



Green Mountain Transit Board of Commissioners Meeting Agenda

Tuesday, July 21, 2026 | 7:30 AM

101 Queen City Road, Burlington, VT 05401

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.

Attendees may join in person or remotely via Zoom:

Video Conference: <https://us02web.zoom.us/j/7507551826>

Phone-in Audio Only: +1 309 205 3325 US

Meeting ID: 750 755 1826

1. 7:30 AM – Meeting Called to Order
2. 7:31 AM – Adjustment to the Agenda
3. 7:32 AM – Public Comment
4. 7:37 AM – **Action:** Consent Agenda
 - a. Board Meeting Minutes (June 16, 2026)
 - b. Check Register
5. 7:40 AM – **Discussion:** Chair Remarks
6. 7:45 AM – **Action:** Diesel Procurement – Connor Smith
7. 8:00 AM – **Action:** ATTAIN Grant Application Approval
8. 8:20 AM – **Presentation:** Vision Committee Update – Bethany Clark
9. 8:35 AM – **Presentation:** VTrans Outlook – Ross Macdonald
10. 8:50 AM – **Discussion:** Board Committees – Clayton Clark
11. 8:55 AM – **Presentation:** Service Committee KPI Teaser – Chris Damiani
12. 9:00 AM – Committee Reports



13. 9:10 AM – **Executive Session:** Personnel Matter

14. 9:30 AM – Adjourn

Next GMT Board of Commissioners Meeting Date: August 18, 2026

Notes:

- Persons with disabilities who require assistance or special arrangements to participate in programs or activities are encouraged to contact Jamie Smith at 802-540-1098 at least 48 hours in advance so that proper arrangements can be made. Hearing disabled patrons can contact GMT through the Vermont Relay Service (711).
- Free transportation to and from GMT Board Meetings is available within the GMT service area. To make advance arrangements, please call GMT's Customer Service Representatives at 802-540-2468.



Green Mountain Transit Board of Commissioners Meeting
June 16, 2026 – 7:30 a.m.
Board Room, Burlington, Vermont and Zoom

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.

Present:

Commissioner Amy Brewer, Williston
Commissioner Paul Bohne, Essex Town
Commissioner Henry Bonges, Milton
Commissioner Ilona Blanchard, South Burlington
Commissioner Susan Grasso, Shelburne
Commissioner Andrea Suozzo, Burlington
Commissioner Chapin Spencer, Burlington
Commissioner Austin Davis, Winooski
Commissioner Christian Meyer, Washington County
Commissioner Tasha Wallis, Lamoille County
Alt. Commissioner Charlene Tallman, Williston
Alt. Commissioner Paul Conner, South Burlington
Alt. Commissioner Bethany Clark, Essex Town
Clayton Clark, General Manager
Jamie Smith, Director of Rider Experience
Stephanie Reid, Director of Human Resources
Jimmy Johnson, Director of Transportation
Nate Bergeron, GMT Driver
Tim Bradshaw, Director of Grants
Tammy Masse, Controller
Nick Foss, Director of Finance
Will Hodgson, Transit Planner
Camden Blatchly, Transit Data Analyst
Matt Kimball, Director of Transit Infrastructure
Jon Moore, Assistant General Manager
Chris Cole, Director of Transit Development
Peggy O'Neill-Vivanco, Clean Cities Coalition
Dan Currier, VTrans
Sandy Thibault, CATMA
Ross MacDonald, VTrans



Bryan Davis, CCRPC

Heidi Swevens, Member of the Public

Kim Clark, Member of the Public

Reed Nye, Member of the Public

Meeting Called to Order

Chair Brewer opened the meeting at 7:32 AM.

Adjustment to the Agenda

None

Public Comment

Kim Clark made a comment that the removal of the Champlain Farms stop is disruptive.

Heidi Swevens made a comment about the elimination of the #4 and how that will affect them. Heidi also spoke about the impact to paratransit riders.

Action: Consent Agenda

Commissioner Wallis made a motion to approve the consent agenda, and Commissioner Suozzo seconded. All were in favor and the motion carried.

Acknowledgement: Washington County and Lamoille Departures

Chair Brewer acknowledged the partnership and the work that was done with the Washington and Lamoille commissioners and wished them good luck.

Clayton Clark also made comments about the transition being bittersweet.

Action: Election of Officers

Andrea Suozzo- Chair

Susan Grasso- Vice Chair

Ilona Blanchard- Secretary

Paul Bohne- Treasurer

Commissioner Spencer made a motion to approve the slate of officers, and Commissioner Davis seconded. All were in favor and the motion carried.

GM Clark thanked Chair Brewer for her time and for being a great leader. Commissioners shared their well wishes and thanked Chair Brewer for her leadership.



Action: Modifications to 96 Franklin County Commuter

GM Clark reviewed the memo submitted by Director Damiani and gave an overview of the proposed changes. The memo outlined the public process conducted and comments received.

Commissioner Grasso moved to approve the service modifications to the #96 Franklin County Commuter consisting of routing alignment change as outlined in the Board Packet for implementation in the August 2026 schedule change. Commissioner Chawla seconded. All were in favor and the motion carried.

