AGENDA | Transportation Advisory Committee Meeting
All materials online at: ccrpcvt.org/transportation-advisory-committee

MEETING DATE: Tuesday, November 4, 2025, 9:00 AM
HOW TO JOIN: This is a virtual meeting.

Join via Zoom: https://us02web.zoom.us/j/82462008536 or
Call in: +1-646-876-9923 | *Meeting ID:* 824 6200 8536

1. Call to Order, Welcome and Attendance, Group Agreements
2. Consent Agenda* (Action, 2 minutes)
3. Draft Minutes – October 7, 2025* (Action, 2 minutes)
4. Public Comment Period (Discussion)
5. Complete Streets November 6 Training Reminder (Information, 2 minutes)
6. Regional Transportation Demand Management Plan* (Action, 25 minutes)
7. CATMA Strategic Plan* (Information, 25 minutes)
8. FY27 UPWP Solicitation/Committee Volunteers (Information, 5 minutes)
9. FY26 UPWP Transportation Projects (Information, 1 minute)

   Please see list below and reach out to staff with any questions.
10. CCRPC Board Meeting Report (Information, 1 minute)

    In October the Board heard a presentation on the FY25 year-end financials, voted to approve the draft FY27 municipal dues, held a public hearing for and voted to approve the FY26-29 Transportation Improvement Program (TIP), voted to certify the CCRPC's planning process, voted to submit the draft FY26 ECOS Plan to the Land Use Review Board, heard staff introductions, legislative breakfast topics, outreach and engagement updates, and other Executive Director/Chair updates.
11. Chair/Members' Items (Information, 2 minutes)

a. **Complete Streets Training**: VTrans, in partnership with CCRPC, is hosting a Complete Streets training in Underhill Flats on **November 6, 10am-2pm, lunch provided**. The training will introduce complete streets principles with an emphasis on creating a common understanding of complete street elements and the importance of context and incremental improvements. **REGISTER HERE**

b. **VTrans Transportation Alternatives Program (TAP)** and **Municipal Highway and Stormwater Mitigation Program (MHSMP)** grant opportunities: This year over $4.6 million of TAP grant funding is available for all eligible activities. Approximately 50% of TAP grant program funds are reserved for pollution mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects. Also, approximately $1.5 million of MHSMP grant funding is available for eligible stormwater pollution mitigation projects. **Applications are due by e-mail by November 7, 2025.**

   i. **TAP**: **Transportation Alternatives Program | Agency of Transportation (vermont.gov)**

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, as amended, the CCRPC will ensure public meetings are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested reasonable accommodations, should be made to Emma Vaughn, CCRPC Title VI & ADA Coordinator, at 802-861 or evaughn@ccrpcvt.org, at least 5 business days prior to the meeting for which services are requested.

ii. **MHSMP**: **Municipal Highway and Stormwater Mitigation Program | Agency of Transportation (vermont.gov)**

c. **VTrans Small Scale Safety Grants**: more details coming soon from VTrans Safe Systems Section but generally: $1.5 million to be available for quick build, low-cost safety improvements such as signage, striping, guardrail, rumble strips, fixed object removal. Max award of $50,000 per applicant which can be used for multiple projects.
d. Vermont Department of Environmental Conservation **2025 River & Roads Trainings**: https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training
e. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance isn't just a legal requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.
f. **USDOT Discretionary Grants Dashboard:** https://www.transportation.gov/grants/dashboard.

*Attachments

NEXT MEETING: Tuesday, December 2, 2025, 9:00 AM

CCRPC Group Expectations:

1. Be present and ready to actively participate.
2. Engage respectfully, accepting diversity in ability, culture, and perspective.
3. Use accessible language.
4. Focus on interests, not positions.
5. Expect and accept lack of closure.
6. Listen generously and for understanding.
7. In cases of hurt and harm, assume best intent and attend to impact.
8. Take space, make space.
9. Have fun and dare to dream!

FY25 Transportation Project List:

- Title VI program participation and Public Participation Plan implementation
- Participation in the State's Rail Council
- Regional Transportation Energy Planning
- Regional Travel Demand Model On-Call Assistance
- Regional Transportation Options/TDM Plan
- Northwest VT Transit Oriented Development (TOD) Project – RAISE Grant
- Exit 14 Scoping Study
- Coordination with GMT on ADA and Older Adults & Persons with Disabilities advisory committees
- Milton Active Transportation Plan
- Essex - Lower Sand Hill Road Truck Traffic Study
- Essex Active Transportation Plan
- Essex Transportation Impact Fee
- Essex Transportation Plan Update
- Hanksville Speed/Traffic Calming Study (Huntington)
- Pearl Street Multimodal Improvements Scoping Study (Essex Junction)
- Pearl Street Pedestrian Crossings Conceptual Planning (Essex Junction)

