



Green Mountain Transit Board of Commissioners Meeting Agenda Tuesday, October 29, 2024 | 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. 7:33 AM – Public Comment
4. 7:45 AM – Consent Agenda
 - a. Board Meeting Minutes ([October 15, 2024](#)) **Pages 3-5**
5. 7:50 AM – **Action:** Update to Capital Budget Policy **Pages 6-8**
6. 8:00 AM – **Action:** Update to FY25 Capital Budget **Pages 9-12**
7. 8:10 AM – **Discussion:** Change in ADA Assessment Level
8. 8:25 AM – **Discussion:** Review Potential February/March Service Reductions/Modifications **Pages 13-15**
9. 8:50 AM – **Discussion:** Draft Interim Legislative Report
10. 9:05 AM – **Discussion:** Planning for Legislative Session
11. 9:20 AM – Committee Reports



12. 9:25 AM – Commissioner Comments

13. 9:00 AM – Adjourn

Next GMT Board of Commissioners Meeting Date: November 12, 2024

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
October 15, 2024 – 7:30 a.m.
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.

Present:

Commissioner Chapin Spencer, Burlington
Commissioner Catherine Dimitruk, Franklin County
Commissioner Amy Brewer, Williston
Commissioner Susan Grasso, Shelburne
Commissioner Andrea Suozzo, Burlington
Commissioner Bob Buermann, Grand Isle County
Commissioner Christian Meyer, Washington County
Commissioner Paul Bohne, Essex
Commissioner Michael Scanlan, South Burlington
Commissioner Susan Grasso, Shelburne
Commissioner Henry Bonges, Milton
Alt. Commissioner Kyle Grenier, Grand Isle County
Alt Commissioner Will Anderson, Burlington
Alt. Commissioner Alec Jones, Lamoille County
Alt. Commissioner Chapin Kaynor, Williston
Clayton Clark, General Manager
Jamie Smith, Director of Rider Experience
Chris Damiani, Director of Planning
Jon Moore, Assistant General Manager
Kelly Bean, Accounting Clerk
Connor Smith, Capital Projects Manager
Erika Osorio, Transit Data Analyst
Jimmy Johnson, Operations Manager
Kim Smith, Staff Accountant
Matt Kimball, Director of Transit Infrastructure
Mark Stupik, Operations Manager
Nick Foss, Director of Finance
Stephanie Reid, Director of Human Resources
Tammy Masse, Controller
Tim Bradshaw, Director of Grants



Ross MacDonald, VTrans
Sara, Member of the Public

Meeting Called to Order

Chair Brewer called the meeting to order at 7:31 AM.

Adjustment to the Agenda

None

Public Comment

None

Consent Agenda

Commissioner Buermann made a motion to approve the consent agenda with the correction of adding County to Grand Isle in the attendance, and Commissioner Dimitruk seconded. All were in favor and the motion carried.

December Service Reductions

The Board discussed the proposed service reductions.

Commissioner Bohne made a motion to approve the proposed service changes as outlined in the October 15, 2024 Board packet with an implementation date of Monday, December 2, 2024 and directed GMT staff to begin preparations for community outreach and operational adjustments to support these changes, with regret. Commissioner Dimitruk seconded the motion. All were in favor and the motion carried.

Action: ADA Fare Increase

Commissioner Scanlan made a motion to, regrettably, approve the proposed increase to the ADA Fares in Chittenden County from \$3.00 to \$4.00 effective January 1, 2025 and Commissioner Grasso seconded. All board members approved with the exception of Commissioner Bohne who opposed. The motion carried.

Action: FY25 Budget Adjustment

Director Foss gave an overview of the FY25 budget adjustment.

Commissioner Suozzo made a motion to approve the FY25 Operating Budget totaling \$31,242,270 and Commissioner Scanlan seconded. All were in favor and the motion carried.



Discussion: Board Roadmap of Future Meetings

GM Clark gave an overview of the next several months of meeting topics and approval deadlines.