Action: #4 Service

GM Clark proposed a phased elimination of the service, eliminating 50% in August and 50% in the February 2027 bid. This phased approach would allow GMT to navigate the changes to the ADA program, which would affect 76 people. The community is interested in seeing some extended #2 trips from Amtrak to the Essex Experience. GM Clark also spoke about the potential increase in STIC factor values.

GM Clark gave updates on the Town of Essex select board. The town voted to leave GMT, however if there continued to be service in the Town of Essex, they would reconsider. Chair Brewer asked if any Commissioners would be opposed to welcoming them back if they did decide to stay, no Commissioners were opposed.

Commissioner Chawla was in favor of the approach and noted concern for the riders who will lose access to ADA service. Commissioners discussed the service changes.

Commissioner Blanchard made a motion to amend the GMT Board of Commissioners decision from May 19, 2026, to eliminate the #4 with the August 2026 bid. The #4 will be eliminated in two phases: 50% of the service will be reduced with the August 2026 bid and the remaining service will be eliminated in the first bid of 2027. From the August bid until its elimination, service will be spread across the day to approximately the current span; the Planning Department is empowered to schedule the service in the most efficient manner possible for both ridership and cost; ADA service will be maintained throughout the span of the day; and Essex Junction and the Town of Essex will pay their full assessment. Commissioner Suozzo seconded.



Commissioner Blanchard then offered a friendly amendment to include a study of increased frequency and routing of the #4 route that is most productive. Commissioner Grasso seconded.

After discussion, Commissioner Grasso rescinded her second and the Board agreed to continue with the original motion.

After a vote, the decision was not unanimous, so the Chair called a rollcall vote:

Commissioner Chawla—yes
Commissioner Blanchard—yes
Commissioner Grasso—yes
Commissioner Spencer—yes
Commissioner Bohne—yes
Commissioner Davis—yes
Commissioner Suozzo—yes
Commissioner Wallis—yes
Commissioner Meyer—yes
Commissioner Brewer—yes
Commissioner Bonges—abstained

Action: CATMA Unlimited Access Extension

GM Clark went over the work to date for the unlimited access agreement through CATMA.

Commissioner Spencer made a motion to authorize the General Manager to extend the current unlimited access program agreement between GMT and CATMA for service to UVM, UVMMC, and Champlain College. Commissioner Chawla seconded. All were in favor and the motion carried.

Action: FY27 Capital Budget Adjustment

Director Kimball gave an overview of the adjustments.

Commissioner Spencer made a motion to amend the FY27 Capital Budget to incorporate the changes in the proposed FY27 Capital Budget Adjustment enclosed with this memo, and to authorize the vehicle capital purchases as outlined above. Commissioner Grasso seconded. All were in favor and the motion carried.



Action: MOU to Correct Retirement Account Deposit in Urban Operators Agreement

GM Clark gave an overview of the change addressed in the MOU. Commissioner Suozzo made a motion to authorize the General Manager to enter into a memorandum of understanding with Teamsters 597 to make a technical correction to the urban operators agreement as described in the board packet. Commissioner Blanchard seconded. All were in favor and the motion carried.

Committee Reports

Committee chairs gave an overview of their last meeting.

Commissioner Comments

None

Executive Session: Personnel Matter

Commissioner Bonges made a motion to enter into executive session to discuss a personnel matter, with Stephanie Reid also attending. Commissioner Spencer seconded. All in favor and the motion carried. The Board entered executive session at 9:07 AM.

The Board exited executive session with no action taken at 10:01 AM.

Adjourn

The meeting adjourned at 10:02 AM.

Vendor ID	Vendor Name	Document Date	Document Number	Document Amount	
V1340	4imprint, Inc.	6/5/26	106192	3,919.45	2 Marketing and Maintenance Shirt Invoices
V1630	Admiral Consulting Group	6/5/26	106193	9,028.10	Accounting Software
V217	Airgas USA, LLC	6/5/26	106194	361.64	
V1334	Background Investigation Bureau, LLC	6/5/26	106195	953.25	
V284	Brenntag Lubricants Northeast	6/5/26	106196	2,763.65	2 Part Invoices
V225	Burlington Electric Department	6/5/26	106197	4,494.84	7 Electric Bills
V1227	Burlington Public Works-NON Water!!!	6/5/26	106198	168.00	
V226	Burlington Public Works-Water	6/5/26	106199	893.65	
V227	Burlington Telecom	6/5/26	106200	2,432.50	Communication Invoice
V851	Champlain Medical	6/5/26	106201	263.34	
V570	Chittenden County Regional Planning Commission	6/5/26	106202	112,760.54	Raise Grant
V2067	Cintas Corporation	6/5/26	106203	101.28	
V220	Class C Solutions Group	6/5/26	106204	1,570.83	3 part Invoices
V2364	Fidium	6/5/26	106205	2.09	
V250	Fisher Auto Parts	6/5/26	106206	182.27	
V256	Genfare	6/5/26	106207	948.38	
V257	Gillig Corp.	6/5/26	106208	3,664.50	2 Part Invoices
V260	Green Mountain Kenworth, Inc.	6/5/26	106209	585.44	
V261	Green Mountain Power	6/5/26	106210	30.93	
V2276	Lenny's Shoe & Apparel	6/5/26	106211	275.00	
V276	Metalworks	6/5/26	106212	65.00	
V1891	Minuteman Security Technologies	6/5/26	106213	412.50	
V792	Myers Container Service Corp.	6/5/26	106214	217.92	
V2247	Necrason Group PLLC	6/5/26	106215	3,000.00	Legal Invoice
V1878	Otis Elevator Company	6/5/26	106216	587.60	
V1906	Pete's Tire Barns Inc	6/5/26	106217	364.35	
V1682	Primmer Piper Eggleston & Cramer PC	6/5/26	106218	195.00	
V2225	Sunoco LP	6/5/26	106219	39,868.50	2 Fuel Invoices
V273	Transit Holding, Inc.	6/5/26	106220	997.00	
V1683	VHV Company	6/5/26	106221	2,643.87	3 contract and credit Invoices
V2142	Visual Edge IT, Inc	6/5/26	106222	642.32	
V352	Wiemann-Lamphere Architects Inc.	6/5/26	106223	18,497.43	6 Consulting Invoices
V2355	Xerox Business Solutions	6/5/26	106224	448.55	

