#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
Regional Projects								
1	Multi-jurisdictional Hazard Mitigation Plan Update	Staff				$200,000	Work to ensure readoption of County and individual municipal hazard mitigation plans in 2027.	
2	Regional Resilience Planning	Staff	$150,000	$120,000	$30,000		Using available resilience tools such as the Transportation Resilience Planning Tool (TRPT) and information from existing plans such as VTrans' Resilience Improvement Plan (RIP), Hazard Mitigation Plans and others CCRPC staff will work with our municipalities to identify and prioritize vulnerable & critical transportation infrastructure in Chittenden County. Once a prioritized list has been developed by staff then consultants will be engaged to scope a number of the highest ranked facilities/segments of our regional transportation system.	
3	Implementing the Regional Transportation Options Plan - on call technical assistance with consultant	Staff	$25,000	$20,000	$5,000		Staff will work with local and regional partners to implement the recommendations from the FY25 Regional Transportation Options Plan and reach out to the consultant for on-call assistance on specific issues.	
4	CCRPC Public Participation Plan Update	Staff	CCRPC staff time only				Update the 2014 CCRPC Public Participation Plan with assistance from the Community Engagement Advisory Committee (CEAC).	
5	Transportation Technical Assistance	Staff	$30,000	$24,000	$6,000		Provide consultant transportation technical assistance to Chittenden County municipalities for plans, projects and initiatives at the local level that help advance the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) as well as the ECOS Strategies. Municipal technical assistance includes but not limited to: complete streets evaluation, traffic calming measures, traffic control warrants, speed studies, Class 1 TH Study for one of our rural communities, etc.	
6	Water Quality / Transportation Technical Assistance	Staff	$20,000	$16,000	$4,000		Provide water quality/transportation technical assistance to Chittenden County Municipalities.	
7	Regional Travel Demand Model On-Call Assistance	Staff	$20,000	$16,000	$4,000		On-call assistance from RSG on modeling issues and enhancements to the travel demand model.	
	Regional Totals:		**$245,000**	**$196,000**	**$49,000**	**$200,000**		

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
Municipal Project Requests								
1	Bolton Valley Access Road Scoping Study	Bolton	$150,000	$120,000	$30,000		The overall goal or desired outcome of the project is to upgrade the Bolton Valley Access Road to ensure it is more resilient to climate change and safer for alternative modes of transportation. The first phase is to undertake an Access Road Scoping Study to evaluate cost-effective solutions to manage stormwater run-off, mitigate riverine erosion, and improve bicycle and pedestrian safety. The study will provide the necessary analysis to access further federal/state funding for engineering designs and ultimately road construction/re-construction.	**Request to waive match requirement** as the Access Road is regionally significant given it provides access to a regional recreational amenity and provides employment to over 400 people during peak season. If the local match requirement is not to be waived, a Municipal Planning Grant will be sought to cover the match. The Town of Bolton and Bolton Valley Resort have each committed $1,500 for a total of $3,000 for MPG match funds.
2	Transportation Plan for the City of Burlington	Burlington	$300,000	$240,000	$60,000		This project will be a multi-year effort to comprehensively assess Burlington's transportation needs, culminating in the Transportation element of the city's Comprehensive Plan. The analysis will evaluate the roadway network, traffic capacity, intersection configurations, transit needs, connectivity to parks, and mode share. It will build off earlier transportation plans, such as planBTV Walk Bike Action Plan, planBTV NNE, BSD School Travel Plan, the Downtown Parking and Transportation Management Plan, and the Universal Access Assessment Report for Burlington parks. A Public Involvement Plan will include branding, outreach strategies, and visioning workshops to develop scenarios for Burlington's future. Outcomes include specific goals and strategies to implement Burlington's preferred scenario, three consultant-led pilot projects, and a robust data collection and evaluation framework.	
