goals. We're never going to get cars off the road. We're never going to do the placemaking that we need to do that happens when people are on the bus together, when they're meeting each other, when they're sharing space. All of that transformation is never going to happen if we just have people driving back and forth on on Route two and on 89 so just really here to advocate for more service, not less. It is public treatment that makes our communities vibrant and possible when we have people who don't have cars, who don't want to drive, who can't drive and and that's the that's the place I want to live in for the rest of my life. So this is not just about one budget cycle. This is about, I know you all are working really hard to establish long term sources of funding. I heard from some of my state reps recently that the gas tax is not bringing in as much as as it used to, which is great, right? Like, let's keep taxing gas and combustion engines in a way that is both like, responsive to the budgets of working class Vermonters and also reflects like we should be disincentivizing that mode of transit and using it to fund our public transit networks. Thanks so much.

Dale Azaria

Thank you. So I want to start by just kind of endorsing everything that we've already heard. I, too, am a Montpelier link writer. I live in Burlington, and one thing that I think is important, not just for GMT, because I expect that you already know this, but but in terms of your advocacy, is to point out the the value to employers who are having trouble staffing up so many jobs are are, you know, going unfilled, and the fact that GMT makes it possible for us to get to jobs that otherwise might not be convenient, like I, for One, never would have worked in Montpelier as a Burlington resident, if I had to do that drive every day, or even if I had to do it as a carpool, but as a bus ride, it worked just fine for me, and I think that that's true for a lot of employers, that they benefit from this. And I hope that's one thing that you'll think about, and another thing that I think is going to be really important, and I'm worried that these service cuts coming now will kind of create a timing problem is with Burlington having just eliminated the parking minimums, and maybe that was statewide, I'm not sure, But as more properties get developed without space for parking. People are going to expect there to be adequate bus service. And I just, I want to make sure that we are looking at this, not just the dollars and cents of how much does the state need to subsidize this service right now, but in the longer term, how do we develop and make sure that that the whole system is working, the whole transportation system, of which busses are a part and of which parking is a part, and when we get rid of that parking, because it's smarter land use and makes housing more affordable, we need to Make sure that that the folks who are living there have a good way to get around. The last thing that I want to add is that my kids grew up riding the neighborhood specials, and then when they went to high school out on North Avenue, taking the city bus to get out there, and when they realized that they could get around on the bus systems. As you know, 1314, 15 year old kids who weren't yet old enough to drive, it was such an important sense of freedom for them that they could now go visit friends who lived in Shelburne or something like that by taking the bus there. And I think that's another big piece of it as well. Thank you. Thank

Jenny,

Thank you very much. And I wanted to say thank you for having this meeting. Working on zoom as an option for those of us who can't get to the in person meetings. It's very much appreciated. I just wanted to add in to what several people said I ride the Montpelier link. I live in Burlington and work in Montpelier, and I definitely rely on it to get to work. I know sometimes I've seen, not in this meeting, per se, but in other places, people refer to riders of that bus as being choice writers, so called Choice writers, as assuming they have another way to get to the location that they own a car and they simply choose to take the bus. And of course, the reality is that's not the case. There are people on that bus that, either due to health reasons or economic reasons, have no other way to get to where they're going, whether it's to Montpelier or to Burlington, whichever direction they're going in. And certainly I recognize that the financials are very bad, but I'm very, very hopeful that that route does not get cut entirely. Besides being a disaster for me, it would also be really bad for the place I work, because there are other people that take it, and we're having enough trouble hiring people as it is, and I think that would only get worse. But again, thank you very much. Thank

Asta

Hi, I'm asta. My pronouns are they them? I live off of the six in South Burlington, and like some of the other people were talking, I don't own a car, the bus is my only means of transportation. And for me that means independence, like being able to do things like whatever I need to, whenever I need to. And as a disabled person, like that's really like important to me, is maintaining that independence. And what I've seen so far is with the sixth row and also with some of the 11 route changes, is limiting people's access to places like the airport, for instance, or the ability to work downtown as a service worker at night on the weekend, for instance, and that basically, like, removes my ability to do those sorts of things. And so, for instance, the removing the Saturday night routes would make it so that it's a four mile walk back and forth, which isn't really feasible, like ongoing into the winter time. That's all. Thank you.

Mike Glaude

Hi, thanks for the opportunity. My name is Mike Glaude. I work with Howard center, and we have some concerns about the ability of a lot of our clients to get to appointments with us. I think the the 11 is one of the main concern areas of concern. But we're still, we're still kind of looking at this and seeing how many riders we have who are coming in for for treatment and service. And I wonder if you could make recommendations other than Speaking at a meeting like this, once we're able to get our arms a bit better around quantifying the impact, how can we advocate? Should we write to your board? Should we write? Should we who should we write to or call

Barbara,

Okay, so again, thank you all for all the attendees and for all the people involved in this and all the GMT personnel. I live along the route 11 bus route, and used to take it all the time, but when the changes of the scheduling change, I could never remember when the bus was coming, so I stopped using it, but now that it's that I miss it, now that it goes out to the airport, I think that's an important route to maintain. And some of the other people have said, why not just for people in Burlington, for people all around our state, but also I'm thinking about the Amtrak train as well, that people need to be able to get there as well, as well as other cultural places where the busses run, whether it's Shelby museum or echo, the list is endless. I also want to thank the person who asked about who to contact. I just took notes on what you said, so that was helpful. Um, I was also wondering if you might speak to some if there are any other root combinations that could be made, um, for example, gosh, I can't remember the city loop and maybe 11, just for an example. Or Essex going up to the hospital and coming from there is an important place. Certainly the hospital is a place that people need to get to and University Health Center. So I think those, oh, has any exploration been done on some of the routes that have less people on them to maybe have smaller busses? I think that might be helpful. It would still give drivers employment and meet the needs of the people that use the busses, but sometimes the busses aren't crowded and or timing schedules for different sized busses too. So I think I'm done. Thank you very much everyone.

Kevin

Thanks for having me. And I really appreciate the GMT and everyone who's here representing the organization on the call. Just to clarify, I'm in South Burlington, and I don't particularly represent any organization or who I work for, just my individual views, but similar to what Steve mentioned, I rely pretty heavily on the 11 personally, and definitely utilize it for both work and the airport, And I don't have a form thought as eloquently as many of the other speakers today, but I just want to echo sentiment mentioned previously and also add the perspective that maybe if, if at All possible, it might be something to consider that the phase four changes are maybe postponed to a later date, just from the perspective of you know, next summer, Burlington, very heavily relies on student populations or professionals after training moving in during the summer time, and there are a lot of big shifts in housing. So I'm curious how some of these changes might impact people who are recently moved to Burlington or the surrounding areas, and maybe just might not be in the loop quite as much for some of these changes. And yeah, well, that's that's pretty much all the thought that I have. But thanks so much for letting me chime in, and I appreciate it

Sarah

Hi, can you hear me? Yes. Okay, so I want to also jump on the 11 support bus. I live in South Burlington. I work at UVM. I take the bus every weekday to and from. Parking on campus is abysmal. This allows me to not to that or have to pay for the parking passes. I've also been a uptick in students taking the 11 bus. A lot of students take it to and from campus and the UMA to go to Target and get stuff that they need. With the new graduate housing in South Burlington, around Market Street, I think it is. A lot of those grad and medical students are now also taking the bus into onto campus as well. So I know a lot of them probably aren't up because they're new to town, new to college, but I have seen that uptick in I just wanted to mention on their behalf, they are population of this area. And I too, have used the bus to go from the airport home. I've used it to go get down to Amtrak I've used it to go to jury duty in Burlington. So having the whole length of the 11 route has been a life for me, it like to and from town. So those are my two cents.

Jenny

thank you very much for the contact information as far as the legislature and everything, because I will absolutely be doing that. I know you have another public meeting. I think it's tonight or something like that. I just wanted to ask, after these public meetings are done and everything, what happens then? Where does this go at that point?

Jamie Smith

Can I just add one very quick thing? Dale had asked this in the chat, and I'll just mention for folks who didn't see we are working to schedule another public meeting in Montpelier and potentially another local public meeting. We're just trying to figure out the dates and timing for that, and once we have that, we will announce those additional public meetings, especially recognizing that we have lots of Link riders on the call today.

Barbara,



Thanks for letting me speak again. The woman that spoke before asked my question of what the follow up to this will be. It would be nice to have another zoom option also. And for something that you said, I moved to Burlington from New York City, and was used to a vibrant bus system. That was 29 years ago, and I picked Burlington because of the bus system, which has increased so much. And I want to thank you for that, and the drivers are fabulous. That's all I want to say.

James Smith.

Thank you. I don't want to take up too much time here, but I just wanted to assure folks who are within the UVM umbrella that we are actively engaged. You know, a number of different departments, from UVM transportation to our sustainability to our planning departments and our Transportation Management Association, katma, are engaged on a level with GMT. We're looking at analyzing data. Thank you, GMT for giving us ridership data, and we'll continue to provide you know, feedback to GMT. You know, we're encouraging all of our constituents to to engage in the public discourse on this. I think that's the bedrock of, you know, a democratic process and a good piece of learning, just in general, for our community, and whatever ends up happening, it won't be for a lack of creative idea sharing and communication between UVM and GMT. So thanks everyone. Thanks. GMT,

Aurora

A couple of things. I guess. I am a disabled rider of GMT, and I recently moved to Burlington from other parts of the state because of GMT being here. So I'm now very stressed, because now I'm thinking, okay, now I have to move again, probably out of state, and I'm looking for work and realizing I can't take a job on one of these towns because I won't necessarily have transportation to get there. And Voc Rehab is able to help a little bit with that, but they actually only help for the first. 30 days of your job, and then you need to have figured something out, like a bus route. So this is really going to have a huge impact on a lot of people, but especially disabled people, especially with taking the ssta fair up and with that, especially with having the disabled community and the really the poorest people in our community who don't have economic access to another vehicle. I can't help but feel like we're really cutting services that are crucial for people who don't have any other options. And to be honest, the fact that the one zoom option for giving public comment is at noon on a Tuesday. Doesn't seem to be in line with supporting those communities either, because those are often the people who do not have a lunch break at 12 on Tuesday to jump on Zoom call. So I really hope that if there are more meetings, the Zoom call could also be scheduled in the evening like the other ones were. Thanks.

Gabrielle Stebbins

Hi, thanks for posting this. So I am still currently a state representative, although I did not run again, so I will be passing the torch to someone in January. I, you know, my first term, I was in House Transportation. This has been an ongoing issue for some time. I guess I, you know, the part that I've always struggled with is the fact that it seems like we are able to spend, you know, so many hundreds of millions of dollars on on the roads that those of us who have cars are able to use and the bridges and all of that. And yet, the area that we can't figure out how to support is the public transit, which is when all the folks who can't afford cars, or for whatever reason, you know, if, if they can't drive, are, you



know, that's their only option. And I know I'm preaching to the choir when I speak with the employees at GMT about that, but I will continue to try and make that argument with my peers in the legislature. And you know, it's not that there's so much match that goes on. So when you look at the T bill, and you look at how much is spent on public roads and shared infrastructure, it's not really like it's all coming from Vermont. You know, pockets, so much of it is federal match, but it's still disproportional how much we can put the Vermont state dollars into the resources that those of us who can afford to own our cars use, and not the resources that that are supporting public transit that those who have less end up having to bear the brunt as usual. So I appreciate your work. If I can be supportive externally, come January, please let me know.

# Essex Public Meeting

Sep 12, 2024 | 4:00 PM | Brownell Library

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Bryan Hamlin:

My name is Brian Hamlin. I'm 27 and I've been using the bus routes in Essex for almost a decade now. It started around the end of high school, when I started needing to transfer to college in Williston at Vermont Tech, to go to school because I do not drive, I don't have a license, and I cannot afford a car or the associated costs. I have also been working in Williston as the bus route was able to give me a job over there that I otherwise would not be able to travel to. In that time, there was a previous scare where the Essex bus route specifically was going to be removed, and I attended that meeting as well. What ended up coming of that was that it was merged with the Williston route, which benefited me to an extent, because it meant I only needed one bus to get to the places I was going. I'm sure it inconvenienced some people, but it was still better than not having a bus. I now run into an issue again, where not having access to a bus route by the end of 2026 could leave me out of a job, or unreliably able to get to the job and unable to access my school. I know there are other riders on the bus that I see pretty frequently. I'm going to assume that they also have scheduled things that they go to pretty frequently, such as a job or school, and so they could potentially lose their jobs too. So while there is a concern about GMT employees losing their job, there's also concern about GMT riders losing their jobs. We moved a couple years ago. We were living down the street from Maple Street Park, and we moved to the other side of Essex, specifically looking for a place that was on the bus route. It's in a very convenient spot for accessing the bus, and while the expenses are somewhat high, again, it would be more expensive to just not have a bus to get there, and I would honestly rather change my schedule around, and maybe even pay higher fares just to have a chance to ride The bus to get to the places I'm going than just not have a bus at all. Thank you.

Carrie Miller:

Sorry, I was late. My name is Carrie Miller. I live in Williston, and I work in Burlington and also in Essex junction, so it's important for me to be able to get to and from jobs. I appreciated what was said about the potential of us losing our jobs, but also the entity of some concern to businesses. I know they have a hard time hiring people, and if people can't get from place to place, they also won't be able to be part of the labor pool. That's all I had to say.

Kim Hunter:

Hello. My name is Kim, and I moved to Essex six years ago from South hero, where if you don't have a car, you don't do anything. And I specifically chose Essex because I live out by Essex cinema. There's everything out there that I would ever need. The only two things that I use public transportation for are getting to the UVM Med Center, which I have to do two or three times a year, and to get me out to Tilly drive for orthopedic purposes. So losing that service would mean that I would have to pay, I think it's \$30 for a I know it's \$30 for a Uber to get me from the 10 miles out to Tilly three times a year from my knee shots, an expense that's kind of outlandish. And what I would also like to say is that I wouldn't mind paying a higher fare either. I'm a senior, so I pay very little, and I would be very happy to pay more. It would be a shock, and I was shocked to see this coming down the pike. And I hope that we can retain service out here in Essex. It's very important.

Beth Abustan:

Hi, I'm Beth Abustan your Facebook warrior. Also, I was with Grand Marshall here at CIS children for the Memorial Day Parade a couple years back. I'm representing some people that are not here. I live in Essex Junction. But you know, Essex Junction, even though it became a city, there's still a lot of things that we as Essex junkie people utilize Essex, such as the larger grocery stores, Hanford, Price Chopper, I'm also a SSTA rider. It has some drawbacks, but for the most part, you know, I really appreciate the door to door service. Today I'm paid \$9 I'd go to the Edge, then over here and then back home. So \$9 a little bit stretched for me sometimes, but I again, you know, I'm willing to pay that. I'm even willing to pay the extra dollar for next year to get around like. Everything. As a Vermonter, I've learned to adapt to the situations that are handed to us. I reduce some of my outings. Of course, in the winter, I'm pretty much home anyway, so that's the problem. I did have a question about using, possibly getting an environmental grant for bus services. I don't know if that's even that thing, but if there is like to see that, I know a person that works at hannafor. She's probably older than I am. She's been working there for many years as a bag person, bag lady. And I know she's, I believe she's coming from Burlington or Winooski, and that's her only source of transportation. Yeah, yeah. There's also an family that lives down on River Road that their only source of transportation is the bus having to go around that loop. You know, if I went to go to Maple Street park and I did not have the SSTA, you have to go to am check, which requires another \$2 to get onto the route 10 and then go all the way around to get to Maple Street park, or to him for I mean, sorry to Walmart, and Walmart is one of my favorite stores. And for people who ride the bus, that would mean that without that trip, they would have to go all the way through Burlington and then come back to Walmart. Let me see, I just wanted to see anything else. I would like to see if there's a possibility of maybe just if worse comes to worse, a reduction in service like they have the grocery busses in Burlington, I guess the grocery to the different stores, if that could be provided. And again, for SSTA, I would like to, because I know that you have to live within a certain range, and I don't know how, how that would affect us. I know, in Colchester, they don't have bus service. I don't know how people who require ssta are able to utilize ssta if they're not living within a range of a bus stop. So of course, that couldn't be a big factor for itself. Like I said. You know, as extension. Even though this is my home for the last 15 years, I very much part of the other communities that are here, going to the hospital, going to Panthers, Price Chopper, even, you know, like going to the movies I have to plan because even now, it's very limited. You know, if I want to go out for a restaurant as a bus rider, you have to be back home by six o'clock or something. So it doesn't even

allow you to go to watch a late movie or or go to the restaurant. I think that's all I have if I have something else. No.

Diane Clemens:

My name is Diane Clemens. I live in Essex junction, where I happen to be on the planning commission, so it kind of colors what I mean to say that, in fact, I used to be a school board member. So here's my comments. Cutting back on Route 10 to Essex center will impact students who take the bus and those who take the bus go to the high school, and also those who need to go back and forth to work for their employment, it will impact getting to Walmart by the bus. And I'm sure that is not just people here in the city, but a lot of different. Places coming back on Route two and a little farther down the road will impact those who use it on Saturdays for working and shopping. And yes, I see a lot of people with the shopping bags on the bus because they use it to go up the Mac up to the market, and then up the center, okay? And whatever, we had developers who will be putting who are putting up apartments, or have put up apartment buildings, who told their renters, or their potential renters, that the bus stop was out front. Literally, it is for a lot of them. And so what they said, where we don't need parking spaces, we got the bus. Okay, so amphithis added, you know, and so I don't want to make the developers liars, and neither do you. Okay, so we're um, we need I recognize that you have a budget and need to cut things. I understand that some routes cost more than others. As someone who could have taken the link down to Waterbury, I would have had to go to Burlington grab it, because it didn't stop on the way. So you're not a lot of potential customers. I would have been one of them because of the hassle of going to Burlington. Was just a bit of just hopping in the car and going to Waterbury. So you're missing some customers. I will say that this summer, I used the bus. I was very happy. My daughter thought I was nuts, okay, but quite frankly, walking to the end of the block and hopping on going to UVM, it literally was almost door to door. As you can see, I limp. So going the block wasn't all that bad. But hey, once you get to the medical center, you're there. So I'm sure the others like me, okay, who are utilizing the service, because, quite frankly, it's a whole lot of you in the plan with a parking lot. So let's get smart about this. If you need to become a nonprofit to get those grants, I recognize that my tax dollars going from the city, because you build each of the towns for this service, I don't want to give Essex town the reason to give you less money. Okay? And I know in the past, they've very good at finding ways to cut a budget, so please do not impact our students and the people who are employed at the school district or any of the places around here by the fact that the bus system is going to cancel route 10 and parts of Route two at some point in time.

Kim Hunter:

I also wanted to make a comment about the environmental impact part. For my personal preference, is that I don't have a car because I don't want the added extra cost of maintenance and insurance and and just costs a lot of money to operate a car, and I can get most of my services, walking where I live, and it's just those tours. It's like I would like to akin it to a box of band aids. You know, use them every day, but boy, when you need one, they're right there absolutely. And the environmental part to me is **I remember when I used to work at IBM, I would travel from the island in here every day, one car per person, person per car was all I saw, hundreds of them. And so for me, the bus is a way for me to contribute to a lesser carbon footprint.**

Bryan Hamlin:

I had a couple things I wanted to mention. One is that I think as taxpayers, we expect public services for our taxes, and so it feels kind of weird to me to think that we're paying taxes to our community and then it's not being used for public transportation, which is an important piece of community.

Another thing is that I've noticed that the busses that we receive on our route, the 10 route specifically, have been inconsistent what bus it is. So sometimes you get a bus that's more appropriate for the number of riders, and sometimes you get, like a really long bus that will never fill up. Now sometimes the bus does mostly fill up with high school students, like when high school gets out. But specifically it just seems weird to me that we oftentimes have busses that are much larger than we need for our route.

Chris Hamlin:

Chris Hamlin, and I'm actually the mother of the individual who's very well spoken over there. I am responsible for getting him places, if he can't get someplace, which means that I cut into my work time to do it. He goes to a doctor in Williston. His primary is in Williston. We can't even get to the appointment over there. So I've been lucky enough that he's been able to take a bus. Take a bus to get over to Williston, and I just take him from that point to the doctor's appointment, but it cuts into my work schedule just by having to bring him places. So if you cut the busses, that's going to put my job at risk, or he won't be able to get someplace at all. So that's a problem in itself. I work in South Burlington, and I'm lucky enough to have a car, but if something happens with that car, I don't have somebody to give me a ride, so I would be relying on the transportation. And I work in South Burlington, so that's going to be problematic, because even before, because we were at the last meeting about around this happening that we were concerned with, like how long it would take me to get to work and how long it would take me to get home from work. So, but at least there's an option to be able to get to work. I was talking to my supervisors then about it, and I'm like, Look, I'm just letting you know my son may not be able to have a bus to get him back and forth at some point, and that's going to put a strain on me, because he does need to get to work. He does need to get to school and stuff. So that's a problem in itself. I also used to work at the food shelf. I used to volunteer at the food shelf up here, and a lot of the consumers were saying they were having problems getting their due to bus routes. And if you take away the bus routes, then you're now putting people so they don't have food on their tables to feed themselves. And my son just addressed that part of it. I work in a place where there's clients that rely on the busses, and that's their only transportation. And Essex would be one of the routes that they would mean others are in Burlington, so cutting really important routes out, not to say that none of them are, but that's, I don't know why we keep coming up on the chopping block, honestly, because this is the second meeting we've been at for this. Then I'm wondering why, like, we can't tap into somehow some of the local area places that rely on them. Like, I know that we talk about school budgets all the time and stuff, but my son was telling me in a message the other day that in the morning when he goes to school or work, there's like three to four people on the bus, and the acronym, when he comes back, the bus is flooded by high school students. And I know that the districts had major issues, like a lot of other districts have, with transportation, with bussing and finding drivers, and I don't know why we can't come to some type of agreement with school districts to try to help them out with that scenario, but yet get funding into where it needs to go to keep the other busses alive. And I think

that's probably it at this point. But, yeah, there's just all kinds of things relying on these busses. I mean, at any given scenario, you could lose your car. We moved up to Essex center. I know we brought this up. We moved up to Essex center. I guess we call it town now, but up near CVS. And the only reason why we chose to live in that area, because it's not a great place for me to be living with where I work, is that he could get everywhere, and you're going to be taking away that option if that bus goes away.

