

## Public Information Sheet – Proposed Service Changes

**Public Comment Period: March 30, 2026- April 15, 2026**

Green Mountain Transit (GMT) is proposing targeted service changes to Routes 4 Essex Center, Route 5 Pine Street and Route 86 Montpelier LINK Express. These changes focus on improving access to key destinations, addressing underperforming services, and planning for future financial sustainability.

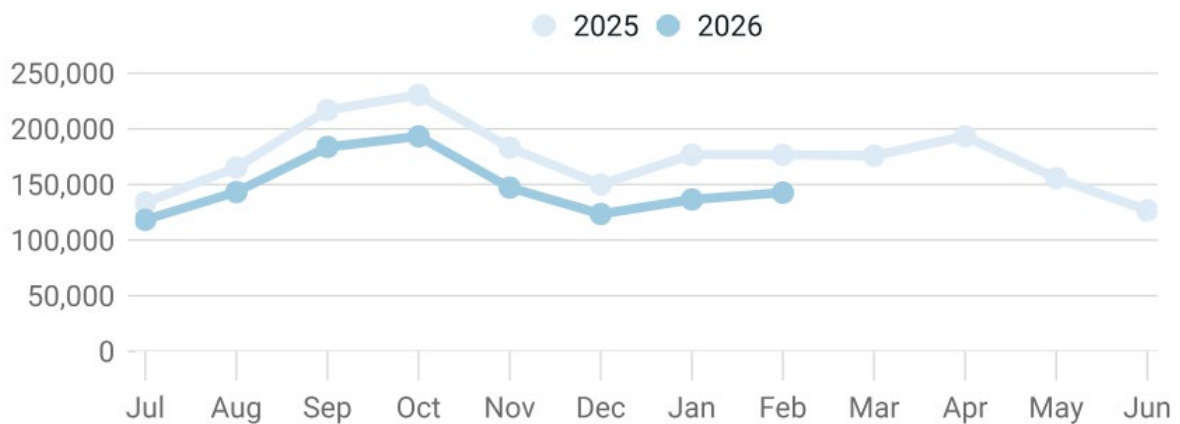
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### Why Are Changes Being Proposed?

Recent analysis and rider feedback identified several challenges:

- Some routes are not meeting ridership and productivity standards
  - GMT is facing projected budget shortfalls in FY27 and FY28
  - Key destinations (like social services) have shifted locations, changing travel patterns
  - Operational changes due to shift in management of rural transit services
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### Total ridership [🔗](#)



Urban Ridership in FY 2026 tracks below FY 2025 levels, reflecting the impacts of recent service reductions while maintaining similar seasonal trends.

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## Proposed Changes

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### Route 4 – Essex Center

#### Current Schedule

**Proposal:** Eliminate service

#### **Overview**

Route 4 was introduced in 2025 following the removal of the Route 10 Williston- Essex route. Early data shows that ridership levels remain low and are not expected to meet state performance standards.

#### **Why is this being proposed?**

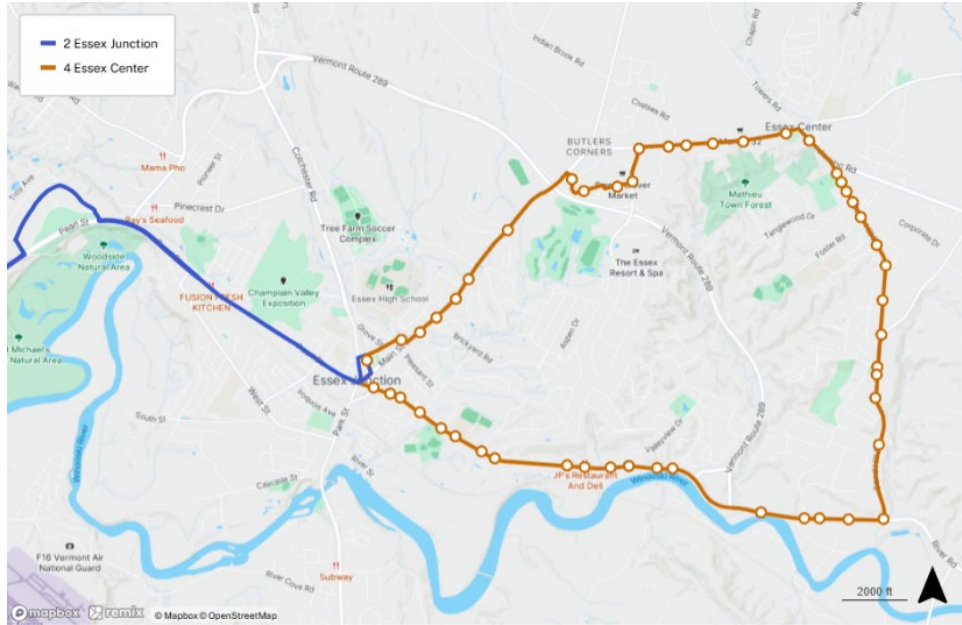
- Continued low ridership and utilization
- Prior service in this corridor also underperformed according to the FY 25 State Route Performance Report
- Need for GMT to prioritize limited resources given upcoming budget constraints

