

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.



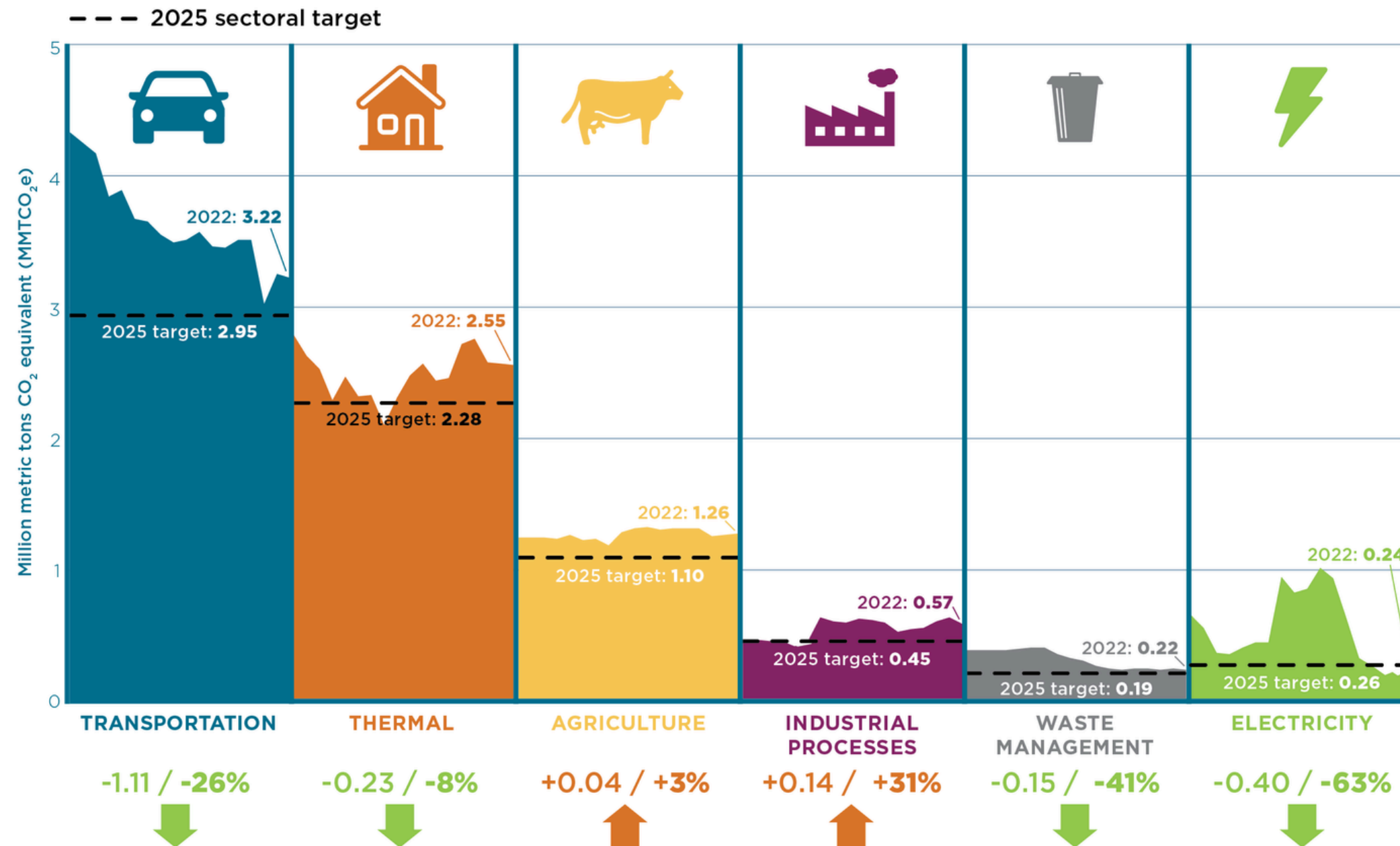
Our Transportation System Must:

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

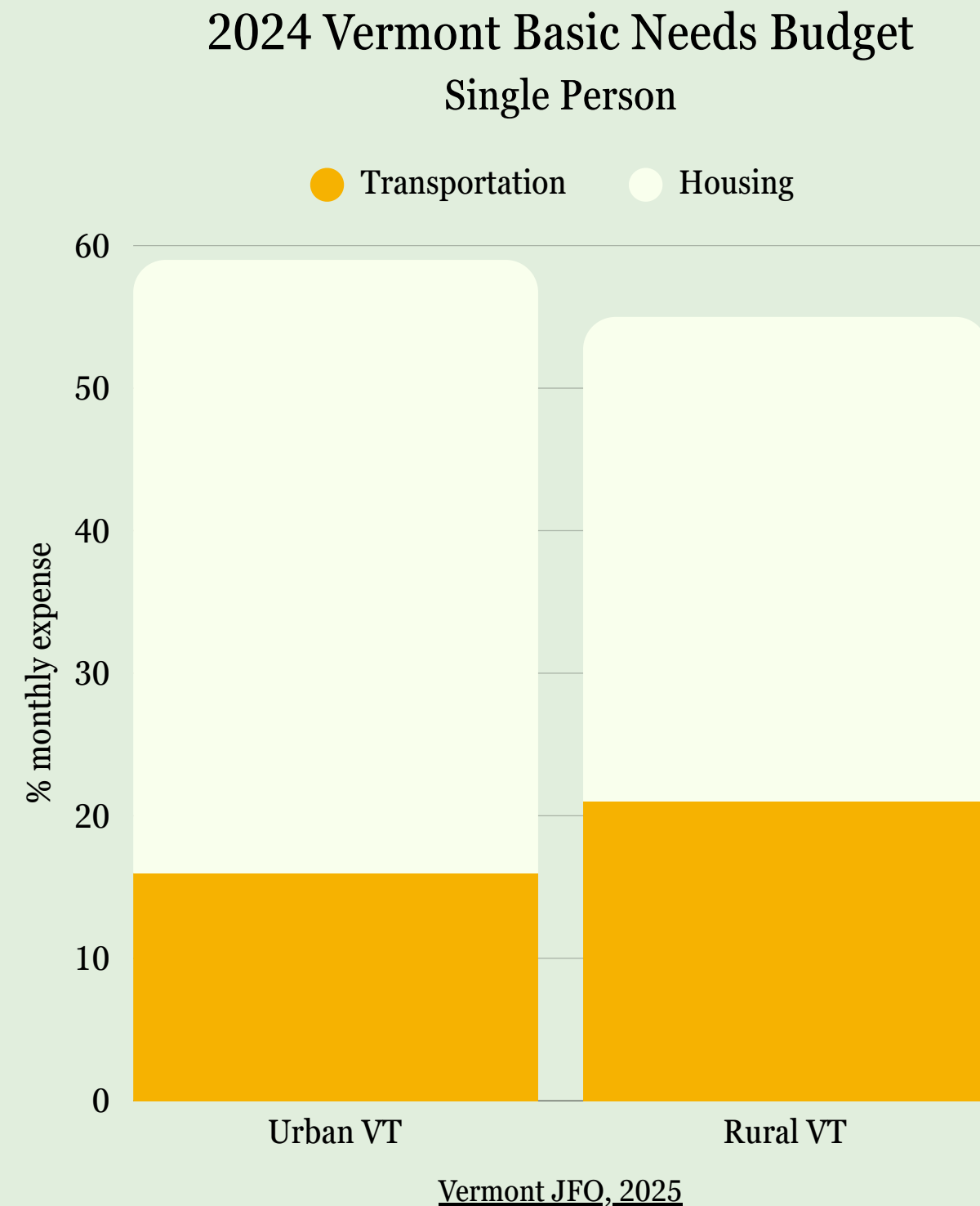


Source: Vermont Agency of Natural Resources, "Vermont Greenhouse Gas Emissions Inventory and Forecast: 1990-2022," 2025. **Note:** A small amount of emissions from the "fossil fuel industry" category (i.e., fugitive emissions from fossil gas pipelines in VT), accounting for 0.4% of Vermont's overall 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*