- Shelburne Road Crossing Study (South Burlington)
- Patchen Road Bicycle and Pedestrian Study (South Burlington)
- Webster Road Bike and Pedestrian Infrastructure Supplemental Scoping Study (Shelburne)
- Updated Williston Road (US2) Multimodal Scoping Study (Williston) - *Completed*
- Regional Transit Signal Priority Study (GMT and VTrans)
- US2/Clay Point Road Scoping Study (Colchester and VTrans)
- Burlington Main Street Scoping Study
- Burlington Transportation Plan
- East Lakeshore Drive Stormwater and Pedestrian Infrastructure Scoping Project (Colchester)
- Checkerberry Sidewalk Infill Scoping Study (Milton) - *Completed*
- South Brownell & Marshall Ave Intersection Scoping Study (Williston)
- Route 116/Riggs Road Intersection Scoping Study (Hinesburg)
- planBTV: New North End (Burlington)
- PlanBTV Walk Bike Safety Action Plan (Burlington) - *Completed*
- Regional Safety Action Plan (Chittenden County)
- Burlington Impact Fee Study – Revision & Expansion - *Completed*
- Battery Street Interim Solutions Technical Assistance (Burlington)
- Cottage Grove, Stanbury Rd, and Green Acres Dr Sidewalk Scoping (Burlington) - *Completed*
- VT 127 Shared Use Path Scoping & Feasibility Study (Burlington)
- South Burlington City Center Parking Management Implementation Plan – Phase 2
- South Burlington ADA Transition Plan
- South Burlington Plan for Addressing Sidewalk/Shared Use Path Maintenance
- South Burlington's Active Transportation Plan Part II
- Williston Road /Hotel/Mary Street Intersection Scoping (South Burlington)
- Covey Rd/Old #11 2-Way STOP Control Intersection Study (Westford)
- Traffic calming corridor Study for Old Creamery Road (Williston)
- AI Assisted Travel Demand, Land Use and Carbon Emission Reduction Planning Tool (UVM TRC)
- MPM services for Jericho – Riverside Village Sidewalk project
- MPM services for Jericho – Browns Trace Pedestrian Path and Bridge project
- Transportation Hazard Mitigation Planning
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities
- ROW Condition Inventory for Stormwater Retrofit Feasibility – Phase 4 (Burlington) - *Completed*
- Essex Stormwater CCTV Inspection – Phase 4
- Essex Junction Stormwater CCTV Inspection – Phase 3
- Inspection and Inventory of Existing Stormwater System in Winooski (Phase 3)
- Route 116, Patrick Brook Culvert Assessment (Hinesburg) - *Completed*
- South Burlington Culvert Assessment
- Williston Stormwater Pipe CCTV Inspection (Phase 1)

CHITTENDEN COUNTY RPC
Communities Planning Together

CCRPC Transportation Advisory Committee
November 4, 2025
Agenda Item 2: Consent Item

Transportation Improvement Program TIP Amendment

Issues:

Add the 2025 VTrans Bicycle & Pedestrian Program awards described below to the FY25-28 TIP and the FY26-29 TIP. The FY26-29 TIP has not yet been submitted and approved by FHWA, so the FY25-28 TIP remains in effect.

VT116 at Charlotte Road Sidewalk Relocation and Crosswalk (Project BP118, Amendment FY25-42 and FY26-01).

Description of Change:

- Add an additional $54,780 in federal funds to this project which was previously awarded $102,460 in 2022 and $99,940 in 2023.

Reason for Change:

- This project was awarded a VTrans Bicycle & Pedestrian Program grant. The project will relocate a section of sidewalk and a crosswalk on the east side of VT116 to accommodate concurrent signal phasing. The current split phasing is necessary because of visibility limitations.

Upper Main Street/VT15 Shared Use Path, Essex (Project BP130, Amendment FY25-43 and FY26-02).

Description of Change:

- Add a new project to the TIP to design, acquire property, and construct approximately 2,620 linear feet of new 8-foot-wide asphalt shared-use path along the east side of Upper Main Street (VT Route 15) between Orleans Road and the east side of the VT Route 289 bridge

Reason for Change:

- This project was awarded $1,448,000 in federal funds from the 2025 VTrans Bicycle & Pedestrian Program.

Staff Recommendation:

Recommend that the TAC approve the proposed TIP Amendments

For more information contact:

Christine Forde
cforde@ccrpcvt.org *or* 846-4490 ext. 113

DATE: Tuesday, October 7, 2025
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Aaron Martin, Essex Adam Wechsler, People with Disability Bob Henneberger, Older Adults Chris Damiani, GMT Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Holly Francis, Environment Joe Cavanaugh, Shelburne Joe Segale, Huntington Jon Rauscher, Winooski Josh Arneson, Richmond Faith Dall, VTrans Michael Giguere, Essex Junction Julia Ursaki, Burlington Richard Amore, Local Motion Roger Thompson, FHWA Sam Andersen, GBIC Sandy Thibault, CATMA Tom DiPietro, South Burlington	Charlie Baker, Executive Director Eleni Churchill, Transportation Program Director Bryan Davis, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Senior Transportation Planning Engineer Marshall Distel, Senior Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Jesse Devlin, VTrans Jenn Conley, VHB Evan Haugh, VHB Jack Evans, Local Motion Will Hodgson, GMT

1. Call to Order, Welcome + Attendance
   Julia Ursaki called the meeting to order at 9:02 AM.

   Christine Forde, CCRPC, asked to add a TIP amendment to the deliberative agenda. This would have been a consent agenda item but the request came in too late to update the agenda. The memo describing the amendment is included following the minutes. The amendment would add additional funds to a paving project already in the TIP. The change would increase the project cost by 24%, which qualifies as a minor amendment according to CCRPC's TIP Amendment Policy.

