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TO: Chair Richard Westman, Senate Transportation Committee, Vice Chair Becca White, Senate Transportation Committee  
FROM: Daniel Tyler, Director of Public Works, Brattleboro, VT  
RE: Municipal Infrastructure Maintenance  
DATE: December 16, 2025

The Brattleboro community, along with our surrounding region, relies on our transportation infrastructure every day. This system includes paved and gravel roads, sidewalks, bridges, culverts, bicycle facilities, and the many appurtenances that support safe travel. The upkeep and long-term maintenance of this network is becoming increasingly challenging for municipalities. Brattleboro maintains over 60 miles of paved roads. We have completed a full, data-driven pavement assessment and long-term asset management forecast. This assessment gives us field-verified conditions, not estimates or assumptions. Our assessment shows:

- One-third of our roads, more than 20 miles, now require major rehabilitation.
- Another 17% require minor rehabilitation.
- Only 12% of our network requires no work at all.
- The cost for pavement work alone - not including drainage, sidewalk, ADA, or utilities totals \$18.8 million.

Our Road Surface Rating is 63.89 on a 100-point scale. To simply hold conditions steady, the modeling shows we need \$850,000 to \$1,000,000 in annual paving investment. For FY27 we are proposing \$500,000, leaving a \$350,000–\$500,000 gap. This shortfall has real consequences: a surface that could have been preserved with a low-cost preventive treatment quickly deteriorates into a full reconstruction, at three to five times the cost.

This challenge is not unique to paved roads. A similar pattern exists with sidewalks. Brattleboro budgets \$200,000 per year, enough to replace a quarter mile annually. Given our nearly 36 miles of sidewalk, the recommended replacement rate is 1.4 miles per year. At current funding levels, our sidewalk replacement cycle is over 200 years, even though sidewalks last 20 to 40 years.

In addition, we maintain 28 bridges and large culverts and 55 retaining walls, some of the most expensive and highest risk assets we own. Our funding levels today simply do not keep pace with their deterioration.

Brattleboro's transportation network underpins public safety, economic vitality, and overall quality of life. Municipalities are fully committed to maintaining this infrastructure and we do so efficiently and with deep accountability to our residents. However, the gap between the transportation system we have and the resources available to maintain it is widening every year.

By strengthening and modernizing support for municipal transportation systems, the Legislature can help ensure that Vermont's communities remain safe, accessible, and economically resilient.