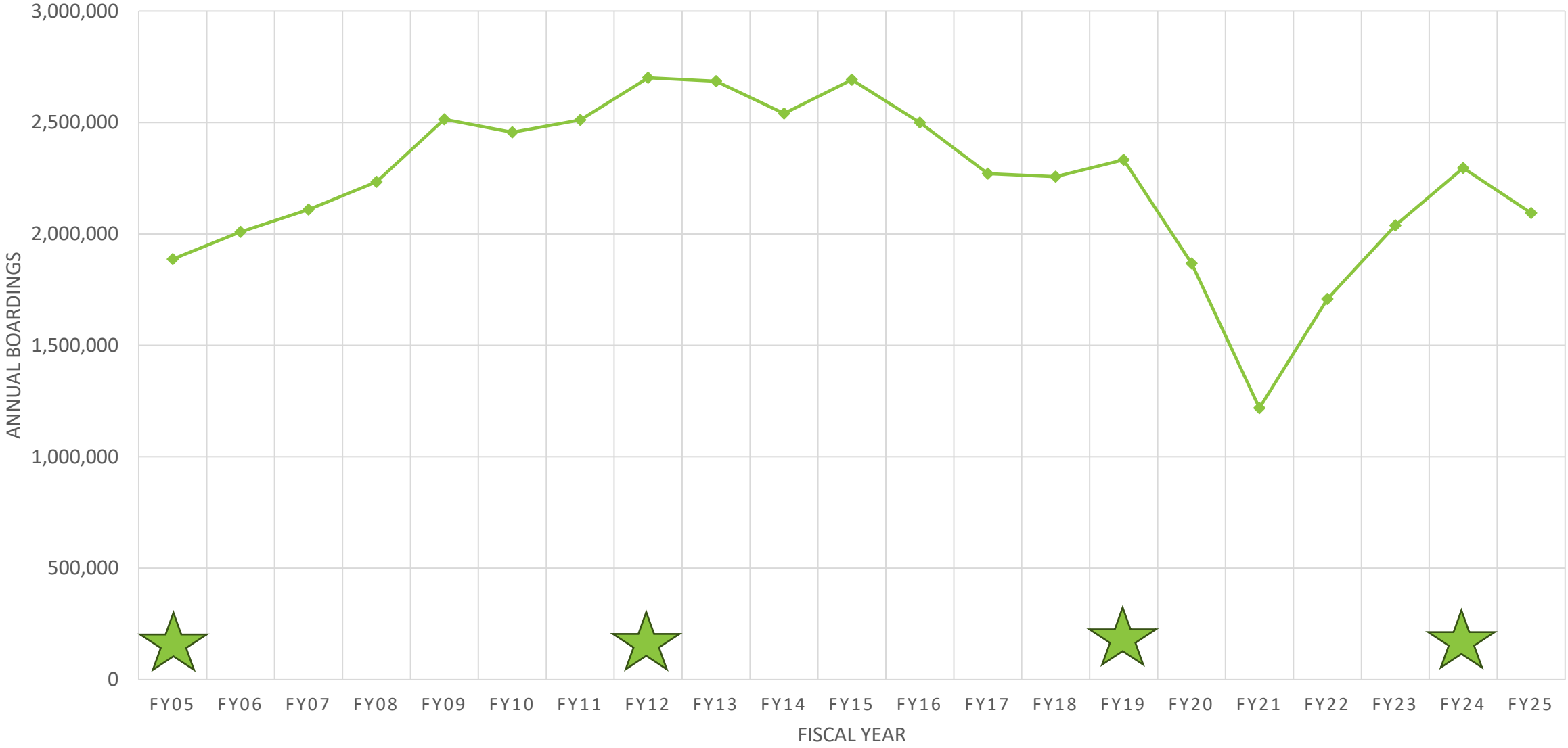
Green Mountain Transit
CCRPC TAC MTG 3/4/26

Green Mountain Transit

GMT URBAN RIDERSHIP FY 05- FY 25



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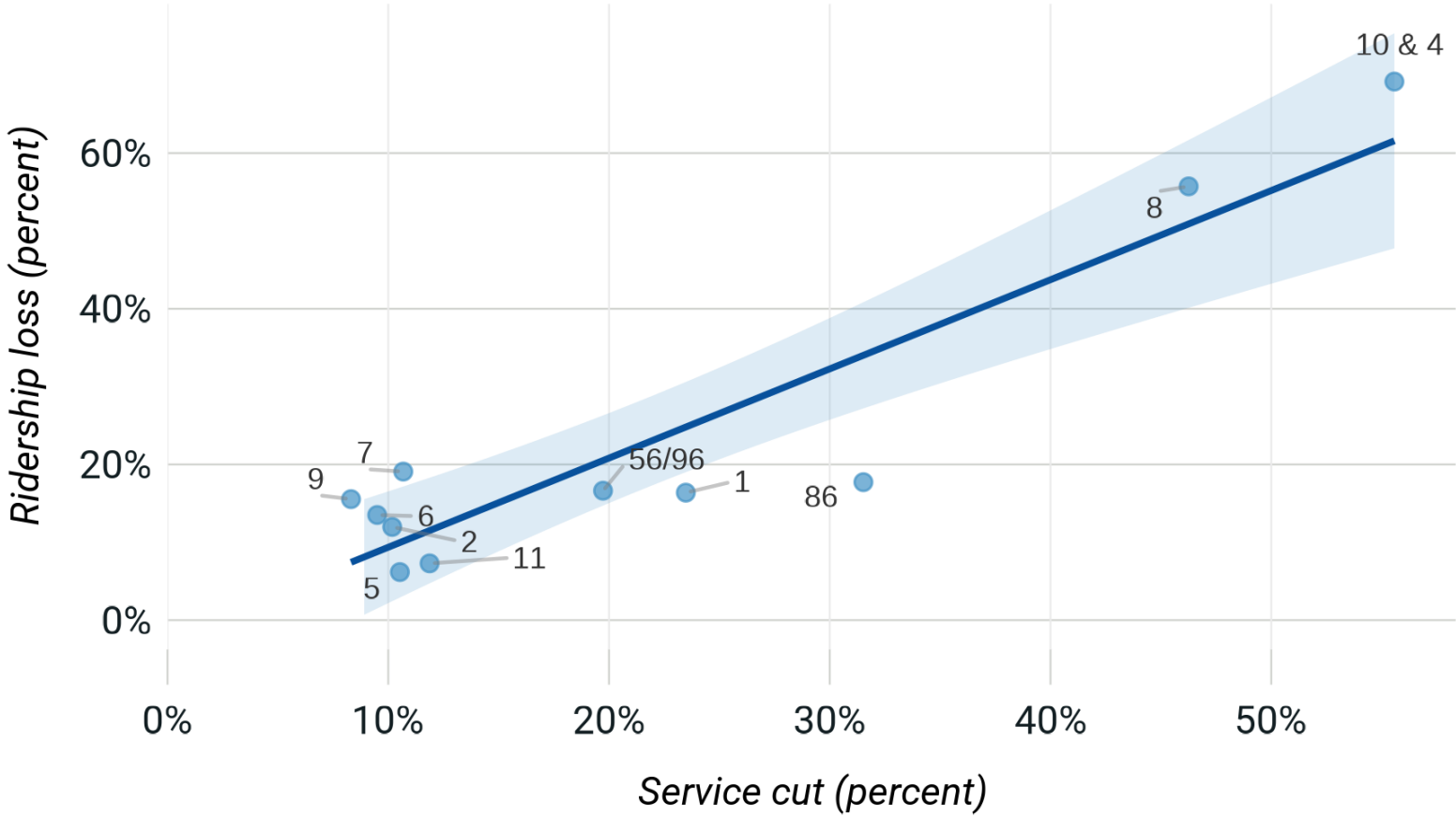
Routes with larger service cuts experience larger ridership losses