3	Battery Street Interim Solutions Technical Assistance	Burlington	80 hours of Transportation Staff hours requested				The Battery Street Corridor Scoping Study identified key areas for improvement, particularly focusing on separated bike lane facilities and a lane reduction on Battery Street. This project will address technical challenges at intersections to reconfigure Battery Street within the existing curb-to-curb width using the traffic configuration from the Battery Street Scoping Study's preferred alternative. The purpose of this project is to support interim, short-term solutions on Battery Street. This application requests funding for technical assistance to refine intersection designs and further define the appropriate traffic signal timing and signal equipment required. This project will focus on addressing intersection-related issues along Battery Street, with City Staff developing designs for bike lanes. Funding is requested specifically for technical assistance to address challenges at key intersections, including traffic flow, signal timing, and bike lane integration.	
4	2026 Town Plan Update	Charlotte	100 hours of Land Use Staff hours requested			$7,000	Charlotte is requesting assistance from the CCRPC for the Town Plan Update. Charlotte's Town Plan was approved in 2018 and will expire in 2026. Key aspects of the Town Plan are due for updating. Work will include (i) organizational updates to the layout and formatting of the Town Plan to make it more user-friendly; (ii) consolidating text-heavy areas of the "Charlotte Tomorrow" section, and utilizing other mediums to communicate key information; (iii) incorporating feedback/information gathered during the East/West Charlotte Villages project done in collaboration with CCRPC; (iv) ensuring all mapping included in the Town Plan incorporates up-to-date data, and; (v) incorporating a more comprehensive energy management plan.	Town applying for MPG to offset CCRPC staff support. If allocated, the Town will draft/submit requests for proposals to hire a consultant to support public outreach, qualitative data collection, and implementation of key updates. Anticipates minimum 8 hours/month CCRPC assistance.

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
5	Essex Transportation Impact Fee	Essex	$50,000	$40,000	$10,000		Work with a consultant to provide a full assessment of current transportation needs and the potential impacts of future planned and unplanned development throughout the Town of Essex and derive a method to calculate and assess a transportation impact fee on all new development within the community. This transportation impact fee study will analyze both vehicular and pedestrian transportation needs caused by proposed development throughout the Town's transportation network, create a method to calculate impacts from development, and to help offset costs associated with the mitigation of transportation impacts from new development.	
6	Essex Transportation Plan Update	Essex	$80,000	$64,000	$16,000		Work with a consultant to provide a full update to the 2014 transportation master plan. This plan is outdated and with significant changes within the community in the recent past, it is critical the Town has a clear direction moving forward on how transportation alternatives are implemented in the future. This plan will document existing transportation modes, assess current community transportation needs, investigate transportation alternatives, which will aid the community to provide a balance between travel on roads, bicycles, walking, and public transit throughout the community. The update of the transportation plan will improve upon existing plans and provide alternatives for new transportation needs required to fulfill the vision found in other Town planning documents.	
7	Essex Jct Stormwater CCTV Inspection - Phase 4	Essex Junction	$50,000	$40,000	$10,000		This application is for Phase 4 of this effort. Phase 1 established the process including where to TV, how to summarize the data and rank the pipes conditions to plan for replacement. Phase 2 and Phase 3 continued to gather data to weave into the prioritization framework developed as part of Phase 1. Phase 4 would consist of hiring a consultant to televise the stormwater pipes in the selected areas. Phase 1-4 data would be used to develop a schedule framework for slip-lining or replacement of deficient pipes for capital/operational planning.	This is a request to move FY25 task 3.2.3.24 (not started) to FY26 UPWP. City now has match funds available and City Council approved all FY26 UPWP applications at their meeting on January 8, 2025.
8	Essex Junction GIS Services	Essex Junction	137 hours of Land Use Staff time			$9,590	The City now has in-house GIS capabilities for simple mapping tasks but requests continued GIS assistance from CCRPC for complex mapping and analysis. Some specific needs include the update of MS4 stormwater maps, analysis related to the launch of a stormwater utility, map updates, hosting of web maps, and hard copy of poster-sized maps. Other needs may come up over the course of the year.	The City also anticipates $360 in web map hosting costs and approximately $200 in printing as specified in CCRPC's Pricing Policy.