Commissioner Comments

Alt. Commissioner Kaynor thanked the Unlimited Access partners for their contributions this year, as support for GMT. Also, before we look at reductions for weekday #10 Essex service, please let the Board know if the Essex Westford School District is contributing.

Adjourn

Commissioner Dimitruk made a motion to adjourn and Commissioner Suozzo seconded. All were in favor and the meeting ended at 8:50 AM.

GMT CAPITAL BUDGET POLICY

I. BACKGROUND

~~Over the past three years, GMT has had an annual combined Urban and Rural Capital Budget of approximately \$5 million. The Board approves of this budget annually and the budget has line items for all of the approved funding. As these line items are purchased, the actual amount of a capital item may differ, more or less, than the budgeted amount and an amended capital budget is presented to the Board for their approval. Often the total amount of the capital budget has remained the same with funds shifting up or down between line items. The Capital Budget changes that are brought before the Board are often non-material in their amount. This amendment process has resulted in staff bringing capital budgets to the board as frequently as three months in a row taking up time at Board meetings for very minor adjustments to the budget.~~

~~The Board requested staff to develop a proposed policy regarding amendments to the Capital Budget that maintains the Board's fiscal oversight while creating flexibility for staff in managing line items.~~

~~In 2010, the GMT Board of Commissioners requested staff to develop a Capital Budget Policy to provide staff with discretion to amend the GMT Capital Budget while maintaining the Board's fiscal oversight responsibilities. Historically, the Board would approve the capital budget annually with line items for all of the approved funding. As these line items are purchased, the actual amount of a capital item may differ, more or less, than the budgeted amount and an amended capital budget would be presented to the Board for their approval. Often the total amount of the capital budget would remain the same with funds shifting up or down between line items. As GMT's capital program grew, changes would be brought to the Board on a more frequent basis, sometimes as frequently as three months in a row taking up time at Board meetings for very minor adjustments to the budget. The Capital Budget Policy was developed to provide flexibility for staff in managing line items and to reduce the frequency of board approval needed to manage the capital program. At the time of the development of this policy, GMT had a capital budget of approximately \$2 million.~~

~~In 2020, in response to GMT's continued growing capital program, the capital budget policy was updated to allow the General Manager to create new line items to which underutilized funds from one or more line items could be transferred to provide staff with more flexibility in managing capital prioritization without frequent Board approval. At the time of this update, GMT's annual combined Urban and Rural Capital Budget averaged approximately \$5 million.~~

II. PURPOSE

~~Now in FY25, GMT's capital program has grown significantly, with the combined Urban and Rural Capital Budget averaging more than \$14 million annually between FY23 and FY25. Capital expenses have grown significantly industry-wide over the past few years, particularly through increased adoption of new technology such as electric buses and electric bus charging infrastructure. Additionally, GMT's main headquarters facility is approaching 30 years of age, GMT's Downtown Transit Center is approaching 10 years of age, bus parts costs have increased~~

significantly, and the core bus type for GMT's rural transit services has nearly doubled in price over the last 5 years. This elevated level of GMT's capital program is likely to continue for the foreseeable future and staff is seeking additional flexibility to more effectively manage GMT's capital program and reduce the need for frequent approvals from the GMT Board of Commissioners.

The purpose of the proposed adjustment to the Capital Budget Policy is to strike a balance between flexibility for staff implementation of projects and board oversight of the capital program.

III. POLICY

GMT's General Manager is authorized to make the following adjustments to a Board approved Capital Budget without the prior approval of the Board, provided, however, that the adjustments does not exceed the maximum limiting amount (MLA) of the approved budget and:

- When all the items have been purchased in a specific line item in the approved budget and funds remain in that line item, or when staff projects that excess funds will remain in a specific line item after purchases are completed, staff may reduce or remove line items ~~or and~~ transfer funds to another existing line item in the Board approved budget as long as the line items being reduced or removed are of equal or lower priority on the board approved budget; or
- Staff may transfer funds to a new line item so long as the new line item does not exceed \$100250,000 and the new project shall have an equal or higher priority than the project(s) from which funds are transferred; AND
- ~~Staff adjustments do not increase the local capital match programmed to the capital budget and the~~ The cumulative total of the staff adjustments for the fiscal year does not exceed 10% of the board approved Capital Budget for that fiscal year. Reduction of line items, transferring of funds between existing line items, and transferring of funds from existing line items to new line items will count toward the cumulative total of staff adjustments for the fiscal year.