Thomas Caswell:

So my name is Thomas Caswell. I'm as I lived in Essex junction for 11 years, and before that, I was in Jericho. Jericho initiative, some of the things they've said and said, they said, I am worried about my hometown, Lou, losing their own Jericho, losing their only bus service. So they've had since October 2013, to 13. And by the way, I moved out of that that town just four months, months before to her because my parents, because, mainly because my parents split. She I moved here and said I decided to join her because I was but because the isolation Jericho was just insane. However, when I had to, when I was still an MU, but still moved here, moved here, I was able to get that inbound Jeffrey bus from Jeffersonville to come back. Let's come back into town. That was amazing, great. But even though things have changed over the years, of that route and change that round, the busses are using are not the same, whether they were used back there, now are gone, and now are gone. But the best is themselves, not the busses themselves, not the route. That's not the route has changed, the things have changed. Yeah, I still hesitant about my own town losing that service. So I thought about, and you got any nail with this, about this, about a route, a new look or that could replace the Jeffersonville commuter that starts here at Amtrak and goes to Jericho and back, no one back that could replace it. In fact, if you're at market, say, market 3232 two. There's a bus I can shoot you straight, straight back here, back to se, jump all the way around. That's a that's a bonus. No, that's about so thought about so thinking about a local route that runs 3045, minutes into this, that goes to Jericho Mark market, and saying back, at least those connection, but may also allow for for ridership, improvement in that air, the air, and get more residents, residents Essex center and Jericho be able to get that air they talk about. It's because I have used that and use that route, route 10, formerly 1e. Yep, wait, when I first started running was one. It was 1e and the one in the route 10 was split the four, the Essex center was route four, just with a loop around. Did a loop around the area, and limited times a day, times a week, sometimes a weekday. Is that was about because I have used that to just go straight to Willison for a year and straight to Williston for years. And I don't want to lose that, and I don't want to lose that direct connection. It's not even, not even, not even on Saturday, because, because Saturday, Sunday, I can compromise. But the other days I appreciate that connection, direct connection, to Williston, without even have, without even have to go all the way around Burlington or etc, to connect that number one, it's not fair. This is not just. That's just not fair to lose that, sir, and to list that service. No, they don't. The route is because Saturday, sorry, I don't see it take, take much, at least going around the loop to the loop Essex center, about before, before, pre, before covid. Esser even has servers out there, so on Saturday, sorry. So that's probably the one big improvement about there to say. I said sometimes to be waiting for, like, a long time after still just arriving to see this job, and I have to go hand track and board there. And sometimes it runs late. I don't know what's happened. That happens. This doesn't happen so much on the weekdays, however, is up Direct. How about the skip? The scheduling is

like, it's like, I get it again after my certified Miss schedule. So they can do a look. Is they it takes a whole hour for them to the whole lube, and then they need to lay over a Walmart for a little bit to get. Before they get to the next next trip and the next trip. And it's a times. It's the times a day I can consider myself, what if I need to go to Montpelier early in the morning, the morning, that's 7040 5am is the only one that I could to go to Allison Park and to Wilson park right, and there's a chance that I could miss it if I don't have my bike to like to shoot, get me going there quickly, quickly to board that eight up 12am if I if I need to do that in the future. I said, if I need to do that again in the future, which is much better than going to Burling sander. I said, so forth, Burlington and so forth. Also the timings. But right now today, I noticed today, I know notice, I'm sorry. Essex high school changed their hour, their school hours, to a 4315, which is one. That's great. They get high school. So yes, it means I have to go lean. So I'm on my way, way to working with the Virginia CCS. I have to, I have to deal with this school traffic. But you know what? I got used to it last year. I'm used to it now, unless you're but I said 315 the next bus that gets to get and track is at four o'clock. Those stones arrive into way a long line for that bus to arrive and just into just shift sometimes. So they start, or science, or they hate, so the first one is, or at least, at least early in the morning, and or the more of us, early morning, at least, they leave exercise systems. Have that time out the time. Have that time the time so they can get a bus, like 330 or something, that can get them over, into those into those areas. So, so, yeah, I'm just Saturday evenings. I do has sometimes, usual, usually on a Saturday I know I do not go home or any early in seven o'clock, earlier than seven o'clock, if I use, if I use the but use the bus on Saturday evenings and and I know what it's like to have the last bus on, sorry, be at 715 or 830 before this, before these, before I went to 11 o'clock. Then 10/3 1014, I'm definitely grateful that I do not want to lose that. Do not want to go back to having to be home earlier than much earlier, because there isn't a bus past but there isn't a bus past eight o'clock, or that's eight o'clock, or having July my bike on the winter, and the winter when I can't do diamonds on to come get me, that's a stop. No, that's just not graceful. That's big. Please try to and I think it's very unfortunate that we're in this situation like, there is a there is one employee size. Like, how do we get here? How we get the 300 how do we end up with these \$3 million budget deficit? But you have to realize that GMT, I wear 23 they're not alone. No, there are some other states around the country, trans agencies that are experiencing also this financial fiscal cliff thanks to exhaustional covid Relief Fund. Really fun. So I already seen this happen with tri Valley Transit, the bus, the bus. More Valley Rutland, the Rutland. There's Rutland, the mover. RCT. I've already seen some of the routes either get eliminated or they get eliminated, eliminated or or reduce or Rals gotten suspended, but haven't come back suspended like a while back due to shortage of drivers, I had not come back because that, because because, as you know that you once you get on services, hard once you lose service, it's hard to get that, it's hard to get to get that back. I think, I think marble Valley Transit Rutland has some of the luckiest as the luckiest, they only had to reduce their local routes to us, to shorten their to shorten the span, to shorten their tons, to span a service. That's it. The service, that's it. I've seen other areas so much worse. So please try to do it best you can, to get that money to fill that gap that you need, needs so we can keep most of the service, most of the service, the way this service, the way is in proposal to possibly replace that, replace that ship to Jeffersonville, with a local route that can still go to that still goes to JIRA the So that could run local service at a consistent time pace.

Brenden Degraff:

Brendan DeGraff, an Essex resident. I've lived in. In the area for about 12 years now, used to be a lot more reliant on the bus to get to work get to school than I am now, but between going to Champlain College, a bus pass through work and covid, I rarely paid for a fare. So I just really want to echo some of those other comments, and I'm very grateful that I haven't had to pay for a fare, but I feel like it's about my time. And kind of every time I see something like this, I just feel like I would, I would love to pay more money on the bus, especially if it means, you know, people that need to get to work, you know, can keep those routes, things like that. So especially with the monthly cap now, I feel like less frequent riders, they could take a little bit more of that burden, and you know, people that use it every day wouldn't be impacted as much.

Curtis Clough:

So my name is Curtis love, as Clayton said earlier, I represent a lot of the workers at gmta that are in our union, the Teamsters. Ironically, I also represent some of the members down at Tri Valley Transit. So I just want to make a few comments. And you know, I heard quite a few things here tonight that I didn't hear yesterday. Was it was good information. Number one, in Vermont, I want you to think about some of the priorities that the state has, because really, transit is something that's handled by the state in the long run. They make a lot of the decisions about where the funding goes. They're the ones that evaluate the routes. You know, when people talk about, why is this route on the chopping block? Again, it's not necessarily because gmta decided it needs to go on the chopping block. It because V trans has a report that anybody can go online and look at that says this is a bad route. And, you know, so communicating with V trans is something that's important. They're part of the governor's they're part of the governor's purview. But V trans and state of Vermont, they send a lot of money, you know, they're spending a lot of money right now in the electrification of the bus fleet, particularly gmta. You know, they're bringing in new electric busses, and essentially, what some of this is doing is taking those electric busses off the road when they would otherwise be out servicing routes. So, you know, we want to make sure and part of the environmental goal that the state has that they've reiterated again and again that they want to try and meet or come as close as they can to me. You want to have those, those busses, those electric busses, running that the state is spending a lot of money to bring in the gmta and to set up, you know, have them set up. You know, the state's made that decision to do that. And you know, you want to have those busses out there running, because you're talking about this plan is talking about putting probably 230 cars a day back on the roads. So every car on the street, according, you know, according to the government numbers, is roughly 4.6 tons of carbon any here. That's a lot of pollution, and this and the state is responsible for setting those goals. And by pulling, you know, essentially pulling some of these bus routes off, they're putting cars back on on a road. People have come here today and say, I don't have a car because I have bus service, some of those people are going to go purchase cars. Maybe some of those people can't drive, but some of those people are going to go purchase cars, and that is going to be something that's actually going backwards on where the state's trying to get from an environmental perspective, and that is going to have an impact. You know, the other thing I want to talk about is, and I've actually heard a lot of people kind of hit on this tonight, to an extent, a lot of people work. You know, you use the bus to go to work or to go to services. And you know, gmta is able to have a lot of community partners. They do have



community partners like UVM and some of the school districts. So if you're using the bus to get to work, you know, communicate that to your job. Because, you know, there are community partners out there, and those community partners, what I found out last night was that they helped gmta Flex federal money. Additionally, you know, the people that really are responsible for making the decisions about the budgets. Uh, are the people making the funding decisions at the state house, you know, so communicate with them and let them know how important this is to you. Let them know you know how you're affected by this, and make sure that they understand how this is going to affect you and your community. And you know, the difference that the bus makes in your life for for a positive way, and the difference, you know, and how your life is going to be in a negative way, because a lot of you are going to have to then move out of Essex. If you can't get a car, you can't drive, you can't afford that. I think somebody said \$30 per ride, Uber fare, one way, one way. So \$60 every time you get a trip. So if you can't afford that, you're going to have to leave. And that's just going to exacerbate the housing problems that the state of Vermont already has that they spent a lot of time talking about. So, you know, try to make sure the legislature understands how the this small issue, seemingly to them, may really plays into a lot of the other issues and the other problems that the legislature is trying to solve in the state, and how it's going to be moving in the wrong direction. You know, I've got some information. I'm happy to hand anybody that wants to take a flyer. We talked to people last night. Obviously, a lot of our members are going to be impacted. You know, the company in Middlebury is hoping that they can provide that service on 116 but they don't have drivers for it. So you know that's going to be either drivers working overtime or just a service that's not able to be provided. You know, it's you're talking about Clayton was talking about October. They don't have, they don't have the drivers right now, you know that bus is a CDL. You know, takes a minute to get, get trained with the CDL, you know? So, so reach out. You know, the legislators don't decide exactly where the money goes, but they can help come up with solutions. You know, like solutions that were provided by a study that the state funded, they can help come up with solutions to some of the problems. So let them know how important it is to you. Let them know how you want the state to achieve the goals that the legislature has put forward and how this is moving in the wrong direction, that's all

Leonora Dodge:

hi neighbors. So I am the state rep that is in the legislature, and I actually happen to sit in House Transportation, so I am very familiar with these discussions. And so the past two sessions, we're wrapping up our biennium this December, and this entire biennium, I have been, I feel like a strong partner in the quest to save and promote and nurture our public transit, because I do see exactly I have read front to back all of the studies that have come out pre pandemic and and since then, and they all say exactly what I'm hearing from you guys. And so this is extremely helpful, and I'm super grateful that you all came out. I'm trying to arrange another opportunity for GMT to come to Essex town. I happen to be a rep in a district that covers a little bit of the city of Essex junction, and a big part of Essex town, the 23 so just I don't think I introduced myself I'm Leonora dodge, so please just be aware that that I'm going to leave my my cards that have my legislative email on the desk. So please feel free to take those I will be paying a lot of attention to all of this. Know that this doesn't fall on deaf ears. We may not like you can imagine, the state has so many financial pressures. The transportation budget also takes care of a lot of the flood risk, you know, fixing fixing our roads and

our bridges, and you know, all of our culverts that are there to protect us from getting flooded are 50 years old all at the same time, because they were all built at the same time. So having to replace all of that is extremely expensive trying to prevent damages and deal with damages from our extreme weather is part of the whole picture as well. I'm I just want to make sure that you you see and hear that in thinking about all of our transportation budget, I am really keen to hear any ideas, any people out there who want to be a voice with their employer and want somebody to help amplify that voice, want to help coordinate, you know, being able to to, I don't know what, however, you would want to do it. You know, if you want to have a sit down, if your employer wants to speak with GMT and a rep, I'm I'm available. So I just wanted to thank you all so much for coming. Thank GMT for making this opportunity. Clayton has been a champion for he's he's got the whole picture in his mind. He understands the driver's needs, right? As riders, we may not be thinking about that. He understands the ride. His needs, and he understands the climate goals, and that's what I appreciate about Clayton so and we both happen to have worked at Congress home, but in very different capacities many years ago, so we also have that strong connection to understanding seniors needs. So I just wanted to say that, and thank you all so much.

Raj Chawla:

Sure Roger, one of the city councilors here on that note and on representative dodges comment. I would encourage the legislature to think of this outside of the transportation budget. This touches the opioid crisis and access to care at chimney clinic and other places. Now the new emergency mental health facility going up in we see it touches the requirements that have just been put down on communities like Essex junction for housing. It touches employment, everything we've heard here before.

Specifically, we have a study going on right now looking at what that's going to look like for the next long term. Really, in our future, your community is doing the same thing. The housing units are going in on the bus lines. Essentially, the state has required that we waive things. So this really needs to be looked at outside of the transportation budget, because if it's competing for transportation dollars, when there's no actual funding mechanism for that budget that's going to fail. And I think when everyone's talking about employment and substance abuse and access to mental health care and health care and work, it just boggles the mind that the number 10 is on the schedule it is today, considering in that area it covers is one of the most successful manufacturing areas we have in the county sandhill. So I just really encourage folks to reach out to the legislators and make the point that this is this really doesn't shouldn't be counting on the transportation budget alone.

Bryan Hamlin:

I just want to point out when we were talking about construction on the roads, something that's almost hilariously unfortunate about construction is that it also stops traffic, which increases idle transmission. So working on the roads to repair them specifically not only hurts the budget that goes into the bus, but increases emissions. So I'm almost wondering if we should take a look at how to better protect the roads so they don't have to be prepared repaired as much.

Regina (City Manager):

I'll bring that back around, and I can answer that exactly, but I will say, I think part of the state's overall mission of trying to densify housing along the places that we have infrastructure already, water, sewer and most importantly, the transit service is so that we Don't continue to build more roads further out and out and out, and continue to have more infrastructure needs, the wider we spread ourselves. So it's just all that much better to get more users on the infrastructure that we've already had in place so that we can better afford to do the maintenance. Of those systems in a tighter close.

Ann Towle:

I just wanted to be here on behalf of the teenagers in the area. I don't know if it's already been brought up, but as a single mom, I expect my kids to work. They're teenagers, and we have one car for myself and two kids. So the bus system is really important to families like mine. Getting up to Essex town, my daughter works in Essex town, and my son is walkable here in town, but so I just wanted to come and say, as the city is growing, as the town is growing, the schools are also growing, the kids are also growing, and there are families that expect their kids to work as teenagers, and that can be really good for our community, and I think that it would be really harmful If they can't get on the bus system for families as well.

Thomas Caswell:

They seem to be only exclusively going to 40 footers, which is not something doesn't they need for the route 10, Lisa, he said to second, more like a 30 foot, 33rd Apple, 31st for those that don't may not realize is that a lot of the older busses to all the bus the busses 2012, and earlier, are older. Are they're open. It's a lot of them have, majority of them had been or been retired, been tired. I believe in the garage, I've seen that happen, and see that happen in, is it? And for after the 30 footers, really done a one and there, and it sounds, and it sounds like they're not replacing them in 35 footers, they haven't done any when you wasn't those Since 20 2220 222, and if you see, and if there is, and if you see any of the busses that have a four digit number that the first, the middle two numbers are clue to what the to when the busses were first, first came out, first came out. So I think it's about time that you got, you get more 35 foot busses that were that venture replacing the old you got, 2010 2027 2010 busses that have had, busses are in. 2012 are on their way out.

But yet again, this is an experience, right? I have not seen any bus, 2017, okay? God, bubbles are seven years old already. I cannot believe that I have not seen very rarely. Have you ever seen any bus, 2017, or new or break down, right down, like, those busses seem to be growing so smoothly, like, I don't think, I don't think those busses have ever had any problems they've had 2012 and earlier. Yeah, definitely is a. Even 10 years ago, the 2012 were having a little bit of an issue. It's just from time to time, but it's not nothing major and then,

Leonora Dodge:

I have a quick, I have a question about the chart that that we have here. You know, I see the straight up costs, and I haven't seen what the revenues compared to those costs, because, of course, you know what might look like an expensive route per ride may actually be not that expensive in terms of overall cost, because you're getting the revenues from the school district, you're getting revenues from private entities and riders who are paying a full fare. So that was one question. And then the other question I had about the the busses was, my understanding is that we actually get a lot of federal grants, like, like, in terms of where can we look for savings? We actually our federal money that we get for for public transit in Vermont, which pretty much only comes to GMT, to our, what we call our urban agency, helps pay for the bus itself, the equipment itself, it's, it's the labor, the staffing, that is actually the more expensive, you know.

Beth Abustan:

Nobody mentioned this, but one of the proposals was bringing in women's prison into Essex, one down off River Road with one of the proposals, the other was, I think, up on the cerc, so they're talking about a 300 inmate, which might, you know, with staffing and all the other people, social workers and lawyers and everybody else is involved within that system. I would think that having a bus system concerning one of the inmates, most likely aren't going to have a car if they're released. So I think that's going to be an impact on where that inmate facility might be located if we don't have sufficient transportation.

Leonora Dodge:

I was a teacher for a long time. But I've lost back of it. You said eyesight. We hear a lot about, like, what they call micro transit, or On Demand transit. That's sort of like the ssta, you know, like, I guess, for, for to kind of get a concept of what, what we're talking about, and, you know, is, is, has that been approached with either local employers or, you know, and also, I guess, because I haven't seen any, any like, I've heard public, public hearings, but I Haven't heard specifically whether there's going to be, like approaching the lake chamber, you know, like the business entities in our that that would be really affected by this developers, you know, the folks at the Essex experience.

Curtis Clough:

That kind of prompts another question I have with that driver shortage you know that you're experiencing in Washington County, one of the proposals that you've made in the service reduction plan was either eliminating the link runs or transferring them to Washington County. Yes. I mean, how does that? How does that impact that?

Thomas Caswell:

Because I was on that interview last night, because I was at that meeting last night, or talking about the Lincoln like, possibly being moved to rural. And I'm like, no, no, all routes, no, all routes, no, because, because I take them off. They're like, they put, like, big days on one trip. Okay, I'll get used to that. That's fine. But, oh, usually when I returned to Burlington, I'm taking one of the last two busses, 520, which currently 520 or 605605, to go back, to come back, to come back up north, which, which starts in Burlington and goes, starts in Burlington, goes down and goes. But something that I've noticed, it's, I mean, yes, I've definitely noticed the ridership on those two last two trips to

as well as the southbound the same or the southbound trips around the same time. Because now that Wilson Parker has a Bausch, I could just go back straight to Wolfson, and that way I'm gonna go have to go around without even have to go on the. Have a number one bus. No one of us not say, Bye, you. It's one of those two. And I've already, I've already seen what's happened when, when Middlebury was transferred to GBT, in some ways it got worse. No, got worse. No. First, you know that evening service from Middlebury, buried, come back to burl, come back to Burlington was gone. The last one was end of being 320, afternoon, and nice before lots of people were out of work. So that was up without locks. And that's been slide 2021, if Montpelier were to switch to all be, operate, all, all out of world. It could be messy. That could be messy because, because then the busses will be out of Montpelier, I would, would not, would have to leave very early, very get very little time on pillar. It's not very fair. So especially if I'm saving I actually did. I actually did this once varsity changed their schedule to operate all the trips out of St j ust used to, and that actually allow me to go there and back in the same day, but by but that would mean I've taken earlier bus back to Montpellier just to catch that link, that link, if they all operate out of Montpellier and they are in, that would not leave me a lot of time in the in the Capital District, if, if they were to so that's one more that's What I'm worried about. Is that they may worry about they may it may force the Burlington to Montpelier busses, all later, and all later into, all earlier, out among people, all too early on a month, and I've been on the 418 but forcing bus because that one goes to Wilson Parker, those that is the biggest, that is the one that goes one player that has the biggest ridership of all the medium runs 458, the second highest.

Beth Abustan:

I can address a little bit about that either the SSTA, as a rider, it sounds wonderful you get, you know, pick you up your home and drop you off at where you want to go in that time frame. Well, it doesn't work like that. I had to learn to plan. To be someplace, maybe a half hour to an hour to get there, because I'm not the only person that they're picking up. Sometimes I'll hear calls while I'm on the bus saying that, you know, they have more customers than what they plan for, what they have ridership for us, so they'll try to, you know, in what they're driving you try to figure out how to pick up this person in Burlington because they don't have a ride. So I've also had cases where how they configure their lives does don't make sense to me, like when I get picked up on West Street, thinking I'm going to go to Essex theater, but then we end up going to Williston to pick up somebody in Williston to go to Hanford in Williston, come back onto my street, two houses from where I live, to pick up Somebody who's going to go to Hanford Essex center. So it boggles my mind how they how they do these routes. But for them, I mean, it's a lot of juggling in putting together puzzle pieces to get people where they are. So I can't see them trying to cooperate more people than what they have to deal with right now.

Thomas Caswell:

I think there's something that mentioned that I did not see in the upcoming listen to the other guy. That could be, that could be, have you? Have you reconciled? Consider about the Essex junction trips that go to Global Foundries. Foundries impact because I take the seven o'clock often and often, there isn't barely anybody once in a while, but once in a while there'll be some like one or two, one or two people, but that maybe sometimes, but most of the time, not that late. It doesn't that doesn't

happen if you reconsider that considered global foundry service to or move it back to the 10, or attend like it once was. Or what are you considering about that deviation?

# Essex Public Meeting

Fri, Oct 4, 2024 Essex Town Office

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Representative Alyssa Black

What is the current ridership on Saturdays for the number 10?