On average, a 10% service cut is associated with an 11.5% decline in ridership.



Note: OLS with 95% CI; $R^2 = 0.85$; proportions (0.10 = 10%); each point = route.

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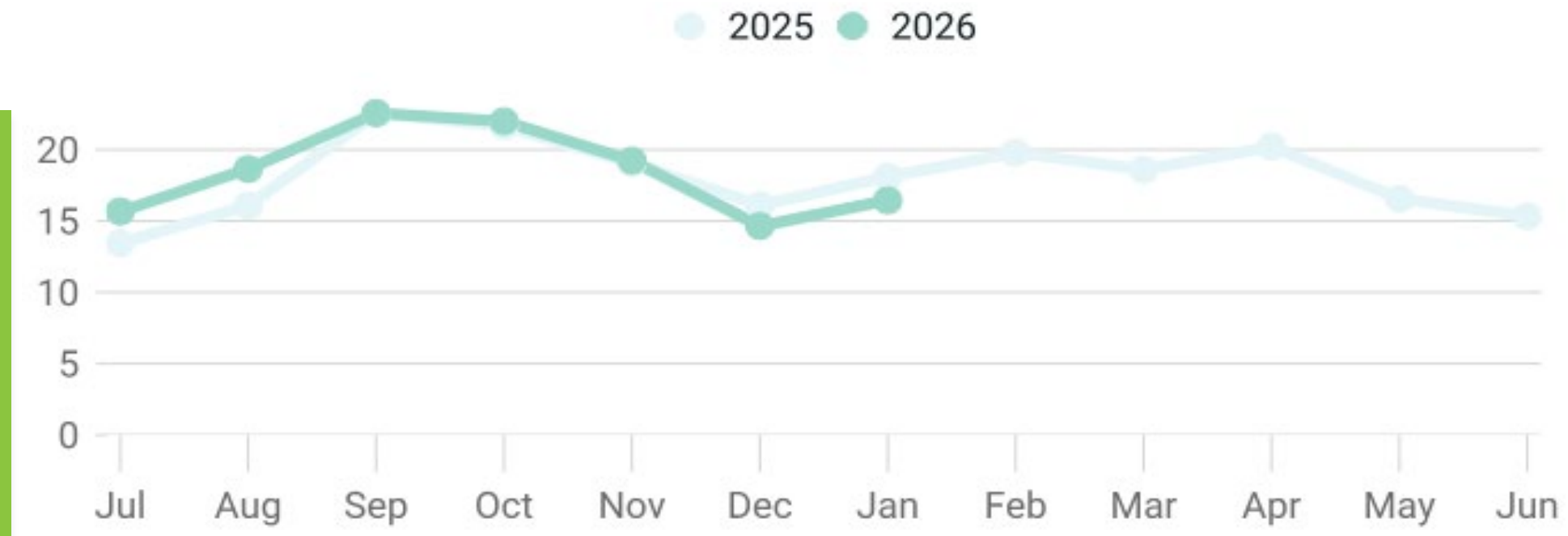
FY26- FY 25 Ridership by Vehicle Hour