Notwithstanding the above and as allowed by the existence of available funding, the General Manager is authorized to make line item adjustments outlined above which cumulatively increase or decrease the MLA of the approved budget by no more than 10% or \$250,000, whichever is lower. Additionally, the General Manager is authorized to make line item adjustments which cumulatively increase or decrease the total local capital match programmed to the capital budget by no more than 10% or \$50,000, whichever is lower. In these instances, the General Manager shall obtain prior approval from the Chair and Treasurer of the GMT Board of Commissioners before approving any adjustment which increases or decreases the overall budget MLA and/or total local match.

The Board shall adopt the budget with priorities attached. The General Manager will work with staff to list the line items in order of priority for Board approval. The process for prioritization, will take into consideration the following criteria: safety, maintaining/operating the current system, passenger amenities/comfort, efficiency tools/systems, system expansion, and

appropriate level of passenger amenities in all member communities. Priorities shall be in whole numbers and there may be more than one item of the same level of priority.

At times, it may be necessary for projects to be “carried” into the next fiscal year. At the start of each new fiscal year, capital projects from the previous fiscal year may remain ongoing until the previous fiscal year has been closed and carryforward projects can be programmed into the new fiscal year capital budget. Carryforward projects from the previous fiscal year shall be programmed into the current fiscal year capital budget at the earliest possible GMT board meeting following the closing of the previous fiscal year. Staff has the authority to determine which projects are appropriate to be carried into the new fiscal year as long as:

- (1) sufficient funds remain in the line item to be carried forward,
- (2) funding for the line item(s) does not expire at the close of the previous fiscal year, and
- (3) carrying the project into the new fiscal year does not create additional funding burdens for the Agency, such as increased local capital match to replace expiring state dollars.

When carryforward project values in the proposed capital budget adjustment at the start of the new fiscal year includes projections of project balances at the end of the previous fiscal year, staff shall indicate in the Board action materials that the amounts shown are projections and shall include in the requested Board motion that the Board delegates authority to the General Manager to adjust the line item values of carryforward projects to match the actual funding balance available to carry over into the new fiscal year.

Beginning in FY15, GMT combined the urban and rural capital budgets into a single document. The urban and rural capital budgets remain separate and funding cannot be moved from urban to rural and vice versa.

Changes in excess of these thresholds require board approval. All changes below these thresholds will be disclosed promptly to the Finance Committee and Board of Commissioners after they are made.

Adopted by the GMT Board of Commissioners on _____

By: _____

~~Megan Polyte~~, Secretary of the Board

Date: _____



To: GMT Board of Commissioners

From: Matt Kimball, Director of Transit Infrastructure
 Nicholas Foss, Director of Finance
 Jon Moore, Assistant General Manager
 Clayton Clark, General Manager

CC: GMT Finance Committee

Date: October 29, 2024

RE: FY25 Capital Budget Adjustment

Attached is an amended Capital Budget for approval by the Board of Commissioners. Staff is proposing to adjust the Rural Capital Budget to add a line item to program surplus local funds from FY24 for the purchase of two (2) cutaway buses.

FY25 Urban Capital

No changes are proposed for the FY25 urban capital budget.

FY25 Rural Capital

Staff proposes to add Line Item AS "Two (2) Replacement <30' Non-CDL Cutaways @ \$168,880 each (100% Local)" for a total of \$337,760. This line item would be funded with 100% local funds and would be used for the purchase of two (2) 14-passenger Turtle Top Odyssey buses from DeVivo Bus Sales.