   JOE SEGALE MADE A MOTION TO RECOMMEND THAT THE TAC APPROVE THE PROPOSED TIP AMENDMENT, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.

2. Consent Agenda
   No consent agenda this month.

3. Group Agreements
   Bryan Davis, CCRPC, introduced the CCRPC's Group Agreements/Expectations, which the Board adopted in their Code of Conduct in March. We will use these group expectations to set standards for participation during meetings and foster an inclusive environment. Group expectations ensure all of us in the meeting can have a positive and constructive experience, especially when

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discussing sensitive topics and conversations where there may be disagreement. More information about the group agreements are included in the meeting packet, and staff are available to answer questions. TAC members can modify the expectations to meet the needs of the group. We will include/refer to the Group Agreements as part of our regular meeting agendas. Bryan read the 9 group agreements:

1. Be present and ready to actively participate.
2. Engage respectfully, accepting diversity in ability, culture, and perspective.
3. Use accessible language.
4. Focus on interests, not positions.
5. Expect and accept lack of closure.
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9. Have fun and dare to dream!

4. Approval of September 2, 2025 Minutes

Michael Giguere asked to update Line 4 to reflect his affiliation to Essex Junction rather than Shelburne.

BOB HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF SEPTEMBER 2, 2025, SECONDED BY SANDY THIBAULT. THE MOTION PASSED UNANIMOUSLY.

5. Public Comment Period

No comments from the public.

6. Complete Streets Training Opportunities

Bryan Davis, CCRPC, said that RPCs statewide are partnering with VTrans to co-host complete streets trainings across the state. This training, which includes a walk audit, will introduce complete streets principles with an emphasis on creating a common understanding of complete street elements and the importance of context and incremental improvements. The CCRPC event will be held November 6, 10 AM-2:30 PM at the United Church of Underhill, 7 Park St, Underhill. To register visit: https://localroads.vermont.gov/workshops/register-workshop-1

Key takeaways from the trainings:

1. Complete Streets benefit everyone.
2. Complete Streets improvements can be incorporated at many scales & budgets.
3. The importance of planning ahead for Complete Streets improvements.
4. Reporting component associated with the 2011 Complete Streets Bill (Act 34)

In 2011, Governor Shumlin signed into law Act 34 which requires the state and all municipalities to consider the needs of all users in all projects and all phases, regardless of funding sources. The Vermont Agency of Transportation (VTrans) developed internal guidance for their staff regarding Act 34, and a handbook for municipalities was created.

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Learn more about complete streets at:

- https://www.ccrpcvt.org/our-work/transportation/transportation-resources/complete-streets/
- https://vtrans.vermont.gov/highway/complete-streets

7. VTrans Safe Systems Unit

Jesse Devlin, VTrans, gave a presentation on the Vermont Agency of Transportation (VTrans) Safe Systems Approach and creation of the Safe System Section, which he manages. The safe systems approach recognizes that the transportation network is both large and complex, and the approach works by building and reinforcing multiple layers of protection to help prevent crashes from happening and minimize harm to those involved when crashes do occur. It promotes a safety program with a focus on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. Jesse noted that safety is a key element in both the Mission and Vision of VTrans.

There are six principles for the Safe Systems Approach:

1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

There are five objectives for the Safe Systems Approach:

1. Safer People
2. Safer Roads
3. Safer Speeds
4. Safer Vehicles
5. Post-Crash Care

Jesse noted that safety is a key element in both the Mission and Vision of VTrans so they created the **Safe System Section** in the **Operations and Safety Bureau** to better integrate safety into all planning efforts and projects. This program is about a year old so they are still learning. The Safe Systems Section goals are to:

- Build and promote a strong safety culture by capitalizing on relationships across Bureaus and Divisions
- Management of HSIP funds, development of implementation plans and reports
- Project identification and prioritization
- Development of processes/tools to better incorporate safety within all phases of project development
- Evaluation of the safety impact of countermeasure and projects
- Active Transportation resource for the Agency
- Alignment of behavioral efforts and infrastructure improvements

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Holly asked if wildlife and vehicle collisions are considered as part of the safety program. Jesse said the program is data-focused and they can use a network screening tool to determine contributing crash factors, such as wildlife collisions, and potential countermeasures. Note there are no new funding sources for this work.

Christine noted that CCRPC works with municipalities to address safety issues and asked if VTrans will create and share tools that municipalities can use. Jesse said he expects they will create guidance and countermeasures that could be implemented at the local level. The state will also create a small-scale grant program to fund local improvements.

Joe asked if this will change how VTrans prioritizes projects and funding. Jesse said there is no change in funding but they are trying to have a more balanced program in future years that will have systemic improvements at the state and local levels.