Return to Urban Only Mission

Figure 5: Transit Ridership by Service Category

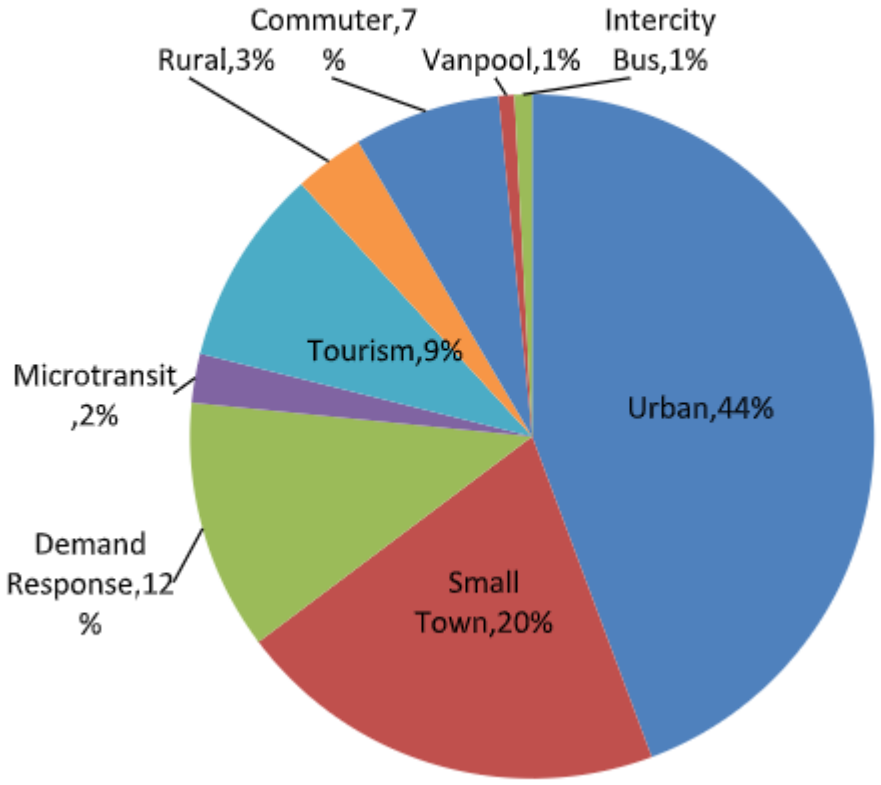
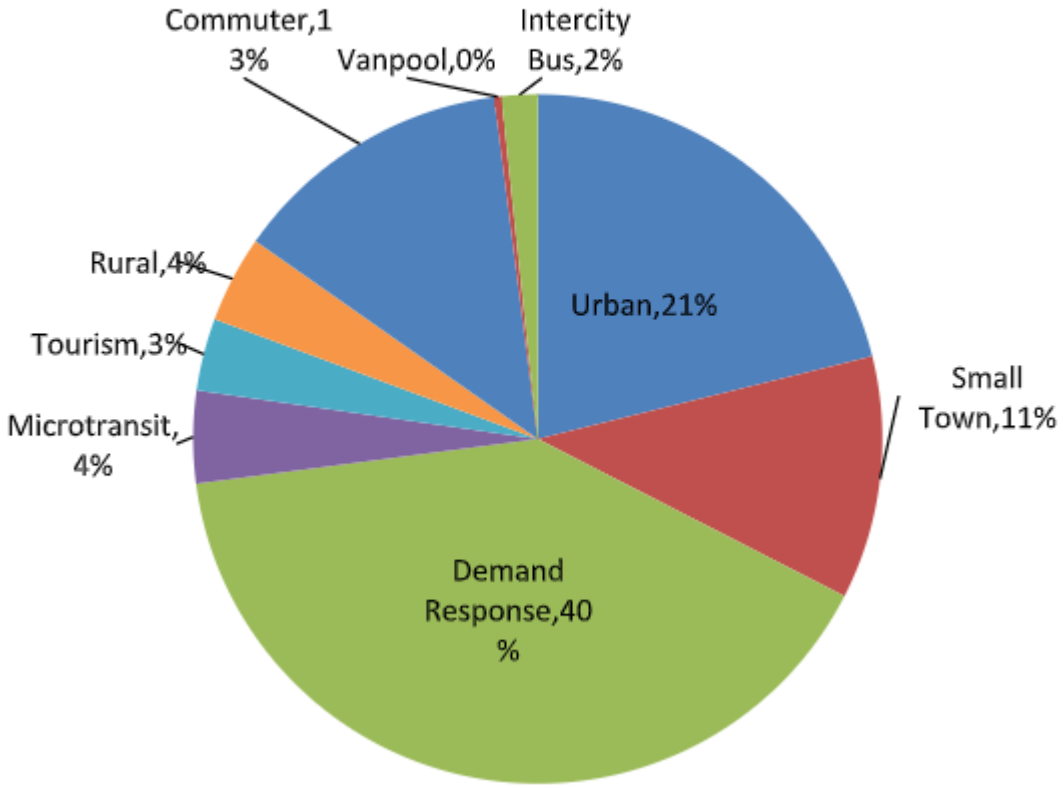
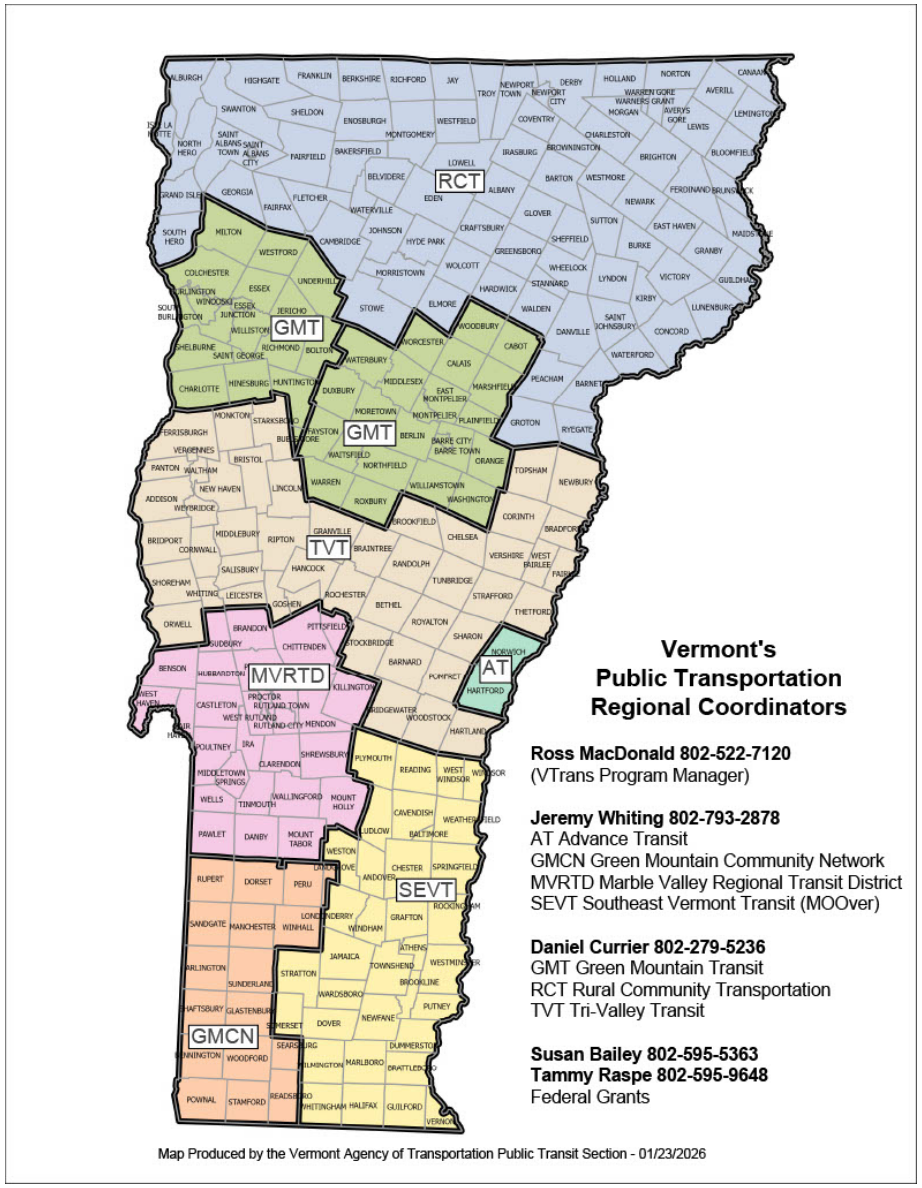