Vendor ID	Vendor Check Name	Document Date	Document Number	Document Amount	
V2236	Mangan P.I. Pest Control LLC	6/12/26	106225	155	
V415	Amazon Capital Services	6/12/26	106226	4,876.61	42 Office Supply, parts and IT Invoices
V1481	Amerigas	6/12/26	106227	878.24	
V99	Nathan Bergeron	6/12/26	106228	476	FSA Reimbursement
V2213	Shawn Blaine	6/12/26	106229	150	Shoe Reimbursement
V2196	Brady Industries	6/12/26	106230	682.75	
V284	Brenntag Lubricants	6/12/26	106231	3,068.05	Part Invoice
V2339	Jerome Brochu	6/12/26	106232	145.44	Reissued lost check
V226	City of Burlington	6/12/26	106233	3,574.81	2 Water and Sewer Bills
V228	C.I.D.E.R., Inc.	6/12/26	106234	261.89	
V2366	Kaitlin Cane	6/12/26	106235	130	DOT Reimbursement
V2067	Cintas Corp	6/12/26	106236	903.78	
V220	Class C Solutions Group	6/12/26	106237	763.97	
V2104	Community Rides Vermont, Inc.	6/12/26	106238	7,090.94	RIA and E&D Rides
V1528	CSched	6/12/26	106239	38,470.00	2 Bus Scheduling Invoices
V2362	Jennifer Cummings	6/12/26	106240	11.6	
V1627	Eva Cummings	6/12/26	106241	526.05	FSA Reimbursement
V242	Danform Shoes	6/12/26	106242	153	
V1713	DeVivo Bus Sales	6/12/26	106243	293,699.78	2 Bus
V2271	Mike Emmons	6/12/26	106244	387.4	Tool Allowance
V253	FleetWave Partners, LLP	6/12/26	106245	3,862.95	2 Radio Repeater Invoices
V799	Gauthier Trucking Company, Inc.	6/12/26	106246	1,623.94	2 Dumpster Invoices
V256	Genfare	6/12/26	106247	3,163.00	Bank Fee Invoice
V257	Gillig Corp.	6/12/26	106248	1,593.39	Part Invoice
V259	W W Grainger	6/12/26	106249	290.81	
V1639	Yancey Gratton	6/12/26	106250	245.5	FSA Reimbursement
V2258	Merle Howe	6/12/26	106251	500	FSA Reimbursement
V2297	JJ's Landscaping	6/12/26	106252	1,300.00	Lawn Care
V1433	Dave Lamm	6/12/26	106253	31.02	
V1509	Lawson Products, Inc	6/12/26	106254	140.4	
V2276	Lenny's Shoe & Apparel	6/12/26	106255	190	
V268	Loomis	6/12/26	106256	264.46	
V270	Lowe's	6/12/26	106257	244.38	
V1191	Lucky's Trailer Sales Inc.	6/12/26	106258	243.47	
V2032	John Merrill	6/12/26	106259	687.3	Volunteer
V996	New England Air Systems	6/12/26	106260	192	
V260	New England Kenworth	6/12/26	106261	1,195.82	2 Part Invoices
V223	O'reilly Auto Enterprises, LLC	6/12/26	106262	1,228.83	Part Invoice
V1484	JPMorgan Chase	6/12/26	106263	49.72	
V2093	Polli Construction, Inc.	6/12/26	106264	2,249.01	Repair Invoice DTC
V613	Shawn Potter	6/12/26	106265	99.99	
V2158	Martha Richardson	6/12/26	106266	156.24	Volunteer
V864	Rick's Towing & Repair, Inc.	6/12/26	106267	500	
V1394	Erin Rolland-Forkey	6/12/26	106268	204.45	Volunteer
V297	Safety-Kleen Systems, Inc.	6/12/26	106269	1,313.80	Hazardous Waste Disposal
V451	Town of Stowe Electric Department	6/12/26	106270	129.46	
V2225	Sunoco, LLC	6/12/26	106271	17,276.35	Fuel
V1875	Sunwealth Project Pool 14 LLC	6/12/26	106272	4,097.37	Solar Invoice
V439	Desta Takele	6/12/26	106273	135	Shoe Reimbursement
V273	The Aftermarket Parts Company	6/12/26	106274	530	
V1046	ULINE	6/12/26	106275	322.14	
V1459	Vermont Information Consortium LLC	6/12/26	106276	3,096.00	Background Checks
V1683	VHV Company	6/12/26	106277	3,432.00	2 Repair Invoices
V2133	Vital Delivery Solutions LLC	6/12/26	106278	94.72	
V336	W.B Mason Co., Inc.	6/12/26	106279	631.72	
V2064	David Wells	6/12/26	106280	150	Shoe Reimbursement

