

Policy Solutions for Building **Healthy, Affordable, Connected Communities**



Who We Are

A diverse coalition dedicated to advocating for a well-funded, accessible, and equitable transportation system for the good of Vermonters, our communities, and our climate.



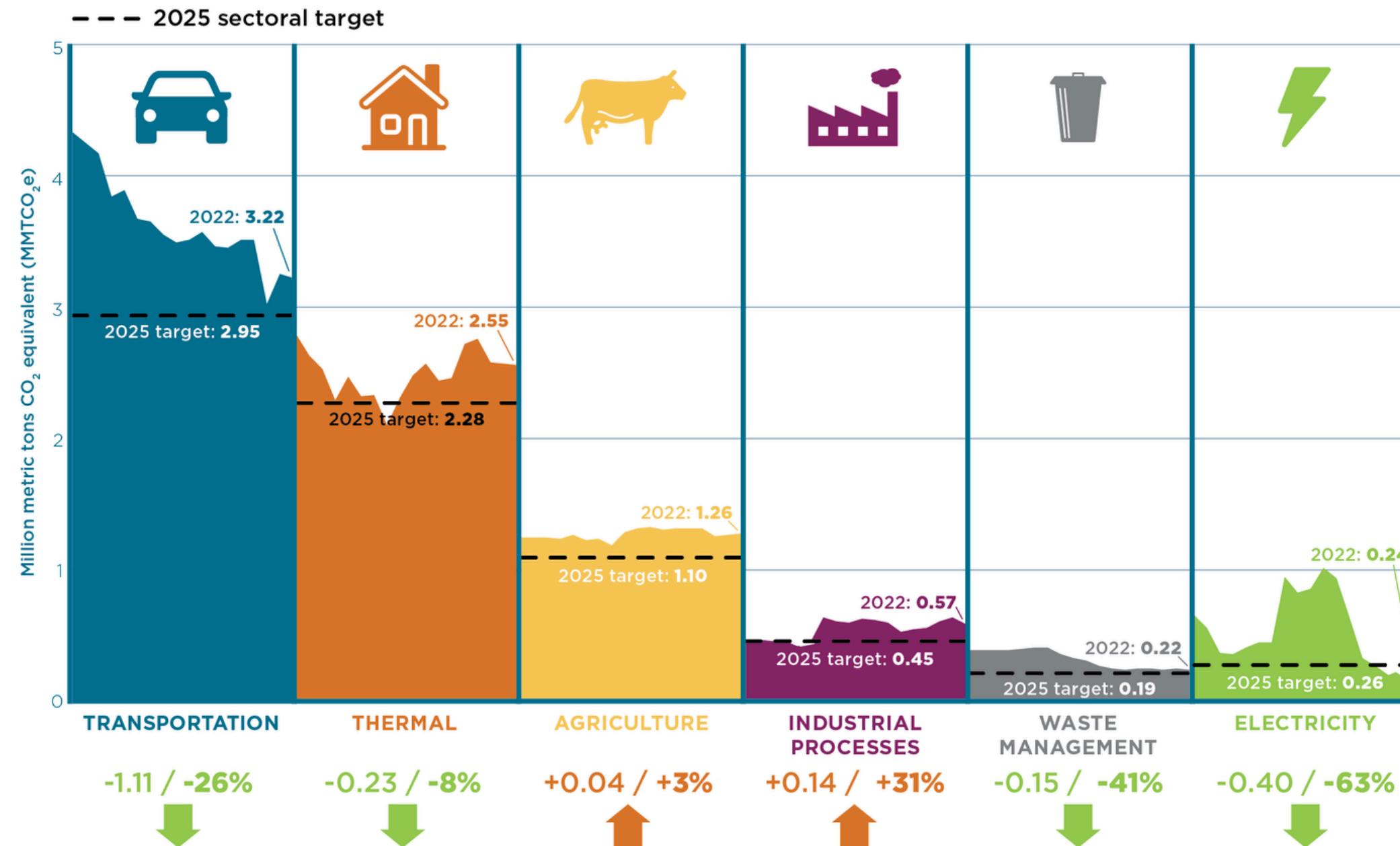
Our Transportation System Must:

1. Provide equitable access to economic & social opportunities;
2. Improve public health and safety;
3. Reduce air and water pollution;
4. Foster walkable community centers;
5. Meet Vermont's required carbon emission reductions.



