

# T4VT

Transportation for Vermonters

Senate Transportation Committee Testimony

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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.



# ACT 167 COMMUNITY ENGAGEMENT: RECOMMENDATIONS

## THREE IMPERATIVES FOR VERMONT'S HEALTHCARE TRANSFORMATION

1 Build housing and other facilities and fix transportation



2 Pay PPS hospitals with reference-based pricing and move to global budgets/capitation when requirements for success are met



3 Move all care possible out of hospitals



“Emergent and non-emergent transportation is unreliable and lacks timeliness, preventing community members from accessing care”



## Vermont's Multisector Plan on Aging: 2024-2034



### An age-friendly state supports and advances the 8 pillars of aging strong



#### Housing, Transportation and Community Design

Communities should be designed to support and maintain the health, safety and independence of older Vermonters through safe, affordable, and accessible housing, transportation and community support systems. Flexible and affordable transport pilots underway in Vermont are making the difference in accessing appointments and grocery shopping among older Vermonters.



# FOOD SECURITY IN VERMONT: ROADMAP TO 2035



## G7: Make impactful investments in transportation in rural and urban Vermont

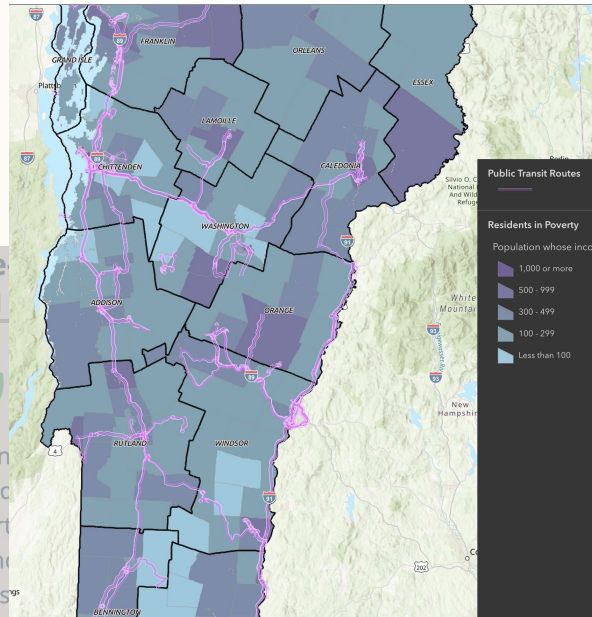


Among the barriers that threaten food access for different communities in Vermont, transportation-related barriers are significant.



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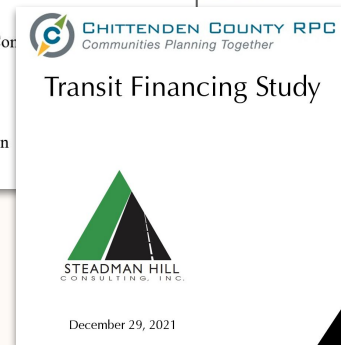
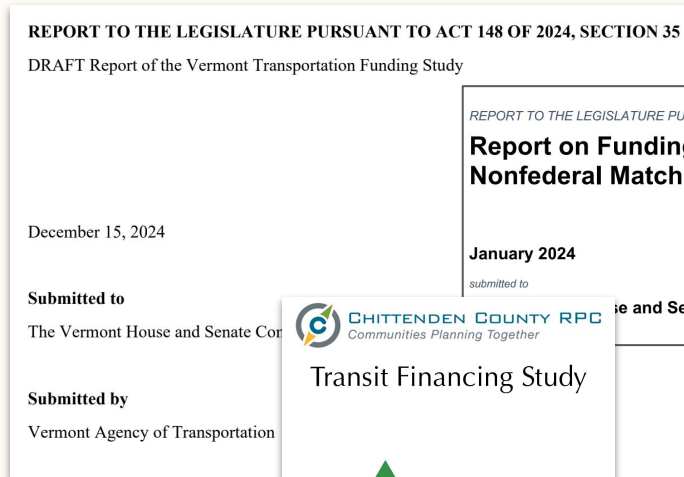
The Status Quo  
Isn't Working.