Do you receive Medicaid particularly for like ssta? Do you receive Medicaid? Are you reimbursed by Medicaid for so transport, so

I just I do know that DIVA is currently reworking how they pay fares for, you know, Medicaid transport, yes. And I didn't know if that would positively affect you, because it is expected to increase reimbursement,

Speaker 4

So how often do you do the count to get your reporting because I'm wondering how, like the students that ride in the morning in the afternoon, impact your numbers, yes, because that's only the school year, and No one riding in

How does your driver shortage impact service?

Speaker 5

And I also wanted to make sure that I think she just stepped up with Catherine, who's in our in the town, that also helped us, like secure the space and all of that. So I wanted to ask about the revenues that aren't on the sheet, because we see the costs for the rides, but we don't see how they're offset and and I know that I've asked this before, and it was it was an issue with since we haven't been charging fares, we can't calculate the revenues yet, but I know that we're going to get that data at some point this fall.

So I guess my only follow up to that is, if we're looking at cost cutting through a measure of efficiency of each route, right, will you be able to break down the revenues simply by looking at the number of drivers, or is that I would imagine that's not exactly the case, because you've got some reduced rate and some full rate, and

And I just want to add to that fact, to that in terms of accounting, accounting, the effects of losing a route, you know, if we had to try to account for the the lost economic benefits, you're absolutely right, climate benefits and equity benefits of not having access to transportation. You know, we're, we're, we're talking about a lot, a lot more than two point.

Speaker 6

yes, you had said that the ssta, the rate was going up to \$4 yes.

Did you say that the regular bus service is \$2 and something cents?

But for those people that, I mean, \$8 is a lot of money to go, absolutely. And if I had to pay \$8 I wouldn't

Deanna Vita

Hello. I time. Hello, so I think I don't have any questions, actually. Just have a statement that whoever is explicit in terms of funding that we know public transportation is freedom, right? Yes, and how important is freedom, to move around, to socialize. I think of the older population, and I think of the younger population. I ride 10 probably four times a week, and I see not only a lot of people who are coming from you know, my age group and older, but I'm seeing a lot of younger people too, who may not necessarily have a lot of options in terms of getting around. So it's about that. And you know, transportation, access to transportation, is about climate. There is no there are no man. Survivable climate without public transportation being part of that solution.

Rey Garofano.

I represent Chen 23 that has six that has been impacted by these proposed changes. And you know, we're running for reelection, and part of that is talking voters. And so negative impact of this exchanges will have on our community, and you know, it's we touched on this, but it's the long term impact to the negative impact to the community, to vulnerable people, to young, younger generation that are losing their freedom and an older, vulnerable population that needs that freedom and freedom of movement. So I just, you know, I know it's difficult decisions, and I know you're hearing this from every community. I'm sure that it is, you know, on your proposal list, but you know, we're kind of on the edge of, we're not really quite walkable in Essex, as, you know. And, you know, I have been canvassing and have been like, oh, you know, and my district is on the transportation committee, so she has a lot more close understanding for this. But like, just walking on the streets is kind of like, wow, our public transportation system needs a lot of work, but having that benefit of just some freedom of movement with folks. And then I'll also add that I'm on the Human Services Committee, and I really do have for you to come and talk to us about impact on this or those that are affected by you know are in our jurisdiction and House of Representatives.

Brian Downey from Essex Western School District.

Could you just help me with the math of how you get to cost by provider, probably something you have your eye on as you're taking a look at

Do you know that reports done on an annual basis, yes, yes, significant change in ridership when we change school time. The route 10 was optimized on the old school times. Yes, we haven't been successful to optimize it on the new school time, yes, which might lead you to calculate numbers based upon group time decisions rather than ridership decision. So



Senator Wrenner

A lot of time has passed down. Gas costs a lot of money. When I watch that Jeffersonville that turns into a bus go, it's huge. Isn't there a smaller bus we could take up to that route to save money. I don't know. I just I have so many questions about how we expect the bus to cost two bucks to take us somewhere that we have to go to work or school, and is some of that on us to readjust our expectations? I don't know. Thank you.

Representative Leonora Dodge

So this is going to be, you know, the nerdy transportation talk, but also on the bus question, the cost of the busses is like, really the least of our worries, because that's the capital expense, is actually covered at a rate of 80% for combustion engine vehicle, for the bus, and 90% for an electric bus. So that's not this. That's not necessarily the bucket to where we will uncover a bunch of money. It's really about staffing.

Representative Alyssa Black

I just keep coming up with questions and staring at all these numbers. I mean, I'm assuming that there are certain routes or certain times that are more utilized than others, yes. And I'm also thinking about some of the major companies that are located on the number 10, and whether or not some of that ridership is generated by employees there. And we explored, you know, possibly some subsidies coming from, since those are their employees.

I'll just I want to reiterate something that Representative Garafano said, I sit on health care, and we have a constant refrain of housing is health care, but transportation is also health care, and we know how vital it is. But I did want to acknowledge Senator Renner as well. Things cost, yes, and sometimes you have to be willing to pay for what we're utilizing. Yes, sometimes transportation is one of those things. Yes.

Representative Leonora Dodge

I wondered about the kind of really innovative outside the box, like very different thinking that you guys have been engaging in, as I've heard that you are prevented in some way to accessing certain grants because you're set up as kind of like a municipal charter. Could you speak some more about changes for for that, like how you have the structure, your makeup, your structural kind of corporate makeup, and how changing that may open you up to being able to apply for other funding,

Senator Wrenner

Have you talked to any one Economic Development Commission here in town, projects you want to partner with them to go to say businesses up in Saxon Hill

Katherine Sonnick

My name is Katherine Sonnick, and as a community development director for the town. And I do know that the Economic Development Commission is in tune with this, but they've also been thinking about especially the Saxon Hill area, where we have a lot of our industrial businesses. How are those folks getting to work? There's a shortage of employees there, so there's a need to fill some vacancies. And so thinking about where can they draw on a population that just needs to get there if they need a ride? So they've been looking recently at working with catma to try to do a study that would get an idea of where current employees are coming from, and then try to figure out ways to get more employees there. So catma is on their radar. Is working with them. I know GMT has come up as well, but definitely will mention that to them, just to make sure that they're they're thinking of you as well.

Oh, well, I have the microphone. I've been wanting to say a couple things, as well as the community development director in tune with one of our different boards and committees. And Economic Development Committee is one, but also our housing commission, our conservation and trails committee, our energy committee, and all of them have their I am affordable housing, biking and walking, alternative forms of transportation in general, and losing the number 10, I think it would really be detrimental for Essex, for town center that we're so eagerly excited to be developing right now, with our separation from Essex junction that is our downtown, and it's hard to have a downtown, I think, without transit to get people to and from so whether it's bringing people from the outside in, or transporting our folks around town or to their gender jobs, it's also the place where we really want to see our affordable housing. So higher density housing for that, I think you really do need the transit option. Yes, I've also spoken with our town librarian, and she, when we were talking about where we might move our town offices, our town library, she said, Well, it has to be on a transit route, because we want, as you mentioned, we want people, every everyone in Essex, be able to get there. Yes, very important, the Planning Commission asked me to deliver a letter to you. I'm happy to read it into the record. Also, can just hand it to you. I don't know if anyone here, if that's okay, please do. It's two pages, but it's really only one page. Second page of signatures in reviewing the most recent iteration of the Green Mountain transit plans to reduce service or the subsequent two fiscal years, Essex planning commission would like to offer our strong objections to the elimination of bus route number 10, the Essex Williston loop. A quick look at the GMT map of planned service reductions, which show why we feel this off keenly. According to the figures offered there, the number of persons within a quarter mile of a bus stop is projected to drop from approximately 70,000 in fiscal year 25 to approximately 59,000 in fiscal year 26 upon the elimination of Route 10, and 1000s of residents of Essex. Residents are included in that number. But our preliminary objection does not pertain to the current residents of Essex so much as it pertains impact of Essex's future growth over the past five years, the Essex Planning Commission devoted numerous public hearings and work sessions to crafting two complimentary revisions the Essex Town Center, next plan and Essex town plan. The former was approved by the Select Board in 2021 and the lit ladder was approved by voters of the town in 2024 each plan designates a quarter along Route 15, from the intersection with route 289 to its intersection with Sand hill Road as the area most suitable for dense residential and commercial growth in the near term. This

designation was based on the fact that the residents named affordable housing as a top priority for future development, as well as the fact that this quarter corridor was the most infrastructure rich corridor in Essex, simply put, this was the only section of town where residential development would make sense. Accordingly, we find the following passage in on trans oriented development in our town plans. Green Mountain transit has identified the Vermont route 15 quarter between Burlington and Essex Center as a party for transit oriented and pedestrian oriented development to make the best of G, M, t's resources and promote future improvements in service and thus attract more riders. Future development and enhancements of pedestrian environment, of the pedestrian environment should be focused along the route 15 corridor, particularly in Essex Town Center. End Quote, we are also seeing the following state and regional efforts to develop transportation links in and out of Essex shall be supported, including rail service, alternative transit systems and regional multimodal transportation options. By proposing to end all bus service in the town of Essex within two years, GMT will undermine one of the central pillars of our town plan, which will have a direct and negative impact on the town's ability to be a regional growth center given the shared municipal, regional and statewide goals of building affordable housing in walkable and transit friendly communities, we strongly object to the proposed reductions in service signed the town of Essex. Blank mission,

Gina Barrett.

I live on Sand Hill Road in town, I would love to even brought my student, yay. She rides the bus every morning. When I grew up in the junction, just watched my dad take the bus to GE way back in the 70s, and we lived in the junction, we could walk to school activities, but we couldn't, you know, we also learned how to get to Burlington and hang out do kids stuff, but when you live in the town, that's certainly access to the high school, so you're going to exclude kids from participating in activities. And she learned how to ride the bus in the morning, and she wants to talk to which is good. She learned how to ride the bus morning, which is an invaluable skill in the world. She is using an environmentally friendly system to get around when she gets older, she uses it almost every day, and then on weekends, she also can get in. And then I am lucky enough that I work from home. If you're a parent that you're working and can't get your kid to and from school, it cuts off your options from taking the school bus. It's really important on top of that aside, I volunteer the food shelf on the weekend out in Essex town that's on Route 15. We have clients that come in that use the bus and would not be able to access our service.

Alice Barrett.

I am a school student and Essex high school student if the transit line was taken away from us, it would leave a bunch of other students that I know that wouldn't have an easy and accessible way to get to school. The other way would be the school bus, which some people are too far away, or the parents can't drive them in, since it's so close to the school, it's the most easy option and reliable.

Ryan Wallace

Hi. My name is Ryan Wallace. I'm with the teamsters union. The teamsters union represents the bus drivers and mechanics at gmta. And I think it's important to mention that the impact of any root cut could be very detrimental to our local community. Root cuts for us, selfishly as Teamsters, mean that our bus drivers and mechanics get laid off. Playing, as you just mentioned, shortly after, GMT just successfully breached their driver staffing goal. All of a sudden, the threat of laying drivers off is a pretty tough pill to swallow, and then the mindset of cut this route due to low ridership, but keep this route due to, you know, more ridership is really a tough idea to wrap my head around. What all routes they're currently in today play such an essential role in everyday public transportation. You know, not one route is more important than the other, just because that's what the numbers say. And I can't stress that enough cutting public transportation, especially here in the town of Essex, would be truly a catastrophic step in the wrong direction. This service reduction plan estimates throughout the next six months, 750 rides impacted, which is, you know, ultimately going to result in more cars on the road every day, which is going in the wrong direction the state was hoping to go, you know, the last few years they've had great incentives for EVs, you know, for personal use that the state has offered, but all of a sudden they're willing to sacrifice that by cutting public transportation so more cars, you know, on the road every day, people going to and from work to appointments, school, so on and so forth. And then also, you know, for some, could ultimately result in the loss of employment. I know I had mentioned the bus drivers and mechanics, but also those who live on the bus line, who rely on public transportation to get to and from work. You know, all of a sudden, all of a sudden, not having that as an option, truly. A step in the wrong direction. So I strongly encourage those who took the time out of the night tonight to, you know, make your voice heard. Contact your leaders in your local communities, your legislators, let this, let them know that this must be prevented. You know, especially here right in our local

Lorraine Zalu,

I live in Essex center. I live right on Route 15, and am a sister to that one over there. And small town community, just point people out. But as small community, and someone who grew up in Essex junction, who greatly valued the bus system, who grew up with father who utilized that so that we were a family of six and seven years, and as people who raise children know, in terms of trying to get kids to sports events, things like that, we were greatly heavily invested in us bussing because we had one car that allowed our family to have one car. We our goal is to reduce climate change, to help climate change by reducing the carbon in terms of what we value for those three riders that are on that one route, do we have an equation that we check? You know, what's the reduction in carbon emissions from those three people? What, in terms of what the cost savings is for that individual that puts more money into the economy as well, because you have more buying power when you're not spending on a car. Cars, on average, are about \$2,000 a year, right for us to own, maintain, pay for certain amount of her to cut it. That's a great value for all the people who live in Vermont, also one who lives on Route 15 and is very discouraged by the amount of traffic that has been funneled right in front of our house we live. We have no setback. It was very disturbing to me to add even more cars. It just throughout our day that the noise is unbearable. It's literally shortening our lives, those people that live as residential along the area that corridor. So we hope that we will keep the busses. I also heard a sec board member who was concerned about the cost of the busses and that there was a issue around the electric busses. My understanding is that the second Pleet is done much better. Yes. So I hope that that word is going around Vermont, that as you do these things, that we educate, especially those people that are in leadership positions that are under a false notion that what we're doing is not helping. I think that is very

important for us to be proactive. Because when we're proactive in long run, we say top tax sellers, it's all about return on investment. This is a great return on investment, no matter how you slice it. We all know it. We all know that we're trying to reduce cars in a row, we're trying to reduce parking spots, and it really is valuable for the future and for the plan. And also, the other thing that to consider is that we're still in an anomalous time post covid, and so those numbers that we see are not really the real numbers yet in terms of who's working from home still and who needs to get a ride. So I really struggle with that kind of math that we're doing right now. And I would also like to know that at the state level that we're chasing federal dollars to support what we're trying to do in all of these states. We just saw the massive disaster of halene. There's no state that's going to escape that we know this is coming to Vermont. We've already seen tornado warnings never my lifetime. So to me that the point now is, you know, in a 10 year, five year plan, we need to do this, and we need to do this smartly. So I greatly appreciate doing this. I hope that the state is listening. I hope that that we go to the Feds and our federal senator and House of Representatives, representative. That they are tuned to this too and get us more monies to support this. It shouldn't be the young communities to fund this. It should be a state, federal level these kind of things, because it's for their role.

Representative Leonora Dodge

I read through the surveys that were conducted, you know, through a third party to that surveyed riders, and we don't have any post covid surveys, but pre covid, shortly before covid hit, there was, there were at least two reports, Right, I believe. And it was really instructive to really go through those numbers, and you get a very strong picture of the importance of our public transit, and particularly in Vermont, right? Because we have this image as the second way to stay and you know, all this. And I just, I really want to underline the point that has been made tonight, I think several times where trying to put up, trying to put a dollar amount to what you know, to what the cost is, versus the benefit our our demographic reality. I keep, I keep saying the same thing. This is why I ran for office. I grew up in a very multicultural city, from an immigrant family, and chose Vermont as my home 25 years ago, because it's beautiful and it's, you know, it's progressively minded, but we have this myth that we don't have people of color and we don't have young people, when the reality is that that's the only population that's actually growing in our state. It was the only growing workforce that we have now Green Mountain transit disproportionately serves that very population, empowers that very population to live here, work here, and provide the goods and services that we are going to depend on. We have no future in this state. I've heard it from countless economists. The joint fiscal office released a study that basically said we are doomed economically. And their recommendation was, we need foreign born populations. We need to change that narrative that the people that you see working the roofs all over Essex these days, the people working on the farms all over the people working in the kitchens the restaurants we need, they are not a drain on our economy, and that is the partnership that we need in order to nurture them and empower them to work. And same with our seniors age well, has been sounding the same drumbeat, and it sounded very it was very resonant for me as a as somebody who's concerned about the immigrant narrative right in this in this country, they were like, We are constantly saying, Oh, the aging demographic, the aging demographic. Vermont seniors are some of the most vibrant dynamic show up to meetings. You know, right? I got an email from this woman saying, can you tell me more about this meeting? I'm going to make it over there. The bus means so much to me. Seniors are volunteering their time. They're not retiring, you know, riding off in Sunset and stopping

their lives. They are contributing to our state. They are doing grandparent volunteering. They're running our libraries there. We have to keep moving our people, and that's what public transit does. And there isn't an agency, there is not an agency, a public transit agency, in this country, that doesn't get subsidized. So I just really want us. Stress that when we talk about, oh, well, we don't want to pay an extra fee for our car registrations, or we don't want to pay, you know, a higher tax on this or that or whatnot, it breaks my heart to hear riders. I've come to two of these sessions, and I've attended some virtually, and I hear people who are riding the bus say I'm willing to pay a little more, but that it shouldn't be on those people's backs, because they're making all of the right choices that we want them to make. They're trying to get to work, they're trying to stay healthy, and they're trying to ride the bus instead of buying a car. So that's the that's like the last bucket that I want to be trying to get our funding from.

#### New Speaker

So you know, every morning I get on and every afternoon I get on, there's so many different people. , when they get on, there's so many different people, different backgrounds, people getting to work, getting home, it's just, if we did lose this, there's no possible way of like for these people to get to where they need to go. And there are, it's just very diverse. Mostly I see seniors, very young, like teens, and then I also see many people of different color. Many of them do rely on this, and that's the main goal that we should see what the people need. Thank you so much. Everybody. Have already addressed it, but especially having a teen in Essex town being raised in Essex junction, our communities are so cut off by the circ there's no easy way to send a kid, especially in the winter or in the dark, from my house on Sand Hill Road, to see friends in Essex junction. I mean, it's also community connectivity. It helps make sure that there is a way, even if you might get a ride, there's still another way to get in and see your friends. And we were just totally cut off from each other, you know, earlier today and and also on many of the other public meetings, we heard about the the freedom that the transit provides for folks, and that especially like, because I'm worried about our Saturday evening cuts, because, you know what we what we heard from folks is, is that, hey, that means I can't go out to dinner on a Saturday night. You know? That means going to see a band play in town is not an option for me. And so it gets back to. That whole, yeah, there's not a lot of riders on that route, but, but eliminating that route narrows the range of options for the people that are there. I have a question for Mr. Donahue, since you received the word that this is going to change, how's that going to impact your school bus routes and the amount of people on your budget and the budget and here you go.

**Brian Donahue** Well, when we changed the times, we changed the we changed the entire structure of the transportation network to try to put a toehold in what was collapsing around us at the time we were just before we changed times, we were five rolling cancelations on a daily basis. This little lack of drivers. We clawed our way back the stacked approach, so that we do a k5, and then we do a 612, group has given us some capacity at the high school level that we didn't have before, and a little bit more service for high school level. But we're seeing ridership continuing to grow. We just had the most. It's an opt in system now, so you have to opt into the system rather than just sort of be given it. Part of that just helps us understand where we are with capacity. But last year, when we were in the stack, we had decent capacity on every bus that's sort of evaporating on us right now. So we know there's no way



for us to expand our system. So as people begin to rely more on transit, whether yellow school bus or public transit, the school district just doesn't have the capacity we don't have the drivers. Each bus is about \$84,000 for us to operate, so we've been able to help some of our budget woes by trimming down to we cancel the ghost route that we had had in the budget that we wanted to operate. It was a fourth route in western that we just decided that it was just no longer sensible to keep that money on the sideline with the inability of getting a driver. So I'm concerned about this. I also know that for high school students, particularly public transit has always been so much more convenient, and we transport two times a day on fixed schedule. People move more than two times a day on a fixed schedule. Life for a high school student is very much more dynamic than it is for an elementary school student as a junior as a senior, many of them take advantage of an early release time for a late arrival that knocks you just completely out of our fixed route system. So and then we have a lot of participation. Probably over 500 kids per season participate in a club or a sport, so they're off our fixed schedule. We need this service. I'd like to use it more. I, I was a big proponent on Safe Routes to School, and it needs to be an all of the above process. We need more we need more bike pedestrian lanes. We need more public transportation. We could use a few more school bus drivers, but, you know, we're just seeing a decline in that availability. So kind of was relying on this. So I'm disappointed to see it. I know that we saved it last time, when we moved over to public transit, we created a seismic shift in ridership on this route, and saved it from cutting five years ago, was scheduled to be cut hip, and we asked, Wait, give us a chance. That's why I'd like to see the math. What's the ridership we need? What's the cost effectiveness for it to be? Because I think that the community probably has people on the bubble, and we may have some levers that we can pull that can induce freedom ridership, especially if we know that data here is measured.

New Speaker

Just curious, if there was any update on Montpelier's experiment with microbusiness, I think that was two years ago they started.

# Burlington Public Meeting

Sep 11, 2024 | 5:30 PM | First Unitarian Universalist Society

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Richard Keen:

I live in the town of Calais, and when I heard about these cuts, and I personally I mean, there are a lot of reasons we should not be doing that, that we should be increasing these subsidies of transit. First and foremost, we, you know, we are this type of cut is a very regret, has very regressive impacts on the population. There are a lot of riders on these bus services who do not have alternatives to vehicular traffic. And my daughter is epileptic. She works in Burlington. She can't afford to live in Burlington. She uses the Montpelier LiNK to get to her work. And I will drop her off of my way to work in Montpelier she uses that. She uses the Circulator to get to her job. She does human service work here in Burlington, rides it back in the evenings. People like that are going to basically not be able to get to their places of employment. That's one example. We know many examples throughout the state environmentalism. Ultimately, I mean, we're having terrible climate change issues. We are out subsidizing people buying Teslas and electric vehicles. Individual vehicles, good, they're electric, fine, but they're into individual vehicles. Very big impact. While we're cutting transit. We should not be doing it. Okay, we can incentivize using electric vehicles, arguable, hopefully that's got some positive impact. You know, we need a few \$3 million that we should be adding 10 cents a kilowatt, or whatever it takes to that charging cost. Just like add another five or 10 cents to gasoline. I don't care. I pay for gasoline. I pay that. We need to get off of the fossil fuel, get as many people driving as possible. We need to be utilizing the park and ride system that VTrans built, you know, getting cutting these road miles, getting people used to doing transit, getting the funding in there to improve the headway on these routes, to make it possible to really, really feasible to use these routes, even the technologies we've got it now, so we can track busses, you know. So we know how, you know when they're coming, so we don't have to stand out in the cold waiting. We should be doing a lot more of this, you know. And I think I thank GMT and I thank Dan Currier from VTrans for being here. You're both at the whim of the legislature and how we fund, and there's only X number of dollars to go around, how we prioritize needs to be changed a little bit. This, this that we're inordinately hurting populations here that cannot make adjustment. And I think we need, all of us need to get out and really hit the legislature. I certainly am going to be doing this, you know, putting pressure on them as much as I can. Ways and Means and appropriations start there, and then transportation, and then, you know, saying this is not acceptable. This is not that much money. And we definitely have places where we can take this. We are subsidizing very wealthy people to buy solar panels, or people riding these busses are paying rates for electricity things like this, they are not able to afford, even with the discounts to buy these things. Same with those Tescos. We need to subsidize this. Some of that subsidy needs to go from that to something that's really I will cut it there. Thank you for doing it.