V2248	Peter Anthony	6/12/26	EFT000000018782	696	Volunteer
V1066	Robert Cassell	6/12/26	EFT000000018783	638.78	FSA Reimbursement
V1707	Betty Chase	6/12/26	EFT000000018784	972.95	Volunteer
V2349	Muriel Clark	6/12/26	EFT000000018785	680.05	Volunteer
V1751	Nicholas Foss	6/12/26	EFT000000018786	412.76	FSA Reimbursement
V583	Tom Griffith	6/12/26	EFT000000018787	500	FSA Reimbursement
V2145	Deana Harrington	6/12/26	EFT000000018788	310.7	FSA Reimbursement
V170	Kenneth Hertz	6/12/26	EFT000000018789	555.35	Volunteer
V2353	Arthur Hynes	6/12/26	EFT000000018790	329.15	Volunteer
V1960	Steven Kaplowitz	6/12/26	EFT000000018791	150	Shoe Reimbursement
V2118	Donald Marsh	6/12/26	EFT000000018792	266.8	Volunteer
V2070	Tammy Masse	6/12/26	EFT000000018793	155	FSA Reimbursement
V38	Jon Moore	6/12/26	EFT000000018794	920.78	FSA Reimbursement
V2218	Melissa Pelchat	6/12/26	EFT000000018795	493.76	FSA Reimbursement
V1994	Stephanie Reid	6/12/26	EFT000000018796	91.41	
V771	Chandra Sammons	6/12/26	EFT000000018797	340.75	Volunteer
V2356	Sidney Slayton	6/12/26	EFT000000018798	1,835.70	Volunteer
V303	SSTA	6/12/26	EFT000000018799	158,461.93	ADA Rides
V308	Steadman Hill Consulting, Inc.	6/12/26	EFT000000018800	4,769.88	Consulting Invoice
V2365	Michelle Thomas	6/12/26	EFT000000018801	33.62	

Vendor ID	Vendor Check Name	Document Date	Document	Document Amount	
V225	Burlington Electric Department	6/19/26	106281	1,026.81	Electric Bill
V239	Cummins Northeast LLC	6/19/26	106282	1,641.75	5 Part Invoices
V250	Fisher Auto Parts	6/19/26	106283	49.39	
V252	FleetPride, Inc	6/19/26	106284	3,390.27	3 Part Invoices
V256	Genfare	6/19/26	106285	246.97	
V257	Gillig Corp.	6/19/26	106286	1,713.84	4 Part Invoices
V2217	Beacon Bid	6/19/26	106287	6,250.00	Annual Invoice
V263	Heritage Ford	6/19/26	106288	21	
V327	J.J Keller & Associates, Inc.	6/19/26	106289	183.48	
V996	New England Air Systems	6/19/26	106290	1,200.52	3 Repair Invoices
V260	New England Kenworth	6/19/26	106291	97.45	
V863	P & P Septic Service, Inc	6/19/26	106292	220	
V1906	Pete's Tire Barns Inc	6/19/26	106293	2,796.44	3 Tire invoices
V720	Power Washer Sales	6/19/26	106294	2,545.50	Repair Invoice
V414	Seon Systems Sales Inc.	6/19/26	106295	2,983.50	Part Invoice
V301	FirstLight	6/19/26	106296	675.8	
V302	Sports & Fitness Edge Inc.	6/19/26	106297	318.36	
V2074	T-Mobile	6/19/26	106298	2,235.09	Communication Invoice
V186	The Tech Group	6/19/26	106299	16,652.56	2 IT Invoices
V2318	Transit	6/19/26	106300	21,000.00	Planning Invoice
V273	The Aftermarket Parts Company	6/19/26	106301	2,015.36	4 Part Invoices
V391	Verizon Wireless	6/19/26	106302	1,109.67	Communication Invoice
V410	Vermont Gas Systems, Inc.	6/19/26	106303	2,825.44	5 Gas Bills
V352	Wiemann-Lamphere Architects Inc.	6/19/26	106304	1,006.93	2 Consulting Invoices
V2367	Solvents and Petroleum Services	6/19/26	106305	152.5	



To: GMT Board of Commissioners
From: Connor Smith, Capital Projects Manager
CC: Clayton Clark, GM
Date: July 21, 2026
RE: Diesel Fuel Contract Award Delegation of Authority and Contract Pricing Options

Introduction:

Over the past year, GMT has received weekly or biweekly fuel deliveries for its Burlington operations under an existing 12-month fixed fuel contract. This contract expires at the end of July. To support fuel needs for FY27, GMT staff issued an Invitation for Bids (IFB) for Ultra-Low Sulfur Diesel Fuel (ULSD) and Renewable Diesel on July 1, 2026. The IFB requests bids for a 252,000-gallon contract over a roughly 12-month period. As of the date of this memo, fifteen companies have requested and received the IFB document.