# 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.



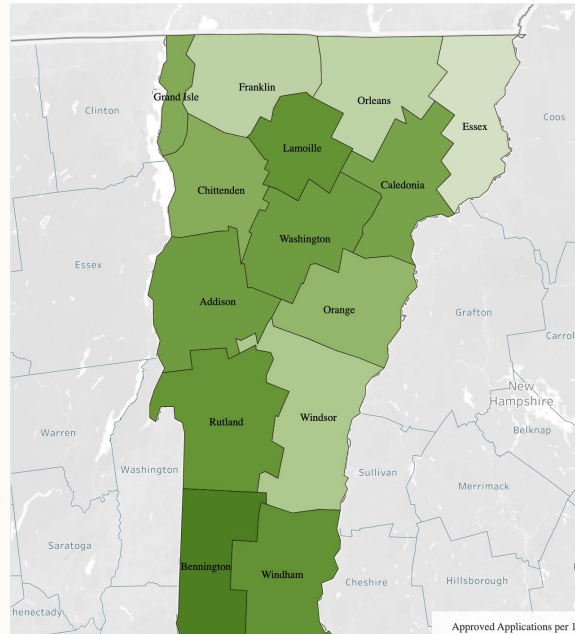
# Reinstate Funding for EV & eBike Incentive Programs



## Recommendation:

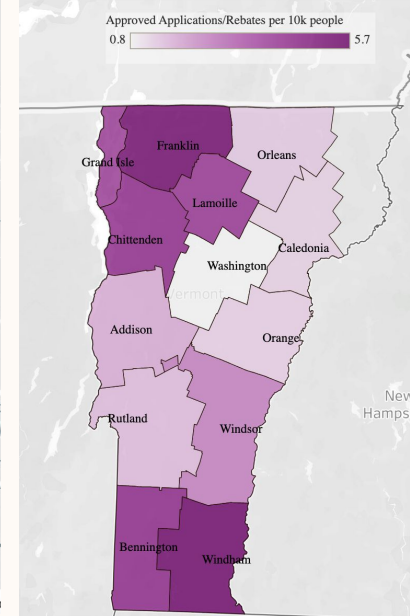
The Legislature should review the FY24-25 Transportation Budget allocations to make recommendations to reappropriate funds in the Budget Adjustment Act to maintain these critical incentive programs.

**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.

**Assessment of a Cap-and-Invest Program for Vermont**  
*Interim Report to the Vermont General Assembly*

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*prepared for*  
**Vermont Agency of Transportation and  
Agency of Natural Resources**

*prepared by*  
**Cambridge Systematics  
FHI Studios**

November 2024

## How could cap-and-invest affect Vermonters?

### Benefits

More money into climate action, such as energy efficiency programs, EV, and resilience



More jobs in the climate workforce



Improved health and environment



Improves decision making for businesses by formalizing a timeline for emissions reductions



### Impacts

Higher prices for conventional fossil fuels



Potential border effects with non-participating neighbors



# 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.

The logo graphic consists of three green circles. The first two are connected by a dashed line, and the second and third are connected by a solid line.

# CATMA

Chittenden Area Transportation  
Management Association

Vermont Senate Committee on Transportation  
January 30, 2025





# About CATMA

## We Know Transportation

CATMA plans, administers and manages a suite of transportation demand management (TDM) strategies for our members that lessens the use of single occupant vehicles, while improving the commuter experience in and around Chittenden County.

We are a 501(c)3 non-profit, membership based organization, established in 1992 by Champlain College, University of Vermont and UVM Medical Center. Our membership and engagement continues to grow which is strengthening TDM activities in the region.

## Our Mission

Work with members and community partners to plan and manage safe, convenient, and economical parking and transportation options in ways that better coordinate land use and reduce environmental impacts.

## Our Vision

An efficient, reliable, and sustainable transportation network in Chittenden County that reduces the reliance on single occupant vehicles.