Patrick Mulligan.

I live in the South End here. Thank you for being here. Are there anyone else from Burlington delegation here? UVM, Champlain College, st Mike's College faculty, staff and students all ride for free. I've been looking through your budgets online. I can't find an itemized item as to where they compensate you compensate GMT for that expense. Okay, how is that? What is that number? And so I can tell you that for this fiscal year, the combination of the universe. View of Vermont and Champlain College provides GMT \$414,000 for for their transit. I think that needs to be looked at. Okay, there's a lot of ridership on that, on that Willison number one route that they utilize, and I think that that number can be plussed up personally, okay, because I ride to number one on a regular basis. I mean, for years, our local government has been asking us to give up our cars, ride bikes, ride transit, combination of the two, and I'm one of them who's done it for eight years. I do not own the vehicle, but I work in Williston. Okay, so I take two busses in the morning and two busses in the afternoon. Who has it's beautiful day like today and I ride home from Main Street, which is fine, but I'm very dependent on that Lakeside 605 to get me to the transit center so I can get the 620 to Williston. Now, if you abolish that, I could, you know, I'm not running for office. I could tell you, it's a great bus, and it's filled all the time. I'm not running for office. I'll tell you honestly, honestly, I know I'm probably the only rider, except for they pick up two more people along the way in livestream. So I understand it's underutilized. I do understand that. So my suggestion would be, is you have a bus that leaves around 555, from the barn that's going up Pine Street to start the 615, route for Pine Street coming south. Maybe authorize them and mandate them to pick up people along Pine Street. Okay, that utilize that service, or maybe mandate that any bus coming out of the barn and you see someone waiting at a bus stop and needs to get to the transit center pick them up. I'm a \$50 a month fare cap driver. I have no problem paying my share. I'm just saying is that we have to, I understand if you want to cut that out, but you have to give us an alternative. I mean, summertime, I can ride my bike at the trans center, February, March, when we're in the dead of winter, that's gonna be a little tough, and I have to be at work at seven o'clock in the morning, so I'm dependent on this. Okay, that's really it. I do not agree with this. GMT has only been charging for five months now. No reason for them to customers. They have a budget. I know for a fact I've been riding GMT for too long. Informal general manager that is doing the bus coming around. They should GMT boards. Get rid of the General Manager. Bring John war on. He's the best general manager the bus coming ever had. When he was the general manager in the past. He said everything, they never went through this crap. I'm frustrated with the general manager they have right now, the current General Manager. That's why the GMT board. He brings on more on board. He's a hell lot better. He does a very good job with the bus company. I'm sorry. I'm frustrated this whole thing. If you take the bus. I live in Wilson, about Wellesley, Burlington, North Avenue. I take it every morning, and during summer night, I've gotten turned down because of the high school kids hog the bus, pack the bus up. The Wilson bus is always packed, but the college seems to be on Champlain College every Saturday morning. I'm special on the bus, which I don't care, because I'm used to the college because my daughter goes to UBM, but she won't be seen in front of her friends with me, so I hope the GMT board does not put this through. Bring John Moore on. Please bring John. Thank

you.

Representative Emily Krasno

I serve South Burlington and serve on the Housing Committee, and in our work in housing, we can't talk about housing Without transportation. And I just wanted to come here today to listen to all of you and to say that there are many of us in Montpelier who are listening and who absolutely are have your back in this fight, and we can't continue to not support policies that help our most vulnerable neighbors. In my district, we have so many seniors who have reached out to me saying that this is just going to be such a difference in their lives, and folks who are going to work in we are a citizen legislature, so in my citizen role, I work for a nonprofit that helps folks who are coming out of incarceration and substance use disorder, and the biggest barrier is transportation and how they get to their jobs, how they get to their medical appointments. So I want you to know that we are taking this very serious. Actually, that's why I'm here tonight, why I've been talking to people for you know, months about the proposed cuts. And please call on your legislators and your municipal leaders to support support this and make your voice heard that we absolutely can move the needle and support these programs, if we all just raise our voice and reach out and share your personal experience like we're doing here today. So I just want to thank you and you absolutely have my support.

Carly.

I'm one of Emily's constituents. Hi, nice to meet you. I'm one of the constituents that reached out to her in a tizzy about these cuts, and I work right around the corner at City Market. Like many of my colleagues, I commute daily by bus. I take the 11 which serves the hospital, the airport, tons of South Burlington neighborhoods, tons of New South Burlington neighborhoods that are getting built right now that have more people that could make use of that bus. I bought my condo because it was on the 11 bus line. It's one of many that's set to be discontinued, as Jim said there. It carries lots of folks who live in South Burlington but work at large and small downtown employers like UVM, the hospital and the Co Op. I see them every day. I've met some neighbors that way, which is kind of cool. The crochet bus club, it's great each of us represents a car that doesn't need parking, traffic that doesn't feel space on our roads, and gas that doesn't need burning, access to reliable public transportation can make or break. Whether someone can take it and keep a job in Burlington, and I don't have a car, so I don't know what I'm going to do. So figure it out. It's an unfortunate fact that not everyone who works in Burlington can afford to live in Burlington. And do we want every single one of us to need a parking space every day? I don't. I don't want to park in the city, but don't. When people can't rely on public transportation for the majority of their needs, they have to get cars or figure something else out, and folks with cars are much more likely to just take their car rather than using the bus when they can use the bus. That means that these service cuts could well trigger a death spiral for Green Mountain transit, because fewer riders mean less federal money mean more cuts. I don't know how we get the money. I do know that our whole state and every impacted town has a vested interest in sustaining GMTs critical services for all of us. So let's figure it out, because the alternative is unacceptable.

Matthew Sorgher

Hey, good evening. Matthew sorger, I live up in St Albans. I have been an almost daily writer on the St Albans link for, I don't know, probably a good 15 years or so. So on the one hand, I appreciate that you have looked creatively to see how that can align with the Milton service, you know, I, too, am concerned about the death spiral. I'm a little skeptical about that particular route only adding a few minutes, you know, I think that route is good. You know, if that route is going down Route seven and becomes longer even by a bit, right? Does that caused some fall off of ridership from folks up in St Albans, and then we have this death spiral kind of concept that I'm very concerned about. You know, I am privileged enough that I could drive and and I think that is, again, sort of my fear environmentally, that's one of the main reasons I take the bus. But you know, if I can't with how that new schedule works, I'm an additional commute five days a week into Burlington. And I think when I look at where are we focused as a state, and we've, you know, we're looking at the Clean Fuels and and all of these efforts and then to sacrifice by putting more vehicles on the roads is, is it's pennywise and pound foolish. So with that, I have just a couple of kind of questions. One is, I note that the the idea of moving some of the link services to rural and maybe you could just help me understand, what does that what does that mean to me as a writer? Do I still have the app? Is it the same? So I'm a little confused about that and and also, if you've done some looking at how it's just a minute or two longer, seems a little optimistic for going all the way down to excel So, I mean, again, I appreciate the creativity. I think the, you know, all of everyone who's, who's commuting by bus is, you know, there's, there's a, you know, again, in some cases, a necessity. In other cases, folks are sacrificing time or convenience and and every, every time that we move it a little bit, you know, a little bit less convenient, a little bit longer. You know, it's that death spiral that I'm very concerned about. So thank you. Thank you so much again.

Jared Lillian Smith

My name is Jared Lillian Smith. I live here in Burlington, and I also spend a substantial amount of time in Montpelier to my hometown. And I also work there a lot doing music, and so I use the link bus really regularly. I don't have anything particularly different to say than anybody else living that, yeah, I don't have a car, and I use the system regularly, and it seems to me that cutting down services is going in the opposite direction, but we need and although I understand that the money has to come from somewhere, it would be wonderful if we could be focusing on raising awareness for how important these services are, so that people can get engaged the way that we're doing right now. Other services that I use, I use the local around town services daily, and, yeah, somebody who doesn't have a car living in Burlington would be pretty unsustainable for me if I didn't have a lot of the services, like the 11 bus, the busses, yeah, in general, weekend service not like having cut down would be a huge blow. It already is hard enough for me, as a musician who works on the weekend to not be able to travel at that time. And it does often feel as though the services are being designed for a very specific kind of person, and I feel left out a lot of the time, and like my lifestyle, which I don't think I'm alone in, I think that simply I disregarded in it. I think that it's frustrating to see that how services have been used in the past is largely dictating how they'll be used in the future, without maybe as much as much innovation from people who have not been able to yet benefit from the services. Thank you very much for having us.

Vivan Bose Pine

My name is Vivan Bose Pine. I live in Burlington. I just wanted to sort of quickly flag that I appreciate GMTs efforts in this I think creative thinking is a great way forward. I think the draft service plan has some worrying things, which people have already pointed out a lot more relevantly than I could. I think definitely death spiral is a good thing to look out for. Roots are a lot more difficult to bring back to life after they've been killed. And definitely there are some like worries about whether or not this is like a retreat from ever being able to receive the revenue. But I think that, like, more broadly, we'd be having a very different conversation if we were talking about which public schools we were cutting. You know, transportation, like education, like health, is the state's job to subsidize where. You know, eventually, GMTs job is to nickel and dime and find out the way to make it work. But it isn't. Ultimately, GMC, GMTs job to find the money in the budget shouldn't be the population's job and the people who are riding the bus like myself, to figure out which route we're going to take to be able to successfully get to work on time and. Up have an argument with somebody else about which group is more important, whether Chittenden County had makes up more of the revenues, therefore they should receive more. You know, that's all sort of not our job to do. It's really, I think pressure at the State House is extremely important on our representatives. And so my question is, really, is GMT has done a great job in like, opening up these meeting spaces, I'm wondering, are y'all open to some kind of advocacy letter where we can collect some signatures for that? Because I think the difficulty really is that the population of bus riders in Chittenden County is not an organized population. We would where that advocacy letter would come from is probably from a number of organizations of support, some of which I kind of contacted in my work. And I think that that's that's great in terms of writers sign up petitions. I think GMT seems like the body that would be able to receive that vest, especially with these tab meetings. You got a ledger started here. But yeah, I just, you know, sort of order to reiterate that, like at the end of the day, GMT is just the body that is responsible for figuring out a solution, but the solution needs to happen at the safe house. Everyone in here clearly cares about this issue and is prepared to probably put that pressure, and we need to maybe start leveraging which organizations are willing to join, and we're definitely willing to join hands with organizations willing to advocate.

Thomas Caswell

Longtime rider, Essex junction and Jericho former resident, Jericho, each year, he said, I there was a lot of history, particularly more, particularly more because I don't want my hometown, Jericho, to lose their bus service. Was their bus service. I think the problem is, there is, there's those four trips the day doesn't there are times that don't work, that don't exactly work for every everybody. And you say that route just start, started like four months for only four months after moving out of Jericho to Essex show to Jericho Essex show. And because, I think, though those residents have been fortunate to at least have a public transit service that they need to keep, I emailed some of you back, like, like last couple weeks ago about a potential route that could replace that the chains Jericho and Essex junction that could take its place, that could take its place, that it might even be a big red ship boost in that area, that boost in that area. I'm also concerned about the 10, the route 10, which is, which is now combined with the former number four, number four, because I do not want to lose that direct connection to Wollaston from this exception, it's not I already have to go between, to have to go around to Burlington, to go to Wilson on Sunday, unless I take my bike and they said, I don't want to lose that that service. If there's a compromise, you come up with like on Saturday, like on Saturday, instead of living entirely only running

between Amtrak and an Amtrak or as experience to it to Walmart. That would be fine. That would be fine. Wait. They used to do that. They did that a long time. If they did that quite a few years ago, both the linkage threats I take them on pillar link from time to time and time midday trip, and I always go back on the last two trips, one of the last two, one last two. What could I can tell you, what could happen is that if they transferred that, you know, all to the roll area, they run all the trips out of Montpelier, the trips out of Montpelier that I said, a bus out of the and out of those later time points could be gone. And so it happened. I've already seen it happen with Middlebury. The Middlebury is a Middlebury. They run all the trips out, the trips out, out of there. You see, no, you can't get a bus at six. Guess what? You can't guess what. You come back from Rutland. You can't get, you can't get the bus at six o'clock from Middlebury anymore to come back, no bar. You have to be back way or do you have to be back way earlier? Reserve a ride with Sir, a ride. So I want to see that happen. To save i You have to go back down. And so maybe, maybe I'm future working mom killer, like I did before pre J, pre pandemic. I want to lose that. I want to insert above the long term service I have right here the so bus Batman from June 2014 this was the oldest bus map and guide that I could find after I started riding the riding that year. And see what these and see are some of these things. It says some of these changes, you could not get a bus back from Essex young. You could not get a bus, bus, a bus to back home Essex after 715 on Saturdays, and there was no Sunday service period. And there was no Sunday service period, his period. And I'm seeing, yeah, there was a lot, yeah, there's some of the, some of these other routes didn't have a bus after 715 7:15pm on Saturday, on Saturday, weekdays at barryboon, 839 40, if I like, 940 Wilson got lucky with the 11 o'clock trip. But otherwise, but otherwise, but otherwise, otherwise, if you didn't, you didn't make it almost seven o'clock, seven, eight o'clock, you're out the clock. Oh, there's, you know, on a Saturday or a Saturday, you are out of luck. There's people that want to stay the hours, and when the service improve, improved, improved. The last trip was at 11, later, 1030 that was, that was still, that was still amazing, that was still amazing to have, that was still amazing there. Even though it reduced from 30 to 75 it still would. It was still, at least it, at least it was still there to get me home. I have a friend to see, a Shelburne all the time. Shelburne all the time. I have to, I come back and need to take that 1030 bus home. It's a bus home. And sometimes it could be sometimes it happens on a Saturday. Sometimes it happens on a Saturday. Is it to try to get to keep that bus so we don't get that worst case scenario, and also try to keep as much bus source as possible. I know Heinz. Person interval. I I saw that article where the Heinz for membership is decider, just on his side to not remember membership. I get that once I get that. But go. I could go on and on, but Tom Ryder, you got it. We should. We should be moving forward. We can forward, not stepping back.

Romeo Von Hermann

Thank you everyone. My name is Romeo Von Herman. I am, for full disclosure, a Green Mountain transit employee. I work at the bus station as the station's income custom service supervisor, which I suspect some of you I'm a little bit familiar with. My work over there. I'm also here, not necessarily as a GMT employee, but as a private citizen. I also serve on the Church Street marketplace commission as a commissioner, appointed Commissioner over there. And there are a couple of reasons why I'm here today. One, **working at the bus station has opened my eyes to see what is happening with respect to vulnerable members of our community, especially people dealing with substance abuse, disorders, mental health and people who are seeking treatment, having them lose key critical transit is going to be a very difficult pill to swallow**, seriously, and there are some key busses that I can think of, especially the number 11 that goes to San Remo Drive. And if we take that bus from them, and right now, what



happens usually is that when the bus departs, because they have for 45 minutes of the bus station, when the bus departs, their only option to get closer to that at this point, when the bus station is the number one, they have to pay for it, but to work from the transit center for the number 11, it's free to go to San Remo Drive. So cutting that service next year, if that happens, that's going to be a very, very difficult situation, and I'm hoping that that does not happen. Another reason why, I think very rather vulnerable members of our community will be very much impact on a lot of routes, if they're cut it or kind of combined together, is that a lot of these folks who don't have a place to stay, heavily rely on going to their doses, taking showers, getting their food services as well. So when there are key busses at like number eight, number 11, if they are cut completely, I could foresee that impacting them on top of the existing trauma they're dealing with, such as, you know, having to have mental health issue and or having a not having a place to stay, or not having a place to shower, and so on and so forth. So I'm hoping that we never get to that point, but I call on the state legislators, both municipalities and the state government, to really come forward, because I'm not seeing them here in these seats. I'm hoping that they'll come forward to speak to members of GMT, speak to members of the community, to do something this about it. Another thing is the new member family here in America, especially migrants, refugees, new members, who are here in the city, who do not have vehicles, who are finding their way to get around through the bus system. So prime example is when I came here three years ago in Vermont. My only one transportation is the bus, and had we go through what we're about to do. A year or a few months from now, I would have been in a pickle. So I was super grateful, because I was living in Germany at the time, and I've seen what even both small city or a town or a country can do when they come together to take care of public transit, what they can do. I came from there and came here, and I was super impressed, because before arriving, my biggest concern was, what does the transit system looks like when I come to Vermont? What does the transit system looks like when I come to Burlington, Vermont, and I was incredibly impressed on what was happening here, but to curtail that, or take that away, or cut that, I kind of totally understand we are going to pick up when it comes to financial issues, but I'm hoping that again, like I said earlier, legislators will look into the deep pockets that Vermont does have, because we tax people the hell out of them, that we can somehow find somewhere, some funds that are available and take care of the people. Just another couple of more things before. And I'll be brief. I promise, **Vermont actually is working towards meeting its climate target for 2025 and cutting public service such as transit, is not really showing that is what we're doing.** So again, this is to legislators that are either here watching, or could very well be watching in the near future. **If we are to meet our climate goals, we need to take care of public transit.** We cannot ask people to not buy a car, whether it's electric or gas tank or whatever it is, and yet, expect to meet these climate target goals. Thirdly, as the Commissioner for the marketplace, the economy for our city is incredibly important to have a functioning public transit system, and if we curtail that again, we will have less visitors coming to our city to do business, and we will have, again, much more dire situations to come. So thank you. Thank you. Thanks. You.

Marty Gillies

My name is Marty Gillies. I live in the south end of Burlington. I work in South Burlington. I take the number one every day, Monday through Friday to go to work. I like that bus. It's a very good bus. I also take the 86 the monthly air link. Occasionally. I think that's also a good bus. I understand that the ridership is down, but not a whole ton after I get to, really, at least half capacity when I'm on it, which I

feel like it's pretty, pretty decent bus. I think, importantly, I'm surprised that the airport will be okay with losing service, and I don't think that's a good outcome. I think if we're a community that pride yourself on being sort of eco friendly, it's important to have at least a way, even if it's not convenient for frequent but students should be able to get to the airport without using private vehicle. I think for an institution that green washes themselves as aggressively as the airport does, they would, they would want to have some, like, nominal way of saying that you can public transit to the airport. I think it's just kind of so that they want to do that. So that's one thing. I don't know if that needs to be the 11th that could be the, like a stop on the one or something. One or something. The 11, if you're trying to get to the airport, it's sort of a frustrating, slow bus because it goes all the way down Dorset and up Kennedy. So it's not really the right way to get there anyway. So I think maybe folding the airport under the one could be a good solution there. I guess my last comment is more of a question. I've heard that the City of South Burlington is in some talks with GMT to either replace the 11 or add a new route, kind of reconfigure service as South Burlington city center, the area behind Trader Joe's, a lot more residential growth. I was wondering if that is at all impacted those plans by these budget cuts, and how the 11 plays into that, or if the 11th replace the whole thing's on pause. Thank you so much.

Jeff Nicholson

My name is Jeff Nicholson, and according to the letter I got at the beginning of the pandemic, I am an essential part of our nation's critical transportation infrastructure. That only means I work at the airport and I'm expendable. It was the pandemic, but I am kind of a transportation geek. I do kind of like this stuff as well as that's what I do for a living. I would love to stand up here and talk to talk to you guys about how important busses are, but I'm talking to the choir here. We all know busses are good. We need busses. \$25 million to build filling stations for electric cars is not going to solve global warming. I'm glad they have those. I love. Electric cars are a great idea, but then all the other the idea is not to have a different kind of car when you still have the traffic and the land use and all that, but to have less cars, and that's you guys. And I don't understand why they're not giving you guys any money, but I don't have any money for you. But every, **virtually every social ill we have can be traced back to either solved by transportation or transportation is a critical link to solving it.** Somebody mentioned housing. If you have housing to be able to afford housing, you need a job. To have a job and have housing. You need a place to get from one to the other, which means you have to have a car. Somebody could probably quote the quote the running number, but when you buy the car, you make your car payments, you pay for your insurance, you pay for barrier to having housing, barrier to having a job, jobs housing all depend on you guys, and I could go on and on. The other thing I could go on and on about is why you should not cut my bus, but cut I would love for you guys to hear from my neighbors about their critical need for my particular bus. This is probably not the place to do that. We'll get you online, or I'll have them email you, or something like that, because everybody has that story, and everybody's bus is important. Uh, one thing I am glad to hear is things like the South Burlington is what we need. Because what you guys have always been good. CCTA, GMT, whatever it was, is chasing the people. We have a lot of people here that want to go there, a lot of people there that want to go here. That's a bus. But we need to get ahead of this. Somebody mentioned the construction of South Burlington, Neil barber farm, all those units they put up there, they don't have a bus. So if I'm going to move to those places, and those places scream, I'm a transit customer, you look at them, you say, Oh, that's a transit place.