Figure 6: Gross Operating Costs by Service Category

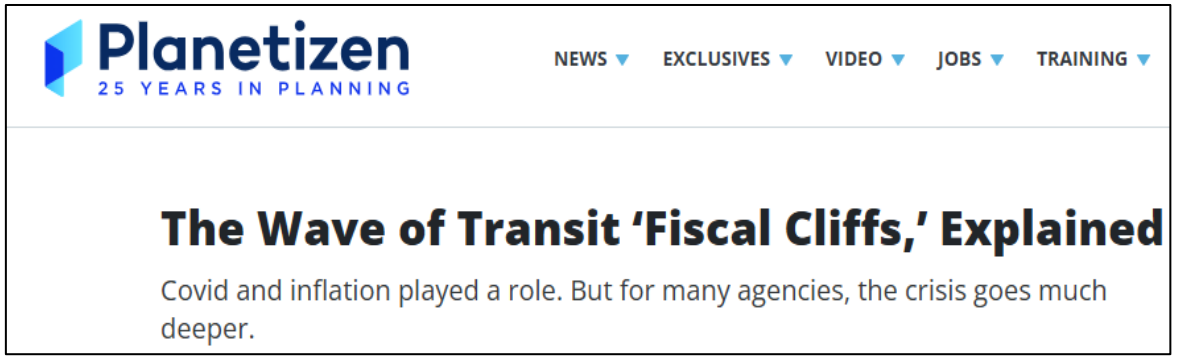


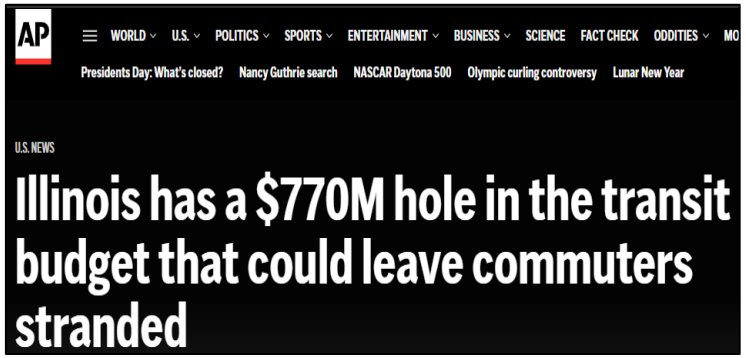
Return to Urban Only Mission

- Franklin/Grand Isle service transferred 1/1/26
- Washington/Lam oille service to transfer 7/1/26



GMT is not alone…





PublicTransit is facing an inflection point!

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What is causing this?

- Lasting Inflationary pressures – wages, benefits, comm. Insurance, etc.
- Temporary funding solutions (COVID, CRRSSA, ARPA) are running out
- Rural Transfer: Operationally Positive/Financially Challenging
- ADA costs have experienced same inflationary pressures

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Previous Cost Reductions

- Reduced service by 19% in FY25/26
- Reduction of 22% driver FTEs
- Elimination of 4 non-union positions

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Federal Surface Transportation Bill

- Current expires 9/30/26
- ~65% operating and >80% capital
- Outcomes range from cataclysmic to sustainable

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Federal Performance Awards

- $2.2M/year in performance based federal awards
- 4 of 6 performance awards achieved (13% of small transit agencies receive 4 or more)
  - Transit availability, usage, and efficiency
- Initial reductions = More Competitive
- Further reductions = Less Competitive

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FY 27 and FY 28 Budget Outlook

FY27 deficit of $560K

FY28 deficit of $2.7M would result in a roughly 30% reduction in current budgeted pay hours

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Statutory Request

- Add language to charter to allow GMT to negotiate local match outside formula for assessment, critical for obtaining non-governmental funding and matching service costs to payees

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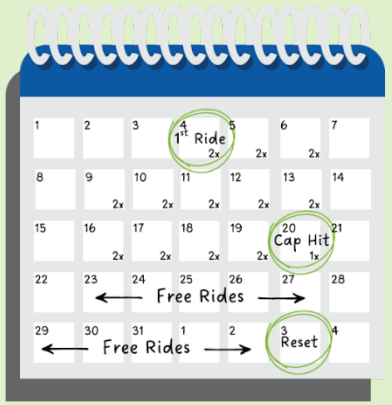
Ridership Fare Type Categories

