



To: Senate & House Committees on Appropriations
Re: Transportation Funding
From: Transportation for Vermonters (T4VT)

Dear Chairs Perchlik and Scheu, and Members of the Senate and House Committees on Appropriations,

On behalf of the Transportation for Vermonters (T4VT) coalition, thank you for your continued work to steward Vermont's budget during a challenging fiscal year. T4VT is a statewide coalition of organizations, institutions and service providers working to advance affordable, sustainable, and equitable transportation options that connect Vermonters to jobs, housing, healthcare, education, and community.

We write today with serious concerns about the current outlook for Vermont's Transportation Budget. Without decisive action, funding shortfalls threaten to destabilize public transit service, delay critical safety improvements, and undermine progress toward Vermont's climate and affordability goals.

At a time when Vermonters are already facing rising housing, energy, and transportation costs, cuts or stagnation in transportation investment would leave many residents — particularly seniors, people with disabilities, rural residents, and low-income households — with even fewer options to meet basic daily needs. Please refer to [AARP's Transit Funding Fact Sheets](#) for more information.

Transportation is the second-largest household expense in Vermont, and in many rural communities it is effectively a prerequisite to employment and essential services. When transit routes are cut or services become unreliable, Vermonters are forced to spend more on personal vehicles or forgo trips altogether. This erodes workforce participation, strains family budgets, and increases isolation. It also runs counter to Vermont's statutory climate commitments, given that transportation remains the largest source of greenhouse gas emissions in the state.

This year, we urge the Committee to:

- Protect and stabilize public transit funding, including operating support for regional transit providers. This requires, at a minimum, level funding rural transit at \$1.5 million and funding Green Mountain Transit (GMT) with a \$1 million dollar increase to base funding.
- Adequately fund bike, pedestrian, and transportation demand management (TDM) programs to meet the needs of communities. The Better Connections grant program, MTI grant program, Downtown Transportation Fund, Bicycle/Pedestrian Program, and

Transportation Alternatives Program are critical for providing cost-effective strategies to advance Vermont's climate, economic development, and affordability goals.

- Maintain investments in programs that expand access to affordable, clean transportation options, such as the MileageSmart electric vehicle incentive program and e-bike incentive program.
- Avoid shifting disproportionate costs onto riders or local communities least able to absorb them.

Short term patches alone will not resolve the structural imbalance facing the Transportation Fund. Vermont must identify long term, sustainable revenue solutions that align with our climate, housing, and economic development objectives.

We encourage your Committee to work collaboratively with the Transportation Committees to **evaluate and advance new and diversified revenue sources**, which may include recommendations proposed in several recent studies ([Vermont Transportation Funding Study](#), [CCRPC Transit Financing Study](#), [VPTA Report on Funding Sources for Public Transit Nonfederal Match](#), [Vermont Climate Action Plan](#)).

Vermont cannot afford to allow its transportation system to erode. Doing so would deepen the affordability crisis, increase emissions, and leave too many Vermonters stranded. We urge the Committee to prioritize both immediate stabilization and the development of sustainable, long-term funding solutions.

T4VT is eager to work with you to ensure that Vermont's transportation system supports affordable, healthy, and climate-aligned communities for years to come.

Thank you for your consideration.

Sincerely,

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