#### **What this means for riders**

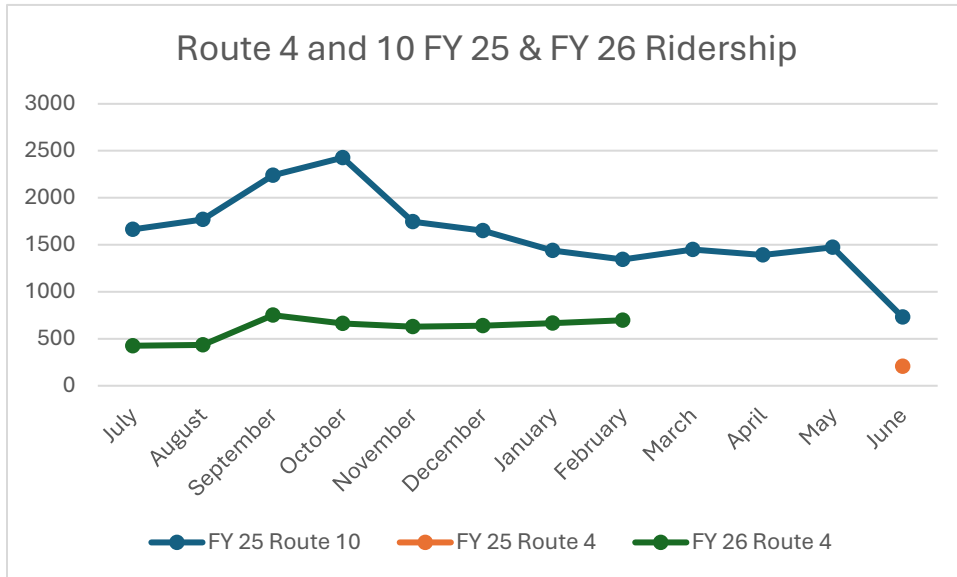
- Riders may need to transition to other services such as transportation provided by the Essex Westford School District, transit service provided by SSTA through either the ADA paratransit service or Older Adults and Persons with Disabilities program.

GMT is evaluating how existing routes could serve key destinations in Essex through extensions of the #2 Essex Junction route to the Essex Experience on select trips.

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Data:



Run	AVG Ridership per Run
645	2.0
715	4.1
745	4.2
1430	2.4
1500	2.1
1530	2.9
1600	3.2
1630	3.1
1700	2.5
1730	1.2

## **Route 5 – Pine Street**

### **Current Schedule**

**Proposal:** Reroute service to better serve social service on Lakeside Avenue and surrounding destinations

### **Overview**

Changes in the location of critical social services have made the current Route 5 alignment less effective for riders accessing those destinations.

### **What's changing**

- Removal of select stops along Pine Street
- Addition of new stops near:
  - Champlain Parkway at Sears Lane
  - Champlain Parkway at Lakeside Avenue

### **Why is this being proposed?**

- Major social service providers have relocated to the Innovation Center Campus
- Current stop locations require longer walking distances to the Innovation Center

### **What this means for riders**

- Walking distance to social services reduced from ~¼ mile at existing stops to ~400 feet to proposed stop at Champlain Parkway at Lakeside Avenue
  - Inbound stops on the east side of Pine Street between Lakeside Ave and Flynn Ave will be removed. Riders traveling inbound towards downtown Burlington will need to walk to stops along the Champlain Parkway or remain on the bus to travel around the one-way loop.
  - Improved connectivity to:
    - HULA
    - Proposed new housing along Champlain Parkway
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## Route 86 – Montpelier LINK

**Proposal:** Schedule Adjustment

### Overview

Changes in Operational Model for the Montpelier LINK Express service.