School, University, or Employee Sponsored

General Public Rides: Technology Enabled

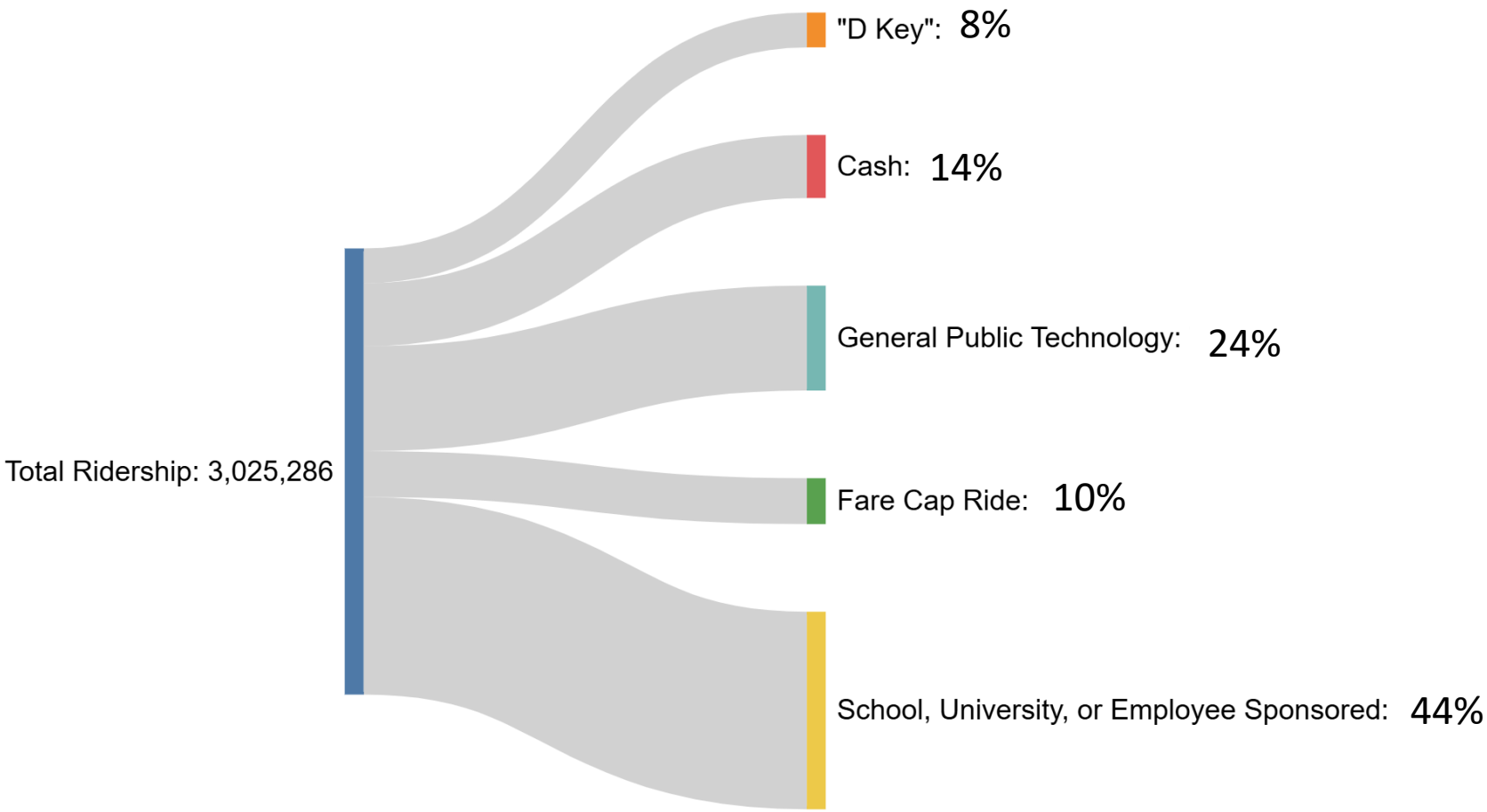
Fare Cap Ridership



Cash Ridership

Single Fare Voucher

Fare Type July 2024 to December 2025



Regular Vs. Discount Fare

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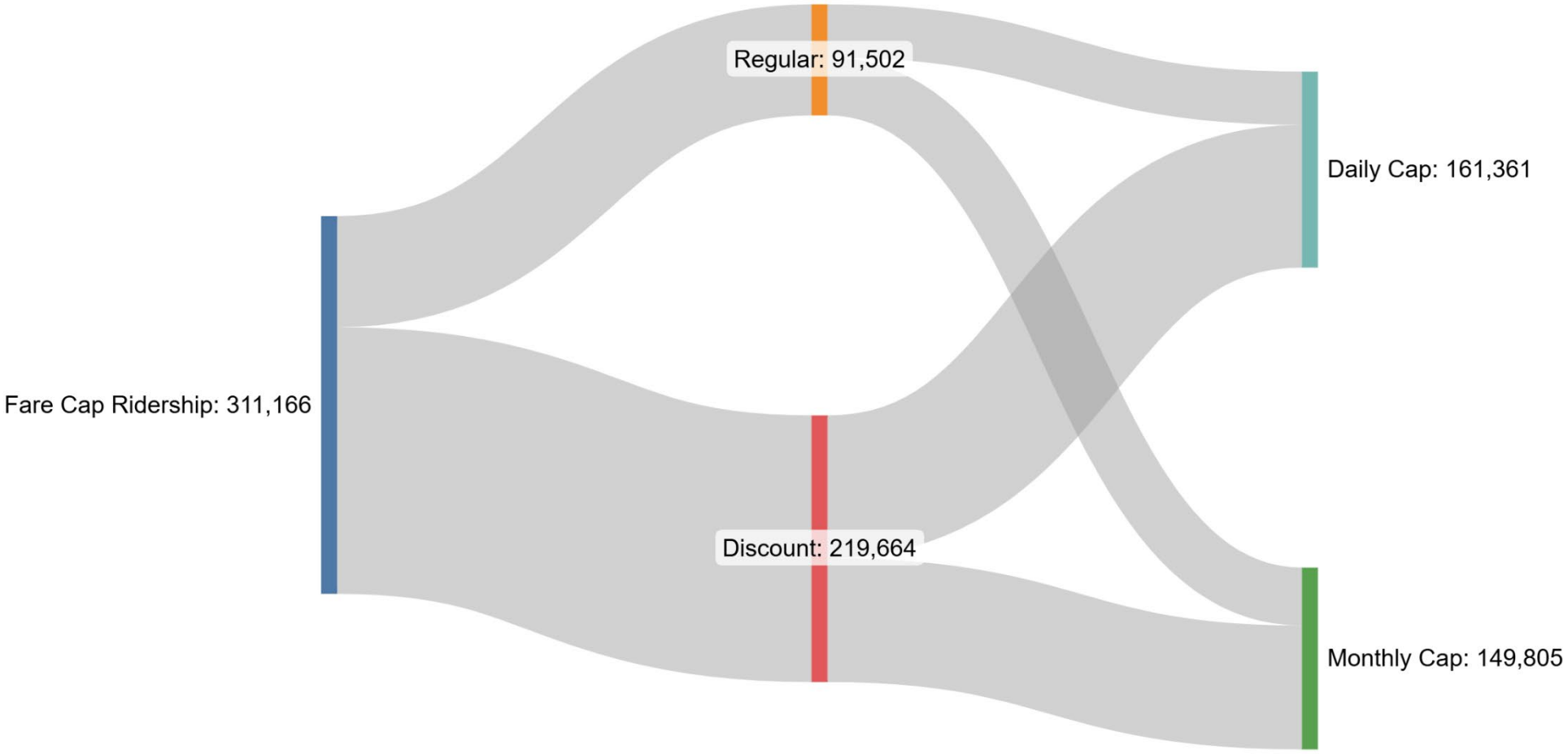
Daily Vs. Monthly Fare Cap