## Our Goals

- Improve transportation network by working together with community
- Reduce greenhouse gas emissions and the use of single occupant vehicles
- Provide a Mobility Center service for the region
- Support our partners and advocate for TDM policy and best practices
- Create a strong network of TDM advocates
- Ensure a vibrant and cooperative organization

# CATMA Network



## Business Members: Founding Institutions, Associate Members

Our business members receive a comprehensive set of managed programs and services that encourage and support the use of sustainable modes.

Our business membership is comprised of over 15,000 employees, 1,400 residents and 15,000 college students in Chittenden County.

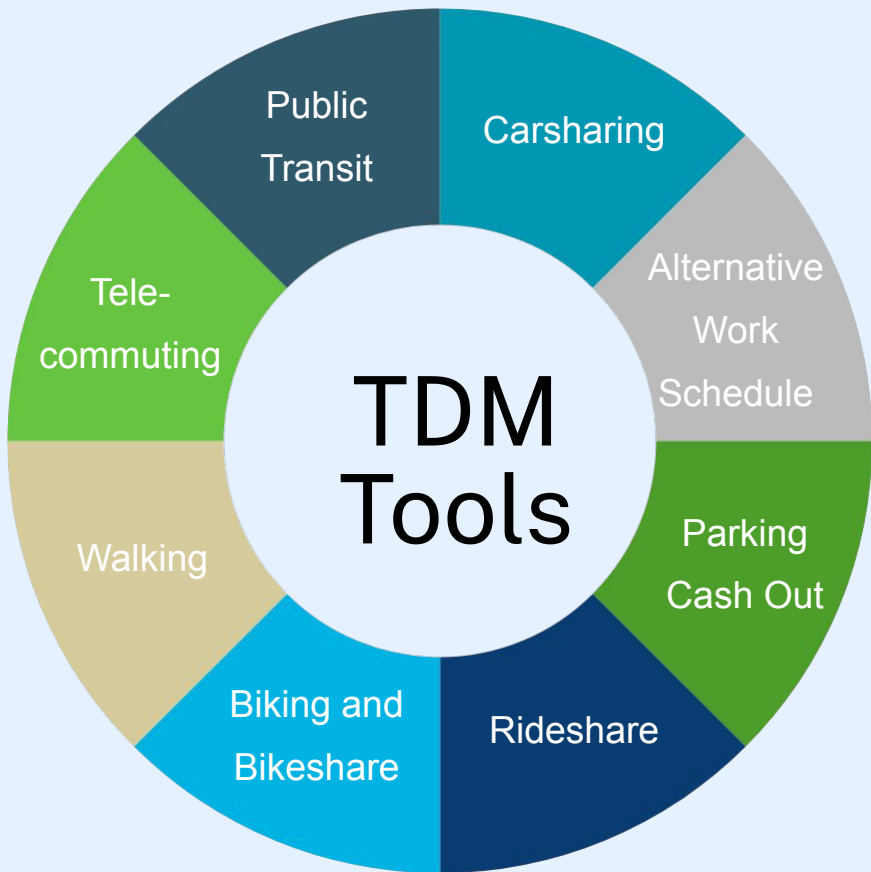
## Transportation Coordinator Partners

Our Network of 90+ partners is a forum for employers, developers and municipalities to broaden their knowledge of TDM, share, learn and engage in TDM initiatives. We provide our partners with support, resources, communications and annual events

## Regional TDM

We serve as a gateway connecting our regional businesses, developers and organizations with resources, guidance and support to aid in solving transportation challenges.





## What is a TMA?

A Transportation Management Association (TMA) is a membership based, public-private partnership of businesses, institutions and municipalities that are joined together under a formal agreement for the purpose of providing and promoting transportation options for commuters that reduce traffic congestion and improve air quality.

CATMA is one of two TMA's in Vermont and one of 125 in the country.

## What is TDM?

The term 'transportation demand management' means the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions, including strategies that use planning, programs, policies, marketing, communications, incentives, pricing, data and technology."