These buses were originally produced for Green Mountain Community Network (GMCN) as part of an electric cutaway bus order. GMCN and VTrans decided to pursue electric Ford Transit vans instead of piloting the electric cutaway from Turtle Top and requested that DeVivo and Turtle Top not perform the electric powertrain conversion and instead offer the buses as Internal Combustion Engine (ICE) vehicles to other VPTA members. GMT has expressed an interest to all parties to take delivery of these buses and they have been reserved for GMT's purchase after staff obtain the necessary approval. The buses have completed production and are available for expedited delivery.

The rural capital budget has increased by \$337,760. The following explains the changes to the urban capital budget approved in September 2024.

Line item # and Description	100% Budget Change Inc	LCM Change Inc
Line AS " Two (2) Replacement <30' Non-CDL Cutaways @ \$168,880 each (100% Local)"	\$337,760	\$337,760
Total Budget Change	\$337,760	\$337,760



As this change was not considered until after the October Finance Committee meeting, this adjustment has not been reviewed with the GMT Finance Committee prior to this recommendation to the Board. However, staff did disclose the rural budget surplus from FY24 at the October Finance Committee meeting and stated their intent to utilize these funds for the purchase of revenue vehicles. The Finance Committee had no objections to this approach. Nick Foss contacted Board Treasurer Paul Bohne directly to ask if he had any issue with staff bringing this adjustment to the Board without first reviewing the adjustment with the Finance Committee. Commissioner Bohne stated that he had no objections to that approach.

It is the prerogative of staff to bring this change before the Board now rather than waiting for the November Finance Committee and Board meetings as there is an emergent need for vehicles in the rural system and staff do not want to risk these vehicles becoming unavailable over the coming weeks.

Capital Purchase Approval

In conjunction with the approval of the FY25 capital budget adjustment, staff is requesting that the GMT Board of Commissioners authorize the General Manager to issue a purchase order to DeVivo Bus Sales for the two (2) 14-passenger Turtle Top Odyssey cutaways outlined above for a total of \$337,760.00.

Staff is recommending approval from the GMT Board of Commissioners to amend the FY25 capital budget to incorporate the changes outlined above and to authorize the General Manager to issue a purchase order not to exceed \$337,760.00 to DeVivo Bus Sales for two (2) 14-passenger Turtle Top Odyssey buses.