But if I would move in there right now, I got to do the car thing, which means I'm either not going to move in there, or I'm going to go ahead and buy the car and pay the insurance and pay the parking and all that. Then when you come and say, Hey, I got a bus too late, man, I already invested. You know, I've made my choice. When I bought my house, one of the elements I was looking for in a house was to be on the bus line. And I bought a house on the bus line. Now my house is barely on the bus line. You're about to tell me it's not going to be anymore, but that was 1012, years ago, but that's the thing. I go there to do that. And maybe we need to get ahead and do more things like we're doing the South Burlington, instead of chasing the people say, you're going to build stuff there, they're going to need housing. Let's have transit there when they move in, keep them from having to make that car choice. And that involves that. You guys, all of us, going to like planning commissions and Development Review Boards and all of that kind of stuff. Those are thrilling means. But I do want to make one case for one bus, and that's the number 11 bus, and that's where I started. You can't have an airport, I work at the airport, and not have a bus to the airport. The one bus could do it, but that much diversion off the one bus would take it away its primary function, which is to get the new North End to Walmart. And so that's maybe too much for that, but you gotta have a bus to the airport. We like the one we have now, because it's multimodal. It connects the airport to town, which you gotta do. I'm at the airport, people get off the airplane, and they say, How do I get a bus into town? In any city you go to, you get off the airplane, you say, how do I get a bus into town? You have to look it up. You don't have to make reservations any city you go to. I mentioned that we might not have one. Somebody said, that's like a third world country. You know, I've been to third world countries, you know what? They have a bus to their airport. They all do. But the wonderful, rich community, expensive community like this, can't have a bus to the airport. You gotta change that, even if you gotta store somebody else's ox. I'm sorry about that, but that bus also multimodal. It goes down here to where all the other busses are, including the Greyhound bus, and it goes to the Amtrak, until I'm a transportation geek, and all this multimodal stuff, all needs to be connected, and that's what that bus does. That bus also serves in the hospital. Somebody mentioned people need to go to the hospital. They don't have a lot of money for \$20 cab rides or a car or whatever, get on the bus my regular appointments, I know they take a lot of your business by having their own bus systems, so you can't move their employees on regular, rational schedules. But still, that's one bus that may not pass your thing about highest ridership wins, it makes sense to use highest ridership wins. It's. Objective. Nobody can say You're being unfair or favoritism, or I like your neighbors better than his neighbors. But some things are part of infrastructure. Some things are part of your skeleton. I took the My, my, my disc out that had the least pressure on it, because that's the one that's gotta go because it has the least pressure on it, my back wouldn't stand up. You gotta have a bus to the airport. You gotta have bus to connect the airport to town, you gotta have the town to the to the Amtrak and all the different stuff we got on the end the hospital. That's just an essential route. I don't know how you can make that also, a lot of people who work at the airport ride the bus. I ride the bus when I can. We can get into why I don't get to ride it every day. But a lot of people at the airport ride the bus and they can't ride the bus. I don't know how a lot of them are going to work at the airport, and the hours are getting weirder, because the airlines say I invested a gazillion dollars in this airplane. I'm going to use this airplane every moment I possibly can to get the maximum benefit out of it. Your busses may have the same kind of thing, so they want as many so they're starting earlier in the morning. They're going later at night. We have to work later at night, which is into the hours that were already sparse for that bus. And you guys are going to say even most, there you go.



Nate Bergeron

So my name is Nate Bergeron. I'm a bus driver at Vermont transit and dispatcher, and I think I was introduced earlier as a steward. I am a steward. I really hate public speaking. It makes you very uncomfortable, which tells you how important this is to be, to be able to be able to do this. I hear, I hear what everyone's saying, and I can't disagree with anything anyone said, except I'm sorry Tim, he's by far the best general manager we've ever had. My point is, though I have a boss, you have a boss and so on, and we all have somebody to answer to, and I have to say that I'm very disappointed in the fact that the board's not here tonight, because they are the ones who are the decision makers I appreciate will be here. I've never met Will I know he is on the board. I'm a little disappointed that Chapin left, but my question would have been to them, how did we get here? Why are we here? If they're just, if they are the decision makers, they are the ones that pull the strings, they it's not. I've had several discussions with Clayton. And I always, I'm always coming. Why this? Why that? Why this? He's a I'm not the decision maker the board is. And I'm surprised more people haven't asked this question tonight. How did we get here? How did we get to a \$3 million budget pitfall? What led us to this point? And I'd ask you the question again, but I know the answer you're going to give me. It's decisions made by the board. So I just wanted to express my feelings, and I say that I am disappointed that the board is not here, because, like I said earlier, we all have bosses. I answer to Jimmy. Jimmy answers to John. John answers to Clayton. Clayton answers the board, and the board answers to you guys. See, they're appointed by their respective town managers and city mayors, so they work for you. So how come they're not here answering to you tonight? That's my question. Thank you. Hello.

Jack Tiano

My name is Jack Tiano. I live in Ward five, actually, right off of where the number five is diverted to. Right now, extremely convenient for me. There's not a whole lot, I think, at this point that I could say, even since I got up a couple of things that I wanted to say, some of the speakers in front of me touched on. But one thing that I just kind of, or a couple things that I do want to reiterate, that I think is really important, is that when you look at kind of like, the larger structure of like, why this is happening, I think even with speaking just before me talking about the board not being here, I think there was one state rep. Are there? I don't I didn't see any. Are there any Burlington city councilors in the room, or any other state representatives or state senators? Don't think so. No. Like, why? Why are they not here? Right? I mean, like, who, who passes the budget for GMT, right? Like, **we transit is, unfortunately, not like a sexy policy thing, but it's like fundamental to what we need to like thrive** as a state. A lot of the work that I've done around advocacy in the past year has been focused around housing, and a lot of that work on solving the housing crisis that we have not just in Burlington, not just in Chittenden County, but in Vermont as a whole. You know, is about the lack of housing that we have, and we need to build more housing. And there's structural reasons that we haven't done that, but at the same time, like, you know, you can't solve every problem all at once, like, part of solving that housing crisis, though, requires a transportation system for the 21st century. Tree and so like, now that there is started to be some movement on housing, we can't actually meet any of those obligations unless we really figure out how to do transportation better. It's like a lot of people have said, right, like we should be going in the other direction. Cutting roots makes it so that a lot of people, there's multiple people even tonight, that say, I bought my house or I live where I live for access to transit, and you start ripping those things out, right?

Like people don't. They can't depend on it. They have to move. Maybe they leave the state. Because if you're moving already, you know why you're not going to believe where the bus routes are right now. Anyway, so I think my appeal to you all is to look up your your state reps. I mean, I looked this up earlier this year. I was kind of frustrated with how it seemed like the Transportation Committee in the House, like there wasn't a lot of push to make this to solve this problem. It seemed like GMT was like, Hey, we're going to have a really big problem if we don't get this solved. And everyone that made that decision around how to fund it was kind of just like, that's okay. You know, figure out your here's your budget. We're not giving you any more. Like, figure it out, and that's what we're doing here now. So, like, it's not and the reason I bring this up is because, like, I don't think that any of these cuts are acceptable. All of these, like, critically, risk, kind of the future of the city and of the region that GMT operates in. It's not a guarantee that all of this stuff works out well for us, especially if we're reducing critical services. So I want everybody to go home and look up who your reps are and say, like, I know that we're like, off season. And like, they're not doing any policy right now. And you kind of have to wait till next year for this to pick back up, and everyone starts paying attention again. But like this, **this has to be solved at the Statehouse. Our representatives need to know that this is non negotiable.** It's not like I said, it's not the sexiest thing, but it's like table stakes for a functioning government, like we need to fund this, and there's, there's no other way around it. I have a second thing,

Robert Devlin

Hi, I'm Robert. I live in Riverside Avenue. **Currently the number nine doesn't run on Sundays. I've gotten hungry several times because I can't walk all the way to the store on Sundays, people will literally die if one of the solutions is cutting routes, if the route runs twice a day, better than nothing people, there's blood on your hands. Anyone who approves a solution that includes completely** eliminating rise I got a couple questions. Since we're we're all saying the same thing. There's employees that are transit geeks. They don't want to do what's happening. None of us want to do what's happening. As people have said, the people that were can do something about it aren't here, so we're just venting. And I'm glad that to see there's a lot of people that hate what the bus companies turned into. I have a question about the Medicare bus pass system. I wasn't receiving Medicare previously, so I'm not sure how it was supposed to work.

The way it currently works is I've never paid a fare since the fare to do I get on the bus and various different reasons. The bus driver's like, oh, just get up. How? How important is the fact that there's hundreds, hopefully 1000s of people like me that the drivers are letting on for free? Well, And then just one last question, how much did it cost to install the new fare system?

Alec Brown

Hello, I'm Alec. I mean, I live here in Burlington, off Elmwood Avenue, and I commute to Williston, taking route on like, Monday Tuesdays and Fridays mean it this is what I've been doing now for 10 months. And mean, I mean, I have a community worker that takes me out, or, I mean, used to take me out, like, like for on all the weekdays, but it's only Wednesday and Thursday. Now just do some people

just not being available, and I do have to take the bus to places like like, I may take route one. I also take Route nine, like, which, which also goes down there. That's another way of how I also get to work. I am also, I also, I also take the 286 once a month, the one who leaves at 4pm to go to Waterbury getting over still, which is by a different company at RCT, the route 100 commuter. I. And I highly recommend that order to get there, because, because, and, and I, I also have a friend that's been recently saying that that they're bought about the airport because, because we do go plane watching there, I I hope, I hope, possibly, that maybe the that that route one could probably consolidate with the airport, maybe adding that to to route one, rather than, if That was, if that was possible, that that probably also goes for others, which could probably consolidate other stops.

Helena Kehne

Hi all. My name is Helena Keane. I'm a resident of Calis Vermont, so a little ways outside of Montpelier, I commute regularly from Montpelier Express and to and from Burlington. And hearing this news about that route, and actually the other bus routes that are going to be cut, going to be cut, is pretty concerning to me, because myself, I'm a person with a disability, and I speak with the disability community, as for myself, as person with a disability who relies heavily on these public transit systems to get around, because due to my health condition, I'm unable to drive. And so I speak for that community, because I know there are many out there who I serve in my work. I work in human services, and I help folks with disabilities, kind of navigate the community their resources, and many of them rely heavily on public transportation. They have expressed concern to me about this, and I believe it, it's just very important that we keep this system, not just the link, but the others, available and up and running somehow, if we can do that, that would be, it would just be so wonderful, like helpful to those communities and low income communities, too, just so many other communities that may not be necessarily as represented, represented or heard in the others, and who may not have access to vehicles, working vehicles, so They have to rely on transportation that's public. But just as a person with a disability and someone who also has always relied heavily on public transit for a long time now, I would really appreciate it if we could come together, work together, to try to prevent this from the roots being cut, because I know that it could be very devastating to our communities Here in Vermont.

Curtis Clough

My name is Curtis Clough. I'm here with some of the drivers. I work for teachers, local 597, in Vermont. I think it's important to, you know, point out what a few people have been saying, or some some comments that I would have made, so I won't duplicate any more of that than I need to. But gmta is a dairy transit company. They're a logistics company. They're a company that helps people with social services getting their appointments. What they are not is a money printing company. They don't decide how much the state gives them. They don't decide how much the community gives them. If they don't decide how much the community partners give them, one thing I will say, this is as much a question as a statement, is gmta is bringing in significantly less from their community partners than they were before the pandemic, you know. And I'd like to know, you know, what they're doing to kind of restore that, and who they're working with. I've heard a lot of people here who work in Burlington and in the

community, and, you know, who do you work for? You ride the bus to get there. And are they partnered with gmta, you know? And are they helping to, you know, support a pretty vibrant community institution.

I'll check down this list that the company was handing out at the beginning. The state of Vermont pays an incredible amount of money to Vermont transit lines every year to offer duplicate service. Vermont transit lines offers a bus service that goes down Route seven. All the other transit agencies and Amtrak offers a service that goes down Route seven. The Vermont, Vermont pays for, you know, duplicate service down Route seven, and the trans is cutting the budget in Burlington. So you know, maybe you should talk to the governor and ask them why vtrans isn't looking if they really need to save this money, why they're not looking at the state as a whole entity, and why they're shunting the responsibility onto gmta, as opposed to looking at the state as a whole, because the whole state pays the taxes. Why? When you're looking at the state and looking to prioritize one service over the other, ask Governor Scott and V trans why they are not looking at the state as a whole, your local legislators. I'm glad to see there was one here tonight. There's a lot more than that in the Chatham County area, there's a lot more than just Emily. They weren't here tonight, so they didn't hear any of this. So I would say, reach out to them. They're running for office right now. Ask them what their position is. Ask them what they're going to do if and when they get your vote, your municipalities. It's the same thing. Ask them how they plan to fund your transit system. You know, ask those people when they run for reelection in the spring, how they plan to address this. What is, what is the idea that they came up with to help stop some of these more severe service cuts from going into place.

Will Anderson

I am will Anderson. I live here in Bryant from the south Union Street. I'm also a pretty regular commuter to my job as Montpelier on the link. Take the other city busses, airport busses as needed. So you know, I share a lot of your concerns just as a bus rider as well as a commissioner. But a couple of things to note. First off, I'm only an alternate Commissioner for the City of Burlington, so I usually, you know, we'll only get to vote if, if Andrea suazzo or Chapin Spencer, who was here earlier, are absent. I am also on the finance committee. But you know, when it comes down to the decision making. Typically, my role will be trying to influence rather than actually casting a vote. I've only been on the board since September of last year, so I don't really have the full context as Mr. Bertrand was asking, and it's something I'd really like to get at, but I can talk a little bit about what I've observed and what I think, you know, the board's motivation has been as we've got to this point. And those key observations have been that the GMT boards has a pretty wide geographic distribution, so representatives from all the towns and counties that GMT serves, which is, you know, maybe more widespread than you might think. You know, for example, here in City of Burlington, we have two votes on the commission, and there's how many, like 1215, voting members, roughly speaking. But you know, despite that, I've certainly seen the decision making consistent on two points, which are maximizing, you know, the service that we're providing and the people that we're getting on busses and to maximizing the benefits and the workplace environment for the workers of GMT. And I think those two things together, coupled with the economy in general, and especially taking into account the fiscal policy of the pandemic era, have just led to our costs growing and growing and growing to the point that we can't manage the

service that we. Have with the amount of money that's provided to us. You all have done a really great job of talking about the economic and the social and the environmental benefits of the busses. So I wanted to get into that, even though I could, you know, wax poetic for a while and talk about, you know, how I was in England and saw these rural communities revitalized by busses in a really simple way. I won't get into that, but I'll talk about, you know, what, what I see our options are going forward. You know, especially being on the Finance Committee I've seen, I think that we've really drawn all the blood from the stone that we can that is the talents, you know, the municipal budgets, with a few exceptions, potentially maybe South Burlington, as Marty mentioned, we're really drawing as much we can to the municipal budgets in terms of riders. I really not you as a rider, I'm not inclined to try to increase fares. You know, I was actually pretty upset that we had to re implement them anyway. But again, given the financial situation and some costs. It really was, you know, a clear, a clear decision to reinstate fares, but I don't want to increase fares, so I see the solution as being the main tax base for public services in this state, which is the state of Vermont budget. You know, we're a state of 650,000 people. So if you think about the size of our state of the population, we're about the size of some major cities which operate their own transit services. So I think to your point, sir, I don't know your name, but sorry, should have caught it, but we should be thinking about transit as a statewide public service, especially because, as others have noted, sir, you know the appropriations in the transportation committees, they're not loaded with folks from Green Mountain transit service area, right? I mean, these are folks from towns that don't have a lot of bus riders. And let's be honest, the constituents that matter to these folks are not taking the bus, right? I mean, you know, folks that are donating the political campaigns, not a ton of us are in this room or on the our busses, right? So **we should be thinking about the state's tax base as the primary solution for fixing this problem. And I'm not even worried about just fixing this problem. I want bus service in Vermont to get more expansive, to help more people because of these economic and social benefits.** So I think a lot of the key strategies for this have been reiterated already, talking to your legislators, talking to the committees. You can contact these committees directly. You can contact the governor. We really need to push for this to be a public service that is supported and not an afterthought. I'm sorry for taking so much time, but let's put this perspective. We were there Clayton during the last session, and I mean, we advocated for a couple of different policies, but I remember us saying we need two to \$3 million to prevent these service cuts in FY 25 roughly speaking, right? And there were some legislators that you know nodded this and thought it was a decent idea. And in the end, they did provide GMT some more money. They provided 635,000 right? 635 so, not enough to prevent the cuts. I mean, you can look at the service cuts and know that this is not enough, especially as we go into FY 26 the transportation budget is hundreds of millions of dollars, right? The Vermont State budget is over \$8 billion over \$8.5 billion this is a relatively small amount of money that will have an outsized impact. So if we can get this message across to the folks in rural areas who aren't really reaping the benefits of this yet because we haven't been able to provide the bus service there, you know that I think, is what can get the votes over the line. This is going to be an absolute record budget year for Vermont. I mean, there is going to be a very large budget surplus. If there is a time to establish sustainable funding for GMT and transit across the state, that moment is now. So I would really encourage you all to go to the organizations that you're part of, be thinking about the solidarity with your employers, again, thinking about your representatives, and about contact with these committees directly, and even the potential of testifying at these committees, given the opportunity to get this message across. So you know, on behalf of the board, I really think that most of the folks that are on the board with me have the best intention of riders and maximizing service and the best intention

of our workers. In mind. It's just a matter of us being able to draw on sustainable funding sources. And I think if you look at it all together, Montpelier and the state of Vermont, that budget is really where that abundance is located. And it's not even it's not even that abundant. But if we have a shot of really establishing this as a key sustainable public service, that's where it needs to come from. I'm going to be there. I'm going to be talking to people. I'm going to be trying to get ideas and gears turning in these legislators heads that this can be the economic, the social, the environmental benefit, the silver bullet that they've been looking for with all these programs they've created. I mean, they want to make these investments clearly, like, look at the investments they need, electric vehicles. Very few people benefiting from this, but they've dedicated enormous. Amounts of money out of this program. So the motivation, maybe is there, but if we can make them realize how public transit can be the key to that, I really think it will work. And I do think that GMT public transit has a bright future if we can do that. Thanks, bunch. My contact info is W anderson@gmt.org Also feel free. I'll try to mill about if anyone wants to like chat after but I'm always happy to to hear from you all and try to get your input across the board, especially around which routes we're going to be going for in these cuts. Again, I'm pretty dismayed by the modular link, by the airport bus, by the 11 surface to Essex. So these are things I'm going to be seeing. You know whether there might be other options, but would really like to hear from you all a lot more on that, as you know, I'm sure I don't ride the bus as much of all of you. So thanks again, and thanks everyone for everything.

Stephanie Hillman

My name is Stephanie Hillman, and I live in South Burlington, and one reason I bought my condo was because it was on the bus line, and I thought that if my car ever died, which it did, I can at least take the bus, and I have been I'm I'm very excited to hear that you're going to be doing the connector down 189 did I hear you right? Did I understand you, or did I not understand I wouldn't say that we're going to be doing it. I don't want to make any promises. And there is the potential that it would connect 189 you know, there. But when, when is that roughly going to happen.

I wouldn't even hazard a guess at this point. I think that there is so much that we're going to have to be figuring out because of our cost containment. Okay? And really, it's going to depend on on what the response is. If we go back to the State House again this year and are told to live within your budget, as we were told last year. You know, it's probably going to take us a while. If we go back to the State House, people see and hear the comments that are coming about here. And we don't have to do these reductions. I could see a year from now having a service, you know, that would be starting

Okay? And you're going to advertise that service, right? Absolutely, absolutely okay. One point. Another point I wanted to make is my car did die, and I was taking the bus because I can't, can't afford to get my car fixed. It needs so much work. And I know that I'm not the only one around here that I mean cars were expensive, and if there were more services, I mean, the services are okay now, but if they were better, that would also help me to never, ever have entertained the thought of ever getting a car. But right now, I am relying on the bus services. And I do, I do like it. I do find that it's good. So I can't imagine that getting cut. I read the airport bus every day as I'm bringing groceries, because I work



downtown, and I bring groceries, and it's very heavy, and the airport bus drops me off right in front of my driveway. And without the airport bus. I don't know I'd have to bring some kind of cart or I don't know what I'd do. You know what I mean? I don't know how I'd get my groceries from City Market back to my place. I don't know. I don't know I'd eat healthy. I also have some food sensitivities, so sometimes shopping at a regular grocery store is not an option. It because I have, I have the medical term is granular. Man, you are, it's just a skin thing. It's just a skin thing, but it does affect me. So, yeah, I just wanted to say that. And the economy, you know, it would help the economy if we kept the bus going, and some people, and also, there's a there's a big parking problem in Burlington, and there's a big traffic problem in Burlington, and I seriously believe and know that it would, it would get substantially worse if you cut services, but I think that if you added services, that it would help that problem. And I also really like the heinzburg bus, because that goes right by where I work, and I can drop, get dropped off, like, right on my doorstep, as opposed to the Shelburne bus, where I'd have to, where I have to walk a few blocks. It's not a big deal and huge, huge deal in the summer. However, winter's always coming. There's always going to be snow and cold and rain and all that other good so the heinzberg busses is always the best. And I just want to know, I don't know. I should have under I should have done my research more. From what I've heard now, I've never had been fortunate enough to go to Europe, but from what I understand, you can get around in Europe without a car. How come you can do that in Europe? How come someone, someone told me that that they lived in, where was it France, I don't know, and that they could go wherever they wanted in France, mountains, Paris, without a car. How come? How come we can't do that, not just in Vermont, but in the but, but, well, let's just talk about our scope, because we're right here. How come we can't do that in Vermont? And how come I had to quit skiing because my car died and I couldn't get to smuggler's notch to go skiing Saturdays, Sundays, I'd be willing to get up six o'clock in the morning, meet someone at six o'clock in the morning. And if you're going to cut ridership on Sundays, don't do that. I've ridden the bus, I've ridden the Williston, I've ridden the air, the airport bus. I haven't memorized the numbers, so it's the Williston, it's the airport to me, um, I've written them on Sundays, they're packed, and Saturday nights don't do that. **How am I supposed to get home? How am I supposed to get home from the Jazz Fest? How am I supposed to get home from the festival of fools? How am I supposed to get home from the flint how, as a single female, how?** And also wildlife got the podium, I it would really, I don't know what what you guys have for workforces, but it would really help as a single female, if you guys had some kind of manager there at the transit center until the last bus leaves until like 11 o'clock. So that, that way, if I've got, like, my groceries, my guitar, my aunt, all my stuff with me, it's that's worth some some bucks. And I'm a small female too. I might have an attitude, but, you know, but it would, it would really, it would, it would help, if that would happen. So coverage, definitely, definitely, and you know, yeah, it would help. It always helps, too. Thank you.