Our Challenge

Vermont GHG emissions by sector, 2005-2022

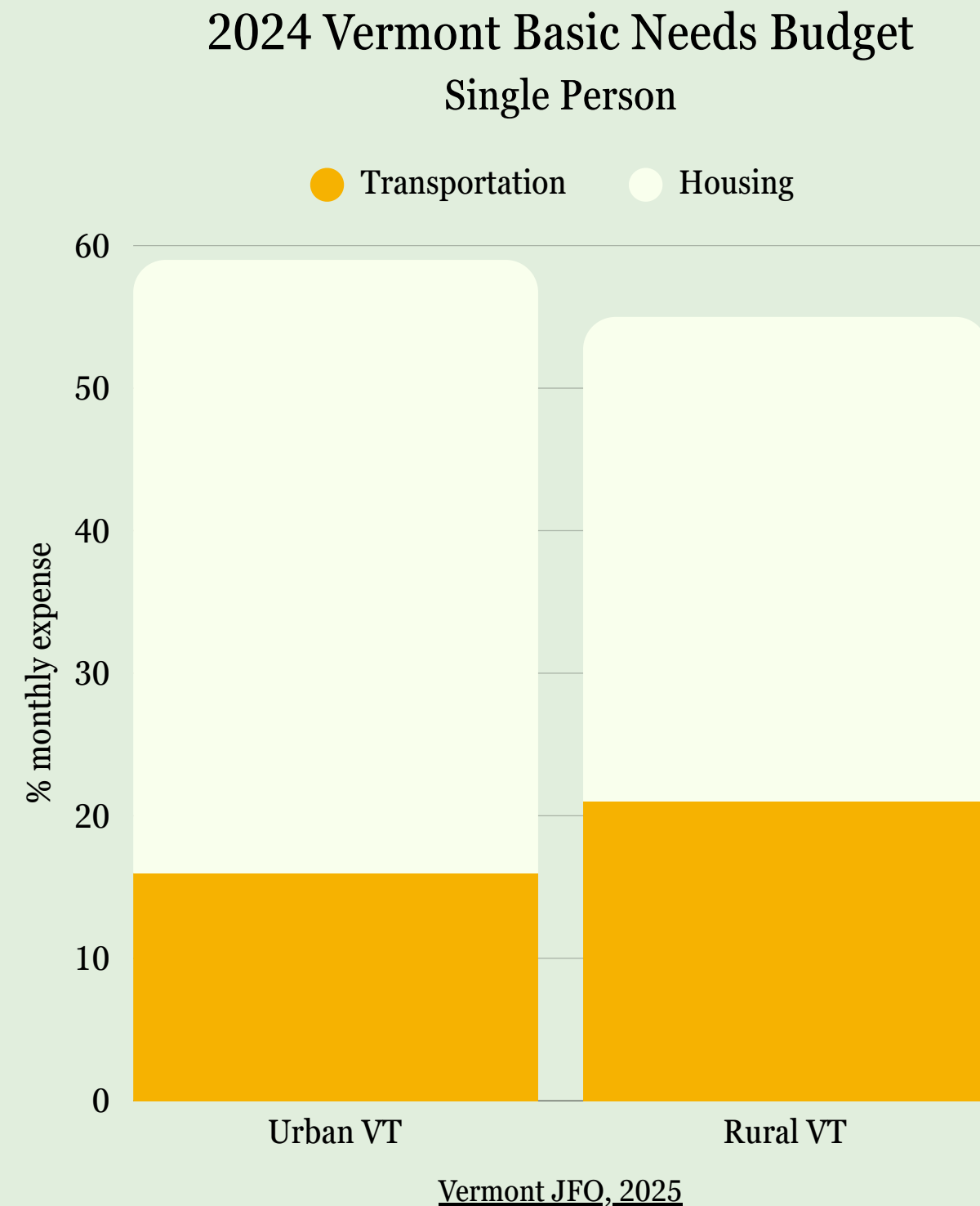


Source: Vermont Agency of Natural Resources, "Vermont Greenhouse Gas Emissions Inventory and Forecast: 1990-2022," 2025. **Note:** A small amount of emissions from the "fossil fuel industry" category (i.e., fugitive emissions from fossil gas pipelines in VT), accounting for 0.4% of Vermont's overall emissions in 2022, is not visible on this graph.



Transportation is consistently the **largest source** of the state's GHG emissions