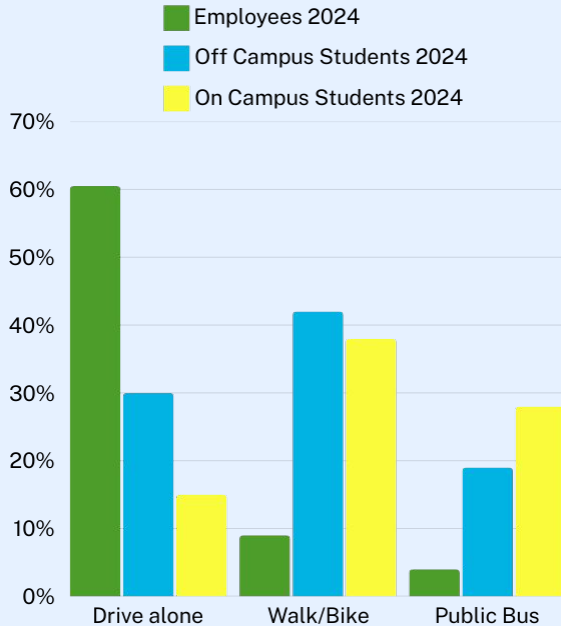
*Definition as proposed by the Association for Commuter Transportation for federal law.*



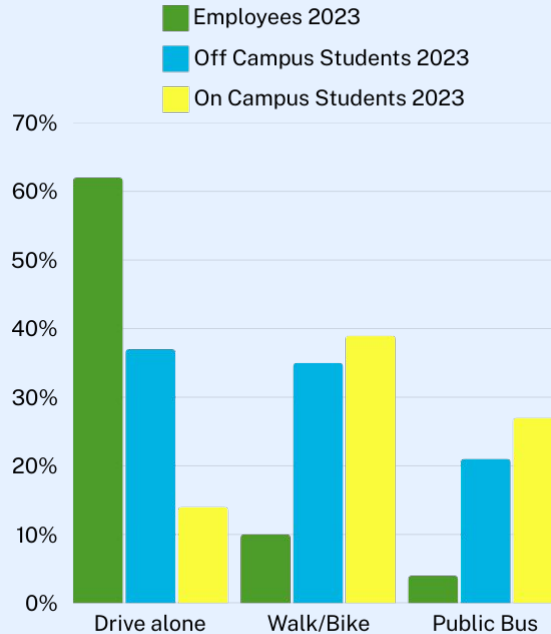
# CATMA Transportation Survey

Fall 2024 Data

## Primary Mode 2024



## Primary Mode 2023



## Employees Top 5 Routes

- 41.8% #2 Essex Junction
- 19.3% #11 Airport
- 17.3% #1 Williston
- 16.4% #7 North Avenue
- 10.4% #6 Shelburne Rd

## Students Top 5 Routes

- 63.7% #1 Williston
- 32.3% #2 Essex Junction
- 24.9% #11 Airport
- 23.5% #8 City Loop
- 15.3% #6 Shelburne Rd

### In 2024:

- 2,950 employees responses (25% response rate)
- 565 students responses (16% response rate)
- 37% Off Campus Students, 63% On Campus Students

# CATMA Transportation Survey

Fall 2024 Data



What factors prevent you from using the Green Mountain Transit bus system?

	Employees	Students
Service too infrequent	21%	56%
Timing does not work for my schedule	48%	83%
Routes do not go to desired locations	35%	49%
Safety concerns	12%	30%
Prefer other transportation modes	29%	59%
Cost	6%	9%
Long travel times	31%	39%
Accessibility issues	6%	6%
Other (please specify)	19%	23%

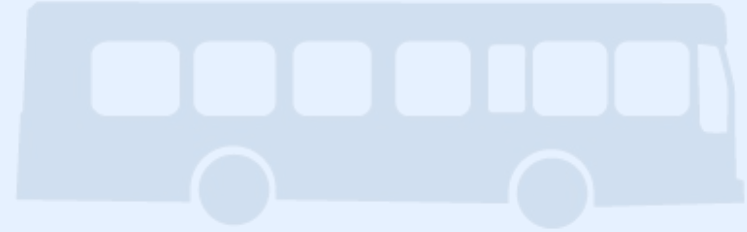
This questions went out to 2,606 employees survey participants--those that did not select using the bus as their primary mode.