Eleni asked if the agency will be moving away from high crash locations and funding for projects in those locations? Jesse said it's not a complete elimination but a more balanced approach. They need to finalize their screening tool which will help guide funding decisions.

Christine noted that the human factors are especially important and maintaining signage and striping is important. Jesse noted their approach is to tackle a problem from many perspectives.

VTrans Safe System Section: https://vtrans.vermont.gov/operations/OSB/safe-systems
US Department of Transportation Safe Systems webpage:
https://www.transportation.gov/NRSS/SafeSystem

6. Regional Safety Action Plan

Sai Sarepalli, CCRPC, introduced the Regional Safety Action Plan effort. Evan Haugh, VHB, presented the draft Regional Safety Action Plan. The objective of the Plan is to develop a proactive and integrated approach to enhance regional roadway safety by identifying innovative and measurable proven safety solutions in the form of projects, initiatives, practices, programs, policies, campaigns, and technologies to reduce the number of fatal and serious injury crashes for all road users that offer the greatest benefits to public safety. The Plan provides the foundation for Chittenden County cities and towns to apply for safety related grant opportunities.

Evan shared crash type and location data, noting that lane departures are responsible for half of crashes. He shared a map showing the high injury network at both the regional scale and urban/local level and reviewed some of the top comments from the public on safety issues and specific locations. The plan's draft recommended project list includes policy and process changes, pilot and demonstration projects, systemic countermeasures, and advancing previous plans and studies.

There is one more year of federal Safe Streets for All (SS4A) funding (spring 2026), and municipalities should plan ahead for potential application. There is a 20% match requirement.

The team is asking the TAC for feedback in October, and in November they will ask the TAC to endorse the Plan, followed by asking the Board to adopt in November.

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Jack asked about intersection crashes versus lane departures and if vulnerable road users are accounted for in the data. Evan noted that most pedestrian crashes are not at intersections, however most bicyclist crashes are at intersections.

Christine asked if specific crash data was reviewed and included, and Evan said yes it was. https://www.ccrpcvt.org/wp-content/uploads/2025/01/Crash-Data-Review.pdf

Jack asked if newer intersection designs, like protected intersection, are applicable? Not as the plan is currently written since it is a higher level plan, but that type of design could be considered as part of a more detailed study like a scoping study.

Eliana shared a map that groups the types of crashes by category that could be a tool for cities/towns to consider how to work together, perhaps on a joint grant application. Map link: https://ccrpc.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=25d8efabfed343259562ee79a59d7b20

Project website: https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/regional-safety-action-plan/

7. FY26 UPWP Transportation Projects

See bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to ask staff for more information on the status of any of these ongoing or recently completed projects.

8. CCRPC Board Meeting Report

In September the Board voted to approve Transportation Improvement Plan (TIP) amendments, heard a financial update, voted to approved the Williston Town Plan, voted to approve committee appointments, voted to warn a public hearing for the FY26-29 TIP, and heard Act 181 implementation and ECOS Plan (future land use map and housing targets) updates, staff introductions, and other Executive Director/Chair updates.

9. Chair/Members' Items
    a. **VTrans Transportation Alternatives Program (TAP)** and **Municipal Highway and Stormwater Mitigation Program (MHSMP)** grant opportunities: This year over $4.6 million of TAP grant funding is available for all eligible activities. Approximately 50% of TAP grant program funds are reserved for pollution mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects. Also, approximately $1.5 million of MHSMP grant funding is available for eligible stormwater pollution mitigation projects. **Applications are due by e-mail by November 7, 2025.**
        i. **TAP**: **Transportation Alternatives Program | Agency of Transportation (vermont.gov)**
        ii. **MHSMP**: **Municipal Highway and Stormwater Mitigation Program | Agency of Transportation (vermont.gov)**

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b. **VTrans Small Scale Safety Grants**: more details coming soon from VTrans Safe Systems Section but generally: $1.5 million to be available for quick build, low cost safety improvements such as signage, striping, guardrail, rumble strips, fixed object removal. Max award of $50,000 per applicant which can be used for multiple projects.
c. **CATMA Transportation Summit:** CATMA is hosting their annual Transportation Summit on October 14, from 8:30am to 4:30pm at the UVM Davis Center in Burlington. This year's theme is "Future in Motion: Elevating Transportation in Housing and Economic Growth" with sessions and speakers exploring how collaborative sustainable mobility solutions can drive housing and economic development. Learn more and register at: https://catmavt.org/transportation-summit/
d. **Complete Streets Training:** The CCRPC is co-hosting this training with VTrans which will be held November 6, 10 AM-2:30 PM at the United Church of Underhill, 7 Park St, Underhill. This training, which includes a walk audit, will introduce complete streets principles with an emphasis on creating a common understanding of complete street elements and the importance of context and incremental improvements. To register visit: https://localroads.vermont.gov/workshops/register-workshop-1
e. **Better Roads Grant Program:** VTrans is accepting applications to the Better Roads Grant Program to support projects on municipal roads that improve water quality and result in maintenance cost savings. The grant funds are provided by AOT in partnership with the Vermont Agency of Natural Resources. The Vermont Better Roads Program promotes the use of erosion control and maintenance techniques that save money while protecting and enhancing water quality throughout the state. **Applications accepted until October 31, 2025.** Find information or download the application at: http://vtrans.vermont.gov/highway/better-roads.
f. **Vermont Road Salt Education Summit**: interactive sessions about salting practices, tracks for both municipal staff and private contractors, opportunity for municipal leaders and commissioners/board members to learn more about practices that can be used to significantly reduce salt use, saving costs in salt and minimizing impacts to the environment and infrastructure while still maintaining public safety. Morning break and lunch provided. Thursday, October 9 from 9 AM (registration opens at 8:30 AM) to 3 PM at Outbound Stowe, 876 Mountain Rd, Stowe, VT. For more information and to register, visit: https://www.uvm.edu/seagrant/2025-road-salt-education-summit.
g. **2025 Municipal Day:** The Agency of Natural Resources (ANR) invites Vermont's Local Government Officials, Employees and Volunteers to participate in a day-long event of informational trainings on Friday, October 17, 7:45-3:45 at National Life in Montpelier. More information at https://anr.vermont.gov/special-topics/municipal-day.
h. Vermont Department of Environmental Conservation **2025 River & Roads Trainings**: https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training