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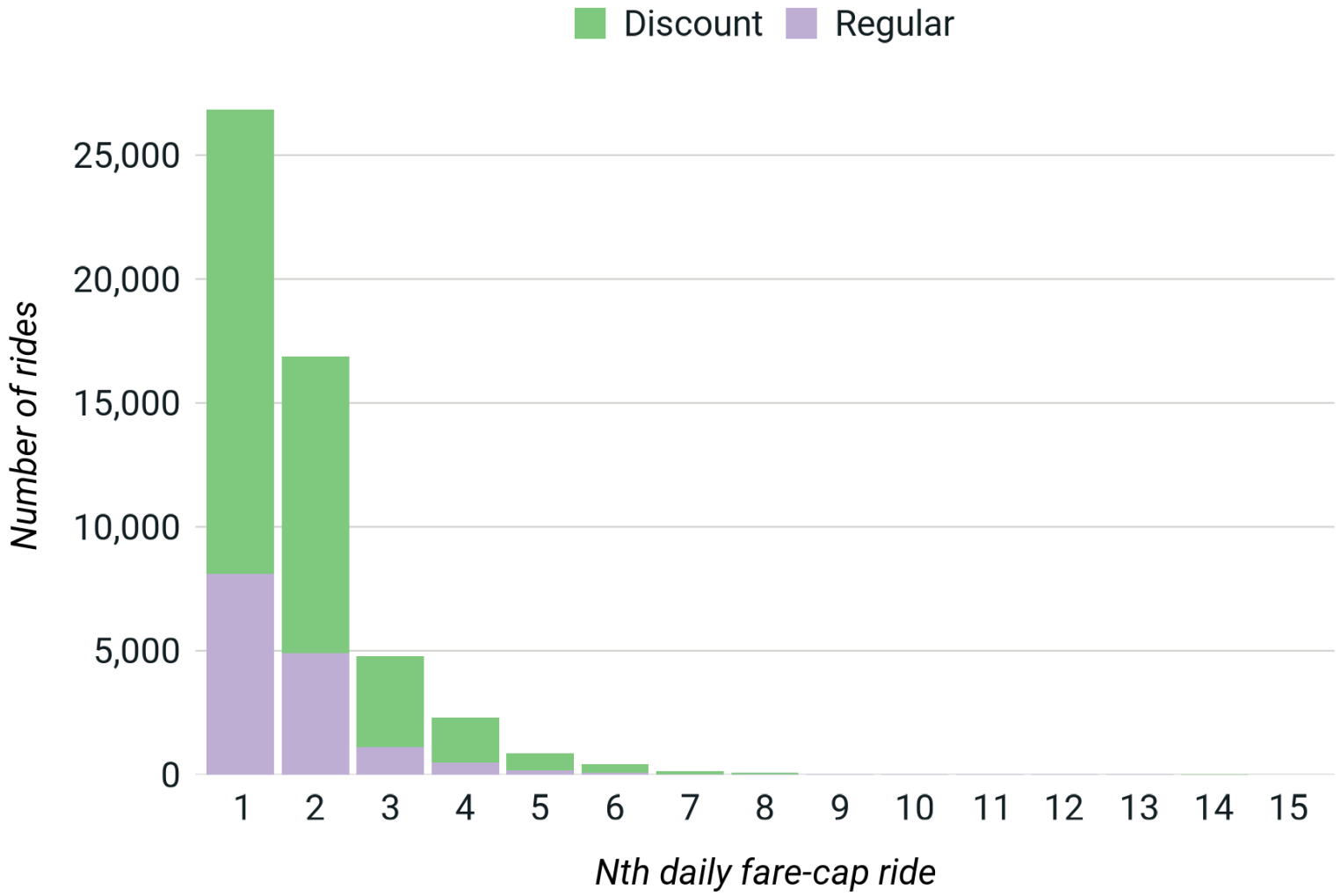
Distribution of daily fare cap rides

Out of 52,345 fare-capped rides, July 2025–January 2026



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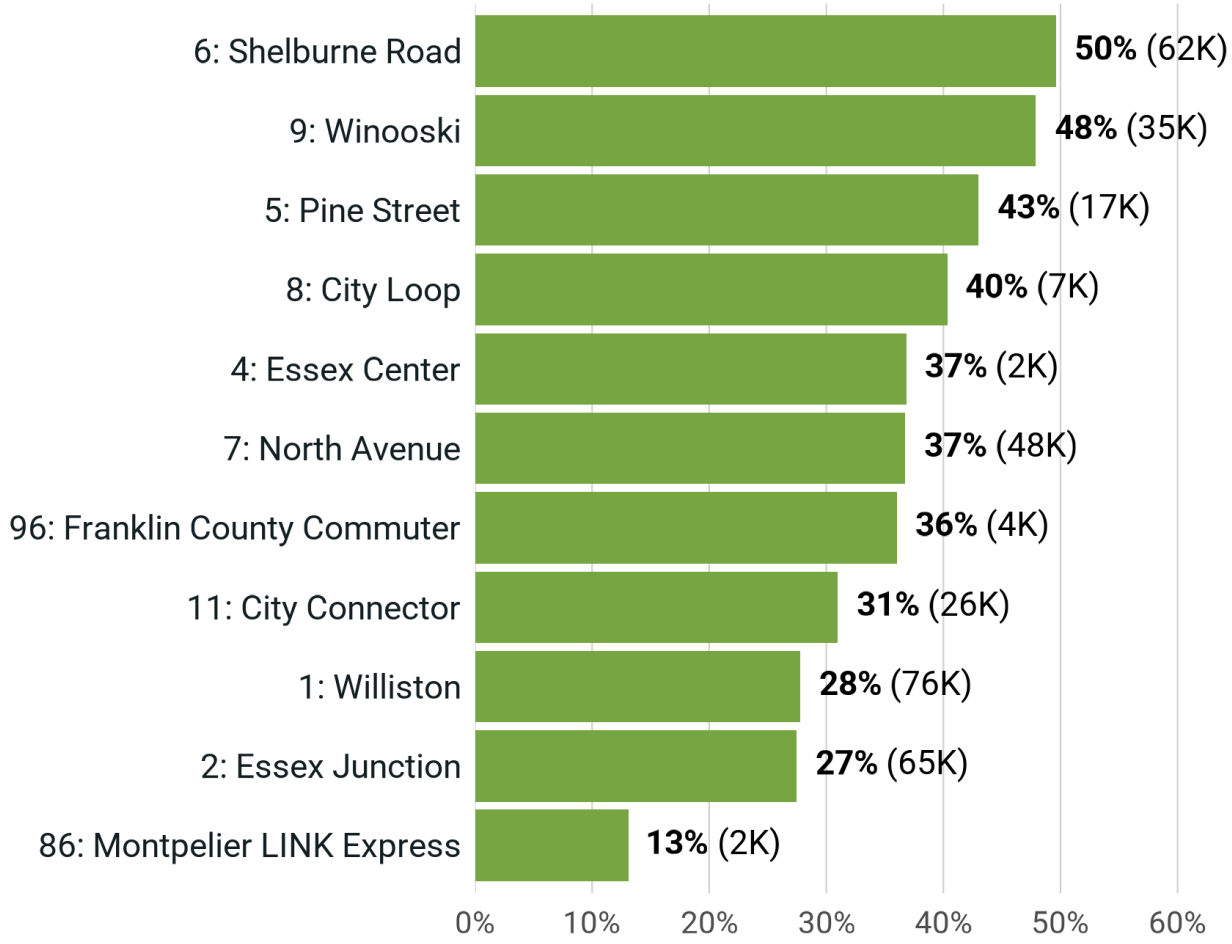
GMT routes with the most vulnerable riders

Share of Discount and Voucher riders by route in FY26



Note: Route 96 totals include ridership from former Route 56 following route consolidation.

