



Transportation for Vermonters

House Environment Committee Testimony

Kati Gallagher | T4VT Coordinator, VNRC
Robb Kidd | Sierra Club

January 30, 2025



Agenda



Charger incentives

Figuring out ideas
for sustainable transportation
options for small towns

Increase
walkability

- Introduction
- T4VT 2025 Policy Priorities
 - Sustainable Funding for Transit
 - EV & eBike Incentive Programs
 - Revenue Generating Policy Tool
 - Street Safety
- Q&A

Who We Are



- AARP VT
- CarShare Vermont
- CATMA
- Green Mountain Transit
- Local Motion
- Old Spokes Home
- Renewable Energy Vermont
- Vermont Chapter of the Sierra Club
- Vermont Clean Communities
- Vermont Center for Independent Living
- Vermont Energy Education Program
- Vermont Energy Investment Corporation
- Vermont Natural Resources Council
- Vermont Public Interest Research Group
- Vital Communities

We believe investments in an accessible & sustainable transportation system can:



Provide equitable access to economic & social opportunities;



Improve public health and safety;



Reduce air and water pollution;



Foster walkable community centers;



Meet Vermont's required carbon emission reductions.

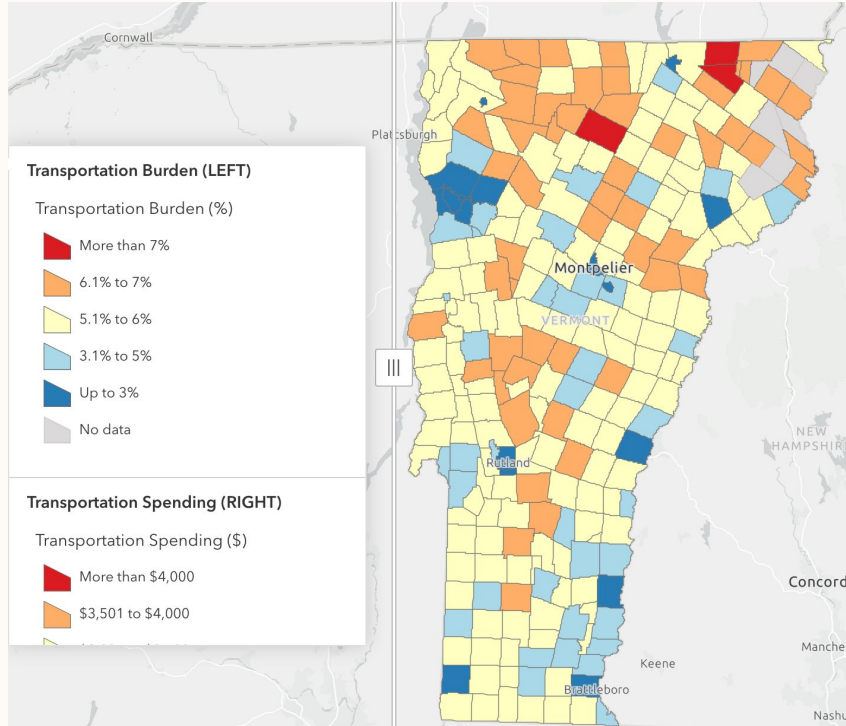
THE HIDDEN ENVIRONMENTAL IMPACTS OF DRIVING



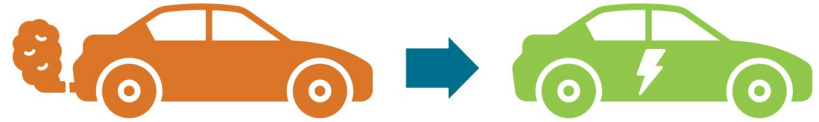
The majority of Vermont's greenhouse gas emissions comes from the transportation sector.

...But it's not just emissions we should be concerned about.

Car dependence is also costly - for households, towns, and public health.



Lifetime cost savings of switching to an electric vehicle




Estimated savings on fuel and maintenance: ~\$9,500

+

Avoided social costs from reduced fuel-related GHG emissions over the life of the vehicle: ~\$7,000

Sources: Annual mileage assumed to be 11,084 based on 2022 data for Vermont from Federal Highway Administration; Fuel economy assumptions from the 2021 Vermont Transportation Energy Profile; Gasoline and electricity prices are 2023 averages for Vermont from EIA; gasoline emissions factors from EIA and EPA; electricity emissions intensity assumed to decrease linearly to 100% carbon-free by 2035; Social Cost of GHG values from the EPA (2023), using a 2% discount rate. Calculation based on a vehicle lifetime of 8 years, per assumptions in the 2023 Vermont Tier III Technical Reference Manual. **Note:** Upfront vehicle costs vary based on make/model and incentive eligibility; because of this variance, upfront vehicle costs are not quantified here. All costs and savings presented in 2024 dollars.



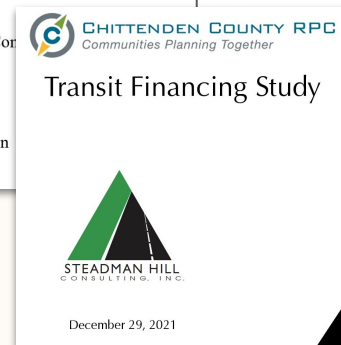
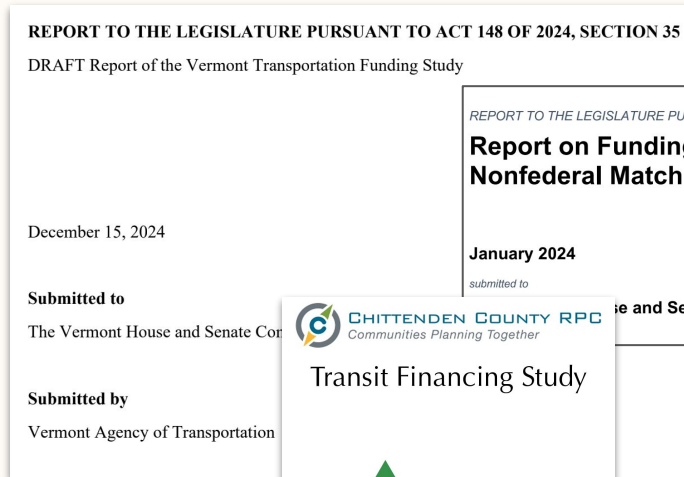
Transportation costs are Vermonters' second-largest expenditure - especially for rural households.