9	Essex Junction Comprehensive Plan Update	Essex Junction	136 hours of Land Use Staff time			$9,520	The current Essex Junction Comprehensive Plan needs to be updated prior to its 2027 expiration. Recent and ongoing projects such as the 2024 Community Vision and Strategic Action Plan as well as the Connect the Junction Transit Oriented Development Master Plan, have identified the need to strengthen policy around several emerging community priorities. The identified topics include Housing, Public Services, Economic Development, Transportation, Environmental Stewardship and Community Engagement, all of which should be addressed in a Comprehensive Plan update. This plan must also align with new State directives, the forthcoming Regional Future Land Use map and municipal housing targets.	The City intends to pursue a MPG to expand the scope of this Comp Plan update. Applications for the MPG open at the end of January 2025 and are awarded at the end of April 2025. If awarded an MPG, the City will be required to use a competitive procurement process, for which CCRPC will be invited to submit a bid.

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
10	Pearl Street Pedestrian Crossings Conceptual Planning	Essex Junction	$35,000	$28,000	$7,000		Over the past years, community members have repeatedly voiced a desire for safer and more convenient pedestrian crossing opportunities on Pearl Street between West Street Extension and the Champlain Valley Exposition. This half-mile stretch of Pearl Street currently has no pedestrian crossings across the three-lanes of traffic despite residential and commercial land uses and bus stops on both sides of the street. This area is also slated for further densification through the City's Transit Oriented Development Master Plan. The appropriate pedestrian crossing improvement may include a combination of a marked crosswalk, Rectangular Rapid Flashing Beacons (RRFBs), median refuge islands, or some other design intervention as appropriate based on engineering judgement.	
11	Route 116/Riggs Road Intersection Options	Hinesburg	$60,000	$48,000	$12,000		Assess intersection improvement options for the Route 116/Riggs Road intersection to help address existing peak-hour congestion on Route 116, and planned growth/development that will access both the east and west sides of the intersection. Given the full build out of the area with permitted and planned projects, and the existing peak hour congestion, the proposed right-in, right-out Route 116 intersection improvement is likely not a long-term solution for this location. The expected outcome of the study is a report detailing viable options, including possible constraints and rough cost estimates, for long-term intersection improvements that address the need and the funding resources available.	
12	Huntington Town Plan Update	Huntington	100-140 hours of Land Use Staff hours requested			$10,000	The Huntington Planning Commission has started a major update to the 2019 Town Plan. The update will occur over two fiscal years. During FY26, the update will focus on confirming Huntington residents' vision for the future and what if any changes are needed to the number of land use districts, their boundaries and purpose to support that vision. The work will also inform the housing and flood resilience sections of the plan. We are requesting assistance from the CCRPC staff to (1) Update data, (2) support outreach efforts to update the vision statement, and (3) support outreach activities and technical work necessary to review and potentially modify the land use districts. The support from CCRPC will include assisting with updating socio-economic and other data, consulting on how best to involve all residents in the process, including historically excluded and/or underserved populations, helping to organize and facilitate public outreach events, assisting with summarizing and synthesizing public comments, and advising the Commission as it develops changes to the vision statement, land use districts, and strategies and actions for housing and flood resilience.	100-140 hours requested in addition to the 12 hours of GIS and 12 hours of general assistance provided. The Huntington Planning Commission's FY 2026 budget includes $10,000 for procured services. The Selectboard has included this amount in the budget that will be presented for voter approval at the March 2025 Town Meeting. The Town will also be submitting a Municipal Planning Grant Application to supplement the assistance provided by CCRPC. Of the amount in the budget, $7,000 will be used for 100 hours of CCRPC staff support and $3,000 will be used to match the MPG. If the Town is not awarded an MPG, the entire $10,000 will be used for approximately 140 hours of CCRPC staff support.
13	Hanksville Traffic Study	Huntington	Transportation Staff time requested				This is a speed study in Hanksville and identification of any potentially effective traffic calming solutions if warranted. A report summarizing the findings would be the expected deliverable. The project's impetus is a petition from Hanksville residents requesting traffic calming measures be evaluated as houses in that area are very close to the road and automobiles often travel above the speed limit.	