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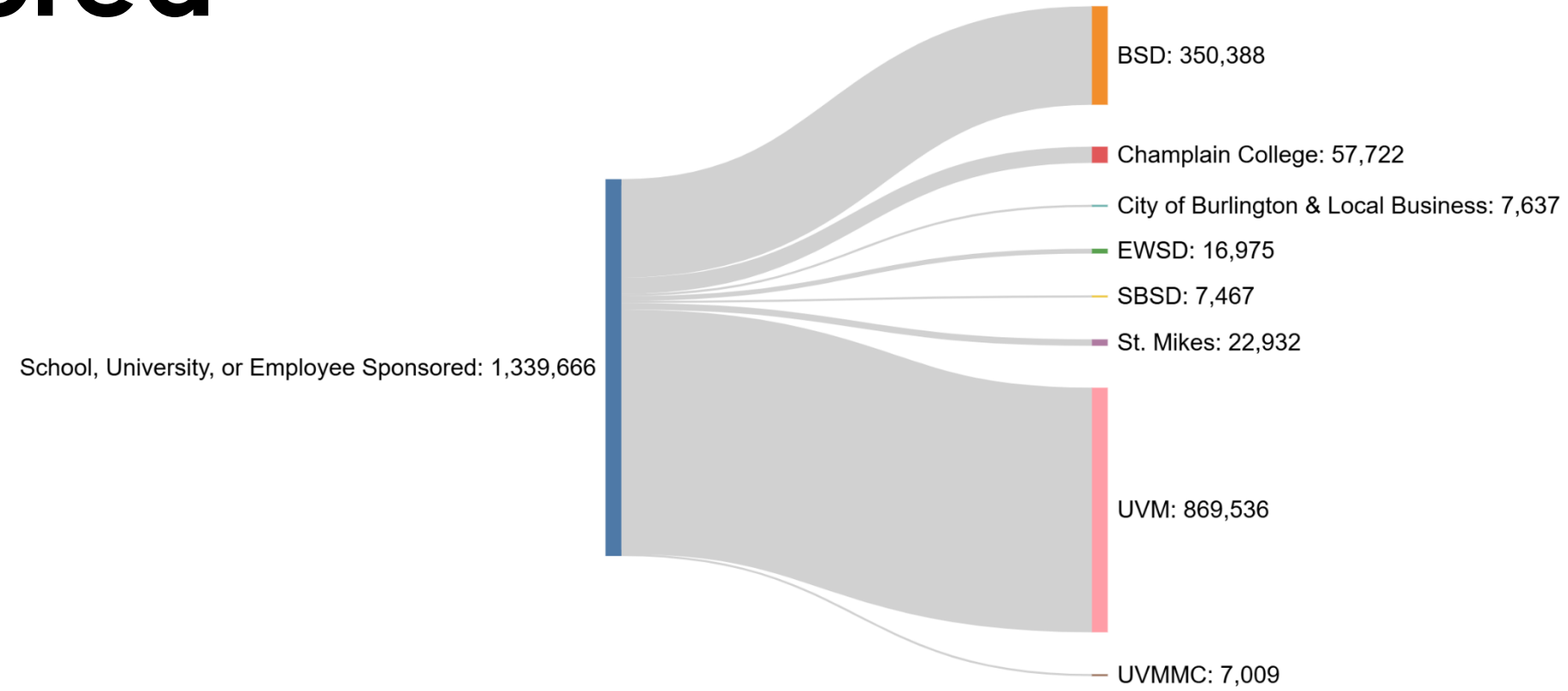
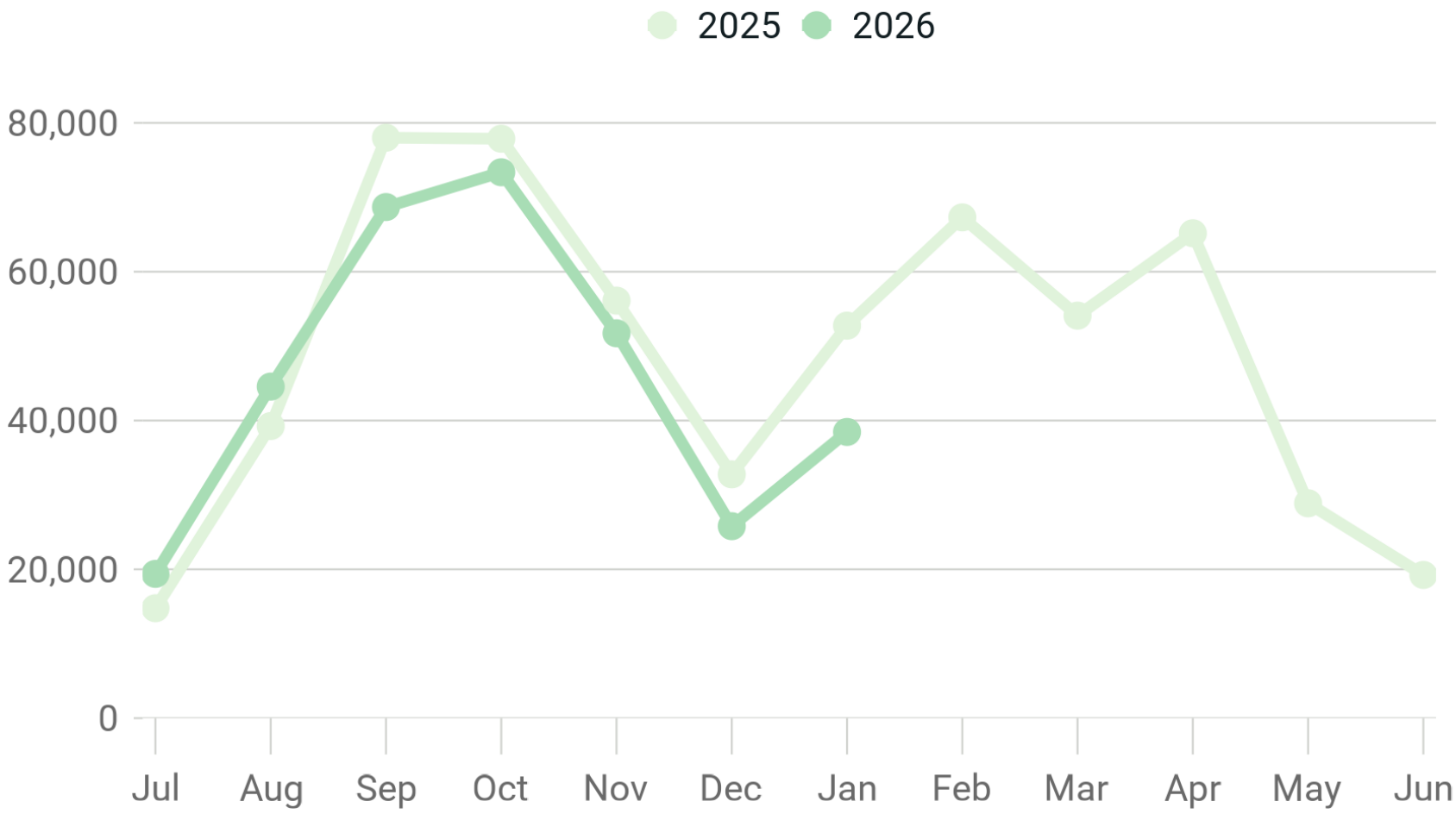
School, University, or Employee Sponsored