Enact Sustainable Funding for Transit



Recommendation:

The Legislature should identify and enact new, dedicated sources of funding to ensure accessible public transportation, as recommended recent funding studies.



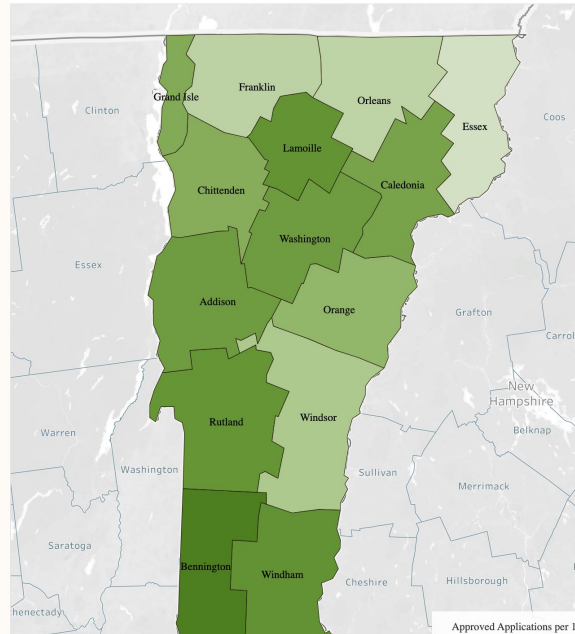
Reinstate Funding for EV & eBike Incentive Programs



Recommendation:

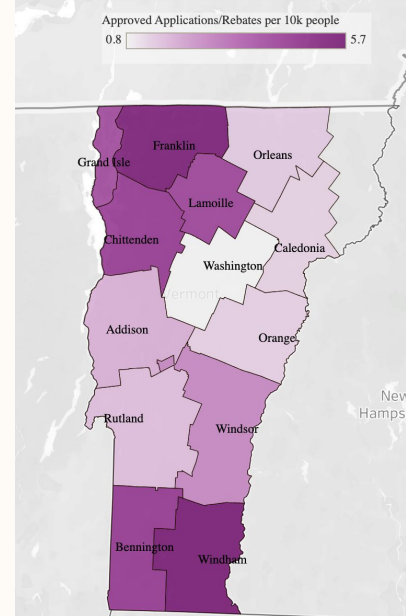
The Legislature should review the FY24-25 Transportation Budget allocations to make recommendations to reappropriate funds in the Budget Adjustment Act to maintain these critical incentive programs.

Number of Approved Replace Your Ride Applications per 10,000 people
This map displays a standard value for comparison regardless of the county population.



eBike Incentives

Year 2

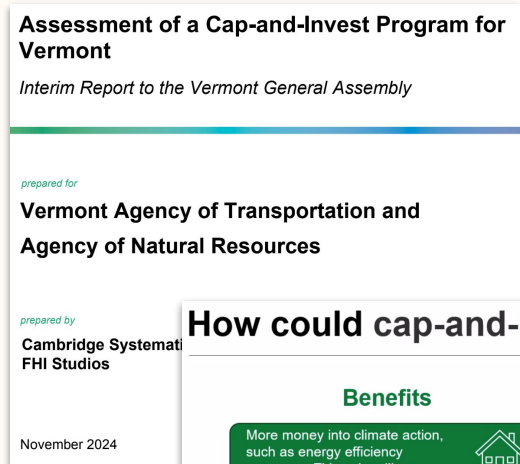


Advance a Revenue-Generating Emissions Reduction Policy Tool

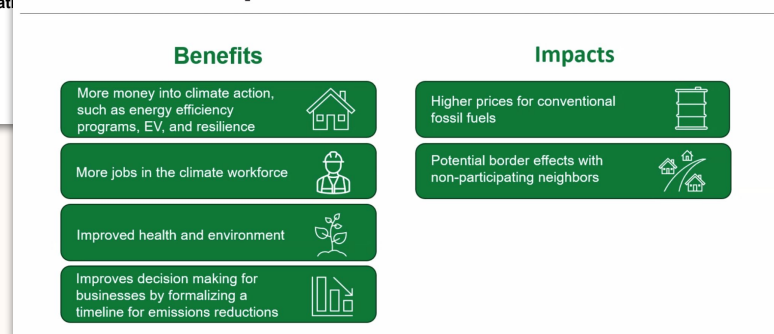


Recommendation:

The Legislature should identify and adopt one or more policy or regulatory tools to make certain pollution reductions and secure a long-term, sustainable funding source for a multi-modal transportation system.



How could cap-and-invest affect Vermonters?



Improve Street Safety for Affordable Mobility



Recommendations:

The Legislature should make walking and bicycling easier and safer by:

- improving bike safety at intersections;
- reducing Vermont's general minimum posted speed limit to 20 MPH, and
- ensuring adequate funding for bicycle and pedestrian infrastructure.