14	Natural Resources Overlay Update	Jericho	425 hours of non-PL CCRPC staff hours requested			$30,000	Provide CCRPC technical support to the Town of Jericho to update their Natural Resource Overlay (NRO) to include current information on Forest Blocks and wildlife corridors. Today's NRO map and bylaw regulations are based on the Science to Action report completed in 2013. Recent work identifies natural resources not included in previous assessments to be protected through the NRO. This is consistent with Town Plan goals to increase protection of natural resources, recent state legislation identifying a need to provide more protection to critical natural resources, and CCRPC priorities defined in the ECOS plan.	The town will move forward with this project pending MPG grant award.

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
15	Jericho Wastewater Project Manager	Jericho	300-360 hours of non-PL CCRPC staff hours requested			$25,200	Bringing municipal wastewater to Riverside, one of Jericho's designated Village Centers, is key to achieving many goals in *Jericho's Journey Forward* – the town plan adopted in January 2024 - including creating dense walkable communities, affordable housing, and diverse housing options. Professional project management of the Riverside wastewater Preliminary Engineering Report (PER) consultant and technical support to Jericho's Wastewater Committee is critical for doing this. CCRPC is uniquely suited to provide this support. Expected outcomes include the completion of a PER that will lead to the design and construction of a Riverside wastewater system.	
16	Shelburne Official Map	Shelburne	Transportation Staff time requested				Create an Official Map for the Town of Shelburne as enabled by 24 V.S.A. 4421.	This is transportation (PL) technical assistance
17	Public Engagement for 2027 Shelburne Comprehensive Town Plan	Shelburne	425 hours of non-PL CCRPC staff hours requested			$30,000	Carry out a process of engaging with residents of Shelburne who belong to underrepresented communities, replicating the engagement process recently carried out as part of the ECOS Plan update efforts. This will serve as the primary public engagement effort for the 2027 Shelburne Comprehensive Town Plan update process.	
18	Americans with Disabilities Act (ADA) Transition Plan	South Burlington	$40,000	$32,000	$8,000		Prepare a transition plan, as outlined in the ADA Title II, for the non-vehicular transportation system maintained by the City. This will include an inventory of crosswalks, sidewalks, and shared use paths and their associated infrastructure, as well as access to public buildings which will be compiled and a plan for achieving ADA compliance over future years. Condition/inventory work for paths and sidewalks is being completed in the current fiscal year to inform this Plan. Condition/inventory work for access to public buildings would be part of the proposed project.	Staff evaluating the possibility of doing this project in-house without a consultant.
19	Plan for Addressing Sidewalk/SUP Maintenance	South Burlington	$15,000	$12,000	$3,000		This is a complementary project to the ADA transition plan and previous efforts including DPW's Traffic Evaluation Requests and Safe Routes to School recommendations. Using the condition/inventory of sidewalks and shared use paths being undertaken in the current year, this project will develop a repair and ongoing maintenance plan.	
20	Williston Road /Hotel/Mary Street Intersection Scoping	South Burlington	$75,000	$60,000	$15,000		Prepare scoping-level analysis of alternatives for improvements to the Williston Road/Hotel/Mary Street intersection(s) to meet long-term multi-modal transportation needs, enable infill development and redevelopment in line with the City Center Form Based Code, and provide recommendations for access management in the vicinity and east of the intersection to White Street. The project will include iterative designs aligned with the goals and principles of City Plan 2024, provide opportunities for community and stakeholder input throughout, and interface with existing capital plans. Deliverables will include scoped intersection(s) re-design options and preferred alternative, recommendations for amendments to the Official Map, and access management and recommended actions for improved circulation in the vicinity of the intersection to the east and west to adjacent signals.	

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
21	EV Charging in Existing Multi-unit Buildings	South Burlington	$60,000	$48,000	$12,000		Undertake action #T.1.1. (*Accelerating the Installation of EV Charging at Existing Multi-Family Buildings*) of the Climate Action Plan's Transportation Implementation Plan [enclosed] to prepare a strategy for bringing EV charging into existing multi-unit buildings. Specifically, from T.1.1., undertake Steps 1 (*Enact Electric Vehicle Supply Equipment (EVSE) Charging Policies*) & 2 (*Develop and Distribute a 'Guide to EV Charging in Existing Multi-Family Developments'*); prepare recommendations for form and structure of Step 3 (*Form a City EVSE Technical Assistance Team*); and coordinate the concept of Step 4 (*Pilot a Program that Allows EV Owners to Charge EVs Across the Public Sidewalk*) with the current FY25 UPWP that develops a plan for installation of EV charging in public areas to explore the potential location of one or more pilot sites.	