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i. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance isn't just a legal requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.

j. **USDOT Discretionary Grants Dashboard:** https://www.transportation.gov/grants/dashboard.

The next TAC meeting is scheduled for Tuesday, November 4, 2025, 9:00 AM.

The meeting adjourned at 10:23 am.

Respectfully submitted,
Bryan Davis

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CHITTENDEN COUNTY RPC
Communities Planning Together

CCRPC Transportation Advisory Committee
October 7, 2025
Agenda Item _: ___ Item

Transportation Improvement Program TIP Amendment

Issues:

Make the change described below to the FY25-28 TIP.

Resurface VT15, Colchester-Essex, Winooski City Line to Susie Wilson Road (Project HP158, Amendment FY25-41.

Description of Change:

- Increase total construction amount from $3,732,022 to $4,691,650. This is an increase in total project cost of 24% which qualifies as a minor amendment according to CCRPC's TIP Amendment Policy.
- Move $500,000 in federal funds from FY25 to FY26. These funds were not obligated prior to the end of the federal fiscal year on September 30.
- Increase federal funds in FY26 to $2,416,786.
- $1,387,203 remains in FY27 – no change to this amount.

Reason for Change:

- This project will install conduits and other utility items associated with the **VT15 Traffic Signal Replacement** project (signals from Campus Avenue to Ethan Allen Avenue) to be constructed in around 2030. This avoids having to dig up new pavement when the Signal project is constructed.
- A geotechnical investigation completed this summer identified severe cracking/weathering in the Westbound direction. It was decided to increase the milling depth in the right line (Westbound), to mitigate the subsurface issues..
- Switch from type IVs wearing course, to a type IIIS wearing course. This requires an increase in milling depth from 2" to 2 ¼," as well as additional pavement tonnage. Type IIIs is more resilient to rutting and will last longer than the original type IVs pavement type.

Staff Recommendation:

Recommend that the TAC approve the proposed TIP Amendments

For more information contact:

Christine Forde
cforde@ccrpcvt.org *or* 846-4490 ext. 113

CHITTENDEN COUNTY RPC
Communities Planning Together

CCRPC Transportation Advisory Committee
November 4, 2025
Agenda Item 6: Action Item

Regional Transportation Demand Management (TDM) Plan

Issues:

The Chittenden County Regional Planning Commission (CCRPC) is creating a Regional Transportation Demand Management (TDM) Plan to assess the feasibility of TDM options and recommend an implementation approach. [Click here to learn more about TDM.] The outcomes of this project will advance the recommendations of the 2023 Metropolitan Transportation Plan and the implementation plan of the Chittenden County I-89 2050 Study by evaluating the actions and recommendations and developing steps to move the actions towards implementation. Investing in TDM options will also help the State achieve the carbon reduction requirements set forth in the Global Warming Solutions Act (Act 153 as Enacted).

TDM Plan development began with selecting consultant Toole Design Group through an RFP process in 2023. With the assistance of a Project Advisory Committee, including TAC reps, as well as through public and stakeholder engagement, the project team recommended actions to achieve the following aspirational TDM measures from the I-89 2050 Study and MTP:

- Increase telework share by 50%
- 90% of households in Existing Developed Areas
- Double walking & biking trips
- Triple transit service
- Increase employer sponsored TDM participation
- Reduce supply of residential parking and increase cost of paid parking
- Implement a mileage-based fee to replace gas tax

Specific recommendations to help achieve these measures are grouped under the MTP goals with lead and partner entities identified, as well as a potential timeline for each action.

Attachments

- TDM Plan Recommendations (below and also online here)
- Draft Regional TDM Plan (online)

Staff Recommendation:

Recommend that the TAC vote to approve the draft Regional Transportation Demand Management (TDM) Plan and recommend that the Board adopt the Plan at a future (likely February) meeting.