### What's changing

- Schedule
- Potentially number of runs operated due to financial constraints

### Why is this being proposed?

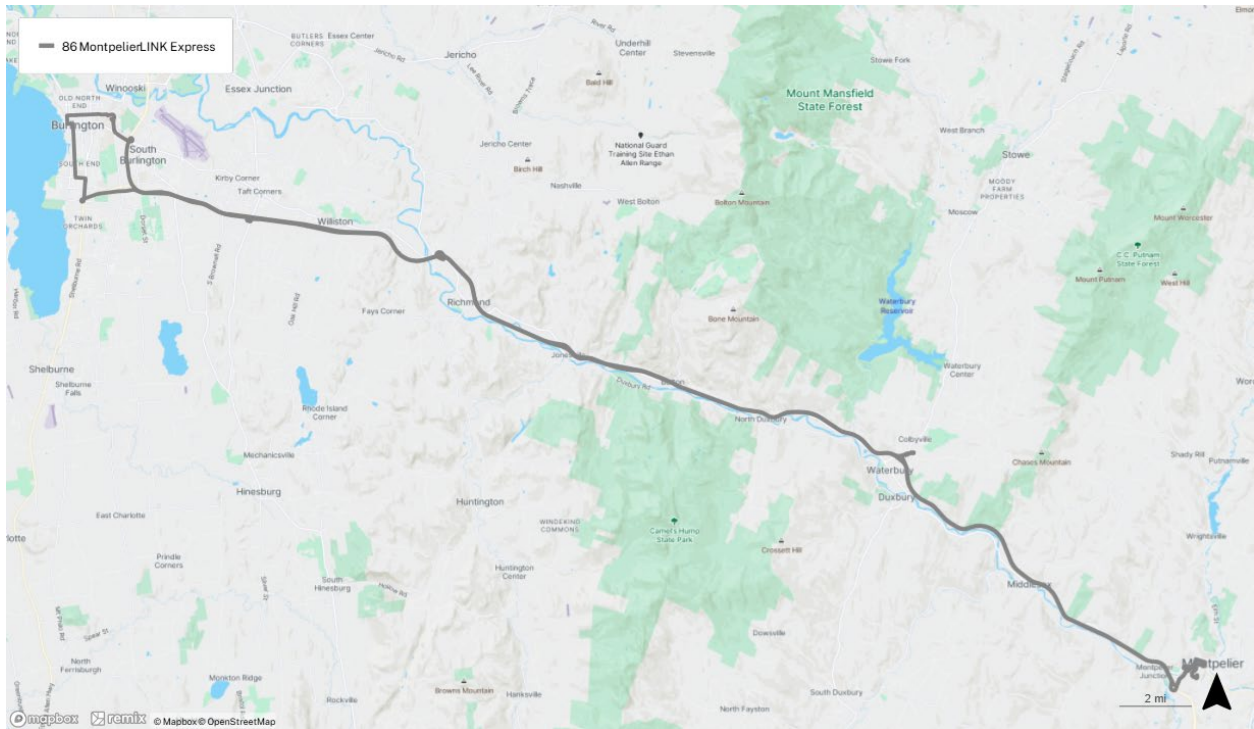
- With the transition of GMT's Washington County service on July 1, 2026, GMT will transition to fully operating the Montpelier LINK route out of its Burlington Operations.
- Currently four of the seven runs are operated out of GMT's Washington County facility.

- Align service with regional travel patterns that may have shifted with Return to Office policies

### What this means for riders

Potential changes may include:

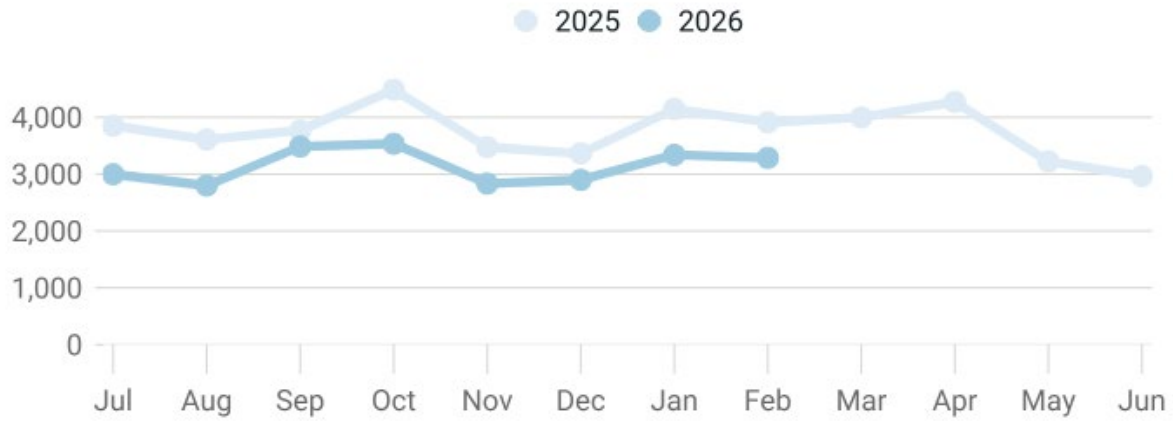
- Updated schedules
- Adjusted number of runs
- Revised stop patterns



### Current Montpelier LINK Schedule

## Montpelier LINK Ridership FY 25 & FY 26 YTD

### Total ridership



### Montpelier LINK Run Level Ridership

Burlington to Montpelier		
Downtown Transit Center Departure	Montpelier Transit Center Arrival	Average Boardings per Run
6:25	7:26	8.75
7:00	8:03	14.3
7:50	8:47	7.45
13:15	14:22	9.75
16:00	17:08	26.35
16:45	17:52	12.8
17:40	18:44	6.2

Montpelier to Burlington		
Montpelier Transit Center Departure	Downtown Transit Center Arrival	Average Boardings per Run
5:50	6:52	6.35
6:40	7:42	16.1
7:30	8:32	24.2
12:05	13:10	6.85
16:20	17:35	18.9
17:10	18:15	7.65
18:00	18:59	1.6

### What Happens Next?

- All feedback will be reviewed by GMT staff
- A summary will be presented to the Board of Commissioners at the April 21, 2026 Board Meeting
- Final decisions will be made following the public process in April. If approved, changes to Routes 5 and 86 will occur in June and changes to Route 4 will occur in August.