22	Active Transportation Plan Part II	South Burlington	$75,000	$60,000	$15,000		Undertake next steps from the FY25 Active Transportation Plan to include: Assessment of parallel active transportation routes along selected corridors (with emphasis on Shelburne Road) to determine their role in the system, utility, and recommendations for tools and actions to advance, including initial analysis of existing conditions, significant natural resource, topographic, and utility obstacles; Recommend updates to City Official Map resulting from the ATP and identify where such updates may require an additional scoping-level analysis.	
23	2-Way STOP Control Intersection Study	Westford	CCRPC Staff Time only				Intersection where Covey Rd meets Old #11 heading south. This is for a stop sign requested to be placed on the Old #11 westerly approach as traffic heads towards Cambridge Rd. The request was due to limited sight lines and poor approach angle when exiting Covey Rd and turning west onto Old #11. We are looking to have an intersection safety analysis along with any other needed studies done to determine whether a STOP sign can be placed.	
24	Corridor Study for Old Creamery Road	Williston	$50,000	$40,000	$10,000		Determine what measure(s) can be taken to make the corridor safer for all modes of traveling public. This road is a Class 2 Town Highway that connects Oak Hill Road, Class 2 TH, and State Route 2A. The speed limit along this corridor is 35 MPH and last know AADT is 1250 from count conducted by CCRPC in 2023. The 85th percentile speed at that time was 26 mph. We also have information provided to us from Williston PD that shows a 85th percentile speed of 45 mph in 2022. Expected outcome is to determine correct 85th percentile speed and what measures if any are recommended along this rural corridor.	
25	Williston Stormwater Pipe CCTV Inspection Phase II	Williston	$78,000	$62,400	$15,600		The Town of Williston would like to continue closed-circuit television (CCTV) inspections of closed drainage stormwater pipes. Phase II includes pipes northeast of the Route 2 and 2A intersection in Williston, which are mostly in residential neighborhoods. This is approximately 370 segments totaling roughly 40,000 linear feet of pipe. The contractor and subcontractor will be hired to manage the project and data, and televise the stormwater pipes, respectively. The contractor will analyze the data to generate a report that assesses the condition of the pipes and prioritizes infrastructure upgrades, which will inform the creation of a schedule for replacing deficient pipes. The information and prioritization provided in the report will help the Town upgrade the most urgent infrastructure first.	
26	2027 City of Winooski Master Plan	Winooski	50 hours of Land Use staff hours requested			$3,500	Assistance for the initial phase of the update of the City's Master Plan to include organizing maps and data on the following topics: demographics; economic conditions; natural resources and physical conditions; transportation; utilities facilities and services; energy; historic and cultural resources; housing; flood resilience and hazard mitigation; land use; and regional context. This data request will cover existing conditions, trend lines and projections into the near future.	

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
27	Winooski Technical Assistance	Winooski	12 hours of non-PL CCRPC staff hours requested			$840	Reserve CCRPC staff time to specifically help Winooski in FY26 beyond technical assistance projects, for example but not limited to grant writing or project management.	
28	East Lakeshore Drive Pedestrian Scoping Project	Colchester	Budget TBD				This project will scope alternatives and upgrades to pedestrian infrastructure along East Lakeshore Drive from Bayside Pard to South Bay Circle.	This project approved and included in the FY25 program is deferred to FY26 with a reduced scope/budget. Staff is working with the consultant to determine the new, reduced budget.
	Municipal Totals		**$1,118,000**	**$894,400**	**$223,600**	**$125,650**		

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
Partner Requests								
1	Regional TMA/TDM Program Support	CATMA	$120,000	$96,000	$24,000		The UPWP supports CATMA's capacity to provide Transportation Demand Management (TDM) expertise, engagement and services to commuters, employers, developers, municipalities and transportation partners in urban and rural areas of Chittenden County. Local, regional and state goals include better coordinated land use, lower vehicle emissions and improved connectivity with transit, biking, walking, shared mobility, car/vanpools and multimodal options. CATMA is the logical organization to lead and support these goals. We offer 30+ years of experience with planning, managing, monitoring and tracking non-single occupant vehicle programming. We offer membership to any business, employer or developer in Chittenden County. We operate the Transportation Coordinator Network, embarking on its 10th year (thanks to UPWP), comprised of 100+ diverse organizations. We host an annual Fall Transportation Summit.	