Our Challenge



In rural areas, transportation costs tend to be one of the **largest expense** categories, often second only to housing

21%

Our Challenge

\$1.1 BILLION

*how much Vermont would
save in reduced healthcare
costs and increased
productivity by 2050 through
clean transportation*

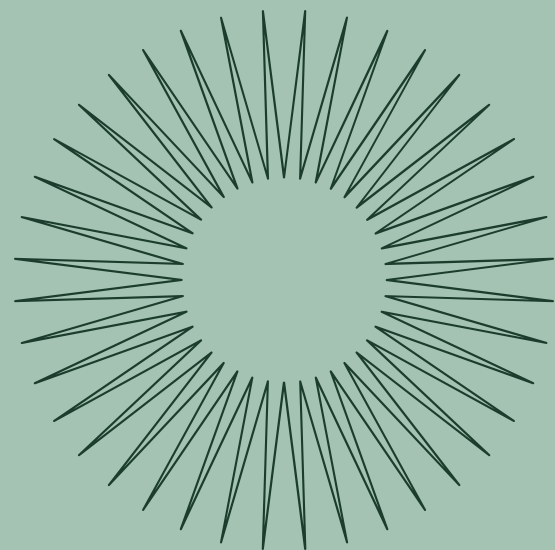
15 CIGARETTES/DAY

*the equivalent of the physical
health impacts of isolation
on older adults*

(we could go on...)

Our Opportunity

Transportation
plays a key role in
addressing many of
Vermont's challenges.