Green Mountain Transit
10-29-24 Proposed

FY25 Proposed Urban Capital											
Priority	Item	Description	100%	Federal*	State*	Local*	From GMT Current fiscal year Local Capital Match	From Prior Year Local Capital Match Fund	From Non-GMT local Funds	Federal Funds Awarded by Vtrans	Federal Funds Awarded by FTA
1	A	6 - Replacement 35' Heavy-Duty Buses (Electric) @ \$1,337,789 each (85% Fed/11% State/4% Local)	\$ 8,026,735	\$6,822,725	\$874,010	\$ 330,000	\$ -	\$ -	\$ 330,000	\$6,822,725	
1	B	Third Party Inspection and Post-Delivery Audit for BEB purchase	\$ 10,850	\$8,680	\$1,085	\$ 1,085	\$ 1,085	\$ -			
CF-1	C	2 - Replacement SSTA** Cutaways (FY24 Carryforward)	\$ 223,903	\$190,318	\$11,195	\$ 22,390	\$ -	\$ -	\$ 22,390	\$190,318	
1	E	Facility PM (Man door replacement, building envelope repairs, staff kitchen overhaul, new break room corridor)	\$ 75,000	\$60,000	\$7,500	\$ 7,500	\$ 7,500	\$ -		\$60,000	
1	F	Spare parts, miscellaneous support equipment	\$ 306,720	\$245,376	\$30,672	\$ 30,672	\$ 30,672	\$ -		\$245,376	
1	G	Engine and Transmission PM - 2 reman engines	\$ 60,000	\$48,000	\$6,000	\$ 6,000	\$ 6,000	\$ -		\$48,000	
1	I	Phase 2 Electric Bus Charging Infrastructure (90% Fed/9% State/1% Local)	\$ 1,955,000	\$1,759,500	\$175,950	\$ 19,550	\$ 19,550	\$ -		\$1,759,500	
2	K	Passenger Amenities (shelters, benches and bike racks)	\$ 50,000	\$40,000	\$5,000	\$ 5,000	\$ 5,000	\$ -		\$0	\$40,000
1	L	Replace radiant tube heaters in shop and garage	\$ 56,500	\$45,200	\$5,650	\$ 5,650	\$ 5,650	\$ -		\$45,200	
1	M	101 QCP Building LED Lighting Upgrade	\$ 135,000	\$108,000	\$13,500	\$ 13,500	\$ 13,500	\$ -		\$108,000	
3	O	Replacement Office Equipment for Main Office and DTC	\$ 35,000	\$28,000	\$3,500	\$ 3,500	\$ 3,500	\$ -		\$4,310	\$23,690
1	P	Upgrade Fire Suppression System at 101 QCP Bus Storage Area (90% Fed/5% State/5% Local)	\$ 567,691	\$510,922	\$28,385	\$ 28,385	\$ 28,385	\$ -		\$510,922	
1	R	Electric Bus Diagnostic Equipment, Special Tools, and PPE (90% Federal/8% State/2% Local)	\$ 51,823	\$46,641	\$4,146	\$ 1,036	\$ 1,036	\$ -		\$46,641	
1	S	Electric Bus Deployment Workforce Development (80% Federal/20% Local)	\$ 148,850	\$119,080	\$8,400	\$ 21,370	\$ 21,370	\$ -		\$119,080	
2	T	1 - Non-Revenue Driver Relief Vehicle (Hybrid) @ \$36,500	\$ 36,500	\$29,200	\$3,650	\$ 3,650	\$ 3,650	\$ -		\$29,200	
1	U	31 QCP Facility Improvements + Master Plan Study	\$ 70,000	\$56,000	\$7,000	\$ 7,000	\$ 7,000	\$ -			\$56,000
2	V	Design/Consulting Assistance for 5339 Grant Application	\$ 40,000	\$32,000	\$4,000	\$ 4,000	\$ 4,000	\$ -		\$32,000	
CF-1	X	101 QCP Lift Replacement (FY24 Carryforward)	\$ 153,505	\$122,804	\$15,351	\$ 15,351	\$ -	\$ 15,351			\$122,804
CF-1	Y	Phase 1 Electric Bus Charging Infrastructure (89% Fed/9% State/2% Local) (FY24 Carryforward)	\$ 1,851,801	\$1,651,740	\$168,150	\$ 31,911	\$ -	\$ 31,911		\$1,651,740	
CF-1	Z	Fare Collection System Upgrades (FY24 Carryforward)	\$132,974	\$101,976	\$12,747	\$ 18,251	\$ -	\$ 18,251			\$101,976
Total			\$ 13,987,852	\$ 12,026,161	\$ 1,385,890	\$ 575,801	\$ 157,898	\$ 65,512	\$ 352,390	\$ 11,673,011	\$ 344,470
								Total Local Match \$ 223,410			

*80% Federal, 10% State, and 10% Local unless otherwise stated.

