



# 2024 POLICY PRIORITIES

**Transportation for Vermonters (T4VT)** is a cross-sector advocacy coalition working to create a sustainable and equitable transportation system for Vermont. T4VT informs and advances effective policies, plans and programs that expand mobility choices for all Vermonters. We accomplish this goal by convening diverse stakeholders, providing data-backed recommendations to legislators, and bringing Vermonters' stories to the State House.

T4VT's 2024 priorities are informed by our core values to:

- Provide equitable access to transportation;
- Improve public health and safety;
- Reduce air and water pollution;
- Foster walkable community centers; and
- Meet Vermont's required carbon emission reductions.

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## **Overarching Priority | Advance a Long-Term Funding Source and Primary Policy Tool**

The Legislature should maximize and leverage new federal funding opportunities, as well as look to the Carbon Reduction Strategy and Climate Action Plan to identify and adopt one or more policy or regulatory tools – like cap-and-invest – to make certain pollution reductions and secure a long-term, sustainable funding source for a multi-modal transportation system that serves all Vermonters well, now, and into a changing future.

## **Priority 1 | Develop a New, Multi-Modal State Mobility Program to Better Serve All**

Gaps in state-level mobility coordination and service provision are leaving too many Vermonters stranded too often. The Legislature should explore a new state mobility program focused on moving people, not just vehicles, to improve and maximize the efficiency, integration and coordination of local and regional mobility services and leverage unprecedented federal funding to build a transportation network that is more efficient, equitable and accessible to all.

## **Priority 2 | Require VTrans to Prioritize Vulnerable Users First**

Vermont currently has no accounting for how its most vulnerable users interact with its transportation systems. VTrans must provide an annual report to the Legislature on how the Vermont Transportation Equity Framework recommendations are being accomplished. VTrans must also describe how vulnerable users (as defined in statute) are being prioritized, including ensuring compliance with ADA requirements and other Vermont laws designed to protect vulnerable users.

### **Priority 3 | Increase Funding for the MTI Grant and E-Bike Incentives**

The Legislature should expand its commitment to the popular E-Bike Incentive Program and allocate \$500,000 to incentives in the FY 25 budget to ensure program consistency, reliability and access to this clean, affordable transportation option. Investment in the successful Mobility & Transportation Innovations (MTI) Program should be increased and restructured to provide multi-year grants, reliable timelines and funding expectations, and sufficient appropriations to support large-scale projects and implementation of services.

### **Priority 4 | Update Regulations to Better Protect Bicyclists and Pedestrians**

Vermont bicyclists and pedestrians have been getting the short end of the spoke when it comes to regulatory protections. The Legislature should update regulations that strengthen mobility and safety for vulnerable users, wheelchair users, pedestrians, and bicyclists. T4VT supports the regulation changes outlined in H.685, including changing the safe passing requirement, updating the pedestrian definition to include wheelchair users, removing the sidewalk requirement, allowing bicycles to use pedestrian walk signals when parallel walk signals are present, and allowing bicyclists to utilize stop signs as yield signs.

### **Priority 5 | Increase Support for Municipalities Managing Complete Streets Projects**

To achieve the wide-ranging benefits of Complete Streets, municipalities require greater financial support and control over projects to meet their unique needs. The Legislature should increase funding for the Bike and Pedestrian Grant Program, Downtown Transportation Fund, Better Places Program and Better Connections Program. VTrans should establish a policy manual that details potential avenues for municipalities to be provided more design flexibility on "main streets" located on state highways.

### **Statement of Principles on Act 250**

As Vermont embarks on making updates to Act 250, it is critical that regulatory updates encourage compact community development to enable increased use of sustainable modes of transportation and the accompanying public health, community, climate and other benefits.

*Transportation for Vermonters is a broad coalition committed to increasing the affordability, access, and sustainability of Vermont's transportation system.*



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