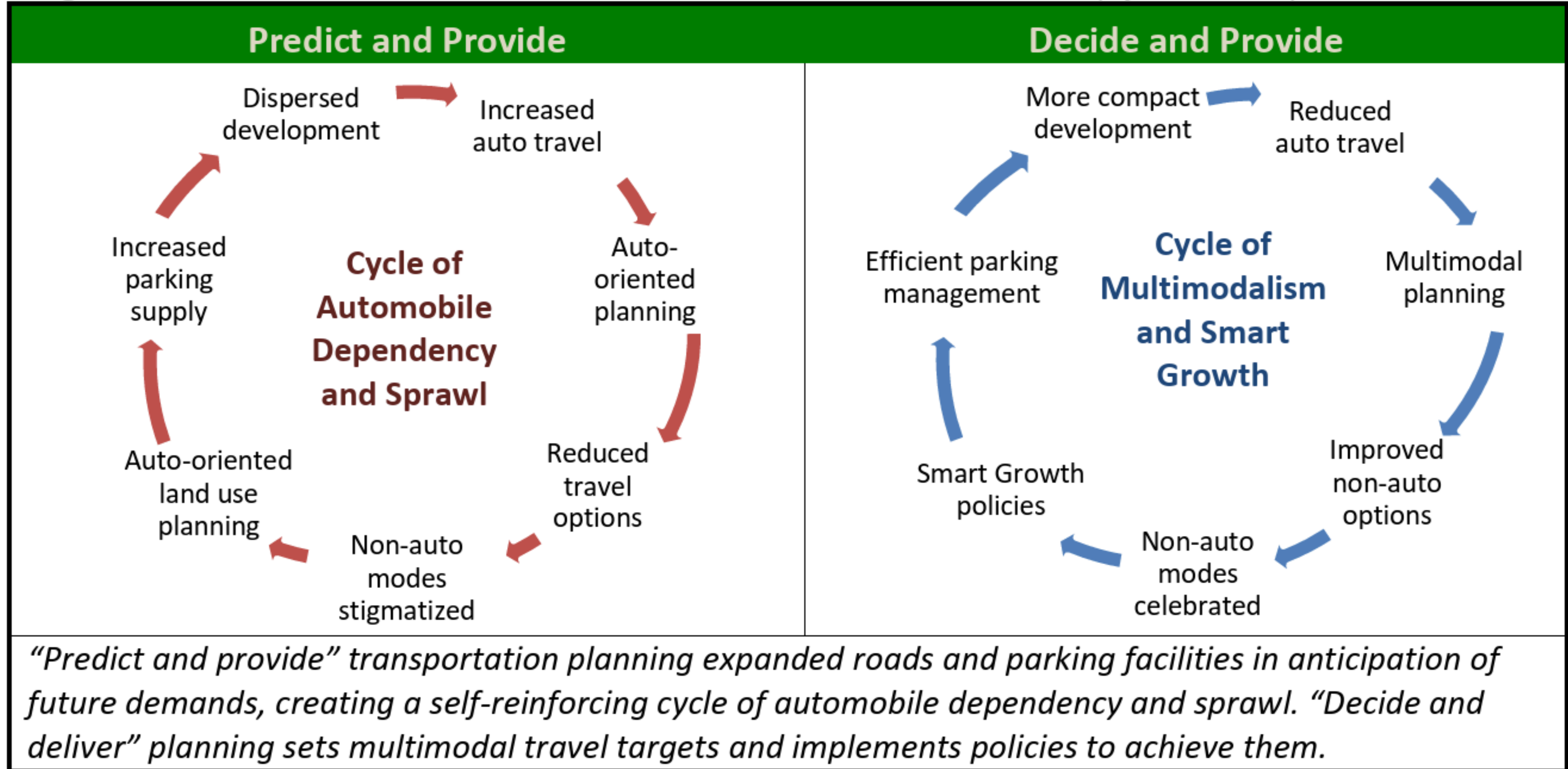
Where We Build Housing Determines Transportation Costs

- Pairing housing investment with transit, walking, and biking:
 - Lowers household transportation costs
 - Allows more homes in walkable centers
 - Preserves rural and working lands
 - Reduce air and water pollution
 - Improves safe streets
 - Maximizes past public infrastructure investments



Support implementation of Act 181 to plan
for and invest in smart growth development

Figure 1 From Predict-and-Provide to Decide-and-Deliver (Lyons 2020)



Measuring What Matters: VMT Reduction

- Are our policies and investments supporting affordable, accessible, and resilient communities?
- Align transportation investments + housing and land use planning + climate obligations, following the lead of OR, MN, WA, MA, CA, CT...