2	Park It! Pledge Program	CarShare Vermont	$62,000	$49,600	$12,400		For more than a decade, CarShare Vermont's Park It Pledge (PIP) program has proven to be an effective way to encourage long-term transportation behavior change that results in reduced vehicle dependency. The PIP is community-based outreach campaign that recruits individuals and households to try parking a personal vehicle for a sustained period of time (three months) and adopt more efficient and sustainable transportation options in exchange for incentives. The PIP is a successful behavior change strategy because it is informed by research, offers generous mobility incentives, and relies on built-in accountability through regular engagement with participants. CarShare Vermont is requesting funding to conduct another PIP with a goal of recruiting 50 households to park a vehicle for a three-month period in exchange for incentives, including free CarShare usage, transit passes, and bike/ped rewards. Funds would be used to support outreach efforts and incentives. The PIP would build-upon CarShare Vermont's ongoing efforts to improve access to our service through increased outreach and awareness, expanded service (now in Winooski), and financial assistance through our MobilityShare program.	
3	Program Support for MobilityShare	CarShare Vermont	$32,000	$25,600	$6,400		Since 2012, CarShare Vermont has delivered a vital program called MobilityShare that aims to improve the equity of our transportation system by reducing barriers to accessing our service. MobilityShare provides subsidized memberships and discounted joining fees and driving rates to individuals and households with low incomes, as well as targeted outreach, member support, and other programming that helps community members better access and utilize our service to meet their mobility needs more affordably, reliably, and conveniently. Over the past decade, CarShare Vermont has secured funding to help expand and evolve the program to serve more people, including by locating eight vehicles onsite at affordable housing developments and community centers in response to increased demand for our service. Since the pandemic, participation in MobilityShare has quadrupled, and usage among these members has remained consistent—comprising nearly 25% of total driving last year. CarShare Vermont is seeking funding from the UPWP to ensure continuous support for the program, which provides more than 200 subsidized memberships annually. All funds will be used to provide direct subsidies for MobilityShare members.	
4	Walk/Bike Planning	Local Motion	$117,100	$93,680	$23,420		Local Motion's request addressed four key areas of work: Area of Work 1: ACTIVE TRANSPORTATION TECHNICAL ASSISTANCE; Area of Work 2: ACTIVE TRANSPORTATION ENCOURAGEMENT AND EDUCATION; Area of Work 3: ACTIVE TRANSPORTATION INFRASTRUCTURE AND POLICY EDUCATION; Area of Work 4: SCHOOL-BASED SAFETY EDUCATION AND TECHNICAL ASSISTANCE	

#	Project	Source	Total Cost	PL Funds	Match	Land Use $	Description	Comments
5	Improving Connections to Public Transit & Food for Partners	Net Zero VT/VT Clean Cities	$49,893	$39,914	$9,979		This multi-year planning and community engagement initiative is designed to encourage and support walking, more walkable communities and trolleys to improve access to nutritious food and public transportation. In FY26, we're lined up to confer, listen, learn, and raise awareness of at least five member cities and towns—including their planners, decision-makers and volunteer advocates--all while engaging and assisting overburdened people struggling daily for convenient and affordable access to transit and food. The team will advance these three task areas: 1) improving transportation and food connections; 2) staffing community outreach and engagement; and 3) monitoring and reporting results and outcomes. The objective is to continue developing and increasing awareness, applying project findings and lessons learned with intent to advance shared goals for just and resilient communities.	**FHWA:** Avoid long-term funding of this project since the pilot program phase has passed. Need to make programmatic pivot towards TDM, micromobility, etc.