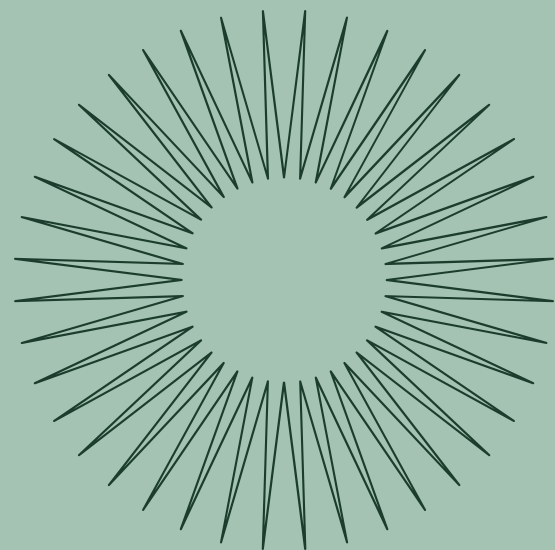
15 CIGARETTES/DAY

*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.



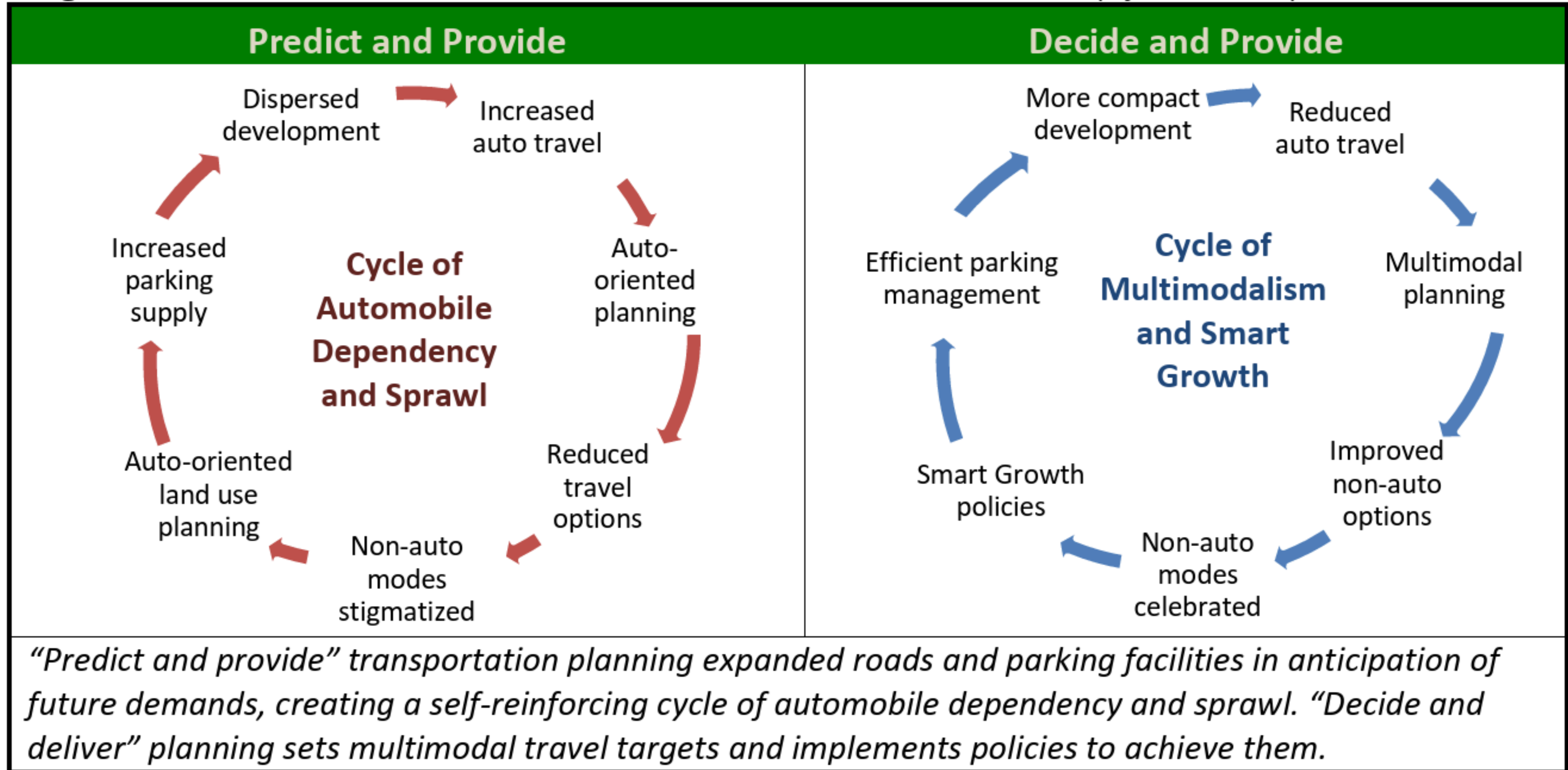
Where We Build Housing Determines Transportation Costs