Staff contact:

Bryan Davis, bdavis@ccrpcvt.org

MTP Goal 1: Promote compact growth and invest in a safe and efficient multimodal transportation system that supports mode shift from single occupancy vehicle travel to other modes, resulting in an overall reduction in vehicles miles traveled (VMT) in the county.

	Action	Timeline	Lead Entity	Supporting Entity
	Continue support for communities in implementing the Act 181 and municipal housing targets to achieve the MTP target of 90% of new housing in areas planned for growth	Ongoing	CCRPC/Cities/Towns	State Agencies & Private Developers
	Monitor countywide and municipal VMT annually using the Transportation Sustainability Tracking Tool and other tools	Annually	CCRPC	Cities/Towns/UVM TRC
1.1 - Provide guidance, support, and standardization for municipal TDM land use regulations, policies, and monitor results				
1.1A	Evaluate existing municipal TDM regulations and develop model TDM ordinances. Support adoption by interested municipalities.	2-3 years	CCRPC/CATMA/GMT	Cities/Towns
1.1B	Promote the use of TDM to reduce impact fees and expedite permitting.	2-3 years	Cities/Towns	CCRPC/CATMA
1.1C	Update the model TDM language to align with emerging industry trends and to address any local challenges.	Ongoing	CCRPC/CATMA/GMT	Cities/Towns
1.2 - Support communities in evaluating zoning regulations and identifying opportunities for unbundling parking with land use regulations.				
1.2A	Develop standard guidelines for unbundling parking with land use.	0-1 year	CCRPC	Cities/Towns
1.2B	Assist communities that want to investigate paid parking and shared parking opportunities.	Ongoing	CCRPC	Cities/Towns
1.2C	Assist communities to develop and implement shared parking policies and conduct a pilot.	1-3 years	Cities/Towns	CCRPC
1.2D	Collaborate with developers and local authorities to establish parking monitoring systems that track parking maximums in land use regulations.	Ongoing	Cities/Towns	CCRPC/CATMA
1.2E	Monitor parking supply over time as a function of land use development.	Ongoing	Cities/Towns	CCRPC
1.3 - Support employer-sponsored TDM strategies.				
1.3.A	Work with employers to develop new, or evaluate and build upon existing Parking Cash Out programs.	0-1 year	CATMA	CCRPC
1.3B	Assist employers to adopt a Parking Cash Out program.	1-3 years	CATMA	CCRPC
1.3C	Monitor employers providing a Parking Cash Out program.	Ongoing	CATMA	CCRPC
1.3D	Work with employers to support and promote carsharing as a business member/fleet option.	Ongoing	CarShare VT	
1.4 - Create a TDM toolkit for employers and property managers, establish and conduct related training courses.				
1.4A	Study TDM industry trends and best practices globally.	0-1 year	CATMA	CCRPC/GMT
1.4B	Develop a TDM toolkit for employers and property managers that can be customized as needed.	1-3 years	CATMA	CCRPC/GMT
1.4C	Develop and implement TDM training for employers and property managers.	Ongoing	CATMA	CCRPC/GMT
1.5 - Work with employers to maintain increases in teleworking from pre-pandemic levels.				
1.5A	Conduct employer outreach to understand their return-to-office and hybrid policies. Evaluate existing teleworking adoption rates.	0-1 year	CATMA	
1.5B	Develop a program to monitor telework policy adoption.	1-3 years	CATMA	
1.5C	Monitor changing work patterns and industry trends to adapt strategies that will maintain the MTP goal of 50% teleworking.	Ongoing	CATMA	
1.5D	Conduct regular outreach events promoting teleworking.	Ongoing	CATMA	
1.5E	Develop guidance to identify and create telework hubs or coworking spaces.	1-3 years	Cities/Towns/Developers	CCRPC/GBIC/VCET/others
1.6 - Collaborate with TMA/TDM organizations to support their long-term sustainability.				
1.6A	Identify opportunities to increase funding for TMA/TDM partners such as CATMA, CarShare VT, Local Motion and others.	1-3 years	CCRPC	TDM Partners
1.6B	Collaborate with key stakeholders, including the state legislature, to increase and sustain TMA/TDM funding	Ongoing	CCRPC	TDM Partners

MTP Goal 2: Improve transit services in the county and encourage housing growth along transit trunk routes.