Helena Kehne

So, yeah, actually, just touch on a really good point about safety or dynamic centers, like, again, I'm an avid user of public transit. Come up to the village and transit station center, usually at the end the work day, around 415 or whatever that bus is. I'll catch that one. It's always jam packed, just FYI. So suck if that route gets cut, but sometimes I feel like my safety isn't as I don't really feel 100% safe at the transit center, and I realize this is aside from the bus routes discussion what's happening. So forgive me for

that, but I've encountered a few kinds. Questionable situations with people there, unfortunately, nothing bad happened, but good at De escalating issues, and it just makes me kind of raise some red flags. Made me think about public transit and how we can improve maybe a little more security on the platforms during those time frames, in the evenings and whatnot. But I can also leave that up to you guys to talk about. I know you, Romeo, you're wonderful, so thank you.

Romeo Von Herrman

Two quick points, and I'm glad that will also brought that up regarding the importance of having elected and appointed public officials to be part of these important engagements as an appointed city person myself, I'm genuinely disappointed our city council is not being here. I'm going to be moderating couple of TV interviews or Q and A, as it were, for people running for office, including the lieutenant governor. I am surprised that I'm not hearing of seeing at least these guys here to hear, I know just few of us here right now, but, you know, public transport is incredibly important, and you would think it would be something that it would be invested, you know, here in the state, the second point that I think, which is a little bit to the direction of public safety, I know we have a very difficult situation, and there's some difficult thing going on around here publicity is very important to me, and I'm glad that you've had something to say and something to say. So thank you guys.

Randy Smoren

I'm a bus driver for Green Mountain fans, this economic situation of Paul. Problem has been known for quite some time. Yep, and it has been known since before we reinfees. Correct, correct. I realize the fares how much? What is the percentage that the fares make of the budget? so what I'm about to ask really, is that you dropped in the bucket. My question is this, why did the late runs that were \$4 a fare, knowing it was a financial problem, why would they drop them from \$2 a fair enough maintained at the fourth or maybe even risen to, say, \$5 as opposed to dropping them down to \$2 a fare?okay, but the schools themselves don't impact ridership on the lake busses. Correct minimum at best, right? Thank you.



# Williston Public Meeting

Sep 17, 2024 | 5:30 PM | Majestic 10

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Charlene:

I'm not shy. Excellent, excellent. Someone's got a start. Yes, hi, I'm Charlene. I live in Williston. I ride the number one to work has been for the last few months, and it's been a really good experience. I am really I feel really lucky at this meeting, because the cuts that have been proposed don't impact me, but it also feels like the correct thing to do. And part of the discussion, because I don't really mind kind of thing, I think the cuts as I perceive them have been really well thought out and make a lot of sense. I think losing, for instance, the Jeffersonville Commuter is really disappointing. But I also wonder if the town of Jeffersonville might want to pitch in a little bit if they want to keep that going, but I think overall, they seem to make a lot of sense. I do think from riding the bus, we are incredibly lucky to have the bus service we've had for such a small community, but there is a lot of sense to be made for pulling in a little bit and focusing on making our local service that does get a lot of use a little bit better if we can do it. One of the things I think we need to do as a community, as a bus route, is to attract not just the people who rely on the bus, but also people who have the luxury of taking the bus. And right now, that is, I think, a really hard thing to do, and my own riding of the bus says to me that there aren't very many people in my position who have the luxury of riding with us, and I think we need to do some more attractive. Absolutely. That's my comments.

Deborah Glover:

I'm Deborah Glover, and I live in Burlington, and I been riding the bus for two years to Williston, number one and the Airport bus. I think we need to track. I have a car, but I choose to ride the bus a lot, and we need to capture people to get them off. We have too many cars, especially in Burlington. I'm concerned about airport bus. I work at the Chittenden clinic, which is on Dorset Street, and that's where people are going that have opiates addictions, and ever since we started charging money, it's been a barrier for getting people there, the people like me that can walk and have no problem, would tend to take Williston bus and walk from the wall because it runs every 20 minutes. The airport bus is only running every 45 minutes, but there are people at the clinic that can barely walk, so they have to take that airport bus, and there was no other bus going past that plane. So that concerns me, and I know if the bus is like Saturday, I work every Saturday. I don't take the bus because it runs every 30 minutes. And if you've got a car like 20 minutes, okay, you'll wait, but 30 minutes, no, you don't want to wait after you just get off work for 30 minutes for a bus to come.

But I'm really disappointed. I was hoping we would try to go with getting more people on the bus. And this, I think the cuts and I understand this not the bus company's fault. I wrote, whoever the woman in the house that was the chair of the transportation to say, let's not charge people to ride the bus. I can afford it, but a lot of people can't. Never got a response. And he also to my local rep that was on the

transportation committee, so I knew right there, our legislators aren't you know if they're not responding to citizens sending an email, just that to me, they're not that interested.

Romeo Von Hermann:

Thank you, sir. My name is Romeo Von Hermann, and I'm also a Green Mountain Transit employee on my private time. And here is during the last meeting, I spoke about how it will affect our community, go to some real location, these specific routes that take them there, if we do discontinuity. But today I want to speak to from another perspective, which is the amount of effect that will have on colleagues if the cuts go through, as positive as we will possibly plan, this would have definitely an effect on my colleagues who tirelessly rain shine or snow, show up to work to make sure that everybody goes to their work, our honorable members of the community get their treatment that they need, or their hospital they need to go to. And it will be really accepting to see if they ever lost the job that they have and because they also have family to take care of.

Oh, of course, sorry. So I was just speaking to, you know, regarding how this would have an effect on my colleagues, because I work at Green Mountain transit, and I I pray that nobody loses their job over this process that is happening in earnest. So that is just a point I want to speak to, because they have families as well. They work hard tirelessly to make sure that the system runs smoothly and everybody goes to where they need to go every single day, rain, shine or snow. So that's all. Thank you.

Deborah Glover:

Romeo. I have watched Romeo take care of a couple of iffy situations on the bus. Sorry. I have watched Romeo take care of a couple sort of iffy situations on the bus, with people getting on at the transit center who were maybe struggling with rules a little bit as somebody who has the luxury of taking the bus, who doesn't have to, that helps me to feel more comfortable, and I think that that's a big thing for a lot of people.

You spoke about having free fares. To me, the situation became a little less dicey when we started charging fares again. So I would love to find a place in the middle, somewhere where we are not at the level of chaos that we have, because we do, unless it's going to be completely public funded. We do have to bring in fares, and we do need to be able to attract I'm really happy seeing UVM employees riding the bus on a regular basis, because I think they get a stipend from the college. I know I get a stipend from my employer. The more we can attract people who have the option of not taking the bus. If you live in Chicago and you take public transportation, you will get there faster. If you live in Vermont and you take public transportation, you're going to get there slower. So there has to be a trade off that makes it worthwhile. Thank you so much.

Alec Brown:

Hello. I'm Alec Brown. I was, I was at the meeting last week in Burlington on Wednesday, and I just wanted to come here to just maybe go over things again and maybe put some new ones. But I'm I'm someone who lives in Burlington doesn't drive. So therefore, I take the bus as well as our services, a community worker with me. I don't I don't have as much as I used to. So I can take this bus, route one bus for 10, for 10 months now and and therefore I do definitely rely on it.

I'm someone who also takes 86 bus to or 286 to Waterbury to see my dad once in while, and that's where I could take the Waterbury bus to switch to the RCT bus through 100 commuter and like I know about a one, like I know that doesn't know if it comes after it goes directly in Montpelier. It may reductions would be good maybe have those costs combined. That's something that can maybe happen.

And the as for the as for the airport bus, I take that bus off because I like to go train watching. It's like Saturday is when it's a good day to do it for me, and they possibly have the airport be part of one. Maybe there's been more dark children, and I know that color system, like they do, to color system, like they do, like, doing down in Boston, like, I know how it's like, how I like, like, like, I know how it's like, like, two groups are putting the one, which maybe is a way to, maybe to have to have reductions and maybe bus riders, possible. That's my thought. And and maybe possibly have GMT have money for charity, whatever way to probably make funds. So that's all I got. I hope, I mean, I hope people see that these meetings could do something about do something.

Tracy:

My name is Tracy. I'm a bus driver at GMT. Just want to do a disclaimer that anything I say here is my opinion, and it's not directly influenced or the opinion of the company. I've been at GMT for one year now, pretty much this month, and pretty much if this makes it to phase four, I stand opportunity of losing my job. A year ago, I lost my job when a company went bankrupt, and I was a trucking company right here in Williston. So I came to GMT and was treated really well, and now I'm looking at the possibility in June or July of possibly losing it again with reductions in service, not going to say that that's going to happen. I hope it doesn't, but the opportunity is still there for, you know, to move on. And with the shortage of CDL drivers that are out there right now, once somebody leaves a place, if the job comes back, the chances of somebody coming back to the same place is very small. You're a very small pool of drivers in order to select from. And if the reductions in service stay that way, it may stay that way, because you may not find anybody else's drive.

One of the other things that I have noticed is say, like the Williston runs on Saturdays, we've had full busses going up through I've had full busses. I've had to decline people with accessibility issues, because by the time I get to halfway up Main Street, there is no more room on the bus, and all I can do legally is ask if somebody is willing to give up their seat, which happens to be probably 10 to 12 people. And nobody does, because everybody wants a ride to the top. They don't. Solution for that in my mind could be a short run that goes from downtown to the U Mall that runs 10 minutes or 15 minutes prior to the number one Williston. In order to relieve that way people can have not a crowded bus, but we're still delivering a spot on service to everybody, instead of leaving 15 people behind. It only happens during certain times of the day, and maybe that could be something that could be looked at for future.

That's pretty much all I have. But I'm hoping that this doesn't reach to phase four. I really don't, because it'll be another job, job hunting expedition, which I'd really rather not go through.

Gunther Von Hoffman:

I'm Gunther Von Hoffman. I just moved here about week ago, and, you know, I'm hoping to take the bus, especially during the winter time, and spring and summers. Fiesta is around Lake Champaign area, and maybe do some volunteer work, like, I mean, take advantage of the recreational opportunities like the dragon Road Club that they have up there. And you know, if you get rid of the number 10 bus, what? What next number one bus come in. I don't mind walking, but I don't want to walk during the winter time time, and I certainly don't want to walk summer and springtime all the time too, even though it's only three to six miles of Burlington. I mean, so I don't want them to eliminate the number 10, because they get rid of number 10. You know what next? Number one is going to be next. And I agree with the congestion. I mean, these roads out here remind me of the California Highway country roads. I used to live in Susanville, and 395 was just like these roads are just a two lane high highway. And, you know, I've been from California. I've seen, you know, roads get pounded all the time, and then you might have to start repairing the roads, but then there's no raw times. There's no alternative. So I think it's imperative to try to save the bus bus lines, especially when you if they're building more, as you see over there, they're building more house, apartment units. And I heard about debates about trying to loosen up the land restriction, but if you're not going to provide a bus service and you better not do any more try to loosen up the land restrictions, otherwise you're going to have miniature traffic jams all the time here.

Well, there's a chain store called Fleet Street shoes, and they're nationwide, but the closest one near me is exit junction. I need the bus to go there all the time because I have to replace my shoes all the time, do the conditions of my feet and, yeah, I'm a little surprised there's the busses don't go beyond the city limits. No, go like past the police station and town hall. I think there should be more extended busses too, so that way you don't see all these cars coming into the city as well. To to

Deborah Glover:

While I have a forum. Yes, can we fix some of the shocks and some of the busses? Some of the shocks on some of the busses are brutal, and if we do want to be attractive to people who have the luxury of not riding the bus, it would be nice if I didn't feel like my feelings were going to come out on some of those growing up streets. Growing up streets. I ride those same streets in my car, and they are not as rattling. Well, I watched everyone else on the bus couldn't do this too. Yes, not just me.

Brain Walls:

So as Clayton mentioned, Brian walls with the Teamsters union, and I'm a field rep for them. We not only represent the bus drivers at GMT, but we also represent the mechanics, the ones who fix the busses. So certainly, some good notes there. But I think it's important to mention the impact of any route cut could truly be, you know, detrimental to the livelihood of, ultimately, everybody in our community. You know, you have folks who take, take the bus to go to work. They're working toward the emissions kind of plan that Vermont has set set forth. Then you have the other folks who take the bus to get to appointments and so on and so forth. Route cuts for us as Teamsters, it means guys like Tracy, obviously stretchers. Once before. We certainly don't want to put them through it again. But people are going to have to get laid off, you know, if cuts are put into place. And that's a scary thing to think about in the mindset of, you know, cut this route versus the other route due to ridership levels. It's a really tough idea for me to wrap my head around as all routes play such a critical role in everybody's

day to day life, just for everyday transportation, not one route is more important than the other. I just I want to make sure that that's stress to the board. Everybody's everybody's route is important for whatever reason they they take the bus for, I had mentioned Vermont's goal for, you know, admissions for 2025 and kind of the push for that to get to that 26% threshold, the state's been making some pretty good movement, especially with the EV incentives they've had in The last couple of years. Which brings us to this point. You know, cutting public transportation is really just a catastrophic step in the wrong direction. The service plan, you know, put forth today, the draft that was put together an estimated 750 rides impacted within the next six months. It's a lot to think about. That's a lot of extra. Cars on the road. You know, not everybody can afford a vehicle. Average cost to maintain a vehicle for a 12 month period, it's about nine grand. And people don't just have that laying around, especially with the cost of housing these days. So you think about more cars on the road every day. You know, people going to and from work to the store, so on and so forth. But also the folks that rely on transportation to get to their, you know, employment. We're talking about bus drivers like Tracy, you know, the potentially losing his job. But also the guys who ride the bus to get to work every day, their house is on the bus line for a reason, because that's their that's the way to get to work. So I strongly want to encourage you know, the folks here at the meeting tonight to reach out to your legislators. You know you took the time to come here tonight to voice to the board. **But this, you know, this situation that we're in funding shortage, it must be prevented. Sure. The funds may not be in the transportation budget for the state of Vermont, but it's an \$8.6 million \$8.6 billion budget that the state has, and when it's affecting, you know, people getting to their mental health treatment, to their, you know, appointments, so on and so forth. It's, much, much bigger than transportation,** so that's my piece. Thank you. Thank you.

Gunther Von Hoffman:

Well to ride on what he said, you got, well, I forgot what he was saying. Well, I mean, I from time to time, I see fire engines coming this way all the time, and it don't mean much when the roads are clogged and they can't get through because too many cars and not enough busses on on the road. I mean, in Holland, they have wide bicycle trails so the fire department can go veer off and use those bicycle trails to get where they're going to but here, we don't have that kind of thing. I wish we did.

We also have a lot you deal with drug addiction. In Burlington and the cops are complaining about all the crimes they have to deal with because of the drug addiction, overdosing. How you expect these people to, you know, go to their appointments and deal with their addictions if they to cut up, cut out. I mean, I don't see the police department doing is the police supporting the going to throw their support behind trying to prevent these cuts or not? I mean, they should think about that. I mean, I hate to say it, but cops are don't look, get the bigger picture all the time in other aspects of community.

Amy Brewer:

Hi, I'm Amy Brewer. I'm the Chair of the Board of Commissioners. I do live here in Williston, and I'm happy this is the first public meeting that I've been able to attend, and it's really I'm grateful to hear all the various perspectives that you've shared. And I want to say I take it all really, really seriously. I'm volunteering to be on that board because I believe that everybody should have access to transit for any reason they want to help with climate goals or to get to your medical appointments, to get to work, I like to take my daughter down to Church Street on Saturday to go shopping. That's a really fun way for us

to do it. We've had a good time doing that. So I think everybody should have that, and that's why I'm on the board. And I just want to say a couple things. One, there's still room for everybody to ride the bus, right? So the board is doing what we can in GMT and its employees are all doing what we can, but invite your partners and friends and neighbors to join you on the bus. **Riding the Bus can be intimidating sometimes. So if they have someone to kind of show them the ropes and see how to ride it. It's a really great way to do that. So invite others to go on an adventure with you. I wouldn't be a bus rider if someone hadn't done that for me.** And not only do we want you to talk to your legislators about how important it is, but we want you to talk to a greater network. Maybe there's a stone that we've not been able to turn yet, whether it's an employer who also wants to provide incentives. So please help us get the word out, because it's vital for you and it's vital for us. If we can do that together, perhaps we can have a greater impact than what employees and board are able to do. So I appreciate your being here, and your voice can be really important now in the future.

Gunther Von Hoffman:

Yes, I remember what I was going to say. As studies have shown that people will take the bus, bus, or any kind of public transportation if it's in one mile of their residency, but if it's going to be farther away than that, then they're not going to do it. Then I think the businesses I get on board too about it. I mean, they're always talking about trying to reduce turnover, but they can't do it. Can't do it. They're going to keep they're not going to throw the support behind but I also think they ought to, you know, try to make steady work schedules for their employees. Otherwise, it's going to be hard for people to catch a bus if they're all of a sudden, you know, their work schedules change all of a sudden. You can't have a lot of busses if people don't know when they'll be able to Go home and catch the bus.

Deborah Glover:

I'm glad to hear that GMT is thinking about the most vulnerable of our population. And I hope you don't limit that to just people going to treatment centers, because a lot of people living in the community, take their bus, and I don't like to see the board lobbying for more busses. And one of the reasons because there's such a good social network here.

Romeo Von Hermann:

Also has an impact on businesses and visitors that come to the city, and I sit on the marketplace commission, and I think there'll be very much interested and the impact that this is going to have, I'm sorry, the impact that this is going to have, I sit on the marketplace commission, and we often discuss on how business is going and what is happening in downtown, especially the marketplace. And the busses do go through the marketplace, but also bring folks to the marketplace as well. So having to cut services will have some sort of impact on visitors coming from abroad, especially Canada and just, you know burlingtonians living out here who want to shop and play and live out here as well. So it'll be great to have you know, somebody from GMT to come to the American police commission, maybe the Copco meeting, meeting after just to kind of let them know this may or may not be the impact that's going to have on what sales going to look like down the line, Burlington, so on and so forth. So they can only get back to that. I might just share that.

Charlene:



I have a lot of things to say. So I just want to go back to your comments. The state has had a lot of incentives to switch over to EVs, but I think in the long run, more car we need to reduce the car based, centric nature of Vermont. I mean, I think that's something that is kind of finally starting to bubble accumulation wide, that having a car based society isn't good for all the people inside it drops a lot of people off the edges who can't afford a car, who can't have a car for medical reasons. So EVs are not the answer. It doesn't reduce all of our footprint. The pollution off the tires on EVs is just as bad as the pollution off of combustion engines. Busses are the way to do it, and I don't think that we can expand routes until we fill the routes we have beginning, we have to figure out how to make the routes we have more appealing and fill those busses. Not so full that I can't find a seat.

Gunther Von Hoffmann:

Well, the piggyback on what this gentleman said, I think you I think you and him get together and do an economic impact on how much revenue the Burlington is going to lose, since it depends upon heavily on, on, you know, tourism all the time, and from the local people. So, yeah, do a report. Report something on, on that, that thing, when regards to the various fiesta events, and, like I said, in boat, Dragon race event, and then the winter, winter stuff. So yeah, you gotta get the you gotta get the local Chamber of Commerce and the US Chamber of Commerce on board with this stuff. I mean, I hate to say this, but business people don't look at the don't look beyond their spears like cops. They just don't they don't look beyond their confined bubble.

# Virtual Public Meeting #2

Wed, Oct 9, 2024 5:00 PM-Zoom

Please note that these comments are transcribed from a voice recording of the meeting and only small edits (such as correcting the spelling of names, towns, etc.) have been made.