GMT has benefited from entering into fixed price per gallon diesel fuel contracts over the last several years due to the stability and budget clarity that this pricing structure offers. However, with recent market volatility due to the Iran war, GMT is anticipating substantial increases to the per gallon cost of fuel in this upcoming contract. Moreover, suppliers will likely be pricing in additional premiums in order to protect themselves from continued market volatility. In order to dampen the impact of this volatility while also allowing for budget clarity through a long-term fixed contract, staff have structured this year's fuel contract solicitation to include three different contract pricing options. Each option offers a different mix of price risk over the life of the contract. Staff will



evaluate the bids for all of these options and make a recommendation to the board to make an award to the supplier with the most favorable pricing and terms to GMT using one of these three pricing methods. As in previous years, staff are requesting that the board delegate award authority to the board Chair and Treasurer. Bids for this solicitation are due on July 29th and an award must be executed by the following day at 1pm.

Pricing Structures:

Typically, GMT locks in a price for a per gallon lump sum, which offers the greatest budget clarity and shifts the entire burden of price risk to the supplier. This structure is very beneficial when prices increase substantially over the contract period, which is what happened with this past contract cycle (GMT currently pays around \$2.60/gallon). However, with the current market conditions, suppliers will likely price a fixed price contract with added premium to protect themselves.

The solicitation that staff released earlier this month includes three core pricing options with a total fuel volume of 252,000-gallons, which is roughly the amount of fuel GMT will use over a 12-month period. The pricing methods requested in the solicitation are:

1) 12-month fixed price. This is the same method as we have used for the last several years. This option gives GMT the most amount of protection and budget clarity by shifting all price risk to the supplier for an added premium.

2) NYMEX price plus fixed adder pricing. This option would award the contract based on the supplier that can provide the lowest fixed markup over the posted New York Mercantile Exchange (NYMEX) futures prices for diesel. Similar to a fixed price contract, GMT would work with the supplier to lock in specified quantities of fuel over a period of months of the contract period. Fuel pricing



could be locked in for fuel usage in one-month periods up to the contract maximum fuel volume. This method allows vendors to decouple market volatility from their bid price, while giving GMT the ability to lock in pricing at different points in the contract life when pricing is favorable. This method would require staff to track the market in ways that we have not done so in the past and require additional administrative work to verify that fuel deliveries and invoices match the fixed pricing for the period that the fuel was delivered in.

3) Index pricing plus fixed differential pricing. Similar to option two this method would be awarded based on the lowest supplier differential added to a specified diesel wholesale index price. Unlike the other two options, this method only offers a fixed differential meaning that GMT would be paying whatever the wholesale price was posted at on the day of a fuel delivery. This method is also the most administratively burdensome and would likely require a subscription to pricing index databases that GMT is not currently subscribed to for the purposes of auditing the prices of delivered fuel to ensure that they matched with the contract terms.

Staff also included a clause in the solicitation that allows for the pricing of the contract to change depending on market conditions so long as the original contract is awarded based on either option two or three. For instance, if the contract was initially awarded based on index plus fixed differential pricing, however, later market conditions improved such that locking in a price for the remainder of the contract volume became beneficial, GMT could do so using the fixed NYMEX adder that was included in the awarded supplier's bid. This hybrid strategy could allow GMT to ride out the current market volatility and lock in a fixed price later with the same supplier. However, both option two and three would require additional administrative oversight and management of the contract in ways that GMT staff have not had to navigate previously.



Conclusion:

Bids will be due at 4:00pm on Wednesday, July 29, 2026, and will be publicly opened by GMT staff immediately following the deadline. Bid prices for fixed fuel contracts are determined based on price quotes obtained by bidders on the 12-month ULSD futures market. As such, bidders have a limited amount of time that they can “lock-in” their bid price due to market price fluctuations occurring throughout the trading day. To enable bidders to lock into a fixed price agreement at the bid price, GMT commits to issuing an award no later than 1:00pm on the next business day from the bid deadline. In order to facilitate this tight schedule, staff are requesting that the Board of Commissioners delegate authority to the Board Chair and Treasurer to approve staff's recommendation for contract award. A memo outlining the recommendation from staff as well as the bid tabulation, responsibility determination, and price analysis will be provided to the Chair and Treasurer to support the award recommendation. Upon approval from the Chair and Treasurer, GMT will execute the contract for the purchase of 252,000 gallons of fuel over a 12-month period.

GMT staff request that the Board of Commissioners delegate authority to the Board Chair and Treasurer to approve recommendations from staff on behalf of the full Board for the award of a new fixed price fuel contract.