## Top comments in "Other":

- Not understanding how the bus system/app works
- Haven't found the need to take the bus, e.g. walking/biking most of the time
- Not reliable enough

# CATMA Transportation Survey

Fall 2024 Data



## General Transit Related Comments

### From employees:

I would like to be able to commute via bus, but **service is too infrequent** and doesn't align with my schedule so I have to drive

Although I don't often use the bus system, I have many friends who use it as a **primary transportation service**. Please do not get rid of our amazing bus services. This is an essential service that helps keep our city accessible

It's challenging when I have to work on days where there is no bus service such as Labor Day. It is often difficult to secure a rideshare (Uber, Lyft) on those days or the pricing is way higher.

I take the bus because of **ease, less traffic stress, betterment of the environment** and extremely limited parking on campus... I know that large numbers of students, faculty, staff and hospital personnel would be more than unhappy if the bus services were restricted or unavailable.

### From students:

I find many bus **stops are at awkward locations** in relation to crosswalks and sidewalks, and busses rarely arrive on time.

I take the bus as often as I can, especially as it is getting colder. I **wish that it ran more frequently**, especially at night since I often have to wait a long time or just walk home which feels less safe as it is getting darker.

I use the GMT buses when possible but **many stops don't have accessible seating** or times that line up with my plans which make them not my first choice unfortunately.

I would really love to use the bus more often. I think it's a great resource. However, it's really **hard to navigate the schedule** and times and that makes it overwhelming.

# Thank you!

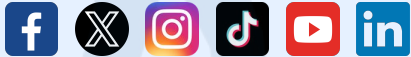
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## Follow Us



## Contact

### CATMA

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## Save the Date

Annual CATMA Transportation Summit

Tuesday, October 14, 2025

UVM Davis Center





# Better Active Transportation in Vermont

Christina Erickson & Jonathon Weber

January 30, 2025



Local Motion's mission is to make it safe, accessible, and fun for everyone to bike, walk, and roll in Vermont.



# Active Transportation in Vermont



- Walking, biking, and rolling are important means of transportation for Vermonters
- More and more Vermonters are aging out of driving
- Driving is unaffordable for many others
- Active transportation is a key component of the transportation system we need to meet current and future challenges
- Less car ownership enables denser housing in the areas where we need it

# 2024: Safe Passing Mandated



MUTCD R4-19 Sign

- Motorists are now required by law to provide 4' of space when passing a vulnerable user
- Enables use of educational signage
- Makes enforcement possible

# A no-cost opportunity to support biking

*REPORT TO THE LEGISLATURE PURSUANT TO ACT 165 SECTION 46*

## **Report on the Operation of Bicycles at Controlled Intersections**

*Date:*

December 13, 2024

*Submitted to:*

House Committee on Transportation  
Senate Committee on Transportation

Vermont Agency of Transportation  
Highway Division  
Operations & Safety Bureau  
Safe Systems Section – Active Transportation



- Other states and localities have updated how bikes are regulated at intersections
- VTrans just completed a report examining these possible updates
- Simple, no-cost changes that can make biking easier and more convenient, and possibly improve safety, reduce congestion



# Infrastructure is Critical



Shared use path along Route 15 in Colchester

- VTrans grants for active transportation infrastructure have been oversubscribed for years
- Planners are reducing project scopes as a result
- More funding is needed to build the high-quality infrastructure that allows people to get around safely

# State E-bike Incentives

- A powerful tool for low-income Vermonters to access affordable and efficient transportation
- Just \$70k available in FY25
- Please fund this program!



# Thank you.

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