- Long-term target: triple transit service from baseline level of revenue miles

	Action	Timeline	Lead Entity	Supporting Entity
2.1 - Collaborate with Vermont's Public Transit Advisory Committee (PTAC), transit providers, state agencies and the Legislature to identify sustainable transit funding and support system expansion.				
2.1A	Identify and secure stable funding sources to improve/expand transit service in the state and county.	0-3 years	Legislature/State	CCRPC/Cities/Towns/PTAC/GMT
2.1B	With additional funding secured, create a phased transit growth plan that builds on the core system and serves future development.	When applicable	GMT	CCRPC/Cities/Towns
2.1C	Work with partners to identify innovative funding mechanisms (such as transit impact fees, land use value capture, etc.) that supplement and enhance public funding.	Ongoing	GMT/CCRPC	Public/Private Entities
2.2 - Survey and collect feedback on frequently raised transit concerns.				
2.2A	Develop rider engagement process to collect feedback and inform planning decisions.	0-1 year	GMT	CCRPC
2.2B	Analyze feedback and develop an action plan to address the concerns. Create a dashboard to transparently communicate the results and actions.	1-2 years	GMT	CCRPC
2.2C	Conduct annual ridership satisfaction surveys to monitor and collect feedback on the most frequently raised concerns to evaluate the impact of short- & medium-term strategies.	Ongoing	GMT	CCRPC
2.3 - Expand public awareness campaign to communicate the wider benefits of transit and improve communication regarding existing transit programs and benefits.				
2.3A	Develop a transit awareness and promotion campaign.	1-2 years	GMT	CCRPC/CATMA
2.3B	Conduct annual awareness events in conjunction with TDM partners in various communities throughout Chittenden County.	1-3 years	GMT	CCRPC
2.4 - Utilize a transit/carpool/TDM platform that provides multimodal trip planning, real time information and incentives.				
2.4A	Evaluate use and success of existing platform(s) and determine if changes are needed.	1-2 years	VTrans	CATMA/GMT
2.5 - Support the development of a transit pass program.				
2.5A	Evaluate staffing, technological or other needs to support the program in the long term.	0-1 year	GMT	
2.5B	Develop and conduct a pilot transit pass program.	1-3 years	GMT	
2.5C	Evaluate the pilot program and launch the final transit pass program.	3-5 years	GMT	
2.5D	Encourage employers to subsidize transit passes for employees. Incentivize employers with discounted transit pass rates.	Ongoing	GMT/CATMA	

2.6 - Maximize positive impact of development projects on transit by encouraging TOD.					
	2.6A	Assist municipalities in the development and update of existing TOD ordinances. Find mechanisms to expedite permitting along transit routes.	0-1 year	CCRPC	Cities/Towns
	2.6B	Create standards for bus stop designs and amenity requests.	1-3 years	GMT	Cities/Towns
	2.6C	Explore ways by which private developments may contribute to transit services and amenities, and if/how transit impact fees might be possible.	2-7 years	Cities/Towns	GMT/CCRPC
	2.6D	Explore innovative mechanisms like reduced parking requirements or density bonuses if developers provide transit, carshare, parking/memberships/TDM education, etc.	Ongoing	Cities/Towns	CCRPC

MTP Goal 3: Implement complete streets to provide for safe, interconnected, and efficient walking & biking networks.

- Long-term target: double the number of walking & biking trips from pre-Pandemic levels

	Action	Timeline	Lead Entity	Supporting Entity
3.1 - Focus on areas that present the greatest opportunity for mode shifting to maximize returns on projects in these areas.				
3.1A	Use data and analysis from the Regional Active Transportation Plan (ATP), as well as the Regional Safety Action Plan and other related plans, to identify and target areas with high level-of-traffic-stress, on the high injury network, and high return-on-investment opportunities, including regional connections, to provide safe, connected walking and biking infrastructure. Use Regional Safety Action Plan and other related plans as complementary tools to focus on	0-3 years	CCRPC/Cities/Towns	
3.1B	Develop municipal and employer policies to support and maximize the return on those projects. These include preferential parking for bikes, showers/locker facilities, employer incentives, etc.	2-7 years	CCRPC/Cities/Towns	Employers/CATMA
3.1C	Monitor and track progress on active transportation infrastructure development, and identify new opportunities for low stress routes.	Ongoing	CCRPC	Cities/Towns
3.2 - Work with municipal partners to create and implement local Active Transportation Plans (ATPs).				
3.2A	Continue to assist municipalities to develop local ATPs that identify infrastructure projects, as well as programs and policies, for improving the local walk/bike networks and regional connections.	Ongoing	Cities/Towns/CCRPC	Other Entities
3.3 - Make walking and biking the preferred travel options.				
3.3A	Develop a toolkit/design guide to improve safety through low-cost quick build treatments and opportunities for pilot projects.	1-2 year	Local Motion	CCRPC
3.3B	Develop a wayfinding toolkit communities can adopt, and create maps/adequate wayfinding for visitors.	2-3 years	Local Motion	CCRPC
3.3C	Integrate walking/biking infrastructure with transit stops.	Ongoing	Cities/Towns/GMT	
3.3D	Work with partners to identify and launch a bikeshare program that meets local goals.	1-2 year	CATMA	Cities/Towns/CCRPC
3.4 - Market and create awareness for comprehensive walk and bike philosophy for short trips.				
3.4A	Develop a public campaign about walking and biking as the first choice.	0-2 years	Local Motion	CCRPC/CATMA
3.4B	Develop and conduct annually a county wide training for young adults, women and inexperienced riders focused on how to ride bikes safety on the streets.	Annually	Local Motion	
3.4C	Identify and attend events to create awareness of walking and biking as transportation options.	1-3 years	Local Motion	CCRPC
3.5 - Promote e-bike use. Facilitate access to funding sources that assist individuals in purchasing bicycles/e-bikes/cargo bikes.				
3.5A	Develop and publicize information on existing grants, rebates, or other funding options of e-bikes.	0-1 year & annual	CCRPC	Local Motion/VTrans
3.5B	Create and promote a one-stop resource to empower people to utilize funding opportunities to increase bike/e-bike/cargo bike access.	1-3 years	CCRPC	Local Motion
3.5C	Collaborate with partners to address issues around indoor e-bike charging.	Ongoing	VTrans/CCRPC	Local Motion/CATMA/Legislature
3.6 - Assess the performance of and identify ways to support Safe Routes to School programs around the county.				
3.6A	Collaborate with schools and communities to evaluate existing Safe Routes to School programs	0-1 year	Local Motion	CCRPC
3.6B	Identify key actions to support new and existing SRTS programs.	1-3 years	Local Motion	CCRPC
3.6C	Support communities which do not have SRTS program to develop a program.	Ongoing	Local Motion	CCRPC