Vendor ID	Vendor Check Name	Document Date	Document	Document Amount	
V1305	Allegiant Care	6/26/26	106306	194,079.65	Health Insurance
V1334	BCHEX	6/26/26	106307	993.25	
V2368	Black River Design, Architects	6/26/26	106308	1,521.00	Consulting Invoice
V2196	Brady Industries	6/26/26	106309	323.86	
V2287	Emily Cappello	6/26/26	106310	500	FSA Reimbursement
V851	Champlain Medical Associates	6/26/26	106311	649.28	
V2067	Cintas Corp	6/26/26	106312	687.26	
V2242	City of South Burlington	6/26/26	106313	6,500.00	Pilot Project for Transit single Priority
V669	Community Transportation Association of America	6/26/26	106314	3,025.00	Annual Dues
V434	James Couture	6/26/26	106315	140	Shoe Reimbursment
V2362	Jennifer Cummings	6/26/26	106316	10.15	
V239	Cummins Northeast LLC	6/26/26	106317	100,948.39	2 Motors
V242	Danform Shoes	6/26/26	106318	143.1	
V252	FleetPride, Inc	6/26/26	106319	73.49	
V2027	Goss Dodge	6/26/26	106320	665.36	
V259	W W Grainger	6/26/26	106321	1,091.30	2 Maintenance Supply Invoices
V261	Green Mountain Power	6/26/26	106322	1,883.16	Electric Bill
V1797	Parsu Gurung	6/26/26	106323	260	DOT Reimbursment
V1880	K. Bellavance Land works & Hauling	6/26/26	106324	4,164.80	Installed Ditch zone Berlin
V2369	Lacomus Smith Jr.	6/26/26	106325	30	
V1509	Lawson Products, Inc	6/26/26	106326	87.2	
V2015	M&T Bank	6/26/26	106327	16,613.38	meals, Travel, IT and marketing
V1923	Mcgee Ford Of Montpelier	6/26/26	106328	3,318.92	3 Part Invoices
V2032	John Merrill	6/26/26	106329	495.9	Volunteer
V2193	Mark Milizia	6/26/26	106330	50	
V278	Mohawk Mfg. & Supply Co.	6/26/26	106331	13.92	
V283	Neopart LLC	6/26/26	106332	45.22	
V260	New England Kenworth	6/26/26	106333	93.94	
V223	O'reilly Auto Enterprises, LLC	6/26/26	106334	518.85	
V1906	Pete's Tire Barns Inc	6/26/26	106335	8,386.20	3 Tire Invoices
V2011	Mobility Works	6/26/26	106336	933.04	
V1394	Erin Rolland-Forkey	6/26/26	106337	68.15	
V828	Rural Community Transit Inc.	6/26/26	106338	168,981.00	Rural Transfer Payment
V297	Safety-Kleen Systems, Inc.	6/26/26	106339	320.16	
V1560	State Industrial Products Corporation	6/26/26	106340	231.64	
V2225	Sunoco, LLC	6/26/26	106341	15,947.40	Fuel
V1559	Indra Tiwari	6/26/26	106342	150	Shoe Reimbursment
V336	W.B Mason Co., Inc.	6/26/26	106343	141.24	
V2182	Monica White	6/26/26	106344	463.94	FSA Reimbursement
V352	Wiemann-Lamphere Architects Inc.	6/26/26	106345	7,800.00	Consulting Invoice
V962	Kenneth Williams	6/26/26	106346	157.92	Volunteer
V2355	Xerox Corp	6/26/26	106347	558.98	
V2248	Peter Anthony	6/26/26	EFT00000C	593.05	Volunteer
V1066	Robert Cassell	6/26/26	EFT00000C	598.99	FSA Reimbursement
V1707	Betty Chase	6/26/26	EFT00000C	791.7	Volunteer
V2349	Muriel Clark	6/26/26	EFT00000C	404.55	Volunteer
V2353	Arthur Hynes	6/26/26	EFT00000C	339.3	Volunteer
V2118	Donald Marsh	6/26/26	EFT00000C	130.5	Volunteer
V2070	Tammy Masse	6/26/26	EFT00000C	165	FSA Reimbursement
V38	Jon Moore	6/26/26	EFT00000C	832.29	FSA Reimbursement
V2150	Kyle Morris	6/26/26	EFT00000C	270	FSA Reimbursement
V2075	New Flyer of America Inc.	6/26/26	EFT00000C	528,434.22	Electric Bus chargers
V1994	Stephanie Reid	6/26/26	EFT00000C	165.98	FSA Reimbursement
V771	Chandra Sammons	6/26/26	EFT00000C	281.3	Volunteer
V2356	Sidney Slayton	6/26/26	EFT00000C	2,304.05	Volunteer
V303	SSTA	6/26/26	EFT00000C	50,715.78	E&D and RJA Rides
V1899	Swiftly, Inc.	6/26/26	EFT00000C	130,470.08	Planning Invoice
V1888	Tri-Valley Transit Inc	6/26/26	EFT00000C	862,366.00	Rural Transfer Payment

Vision Committee Update to the GMT Board of Commissioners

(July 21, 2026)

BLUF (Bottom Line Up Front)

The Vision Committee has developed draft Vision, Mission, Core Values, Strategic Priorities, and Strategic Decision-Making Principles for GMT and welcomes the Board of Commissioners' feedback on these proposed statements.

Vision Committee Overview

Charter

The [committee's charter](#) was approved by the Board of Commissioners on February 17, 2026.

Members

Susan Grasso, Shelburne, chair
Ilona Blanchard, South Burlington
Bethany Clark, Essex Junction
Chapin Spencer, Burlington

Administrative support provided by Clayton Clark, Chris Cole, Chris Damiani, and Jamie Smith.