6	AI Assisted Community Scale Travel Demand, Land Use and Carbon Emission Reduction Planning Tool	UVM TRC	$109,154	$87,323	$21,831		This project will develop a new transportation and land use planning scenario analysis and forecasting tool that leverages machine learning methods and unique vehicle ownership and use data created by UVM. The tool will be able to estimate how the metrics currently tracked by the CCRPC Transportation Sustainability Tracking Tool (https://ccrpctranspstats.uvm.edu/) change when land use, population growth, or household demographic characteristics change. The tool will enable CCPRC and its partners to estimate the transportation, energy consumption and GHG emissions from neighborhood to regional scale land use and population growth scenarios. This information will help CCRPC and its partners better understand the implications of land use policy changes, planning decisions, new development projects, and changing demographic and population growth trends within the region. In turn, this information will help guide both near term and long range transportation and land use planning decisions and climate action plans.	
7	GMT FY26 Planning Activities	GMT	$645,000	$516,000	$129,000		The FY26 work plan for GMT covers six major areas (Service Planning, Capital Projects Planning, National Transit Database Reporting, Ride check, Additional Planning Projects, Professional Development). A description of the individual tasks within each major area can be found in the application.	
	Partner Totals		**$1,135,147**	**$908,118**	**$227,029**	**$0**		
		TOTAL:	**$2,498,147**	**$1,998,518**	**$499,629**	**$325,650**		
	Est. Total Fed $ Available :		**$2,500,000**					
	Amount Over/Under:		**$1,853**					

Municipality	Type	Source	Information	Other comments
Burlington	TM	Julia Ursaki	Murray St/Allen St	Peak hour count during school year (ends 6/12)
Burlington	TM	Julia Ursaki	North Ave/Northgate Rd	Peak hour count during school year (ends 6/12)
Burlington	TM	Julia Ursaki	S Union St/St Paul St (BURL119)	Peak hour count
Burlington	ATR	Julia Ursaki	Roundabout Approaches – Ledge, Shelburne Rd, Locust, St Paul, S Willard	7 day count during school year, May or June as possible, school ends 6/12
Burlington	ATR	Julia Ursaki	Battery St (near Hilton)	7 day count
Burlington	ATR	Julia Ursaki	N Winooski (BURL43)	7 day count
Burlington	ATR	Julia Ursaki	Intervale Ave, near Spring Street	7 day count
Burlington	ATR	Julia Ursaki	Grant Street (BURL101)	7 day count
Burlington	ATR	Julia Ursaki	Myrtle Street, middle of the block	7 day count
Burlington	ATR	Julia Ursaki	Mansfield Ave (BURL116)	7 day count
Burlington	ATR	Julia Ursaki	Maple St	7 day count
Burlington	ATR	Julia Ursaki	Barley Road, small section between North Ave and Turf Road	7 day count during school year, school ends 6/12
Burlington	ATR	Julia Ursaki	Morse Pl, between Pine St and Foster St	7 day count
Burlington	ATR	Julia Ursaki	Henry St, middle of the block	7 day count
Burlington	ATR	Julia Ursaki	Brierwood Ln, between Stanbury and Balsam	7 day count
Burlington	Inventory	Jack Keller	Pavement Inventory using PAVER	inventory of 1/3 of the City's Street network for PAVER, input inspections into City's current PAVER Database. No other changes required to the database.
Colchester	TM	Lea Sanguinetti	Jasper Mine Road (in its entirety)	Peak hour/12 hour, doesn't have to be during school year. The Town is looking to have an Engineering & Traffic Investigation completed for Jasper Mine Road. Please refer to the attached example Engineering & Traffic Investigation. If the guidance has been updated since 1998, we want to make sure the study follows current best practices.
Colchester	TM	Lea Sanguinetti	Williams Road (in its entirety)	Peak hour/12 hour, doesn't have to be during school year. The Town is looking to have an Engineering & Traffic Investigation completed for Williams Road. Please refer to the attached example Engineering & Traffic Investigation. If the guidance has been updated since 1998, we want to make sure the study follows current best practices.
Essex Junction	ATR	Chris Yuen	All approaches to: 1. Five Corners intersection 2. Maple St at Railroad St. 3. Crescent Connector (During school year and after school year)	The 7-Day ATR count should be paired with Turn counts if possible to allow for more comprehensive understanding of the traffic patterns with the new Crescent Connector road connection. We prefer for data to be collected during the school year but are flexible if that is not possible. We're also open to discussing a specific approach to the timing and location of the traffic counts based on CCRPC's advice.