** Special Services Transportation Agency

FY25 Proposed Rural Capital											
Priority	Item	Description	100%	Federal*	State*	Local*	From GMT Current fiscal year Local Capital Match	From Prior Year Local Capital Match Fund	From Non GMT Local Funds	Federal Funds Awarded by Vtrans	Federal Funds Awarded by FTA
1	AA	Replacement <30' CDL Cutaways** Carbon Reduction Funding (LPG or EV) (80% Federal/20% State)	\$ 800,000	\$640,000	\$160,000	\$ -	\$ -			\$640,000	
1	AD	Replacement GMT Minivans (Gas) - 4 Replacements @ \$70,000 each	\$ 280,000	\$0	\$0	\$ 280,000	\$ 140,000	\$ 140,000		\$0	
1	AF	Carbon Reduction Funding Vehicle Infrastructure (LPG or EV) (80% Federal/20% State)	\$ 124,000	\$99,200	\$24,800	\$ -	\$ -			\$99,200	
3	AK	Replacement Office Equipment (Computers, monitors, etc.)	\$ 7,000	\$5,600	\$700	\$ 700	\$ 700	\$ -		\$5,600	
CF-1	AL	Rural Share of GMT Bus Lift Replacement Project (FY24 Carryforward)	\$ 75,000	\$60,000	\$7,500	\$ 7,500	\$ -	\$ 7,500		\$60,000	
CF-1	AM	Property Acquisition Activities & Design for New Wash County Facility (FY24 Carryforward)	\$ 50,000	\$40,000	\$5,000	\$ 5,000	\$ -	\$ 5,000		\$40,000	
CF-1	AN	Six (6) Replacement < 30' Cutaways** - (2) Non-CDL + (4) CDL (85% Fed/5% State/10% Local) (FY24 Carryforward)	\$ 735,344	\$625,042	\$36,767	\$ 73,534	\$ -	\$ 73,534			
CF-1	AO	Four (4) Replacement < 30' Cutaways** - (3) Non-CDL + (1) CDL (85% Fed/5% State/10% Local) (FY24 Carryforward)	\$ 485,836	\$412,960	\$24,292	\$ 48,584	\$ -	\$ 48,584		\$412,960	
CF-1	AP	2 - Replacement Battery-Electric Ford E-Transit Vans @ \$157,000 per vehicle (85% Federal) (FY24 Carryforward)	\$ 314,000	\$266,900	\$15,700	\$ 31,400	\$ -	\$ 11,400	\$20,000	\$266,900	
CF-1	AQ	Electric Cutaway Charging Infrastructure (FY24 Carryforward)	\$ 20,000	\$16,000	\$0	\$ 4,000	\$ -	\$ -	\$4,000	\$16,000	
CF-2	AR	Berlin Facility Workstations (FY24 Carryforward)	\$ 9,434.13	\$ 7,547.30	\$ 943.41	\$ 943.41	\$ -	\$ 943.41		\$7,547	
1	AS	Two (2) Replacement <30' Non-CDL Cutaways** @ \$168,880 each (100% Local)	\$ 337,760	\$ -	\$ -	\$ 337,760	\$ -	\$ 337,760			
Total			\$ 3,238,374	\$ 2,173,250	\$ 275,702	\$ 789,421	\$ 140,700	\$ 624,721	\$ 24,000	\$ 1,548,207	\$ -
							Total Local Match		\$ 765,421		

*80% Federal, 10% State, and 10% Local unless otherwise stated.

** Cutaway Bus = Truck/Van Front/Bus Body



MEMO

To: GMT Board of Commissioners
From: Chris Damiani, Director of Planning
CC: Clayton Cark, General Manager
Date: October 24, 2024
Subject: October 29, 2024 Agenda Item 8: February/March Service Reductions

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.

The proposed service changes that were identified for a February/March 2025 implementation were:

Day of Week	Description of Service Change	Estimated Rides Impacted	FY23 Cost/ Rider
Weekday	Transfer to GMT Rural or Elimination of Montpelier LINK	207	\$22.35
Weekday	Consolidate St. Albans LINK and Milton Commuter- Transfer to GMT Rural 2 AM and 2 PM runs	127	\$27.46
Weekday	Eliminate Mid-Day Milton Commuter Run	10	\$27.46

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. Most importantly this policy sets in motion the opportunity for staff to engage with the public to create forums for the public to provide their comments on the proposed changes.



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 UVMCMC 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.

Next Steps

November 19, 2024: GMT Board will make a decision on the proposed service reductions that are identified for implementation in February/ March timeframe either as identified in the plan, with modifications or decide not to make any of the changes identified in the report. A potential date for implementation has not been identified yet.