Meetings to Date

Since its first meeting on January 29, 2026, the Vision Committee has met 12 times.

In addition to regular committee meetings, the committee engaged key stakeholders to better understand priorities, concerns, and aspirations for GMT over the short and medium term. Participants invited to engage in the process included GMT staff and drivers; representatives from member municipalities, including town managers, planners, and economic development staff; school district representatives; and community partners such as UVM, UVMMC, CATMA, CCRPC, and others.

Engagement activities included a stakeholder survey (71 responses) and four focus groups that collectively engaged approximately 20 participants. [Outreach findings](#) have been published on GMT's website.

Vision Framework

The vision statements under development by the committee consist of the following:

- Vision – The (aspirational yet grounded) future we aspire to create.
- Mission – What we do to move toward that future.
- Core Values – How we work together along the way.
- Strategic Priorities – The major areas we focus on to move toward our vision.
- Strategic Decision-Making Principles – The guideposts that shape how we make decisions as we pursue those priorities.
- Strategic Goals (tentative) – The concrete, measurable steps that advance our priorities.

Relationship Between GMT's Strategic Vision and the Transit Strategic Plan

Please see [Relationship Between GMT's Strategic Vision and the Transit Strategic Plan](#) for an explanation for how the vision statements relate to the upcoming update of the Transit Strategic Plan.

Proposed Vision Statements

The Vision Committee has intentionally kept these statements clear, concise, and memorable. We want there to be a clear line of sight from the vision statements to the goals, objectives, and work plans that will be developed to implement them.

Vision

GMT envisions vibrant communities where transportation choices make it easy for people to live, work, play, and connect.

Mission

We keep people moving and connected.

Core Values

People-First

GMT creates a safe and respectful environment that is welcoming, helpful, and responsive to the public and employees.

Collaboration

GMT works together with municipalities, partners, and the public, building trust through transparency, accountability, and integrity.

Stewardship

GMT responsibly manages the public's financial and environmental resources and pursues continuous improvement to meet evolving transportation needs.

Strategic Priorities and Key Performance Indicators/Targets

The Vision Committee has identified five high level strategic priorities to guide the organization's workplans, investments, and collaborations.

1. Mobility Options and Support Multimodal Living (Multimodal Living)
2. Deliver Safe, Reliable, User-Focused Transit (System Safety & Service Excellence)
3. Support Strong and Sustainable Communities (Strengthen Communities)
4. Ensure Financial and Organizational Sustainability (Build to Last)
5. Build Trust Through Engagement (Earn Trust)

The following table elaborates on the five strategic priorities and provides illustrative key performance indicators (KPIs) that GMT could use to measure progress toward achieving them. Final KPIs, as well as measurable performance targets, will be developed by GMT staff as part of implementation.

Strategic Priority (what we will do)	Example KPIs (how we will know if we are succeeding) * KPI proposed by GMT staff
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1. Expand Mobility Options and Support Multimodal Living (Multimodal Living) Develop a transit network that enables more residents to meet daily needs through a variety of transportation choices. This includes: • improving access to jobs, education, healthcare, and essential services • strengthening regional connections • improving multimodal travel options and first-/last-mile connectivity • expanding practical transportation options across the region	Ridership (by route and type)* Passengers/Vehicle Hour* Accessibility to key daily destinations (% within 30-45 min) Regional travel time improvements (key corridors) Transit mode share Service coverage (% of population within walk access)
2. Deliver Safe, Reliable, User-Focused Transit (System Safety & Service Excellence) Provide transit service that is safe, dependable, understandable, and easy to use for riders, employees, and the public. This includes: • improving system safety and risk management for riders, employees, and the public • improving reliability and on-time performance • simplifying and strengthening the network • improving customer information and trip planning • reducing barriers and friction in the rider experience	On-time performance (%)* Service reliability (dropped runs)* Customer service contacts (by category)* Percent of transit trips that are completed without safety incidents, with acceptable reliability (on-time or within threshold), and without major service disruption Rider satisfaction score (service reliability, safety, and ease of use) Complaint rate per 100k boardings Real-time information accuracy (%)

3. Support Strong and Sustainable Communities (Strengthen Communities) Use transit investment to strengthen communities by supporting economic vitality, sustainability goals, and access to essential mobility. This includes: • helping communities meet climate, sustainability, and transportation demand management goals • supporting economic activity and long-term fiscal value in communities served by transit • supporting equitable community investment by improving transit's role in land use, economic development, and sustainability outcomes • coordinating transit investments with broader community development goals	Transit GHG emissions reduction (or CO₂e avoided) Percent of regional population and jobs located within transit-supportive development areas TOD / development investment near transit Equity in accessibility (gap reduction metric) Ridership growth in transit-invested corridors Municipality satisfaction survey
4. Ensure Financial and Organizational Sustainability (Build to Last) Make strategic and fiscally responsible decisions that support long-term system viability and organizational excellence. This includes: • supporting employees (recruitment, retention, development, succession planning) • maintaining assets (vehicles, facilities, technology) • aligning investments with priorities and outcomes • pursuing external funding opportunities • balancing service goals with financial realities • using data and innovation to improve performance	Operating reserve level Budget variance External funding secured Capital projects delivered on budget/schedule Employee engagement Employee retention