Thomas Caswell

I have to do because I have to, because I can't. I don't have a lot of time and if sleep early. So, so I speaking a lot. I was at this couple meetings last month, I said, but I think one thing that's come on my mind, talked about that I want to talk about. And can you hear me? Wait May. Can you hear me? All right, absolutely, okay. Good, good. I got something on my screen missing. Like, what the heck is that? So they talk about, and I kind of learned it. Learned some about the I used to work at Green Mountain South Africa, which is this Mont failure, and there is a chance that could end up going back to work again, and some capacity, in some capacity, capacity. And also, speaking for potential, either employees, those that go up and down once in a while, their offices are in proper extreme on pillar, so you can easily get a my ride from the transit very quick as you have to have, have to end. And my worry is that the compromise that seeing the Montpelier league either get eliminated, reduced or compromised, could have a negative impact on that service is on that service. When I used to work there, had to find a way a deadbo I would but when I used to down there, I would take one of the last two busses from montpe, from Montpelier to Burlington, as I do today, sometimes dead signs. And I want that service, definitely. Want that service, service to stay, is to stay so I'm big after speaking on just on the behalf, not for them, a couple of repeats. Just doesn't want to because my thinking is that the to Wilson es, I don't want to lose that install connection from Walmart to will or Amtrak so track on Saturday, because it's viable. It could a compromise that maybe you might be able to come up with, if so is to only have the only have the salary source, either between travel team, Walmart in Amtrak, Essex experience or market 32 which is market 32 and Essex center. Good point. Another one is like, is that I, you know, like Jamie, you know, AI emailed you last month about this is, is that? Is it to keep so Jericho Underhill residents can still keep their service. So to see the see that, if has to be eliminated, eliminate replaced with a new logo route that goes between Essex and track and Jericho and Jericho, so those and around that quarter can still have that serve as that service. And maybe turning into a local route will allow more surface frequencies instead of board trips. Four trips. I mean, who needs a bus? Who needs a bus into Jericho, unreal area, four in the morning. I know that. I know that. I know that rally is usually it's worth right now, not known to go and pick the goal up and to bring him to work in the morning, to Burlington. To early Burlington, best suggest so my the jerk is my hometown, by the way, so I don't, don't have to leave those paths. Don't leave to have those catheters out in the cold. It's out in the cold, yeah,

Pallas Ziporyn

Thank you for hosting this. And I have some prepared remarks. And I know to some degree, this is preaching to the fire, but for the sake of the public way, I was devastated to hear about the potential cuts in service. I understand that this is a situation created by lack of political will to invest in a high



quality public transportation system, and I hope that the result of these conversations is that our legislators make this issue a priority. I know that every single one of these proposed cuts will have a profound impact on people's lives, and I specifically want to speak to the ways that I know the cuts proposed on the bus 11 will have an impact. Although, as an aside, although bus 11 is my primary route, I have used some of the other routes in question, including the Jeffersonville commuter I live in South Burlington, and I use the bus 11 regularly to get to work, where and also to school. I work at UVM as a staff member, and I am also a PhD student at UVM. I have used the bus 11 to travel to the airport and even to take my kids to a doctor's appointment after a snowplow failed to show up at my house one morning when we bought our house, we selected it in part because of its close access to public transportation and most notably the bus 11, which I felt would give my kids access to the city and a degree of independence as they got older, which was really important to me as I've used the bus, I have gotten to know many people that I ride with, and now I understand how important the bus is to their lives. So I ride the bus with fellow staff members at UVM, just like me and people who work nearby at the medical center. There is very limited parking at these employers, so taking the bus is actually more convenient in many cases than parking, which is definitely the case for me, and it helps us avoid the parking nightmare and allow our colleagues to use those limited spaces. There are also graduate students on the bus. I know many of them, since I am also in a graduate program, and many of them do not own cars. Some of them are from other countries, and they are not legally allowed to drive in this country. They do not have a license, and others are living off of a limited PhD stipend and cannot afford to own a car, so those students rely on the bus to get everywhere. I ride with travelers going to and from the airport. I ride with people who have cars that are in the shop at the repair shop and they're trying to get home or to work while their cars are being serviced. I have met seniors on the bus. The bus 11 runs right past a senior living community, and I often talk to some of the seniors because we share a stop, and many of the people that I ride with cannot, cannot, or at least should not, say, drive anymore. And going on the bus is a lifeline for them. They rely on it to go to doctor's appointments and of access cultural events downtown. There are also people coming to and from the food shelf on Dorset Street in South Burlington, and the bus line passes by a health clinic that gives critical treatment to Vermonters experiencing addiction and trying to get help. So when I heard this bus line could be terminated, I honestly had trouble sleeping. A lot of these remarks were written at about three in the morning. I was wondering, you know, what's going to happen to all these people, especially those who rely on the bus for essential services like medical care and food. I know another option on the table is rerouting and fundamentally changing the bus 11 route instead of completely cutting it. And while I support our city's desire to connect Shelburne road to Market Street, I would like to emphasize that people who are relying on this bus line right now are still there, and we have chosen our homes, taken jobs, and planned our lives around this bus route. And while I totally agree that it would be great to connect those two important court corridors, if that happens, I hope it is not at the expense of decimating connectivity that many of us rely on in our daily lives. Some people in this community, unfortunately say that bus lines should be cut if the ridership fees cannot sustain their expenses. I really have a hard time understanding that kind of thinking, because busses are a critical part of infrastructure. They are like a low A park, our parks or a local road, something that should be a part of a well run community. Nobody expects Dorset Street to pay for itself. There is no. Hole to drive down Dorset street, but if a bus runs down it, apparently it has to be a self sustaining bus. On fares alone, it's hard to quantify the good this bus does to our community, and I shudder to think of what will happen without this critical resource, and I am frankly shocked and embarrassed that our legislators would

allow us to kneecap our public transportation system in the age of climate change and lots of local pledges to reduce car culture and build sustainable infrastructure, how can we decimate such a core part of it, while cities like Seattle are expanding their public transportation system to widen coverage and improve reliability, we cut services and eliminate lines year after year, it will inevitably decimate the whole system unless we turn this around. Now, I also know people feel very financially strapped in Vermont right now, after a lot of local tax increases across the state, but I think we need to think about the true impact of our decisions, and I urge us to prioritize sustainable transportation and good public infrastructure. We must invest in this critical resource, and the bus 11 in particular is really a crucial connector, in my view. I'm sure this is true of every bus line, but I really hope that we recognize these individual stories which are there every day. If you ride on any bus, you'll hear them. It provides us more. It provides more value to the community than a chart with ridership numbers which I see presented can fully capture. And I hope that we are successfully through this testimony and other communications that you guys are doing are, I hope that we can convey this to the people making the funding decisions. Thank you,

Caitlin Hollister

Terrific. Thank you Clayton. And I just really want to echo a lot of what's already been said. I feel much the same way, like Palace said about the 11 about the 86 it's our only bus in Waterbury in those directions. We do have one other service to Montpelier, but not to Burlington, and one to, you know, towards the north, to stone marsville. So however, it might be protected, and even if that means through a different service provider, I want to support that, and I just want to go on record. And I think the number of cars that we're keeping off the road is dramatic. And again, for those folks who don't drive or don't have that access. It's huge. So I'm just, I've been so grateful for the service. It's certainly informed our decision to live in Waterbury, and specific part of Waterbury where we are. And I'm just grateful that there are, I think, four runs in the morning and four in the afternoon, and one midday, and the midday actually has a lot of people on it, so even if that had to be reduced, but there was still some access that didn't involve all of us getting in our personal vehicles. I just really support that. I make a sometimes fairly inconvenient route because I just love the bus and having that option over driving. So again, thank you all. I know I am speaking to an audience that wants to protect this and I am grateful for those of you at GMT who are doing this work to try to manage a really dire situation, and I will continue to do this advocacy with my legislators as well. So thanks again, folks.

Ellen Kaye

Yes, so thank you for having this hearing. I am another writer of the 86 and I live in Barre. When I moved to Barre, I thought I was still going to be working in Plainfield, and within six months, I was working at UVM, and there's no way I could have that job and keep that job without this bus. And there are many riders on the 86 from Montpelier, which is where I originally. Eight every day. I've gotten to know people for five years now, there are a couple of folks who go up on a daily basis. One of them uses a wheelchair, and they go for the free meals that are really good in Burlington. That's a service for them to be able to get out of town, and also to get to a place where there's more support for them. I've gotten to know them over the years. I'm also the CO president of UVM staff united. So that's the staff Union at UVM. We care deeply about UVM subsidizing GMT, which it does if you are an employee or a student at UVM, you show your card and you ride. This is very important, and it goes with uvms. Mission, stated mission, to cut down on greenhouse emissions, to discourage everybody from driving to

campus, to cut the traffic in Burlington, which can be terrible, really heavy. And if all of us who are on those busses, you know, say there's even just say there's even 15 or 20 people on the bus every day, and sometimes there's a lot more than that, that cuts down all of those people would be in a single car, right? So I want to I Palace, what an incredible thing you wrote. Thank you. Palace said everything I could say. I think anybody could say, it's a public good. This is a public good, and I agree. I think the point is strong about the fact that, you know, I didn't realize that all that, that ridership contributes to, what did you say 10% it's out. It's as it should be, because this is, this is a public good. We in a we're in a rural, beautiful state. People live far away from everything. Busses are absolutely needed, and wealthy people don't take busses. Working people, poor people take busses. And we've seen it in Barre. I mean, I know you're not talking about cutting the berry roots any more than they've been cut, but there are some people who would not be able to access services or food or jobs or anything without these busses. So, yeah, I think it sounds like it's a legislative issue that we've got to we've got to press the legislature to realize that this is a public good, just like water treatment and all of the other public goods that we have. But I won't be able to keep my job at UVM without this bus, and I may have missed it earlier, I did want to ask a question. Um, what did you say when you went through the busses? I heard about the Jeffersonville commuter and the Saint Albans. I didn't hear what you said about the 86 because I found that chart very confusing, especially about our bus. I didn't know what that meant. Can you explain? And so

Connor Daley

Yeah, absolutely. Thank you so much for hosting this, and apologize. Apologies for being a little late. I had another I had a board meeting, and they're all talkers, so I apologize. No, I just wanted to say thank you so much for hosting this, and I apologize I didn't hear the like there are other speakers, especially Palace Ellen. Thank you so much for those, like, wonderful words. And if I could, I'd like to reiterate the connectivity that GMT provides. Clayton, Jamie, I think you both heard me say this before. I'm actually over in Lyndon right now in the kingdom. Both my parents are aging. I live in Winooski, and two, sometimes three times a week, I'll take the RCT from Lyndon to st J, from st J to Montpelier, Montpelier to Burlington, and Burlington to Winooski and back. And oftentimes the total wait times between busses is 20 minutes. That's it works well with my my schedule, but I wouldn't be able to do this. I wouldn't be able to support my home community like that if it wasn't for these services, especially the 86 so I would like just to reiterate how much how important GMT is to that connectivity. I I gave up my car for, you know, carbon reasons seven years ago. Not everybody in Vermont is able to do that, and I recognize that privilege. But if we want to continue investing in decarbonization in public transportation, then I completely agree that we need to pressure the legislature, which, in my opinion, has been pretty failing at making this a priority. And one thing I'll add, I think, to Ellen's point, I think it was the former mayor of Bogota said a developed country is not a place where low income people have like, not every low income person has a car. It's where rich people use public transportation also. So we can also work on that.

Kim

I have a question about the sale of is I take the St Albans once a year, every year for Thanksgiving, up what's that shop, sir, Highgate shop is there? Would you say all this bus still stop there at Highgate shopping center?

Brett:

Currently I am at work and am unable to speak but just wanted to share my thoughts. I share very similar views and Pallas. I live on the 11 route and work on the 6. I have very poor vision and growing up knew Chittenden county had to be my home if I were to stay in the state. Currently I work 6 days a week to afford living in the county. I worry what this will do in the near and far future for me. The bus is more than transportation it is life for those that rely on it. I was wondering what Clayton your unofficial thoughts were on South Burlington's dream to connect the Dorset/market street to Shelburne rd. Also I think it's fairly obvious yet how can us riders support GMT better and all of these critical routes.



**FY26 Public Budget and Service Adjustment Meeting Minutes**  
**Monday, January 13, 2025**  
**101 Queen City Road, Burlington VT 05401**

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*The mission of GMT is to promote and operate safe, convenient, accessible, innovative, and sustainable public transportation services in northwest and central Vermont that reduce congestion and pollution, encourage transit oriented development, and enhance the quality of life for all.*

---

1 **Present**

2 Nick Foss, Director of Finance  
3 Chris Damiani, Director of Planning  
4 Clayton Clark, General Manager  
5 Jamie Smith, Director of Rider Experience  
6 Connor Smith, Capital Projects Manager  
7 Ash LaBombard, Marketing and Outreach Coordinator  
8 Scott Ballard, IT Coordinator  
9 Katie Martin, CATMA  
10 Connor Daley, Member of the Public  
11 Mary, Member of the Public

12  
13 **Open Meeting**

14 Director Foss opened the meeting at 12:31 PM.

15  
16 **FY26 Operating Budget Presentation**

17 Nick Foss presented the FY26 Operating Budget, highlighting Urban vs. Rural  
18 funding, the Urban Deficit, GMT's funding mix, municipal assessments, and  
19 changes in expenses. None of the attendees had any questions for Director  
20 Foss.

21  
22 **Service Adjustments Presentation**

23 Chris Damiani presented on the next round of service adjustments, which  
24 include approved changes to the Milton Commuter/Saint Albans LINK Express  
25 and Montpelier LINK Express, and proposed changes to the #5 Pine St, #9  
26 Winooski, #10 Williston/Essex, #8 City Loop, #1 Williston/#11 Airport, and Sunday  
27 service. None of the attendees had any questions for Director Damiani.

28  
29 **Adjourn**

30 The meeting ended at 1:25 PM.



**FY26 Public Budget and Service Adjustment Meeting Minutes**  
**Tuesday, January 14, 2025 | 5:30PM**  
**101 Queen City Road, Burlington VT 05401**

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---

1 **Present**

2 Nick Foss, Director of Finance  
3 Chris Damiani, Director of Planning  
4 Clayton Clark, General Manager  
5 Jamie Smith, Director of Rider Experience  
6 Commissioner Henry Bonges, Milton  
7 Thomas Caswell, Member of the Public  
8 Matt DeSorgher, Member of the Public

9  
10 **Open Meeting**

11 Director Foss opened the meeting at 5:30 PM.

12  
13 **FY26 Operating Budget Presentation**

14 Nick Foss presented the FY26 Operating Budget, highlighting Urban vs. Rural  
15 funding, the Urban Deficit, GMT's funding mix, municipal assessments, and  
16 changes in expenses. None of the attendees had any questions for Director  
17 Foss.

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23 Winooski, #10 Williston/Essex, #8 City Loop, #1 Williston/#11 Airport, and Sunday  
24 service.

25  
26 Matt DeSorgher asked about the routing of the Milton/St. Albans LINK Express  
27 combo route. Thomas Caswell gave general feedback about the service  
28 reductions.

29  
30 **Adjourn**

31 The meeting ended at 6:30 PM.



### **Community Feedback Collected by Teamsters in Franklin County**

GMT union employees are members of Teamsters 597. Members of the union created a public feedback form and have distributed them to members of the community served by GMT's Franklin County operations. Teamsters 597 has stated their opposition to transferring GMT's service to a non-union provider.





GMTA ST. Albans Drivers

The Vermont Department of Transportation has submitted a plan to privatize GMTA Rural Service in St. Albans as a way to cut costs. Currently, GMTA is staffed by several long-term, reliable employees who have fought hard for their benefits over the years. Currently VTRANS is proposing to move the service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name:

Address:

REMARKS: I HAVE ALWAYS LIVED BY IF ITS NOT  
BROKE DON'T FIX IT. LEAVE IT ALONE. I HAVE  
BEEN WITH GTMA A LONG TIME & THE MEN & WOMEN ARE  
VERY RELIABLE & GREAT. MY PERSON IS DEVELOPMENTALLY  
CHALLENGED & SHE DOESN'T LIKE CHANGE. SHE WILL BE VERY  
UPSET WHICH I WILL HAVE TO DEAL WITH IT. LEAVE IT ALONE

WENDY CAMPBELL  
91 CANADA ST.  
SWANTON VT. 05488





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Name: STEPHEN TENNEY Address: 6 EAST ALBURN RD

REMARKS: I HAVE BEEN RIDING GMTA FOR  
16 YEARS & DO NOT THINK RCT WILL  
NOT BE GOOD IN THE AREA I KNOW ALL  
THE DRIVERS ON THE ROUTE AND THEY  
ALL KNOW ME SO PLEASE DO NOT LET  
RCT IN THE AREA THEY ARE DEPENDABLE  
I HAVE NOT BEEN LATE FOR WORK SINCE  
I HAVE BEEN RIDING GMTA





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Name: Levi Address: LAKE ST.

REMARKS: the bus has been really good to me.  
I really depend on the bus to get to work  
I have no Lisencc, The bus drivers are  
really nice I would be able to get to  
work if ~~it wasn't~~ wasn't for the  
bus.





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Name:

Address:

REMARKS: Steven Murray 41 Farrar St Apt #5  
Richford VT 05476 I ride the bus to and from  
work Monday through Friday.





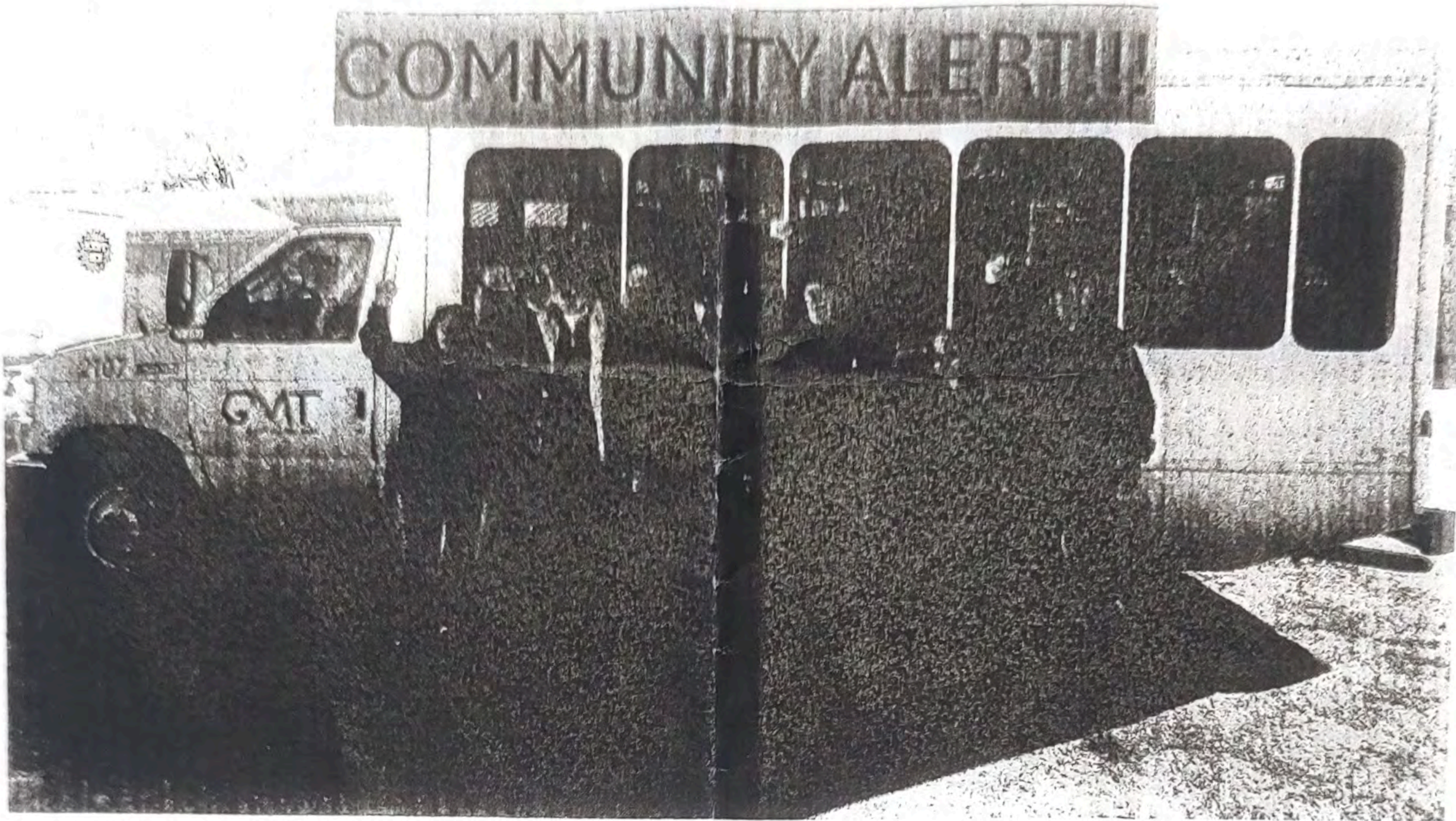
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Name: Joscelyne Knight Address: 5 Victoria Lane Apt. 207 St. Albans

REMARKS: The bus is always on time and always friendly  
drivers, very dependable. Employees would  
go out of their way to help you out.





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Name: DONALD ORDWAY Address: 153 FEDERAL ST ST. ALBAN VT 05478

REMARKS: HAVE BEEN EXTREMELY SATISFIED WITH GMTA. HATE TO SEE A CHANGE





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Name: David Horn Address: 153 Federal St St Albans VT

REMARKS: GMTA buses are a vital service for the elderly & disabled population. For many it's their only mode of transport. A merger with RCT, of which I am familiar would be a very bad thing for us. We rely on these buses to live, and this will hurt many many people. Please do not do this to us. GMTA is familiar with the riders and routes.





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Name: Joy Mashtare Address: 69 First St Swanton VT 05488

REMARKS: Please leave GMTA Along  
I'm disabled, with no car or  
realistic means to get to a store.  
I'm willing pay a fee. TAXI's cost  
\$50.00 Round trip. Please keep the  
GMTA, and the good bus drivers  
on line. Why do the low income  
working or retired people always have to  
give up first? That's at the  
top cost.





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Name: Darlene Seruggs Address: 8 Church St APT 10 SWONTON VT 05488

REMARKS: To whom it may concern. I am very content with all the drivers and services that they offer and I would truly hate to see any changes take to another company coming in. Please take this into consideration. I'm very pleased with how it is.





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Name: Alfred Ratts Address: 24 King Street St Albans Vermont

REMARKS: Sounds O.K. The customers will  
have to pay more money.





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Name: *Matthew Pace* Address: *20 Kingsman St.*

REMARKS: *I need this bus to go and get home from  
work at Hannafords every week day and some  
Saturdays. Without this bus I would have to quit  
my job! I live in a homeless shelter, I can't afford  
a taxi. ~~and~~*





GMTA ST. Albans Drivers

The Vermont Department of Transportation has submitted a plan to privatize GMTA Rural Service in St. Albans as a way to cut costs. Currently, GMTA is staffed by several long-term, reliable employees who have fought hard for their benefits over the years. Currently VTRANS is proposing to move the service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Dustin Blouin Address: 1736 Ridge Rd Fairfield, VT 05455

REMARKS: \_\_\_\_\_

This is not fair for a hard working  
bunch of folks





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Name: CORY DAVIS

Address: 5488 VT. 100 HYDE PARK, VT 05655

REMARKS: \_\_\_\_\_

I feel this is very important  
to our community and many people  
look forward to this service and the  
drivers.





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Name: Ryan Gordon Address: 19 Turkey terr. Swanton VT

REMARKS: Gmta mean alot to this area,  
Justs looking at money and making  
a vote is wrong. you should spend  
time with the drivers to get a feel  
of what you want to ruin. there  
must be another way to cover  
the short fall in FUNDS!





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Name: Arthur J. Vento Address: 1051 Sandy Birch Rd, Georgia VT

REMARKS: Privatization of this valuable resource would not be, in my opinion, in the best interest of our community. Keep this service funded.