- 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...

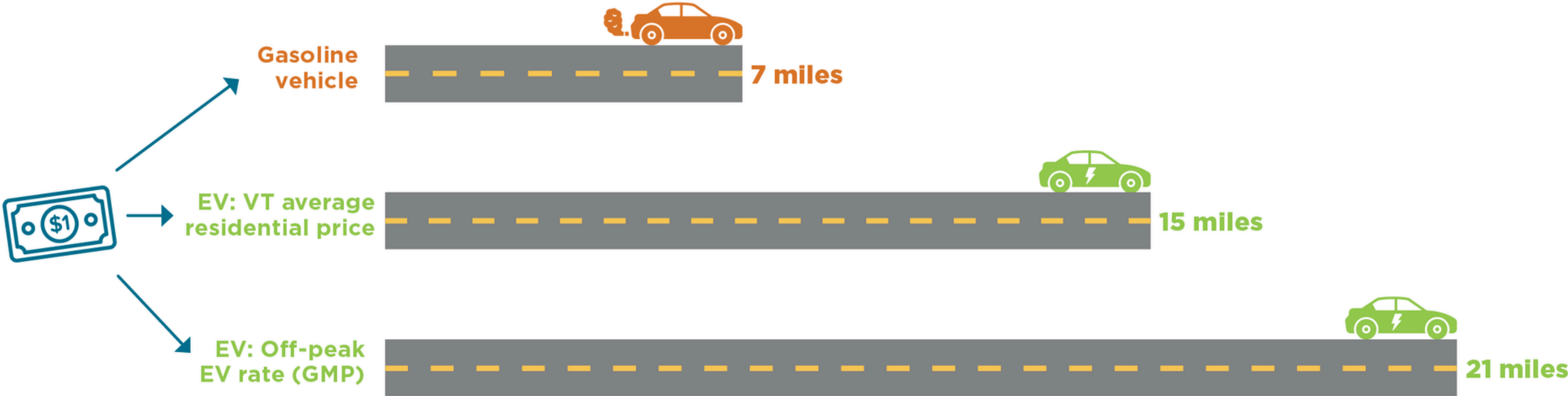


Establish a VMT reduction target

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
- ~30% of residents are age 60+
- 42% of the population is 50+
- 66% of Vermonters live in rural areas
- Aging + rurality = high transportation need



REPORT TO THE LEGISLATURE PURSUANT TO ACT 148 OF 2024, SECTION 35

Report of the Vermont Transportation Funding Study

Vermont Public Transit Local Funding
Act 40 (2015)
Section 10(b)

January 15, 2016

ITY RPC

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Transit Financing Study

Investment in
public transportation
produces a
5-to-1
economic
return



Thank you!

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