5. Build Trust Through Engagement (Earn Trust) Strengthen relationships with riders, employees, municipalities, and community partners through clear communication and inclusive decision-making. This includes: • transparent planning and budgeting processes • accessible and continuous public engagement • communicating tradeoffs and constraints clearly • demonstrating how public input informs decisions	Public trust/confidence score Participation in engagement activities Representation of underserved populations in advisory groups Response time to public inquiries Percent of major decisions that document how public input was considered Employee confidence in agency communication
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Strategic Decision-Making Principles

Definitions

Strategic Decision-Making Principles are principles that guide real decisions about service, investment, and partnerships to achieve GMT's strategic priorities, such as:

- Should we fill this vacancy?
- Should we reorganize?
- Should we invest in training?
- Should we maintain a low-productivity route?
- Should we expand into a growing area?
- Should we re-organize a route?
- Should we invest in new technology?
- Should we create a non-profit organization?

Outcome Principles evaluate the likely effects of an alternative. They help answer: "If implemented, what outcomes would this alternative produce?"

Confidence Principles evaluate the quality of the decision-making process. They help answer: "How confident are we that this alternative has been sufficiently analyzed and evaluated through an evidence-based, transparent process?"

Proposed Principles

Outcome Principles

1. Strategic Alignment

Favor decisions that are consistent with and advance GMT's adopted strategic priorities.

2. Organizational Capacity

Favor decisions that strengthen people and organizational capacity so the agency can adapt, innovate, and thrive over time.

3. Regional Alignment

Favor decisions that advance shared regional goals through collaboration with municipal, regional, and state partners.

Confidence Principles

1. Evidence Supporting the Alternative

Favor decisions that are supported by sufficient evidence to understand the likely costs, benefits, risks, and tradeoffs of each alternative.

2. Transparency and Public Engagement

Favor decisions that are shaped through transparent processes and meaningful public participation.

Applying the Principles

The principles are intended to be applied collectively. They are not independent tests or a checklist in which every principle must be satisfied equally in every decision. At times, principles may point toward different courses of action.

When principles appear to be in tension, decision makers should:

1. Seek solutions that advance multiple principles rather than treating them as competing priorities.
2. Favor long-term outcomes over short-term gains. When tradeoffs are unavoidable, give greater weight to decisions that strengthen GMT's resilience, organizational capacity, and ability to deliver on its strategic priorities.
3. Use the best available evidence, including data, analysis, professional judgment, and stakeholder input, to evaluate tradeoffs.

4. Make tradeoffs explicit. Identify the principles in tension, explain the rationale for the chosen balance, and document the decision.
5. Communicate significant tradeoffs transparently so governing bodies, partners, and the public understand the reasoning behind the decision.

The following approach is proposed when GMT faces difficult decisions:

Step 1. Define the Decision and Alternatives

Step 2. Identify the Relevant Strategic Priorities

Step 3. Evaluate the Alternatives Using the Strategic Decision-Making Principles

Step 4. Explain the Decision and Tradeoffs

Illustrative Example: Evaluating Route #4

Step 1. Define the Decision and Alternatives

Decision: What is the best long-term future for Route #4?

Alternatives:

1. Preserve the route as it exists today.
2. Modify the route.
3. Eliminate the route and reallocate resources.

Step 2. Identify the Relevant Strategic Priorities

1. Develop a transit network that enables more residents to meet daily needs through a variety of transportation choices. (Multimodal Living)
2. Use transit investment to strengthen communities by supporting economic vitality, sustainability goals, and access to essential mobility. (Strengthen Communities)
3. Make strategic and fiscally responsible decisions that support long-term system viability and organizational excellence. (Build to Last)

Step 3. Evaluate the Alternatives Using the Strategic Decision-Making Principles

Alternatives	Outcome Principles					Confidence Principles	
	Alignment with Strategic Priority 1 (MM Living)	Alignment with Strategic Priority 2 (Strengthen Communities)	Alignment with Strategic Priority 3 (Build to Last)	Organizational Capacity	Regional Alignment	Evidence Supporting the Alternative	Transparency and Public Engagement

			Last)				
Preserve	+	+	-	?	-	+	+
Modify	++	++	+	?	++	-	-
Eliminate	-	-	++	?	+	+	+

Key:

++ Strongly advances the principle

+ Moderately advances the principle

0 Neutral / little or no meaningful effect

- Works against the principle

NA The principle is not reasonably applicable to this decision

? Insufficient information to assess

Step 4. Explain the Decision and Tradeoffs

Illustrative Decision:

Modify Route #4 best balances GMT's Strategic Decision-Making Principles.

Rationale:

Based on this preliminary assessment, modifying Route #4 appears to provide the best overall alignment with GMT's strategic priorities. Unlike preserving or eliminating the route, modification advances both the Multimodal Living and Strengthen Communities priorities while also supporting GMT's Build to Last priority. It also offers the strongest regional alignment by providing an opportunity to better coordinate service with regional needs and partner priorities.

However, this assessment is preliminary. The confidence principles indicate that the modification alternative has not yet been supported by sufficient evidence or public engagement. Before making a final decision, GMT should complete additional analysis, evaluate the likely impacts, and engage stakeholders and the public to confirm that modifying Route #4 is the preferred course of action.