Thanks,

Arthur J. Vento  
Arthur J. Vento





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Name:

*Phil Neal*

Address:

*123 meadow lane highgate ckr VT 05459*

REMARKS:

*A lot of people depend on GMT services*

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*GMTA ST. Albans Drivers*

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Name:

*Chalal*

Address:

*4892 Gore Road Highgate*

REMARKS:

*Lots of people depend on this service*

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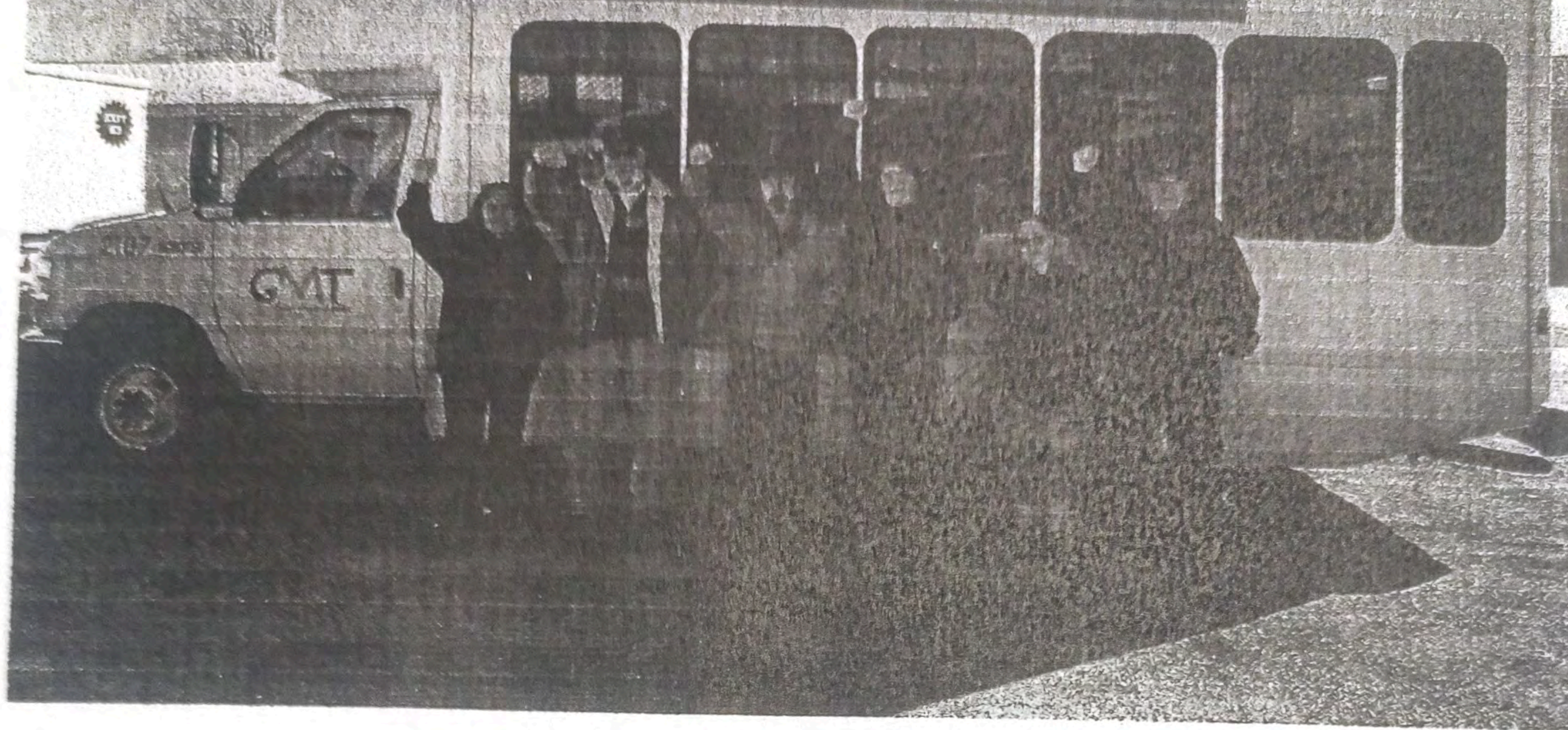
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# COMMUNITY ALERT



GMTA ST. Albans Drivers

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Name: *Miles Sweeney* Address: *Sheldon Rd Swanton*

REMARKS: *Important service for seniors*  
*In Franklin Co,*





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Name: Riley Horsford      Address: 867 Lower Newton Rd. St. Albans VT 05478

REMARKS: I don't think our local drivers should  
be losing their jobs.



# COMMUNITY ALERT!!!



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Name: ADAM Badger Address: Charles Circle

REMARKS: BAD TO EA - Don't do it





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Name: Laela Paquette Address: 9 Dawns Way Swanton VT 05488

REMARKS: ~~Laela Paquette~~

Keep local residence employeed, keep  
local jobs in the community-





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Name: Pauline Brodeur Address: 123-1 Comstock Rd, Swanton, VT 05485

REMARKS: I know this is a reliable service &  
help so many people -

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Name: Katie Hakey Address: 72 Fairfield Street St. Albans Vermont

REMARKS: The GMT bus service helps me get to and from work without it I would loose my job.  
The drivers are amazing friendly and hard workers.  
I know a lot of people would have a hard time getting around without the service, we do not mind paying for out travel on Gmt please do Not get rid of them.





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Name:

Address:

REMARKS: This route is a life saver  
very needed, Drivers are very nice,  
friendly!!

John Sanborn  
oak st. St. Albans





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Name: NAN NUERBEL Address: 84 Lincoln Avenue  
St. Albans, Vermont

REMARKS: \_\_\_\_\_  
In my experiences with privatization have not gone well. As mentioned in the paragraph above the cutting of costs can not only include lower pay but maintenance could also be reduced resulting in potential safety issues





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Name: Tammatha Courchaine Address: 121 Province St, Richford, VT 05476

REMARKS: please Don't ruin our bus Route & drivers.  
Those of us in Rural Richford depend on this  
bus to get to work, Doctors, & other important  
appointments etc. We also depend on well  
trained & competent drivers to get us  
safely to ST. Albans & home in a timely manner.





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Name: MARC LARNOYER Address: 716 LAMKIN ST, HIGGATE

REMARKS: ALBURG - ST. ALBANS (115) IS A VITAL SERVICE FOR  
MYSELF AND MY ONLY WAY TO GET TO WORK. IF RCT IS  
WILLING TO CUT DRIVER WAGE & BENEFITS, WHAT IS THE NEXT  
STEP SHORTENING OR ELIMINATING THE ROUTE ALL TOGETHER.  
THIS ROUTE AFFECTS OTHER PEOPLE WHO ARE TRYING TO WORK  
AND SURVIVE.





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Name: Allen W Locke      Address: 121 Province st, Richford, VT 05476

REMARKS: Please Don't take away our bus Route & drivers. We are in rural Richford & depend on this bus to get to work & other important appointments etc. We depend on trained bus drivers to get us back & forth to St. Albans & Richford on time & safe. Don't screw this up for us, please.





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Name: JASON COVELEY Address: 570 JEDWARE CIRCLE  
SWANTON, VT 05488

REMARKS: \_\_\_\_\_

DON'T SUCK!

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





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Name:

Address:

REMARKS: It is a service that is appreciated Rose Rison  
Apartment #11 apt 142 Homestead Dr. Franklin VT





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Name: Julie Garceau Address: 777 Fisher Pond Rd  
St. Albans, VT 05478

REMARKS: jawest@hotmail.com

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Name: Stacy Sillway Address: 142 Homestead Dr. Franklin, VT

Manager - Franklin Homestead; Carriage House  
REMARKS: \_\_\_\_\_

Services from GMTA are critical for our  
senior residents to access health and  
other services. I understand serving  
rural areas is expensive and may not  
be advisable to a private provider. Any degradation  
of transportation services would be a  
serious negative impact on rural  
seniors health + wellbeing.





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Name: *Nathan Banyea*      Address: *1529 Highgate Rd., St. Albans VT 05478*

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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Name:

Address:

REMARKS: I have utilized GMTA for many years for my clients  
transporting to + from appointments. My clients look forward  
to riding the bus they have formed a bond of trust + friendship  
with their drivers, and in return it helps the care providers the  
family to ease their minds. GMTA is just not a bus service  
it is our clients secure way to make appointments that  
have been scheduled for months, knowing its a guaranteed  
ride.

→



The drivers that G.M.T has already in place are more than drivers. They have become family, friends information guides a great asset to our community.

These drivers have proven their dependable, responsible and their commitment to provide above and beyond dedicated loyalty to G.M.T and the public they serve.

WE WANT - G.M.T !

CATHY BENWAY  
103 QUARRY HANE  
SWANTON VT 05488

NOT VTRANS



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Name: Randy Lizotte Address: 110 Hawks Nest

REMARKS: I use the Bus system to go to and  
From work to appointments that are local  
and do shopping if you let this change happen  
I may have to quit my job and go on public  
assistance which will cost the government  
more money and I'm not the only one that  
uses the bus for these reason so overall it will cost  
more in public assistance there must be  
another way to solve this issue please fight  
for an alternative



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Name: Johanna Silverman Address: 189 Rt Route 109 / Warendale, VT

REMARKS: Our patients heavily rely on these services, it would be detrimental to our community members who benefit from this service.



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Name: Raymond Doming Address: 37 School St, Sheldon, VT 05483

REMARKS: I Ray Doming Depend on GMTA and their  
experienced drivers to to get me from Sheldon to  
my work, without them I will lose my job  
and be homeless. Thier professional ~~and~~ <sup>and</sup> ~~coections~~ <sup>coections</sup>  
and know their Routes  
Big Thank-you To Them!



GMTA ST. Albans Drivers

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Name: *Ann Sturtevant* Address: *Swanton, VT*

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Cheryl Kilburn  
Constance Kilburn  
524 Perry Rd  
Swanton, VT 05488

1/21/25

I am saddened to hear that RCT maybe taking over operation of GMT Routes in St Albans.

This transaction will not be good for Constance Kilburn nor for myself. Constance (Connie) has Alzheimers and she is in her last stage of the horrible disease, Change is the last thing she needs right now. Connie has been riding GMT for about 6-6 1/2 yrs to Care Partners, She enjoys the drivers each day that take her there and bring her home. Each driver we know by name and Connie knows them by their faces, this change is going to throw Connie way off, because she won't know the new drivers from RCT. I know from experience that not all RCT drivers have the compassion and patients nor the kindness that the GMT drivers we got to know on a daily basis.

This change is going to make Connie anxious, scared, not to say I will be uncomfortable also not knowing ~~the~~ the drivers. GMT drivers have been so kind, patient and show so much compassion and really delivery to the people on their routes.

GMT is going to lose out on some Really wonderful drivers, these drivers are Not Replacable. over →



Also GMT drivers make it their mission to get to know the people that ride their bus. Connie and I appreciate that very much. Please Reconsider this transaction with RET.

*Q Akulapw*



life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Jeanette Rose-Ries Address: 7 Sam Hannah Drive, Swanton, VT  
05488

REMARKS: \_\_\_\_\_

Our patients rely on GMTA Services. Our patients  
have wonderful things to say about their kindness,  
reliability and service they provide.

\_\_\_\_\_

\_\_\_\_\_



who have fought hard for their benefits over the years. Currently VTRANS is proposing to move the service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Julie Longway Address: 281 County Rd Swanton, VT 05488

REMARKS: GMTA is a Great St. Albans public service. The local drivers

know the area and clientele. We have many clients who feel the necessity to know  
their driver. To privatize this service would have the potential to have  
drivers who are not familiar with the area or clientele. In the long run,  
as we have experienced, once a company has replaced a local  
company, their service rates rise, employee turnover is higher,  
employees rate of pay and benefits change (sometimes NOT in favor of  
the employee).

I support keeping GMTA and their long term staff. They do a  
great service for St. Albans.



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Name: Alexis Vort Address: Hawks nest 110 Stal town VT

REMARKS: This transportation will  
affect me with get groceries and doctors  
appt. and I can't drive becous my  
disability ALW



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Name: Mark Gimonard

Address: 2613 Bullard Rd.

St. Albans, VT, 05478

REMARKS: GMTA is great for the  
community. It would be a great  
loss if taken over by RCT.



St. Albans as a way to cut costs. Employees who have fought hard for their benefits over the years. Currently VTRANS is proposing to move the service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name:

Address:

REMARKS: A move like this would disrupt + destroy the relationships that have formed over the years GMTA has served as our transportation. The routes are well established and everyone knows the drivers and they know us. This makes for a pleasant commute, a reliable driver experience and less stress on us seniors who depend on getting around easier. Many seniors wouldn't adjust well to this change in their lives →



We know when we will arrive at our destination,  
which is Care Partners Day Center for me. We have  
established schedules and depend on our drivers. GMATA has  
been excellent with their service and very difficult to  
replace. We NEED GMATA.

It's local and part of our community; a ~~structure~~  
vital link. I can't imagine having to depend on a  
company that has no ties to our community, nor care.  
They don't know anything about us and communication would  
be strained AT LEAST. I foresee many problems with  
this change as well as the safety concerns that  
would be uncertain to say the least.

Everything is working fine the way things are  
and why should there be such a large disruption in  
our ~~lives~~ lives. Please don't change.

Paula Button  
20 Blake St. unit 13  
Swanton



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Name: Scott  
Columb

Address: 482 VT Rt 78  
Swanton, VT, 05488

REMARKS:

GMTA is the best.



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Name: Bradley  
Brouillette

Address: 482 VT RTE 78  
Swanton, VT, 05488

REMARKS:

I think RCT would be  
bad for the community.



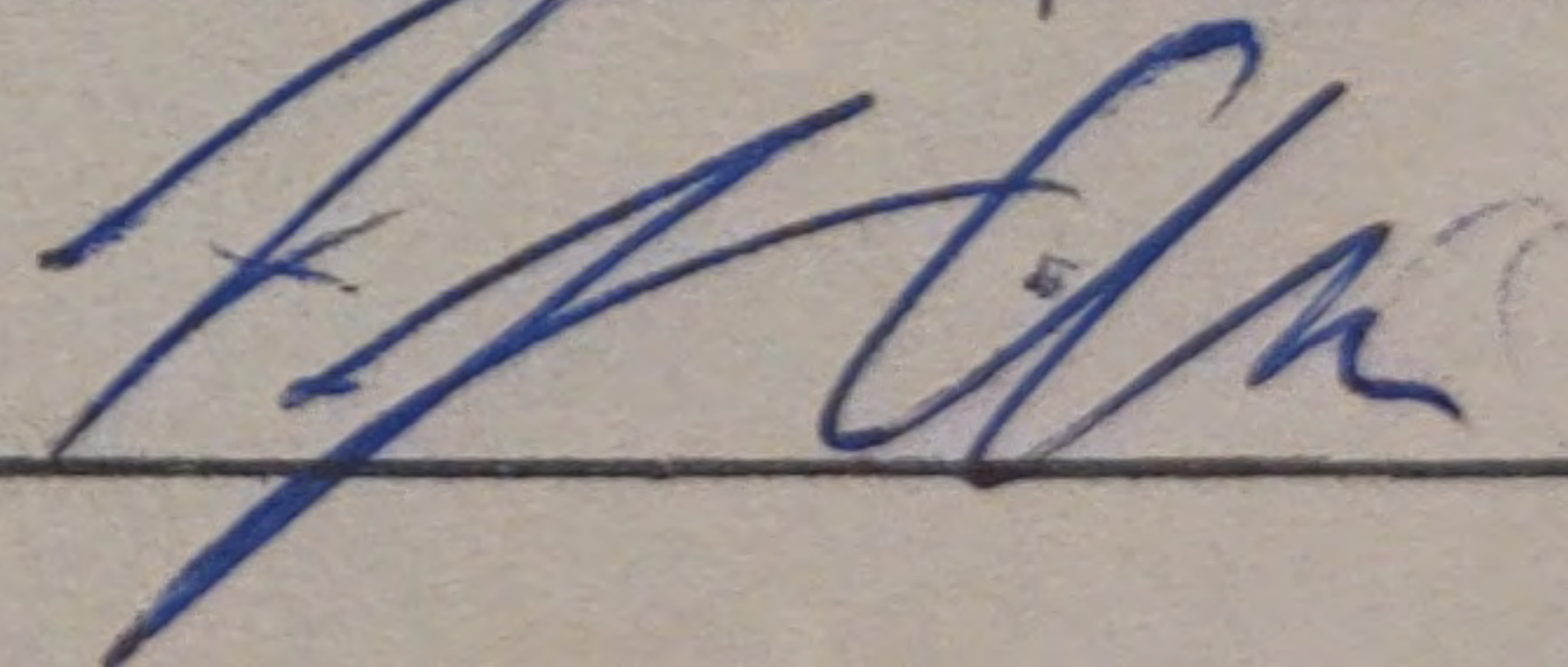
benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Mark Auer

Address: 16 Mountain View Drive, Swanton VT, 05488

REMARKS: For the good of the community, I urge  
we keep private, for profit industry, out of public  
services. The drivers go above and beyond to assist  
their customers, and that will be undermined for profit.

Mark Auer



16 Mountain View Drive

Swanton, VT 05488



who have long service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Jason Patterson Address: 27 meadow lane

Highgate  
VT

REMARKS: these rides are  
necessary to avoid me  
being an undue burden on  
family & friends



service to a vendor named RCT which has no familiarity with the area or the local ridership. Many of the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Sean

Address: 7 Canada Street

REMARKS: This is mode of transportation for so many  
that can't afford to pay ~~the~~ extra to make simple  
needs happen. People know all these drivers  
as family.



the workers will not be able to afford to keep working at the bus company if not slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Tara Wright Address: 642 Sheldon Rd Apt 3  
ST ALBANS VT 05478

REMARKS: \_\_\_\_\_

The drivers are fermiler with  
the riders, the drivers are vary  
nice to the riders, The drivers  
like the jobs they have. So  
please just leave GMT the way  
it is. Thank you



the workers not be able to...  
benefits to levels comparable to its other locations, potentially leaving the St. Albans area without  
experienced drivers. This could be your only chance to tell your legislators how this will impact your  
life, so they can take this into account when deciding whether to go along with VTRANS privatization  
plans. Let them know your thoughts below (leave a name and address, we will be entering these into  
the record with the legislature if they are received in time):

Name: Shaun Letourneau Address: 4779 Berkshire Ctr. Rd.  
Enosburg Falls, VT 05450

REMARKS: I use The Bus To get From Berkshire  
To ST Albans And When I am here in the City  
To get to The other end of The City to  
The Stores, Because I have No Car  
And it is Cheaper To Ride The Bus When  
you have a set income.



benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Steven Petelle Address: 1413 Main St. Sheldon Vt.  
05483

REMARKS: I know people that need this service, everyday. The people I know that use it have had nothing but great feedback for the drivers and service. This is not for young inexperienced drivers, These drivers are professionals and need to be treated that way.



...the workers will not be able to afford to keep working at the bus company if RCT slashes their pay and benefits to levels comparable to its other locations, potentially leaving the St. Albans area without experienced drivers. This could be your only chance to tell your legislators how this will impact your life, so they can take this into account when deciding whether to go along with VTRANS privatization plans. Let them know your thoughts below (leave a name and address, we will be entering these into the record with the legislature if they are received in time):

Name: Bailee Martin Address: 18 Finn Ave, St. Albans, VT 05478

REMARKS: This would be a disgrace to the  
community & to the employees that have  
dedicated themselves to this company.





GMTA ST. Albans Drivers

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Name: Paul Hestindt Address: 17 Farrar St St Albans

REMARKS: Stay Public don't privatize

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TWIMC -

I have been a GMT driver for over 12 years, all but 10 months of that as a full-timer. This is by far my longest tenure with any one employer, and it is largely for three reasons. The first would be the group of people I work with, whose dedication to their work and eagerness to work as a team make them a rarity in this day and age. I have four co-workers who have also been here more than 10 years, including several approaching the 20-year mark.

The second reason would be the appreciation of the people in the communities <sup>we</sup> serve, who have told me many times how important our services are to them in living their daily lives, for such things as getting to work, shopping, doctor's appointments, etc. Many of them are elderly or disabled people for whom such things would otherwise be extremely difficult.

The third reason is that I have been fortunate to work for an organization that recognizes and values the contributions of its employees. It is a great motivator to feel appreciated for what you do, and I have never felt more so in the 50 years since I entered the workplace.

It saddens me greatly to think of this all ending, or being warped beyond recognition, because of the hope of saving money. If one digs deeper into the claims being ~~made~~ made in support of transferring



our service, they begin to sound like empty promises. Planning to increase reliance on volunteers, for example, may sound feasible to those unfamiliar with the area we serve. The fact is, however, that with a number of large employers based in St. Albans, the pool of potential volunteers found in NEK just isn't there.

I love my job and hope to be able to continue doing it. I hope this ~~is~~ information helps reach a decision acceptable to everyone.

Brian Sprague  
Brian Sprague  
447 Reynolds Rd.  
Georgia VT 05478





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Name: Roberta Schmudden Address: 992 Franklin Park W - STA

REMARKS: This is a very wonderful service  
Please don't make unnecessary changes! RS





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Name: Lisa Moulton Address: 1360 Larkin St. Highgate VT 05459

REMARKS: Why change what is obviously working well. My participants are happy with the people who drive the GMTA buses. I vote not to replace these people, they do a lot. Don't cut their pay or benefits. Please leave well enough alone!!





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Name: Tammy Clark Address: 170 Lake St St. Albans

REMARKS: I don't want to lose GMTA.

they are reliable, they always run  
and I always make it to work,  
count on them everyday of the week.  
They are friendly and are willing  
to work with you. I hope we keep  
GMTA.

Tammy Clark





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Name: *Sue Reyno* Address: *5 Maple Street St. ALBANS, VT 05478*

REMARKS: *I Depend on the Bus to take me to and from work 5 days a week I have no other transportation. And Saturday is the only time I can go and get my groceries I do not have money for a cab*

*1-20-2025 Thank you*





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Name: LAWRENCE Address: 12 Lower Guilford  
ST. ALBANS #2 ST. ALBANS

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





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Name: Kevin Campbell Address: 20 Kingman St - Saint Albans VT.

REMARKS: ~~Kevin~~

Complaint for rides in the city.  
All bus drivers are helpful +  
friendly.





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Name: Lisa T. H. Pino Address: 224 Lake St, St. Albans, VT

REMARKS: Hello Please do NOT cut the St. Albans

bus service at ALL! I use it almost daily  
because I don't drive. I use the St. A. bus to get  
to & from work, get my groceries, go to Dr &  
Dentist appointments, & other necessities, Please  
keep it running AS IS - INCLUDING all its  
employees. Thank you.





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Name: Jesse Reed

Address: 123 Danlow Rd Enosburg Falls VT

REMARKS: GMTA Gets me where I need To Be

I Dont have any Faith in VTrans to get

The Job Done