Essex Junction	TM	Chris Yuen	1. Five Corners intersection 2. Maple St at Railroad St.	Turn counts at the Five Corners intersection, as well as the nearby intersection of Maple St and Railway Street would provide a good sense of how people are travelling through the area with the completion of the new Crescent Connector road project. If pedestrian movements can be counted as well, that would be ideal. The information from this will be used to evaluate the potential for further modifications to the road in the future as suggested in the Connect the Junction Transit-Oriented-Development Master Plan. The 12-hour turn counts should be paired with an Automatic Traffic Recorder counts over a longer period to allow for more comprehensive understanding of the traffic patterns in the area. We prefer for data to be collected during the school year but are flexible if that is not possible. We're also open to discussing a specific approach to the timing and location of the traffic counts based on CCRPC's advice.
Huntington	ATR	Adam Argo	Speed study in Hanksville area	no form submitted but BD added this to correspond to staff tech assist request for speed study/traffic calming. Doesn't need to be during school year.
Milton	TM	Lisa Schaeffler	Speed study on Bear Trap Rd (see map)	peak hour/12 hour during school year (ends 6/12)
Milton	TM	Lisa Schaeffler	Speed study on East Rd (see map)	peak hour/12 hour during school year (ends 6/12)
Milton	TM	Lisa Schaeffler	Speed study on Main St (see map)	peak hour/12 hour during school year (ends 6/12)
Milton	Inventory	Lisa Schaeffler	Culvert and outfall inventory	complete inventory including GPS locations of all culverts & outfalls both private and public. Please include length, diameter, material & condition.
Milton	Inventory	Lisa Schaeffler	Sidewalk inventory	inventory of all existing sidewalks, including condition and width.
Milton	Inventory	Lisa Schaeffler	Sign inventory	including private and public road signs with the status of their condition based on all MUTCD requirements.
			Note for these Milton inventories: they are Paving Bear Trap, Middle Road (Railroad to Bombardier), Birch, Doris, Sanderson, Hunting Ridge, Fox Run & Steeple Chase	
South Burlington	ATR	Silken Kershner	Farrell Street ATR	7 day count - two sets of tubes out for the same time period, one near Shaw's and the other near the underpass. Due to proximity of Rice High School, please complete while school is in session.
South Burlington	ATR	Silken Kershner	Fayette Drive ATR	7 day count during school (road is near Chamberlin School)
South Burlington	ATR	Silken Kershner	Richard Terrace Hanover St ATR	7 day count during school (road is near Chamberlin School)
South Burlington	ATR	Silken Kershner	Shunpike Road ATR	7 day count, doesn't need to be during school year

Westford	ATR	Holly Delisle	Intersection where Covey Rd meets Old #11 heading south. This is for a stop sign requested to be placed on the Old #11 westerly approach as traffic heads towards Cambridge Rd. The request was due to limited sight lines and poor approach angle when exiting Covey Rd and turning west onto Old #11.	7 Day count during school year (ends 6/10). This is for the purpose of deciding whether a stop sign can or should be placed as requested. A turning movement count has also been requested in connection with the same proposal -- UPWP request.
Westford	TM	Holly Delisle	Intersection where Covey Rd meets Old #11 heading south. This is for a stop sign requested to be placed on the Old #11 westerly approach as traffic heads towards Cambridge Rd. The request was due to limited sight lines and poor approach angle when exiting Covey Rd and turning west onto Old #11.	12 hour count during school year (ends 6/10). This is for the purpose of deciding whether a stop sign can or should be placed as requested. A traffic count has also been requested in connection with the same proposal -- UPWP request.
Williston	REI	Lisa Cicchetti	The Town of Williston is requesting a full Road Erosion Inventory (REI). The Municipal Separate Storm Sewer System (MS4) General Permit requires an REI Reassessment to be submitted within each permit cycle. The Town of Williston's next REI is due on April 1, 2028. While some hydrologically connected road segments have been reassessed in 2024, most have not been assessed since the previous permit cycle (2018-2023).	