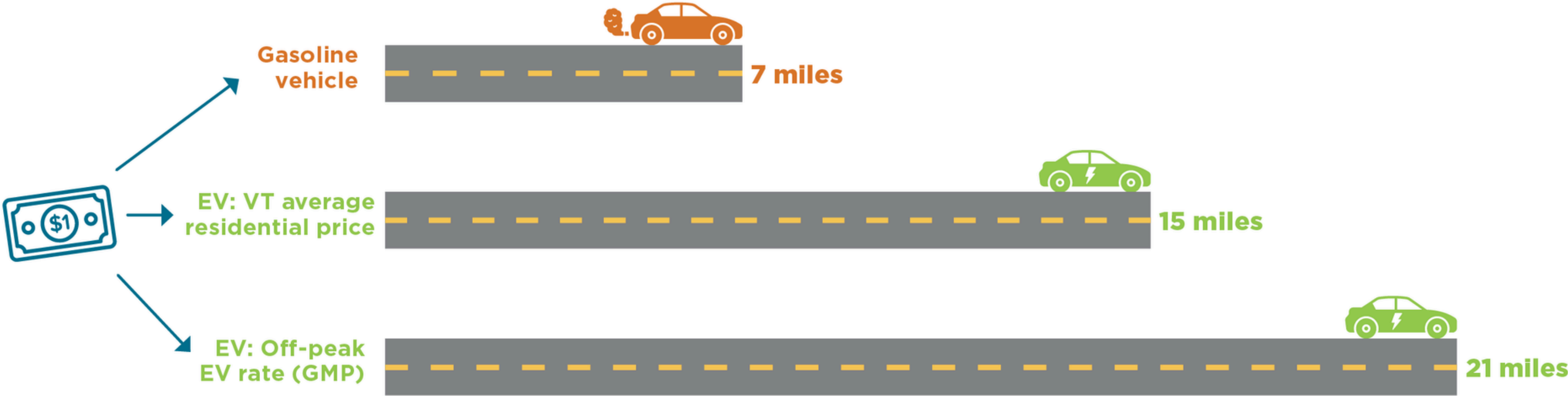


Establish a VMT reduction target

Ensuring Clean Mobility Is Accessible to All Vermonters

With an electric vehicle, your dollar takes you farther

Average miles per dollar: gasoline vs. electric



Sources: Average 2024 gasoline prices (\$3.24/gal) for New England and average residential electricity prices (\$0.22/kWh) for VT from EIA; Off-peak EV charging rate (rate 74: \$0.15/kWh) from Green Mountain Power (GMP); Average EV efficiency rate of 0.306 kWh/mile and average VT fleetwide fuel economy of 23.4 MPG from "Vermont Transportation Energy Profile 2021."

Ensuring Clean Mobility Is Accessible to All Vermonters

- EV and eBike incentives:
 - Lower fuel and maintenance expenses
 - Expand options for households that can't rely on transit alone
 - Significantly reduce climate, air and water pollution
- Without incentives and charging access, Vermonters with lower incomes or who do not own a single family home are left out of the transition



- Reinstate incentives for low-income Vermonters to access safe, clean electric mobility
- Enact a statewide “right to charge” law

The Everyday Infrastructure That Makes Communities Work



- Sidewalks, bike networks, transit service, and TDM:
 - Make compact communities functional
 - Reduce reliance on single-occupancy vehicles
 - Improve safety and public health
 - Provide freedom to choose how to get around
- These investments are among the most cost-effective tools the state has to support affordability and access



Adequately fund and protect allocations for critical transportation programs and services.

“

I can walk to shopping in downtown Newport, but that's it. Just to get around locally requires arranging a ride with a friend or family member, let alone getting to other towns to shop, visit, or recreate. I can arrange rides to local appointments with RCT, but I walk instead. **It really limits my independence as a senior.** I don't own a car because I can't afford one as I am on a fixed income. We have no bus or train service now, but we did years ago. Why not now?

”

Affordable, Healthy, Age-Friendly Communities Start with Reliable Public Transportation

- Service cuts and uncertainty are already harming Vermonters
- Continued erosion will increase costs for families and municipalities



Advance a process to secure new, sustainable sources of funding for the transportation fund

Vermont's Demographics

- Vermont is the 2nd oldest state
- Nearly 30% of residents are age 60+
- 42% of the population is 50+;
 - 20% is 65+
- 66% of Vermonters live in rural areas
- Aging + rurality = high transportation need



Why Public Transit Matters

Essential for access to:

Health care

Food

Employment

Education

Community life



Thank you!

TRANSPORTATION4VT@GMAIL.COM | @TRANSPORTATION4VT | WWW.T4VT.ORG