UVM Ridership over time

FY26 compared to FY25



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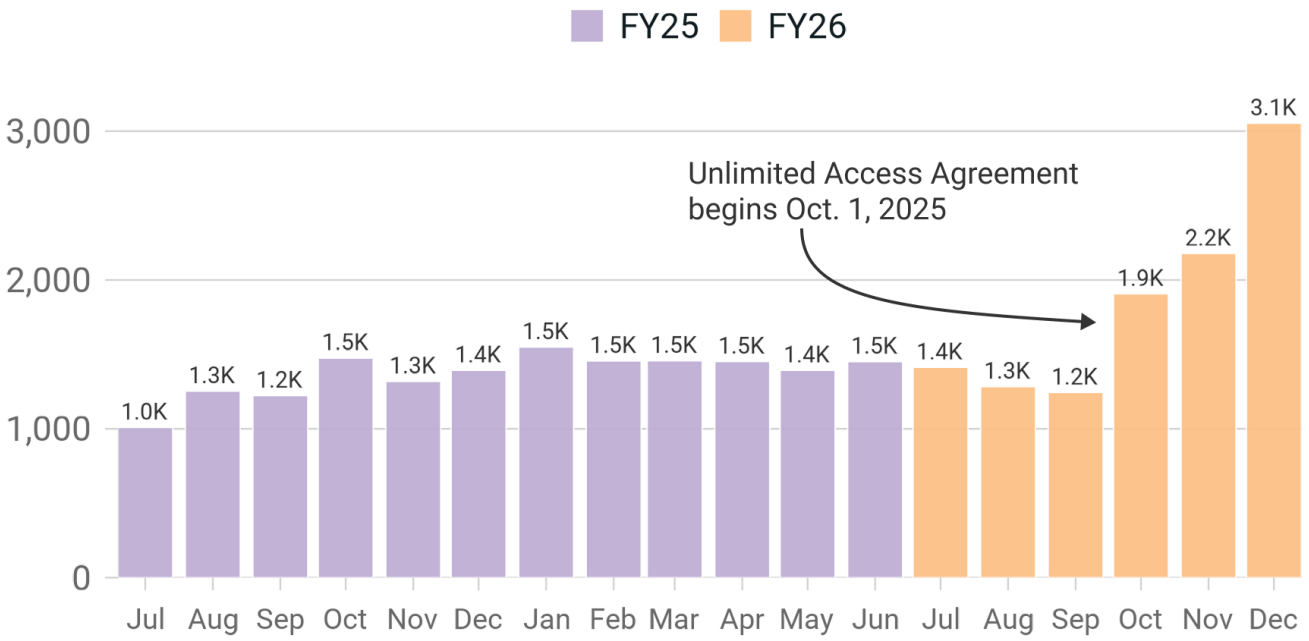
UVMMC

- Unlimited Access Agreement starts
- Routes 2,1, and 86 are top 3 used by this group

UVMMC Ridership

Number of fare transactions, July 2024-December 2025



Note: Riders are classified as UVMMC based on their email address.
Chart: Green Mountain Transit

Open Data Dashboard: SOON!

Protected: Open Data & Dashboards

Green Mountain Transit (GMT) provides public access to ridership, fare, and service data. These dashboards and downloads help riders, researchers, and community members understand how our transit system is performing.

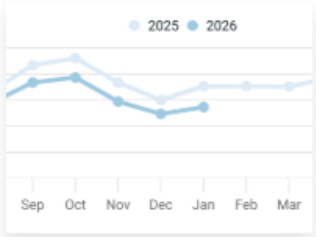
Explore the resources below to view trends, download datasets, and learn more about our service.

Data Downloads & Documentation

Download datasets and review detailed methodology and data definitions.

Access Data Downloads

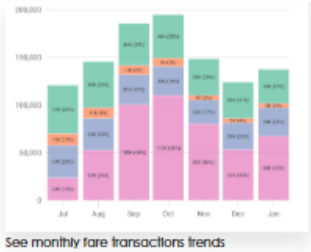
Ridership Dashboard



View monthly ridership by route and track trends over time.

Open Dashboard

Fares Dashboard



See monthly fare transactions trends

Open Dashboard

Stops Dashboard

Explore estimated monthly boardings by stop location.

Open Dashboard

Additional Data & Reports

VTrans Public Transit Performance Report

Annual route performance reports from the Vermont Agency of Transportation for FY24.

View Report

National Transit Database – GMT Profile

Federal reporting data on GMT's funding, service levels, and performance.

View Profile

General Transit Feed Specification (GTFS)

Download GMT's current schedule data for use in trip planning tools and applications.

Download GTFS

FY25 Small Transit Intensive Intensive Cities (STIC) Performance Data and Apportionments

View Data

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Rider Engagement and Access Council

Rider Engagement and Access Council

The Rider Experience and Access Council (REAC) provides **actionable feedback and practical ideas** to improve the transit experience across GMT's urban system. The Council plays a key role in shaping how GMT approaches **outreach, planning, accessibility, and rider engagement**, ensuring rider perspectives directly inform decision-making.

The Council will focus on:

- Chittenden County local fixed-route service
- LINK Express services connecting to Chittenden County
- Paratransit services that support access to the fixed-route system

Membership:

- The Council will consist of **8–12 members**
- **100% of members must be current GMT transit riders**
- The Council will strive for **at least 50% of members who use public transit as their primary mode of travel**
- GMT will seek **diverse representation**, including:
  - Riders from different geographic areas

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Questions?

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