MTP Goal 4: Implement a mileage-based fee or other mechanisms to replace the gas tax.

	Support VTrans and the State Legislature in implementing a mileage-based fee or other alternatives to the gas tax for maintaining and funding the transportation system and takes into account the rural nature of the state by incorporating income sensitivity measures.	Ongoing	Legislature/VTrans	CCRPC

	Action	Timeline	Lead Entity	Supporting Entity
4.1 - Continue to monitor and support expansion of broadband internet countywide.				
4.1A	Continue to advocate for the expansion of broadband.	Ongoing	Internet Providers/Communities/Vermont Public Service Department	CCRPC

Agenda Item 7: CATMA Strategic Plan

CATMA STRATEGIC BUSINESS PLAN OVERVIEW 2025-3030

Leading Sustainable Mobility for a Connected Region

Vision (Our Dream): An efficient, reliable, and sustainable transportation network that reduces reliance on single-occupancy vehicles.

Mission: To lead and collaborate with public and private partners to advance transportation options that build a more connected, resilient, and sustainable network for our members and region.

Values: Data-Driven | Sustainability | Partnership | Innovation | Community

Why This Plan Matters

As our region grows and commuting trends evolve, CATMA stands at a pivotal moment. The 2025–2030 Strategic Business Plan provides a comprehensive roadmap to strengthen CATMA's leadership, expand impact, and ensure long-term organizational resilience.

The Plan is reflective of extensive stakeholder engagement, industry research, and strategic assessment. It identifies how CATMA will adapt to development pressures as well as to changing policy, funding and mobility environments—ensuring our mission translates into measurable impact.

Our Five Strategic Pillars

CATMA's Strategic Business Plan is built around five interconnected pillars that define our priorities and path forward. Together, they strengthen our value to members, expand our regional leadership, and ensure that our organization remains adaptive, data-driven, and resilient. Each pillar includes specific goals, strategies and actions that turn vision into measurable progress.

1. Enhance Value

Deliver high-impact, customized mobility solutions that meet diverse member needs.
Key Actions: Member needs assessment, tiered membership pilot, expanded outreach to small employers and municipalities.

2. Advocate & Educate

Amplify CATMA's voice as the regional leader in sustainable transportation through targeted advocacy, public education and strategic partnerships.
Key Actions: TDM advocacy toolkits, quarterly insight briefs, annual policy forums & public awareness campaigns.

3. Strengthen Identity

Clarify and elevate CATMA's unique role as a regional convener, mobility innovator and trusted partner in transportation demand management (TDM).
Key Actions: Brand and website refresh, regional mobility vision campaign, partnership MOUs, leadership roundtables and replicate CATMA model.

4. Build Capacity

Strengthen internal systems, staff development, and sustainable funding to support growth, resilience and long-term impact.

Key Actions: Staffing and operational review, multi-year financial plan, staff development framework, board engagement and governance plan.

5. Measure Impact

Establish clear methods to measure outcomes and communicate CATMA's value through data-driven reporting and storytelling.

Key Actions: Co-create impact indicators, launch dashboards, integrate impact tracking into all programs.

Phased Implementation (2025–2030)

To ensure progress is focused, realistic, and achievable, CATMA will implement this plan through three independent phases. Each phase builds on the last, laying a strong foundation, expanding programs and partnerships, and refining systems for long-term success.

Phase 1 – Foundation & Alignment (2025–2026)

Organizational review, partnership MOUs, and initial advocacy tools.

Phase 2 – Expansion & Integration (2026–2027)

Public campaigns, new digital tools, and expanded member engagement.

Phase 3 – Refinement & Resilience (2027 and beyond)

Performance reporting, impact storytelling, and exploration of model replication.

Measuring Success

Accountability and transparency are central to CATMA's approach. The organization will measure progress through practical, meaningful indicators that demonstrate results for members, partners, and the region. These measures will guide learning, adaptation, and ongoing improvement. Core Indicators Include:

- Member engagement and satisfaction
- Shifts in commuter behavior
- Equity and access reach
- Utilization of CATMA programs and tools
- Real-world impact stories

A Call to Collaboration

CATMA's next five years are defined by partnership, innovation, and purpose. Through this plan, CATMA commits to leading by example—advancing equitable mobility choices, building community resilience, and shaping the future of regional transportation together.

Learn more: www.catmavt.org