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

MEETING DATE: Tuesday, October 6, 2026, 9:00 AM
HOW TO JOIN: This will be an in-person meeting with a hybrid option using Zoom.
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, Start Transcription, Welcome and Attendance, Group Agreements
2. Consent Agenda (none this month) (0 minutes)
3. Draft Minutes – September 1, 2026* (Action, 2 minutes)
4. Public Comment Period (Discussion)
5. Elect TAC Chair (Action, 5 minutes)
6. CCRPC Public Participation Plan (Information, 20 minutes)
    a. Link to draft PPP »
    b. Link to two-page overview »
7. TIP Amendment Policy* (Action, 15 minutes)
8. MTP Draft Vision and Goals* (Discussion, 15 minutes)
9. TAC Survey Follow Up* (Discussion, 15 minutes)
10. CCRPC Board Meeting Report (Information, 1 minute)

    At their September meeting the Board heard a presentation on and warned a public hearing for the FY2027-2030 TIP, discussed the revised TIP amendment process, voted to approve the regional demographic forecast, voted to approve Board committee appointments, discussed the draft FY26 year-end financials and audit governance letter, and heard other Executive Director updates.
11. Chair/Members' Items (Information, 2 minutes)
    a. **VTrans Transportation Alternatives Grant (TAP) and Municipal Highway & Stormwater Mitigation Program (MHSMP):** This year more than $4.6 million of TAP grant funding is available for all eligible activities as described in the *Vermont Transportation Alternatives Fall 2026 Application Guide* on the Transportation Alternatives Program webpage. Approximately $1.5 million of MHSMP grant funding is available for eligible stormwater pollution mitigation projects as described in the *Municipal Highway and Stormwater Mitigation Program Guide* on the Municipal Highway and Stormwater Mitigation Program webpage. **Applications are due by December 4, 2026.**
    b. **AARP VT Winter Placemaking Grants** of up to **$4,000** will support creative projects that make public spaces more welcoming, accessible, and engaging during Vermont's coldest months. Whether it's a gathering space, winter activity, lighting project, or other community enhancement, AARP wants to help communities create opportunities for connection and reduce social isolation. **Application Deadline: October 9, 2026, at 5:00 p.m**. Learn more and apply: **https://livabilityvt.secure-platform.com/a**
    c. **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

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.

requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.

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

*Attachments

NEXT MEETING: Next meeting: Tuesday, November 3, 2026, 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!

DATE: Tuesday, September 1, 2026
TIME: 9:00 AM
LOCATION: Virtual meeting via Zoom
ATTENDANCE:

Members Present:	Staff:
Adam Argo, Huntington Adam Wechsler, People with Disability Aaron Martin, Essex Bob Henneberger, Older Adults Chris Damiani, GMT Chris Yuen, Essex Junction Christine Dougherty, Williston Deirdre Holmes, Charlotte Erica Towle, South Burlington Holly Francis, Environment Jack Evans, Local Motion Josh Arneson, Richmond Matthew Arancio, VTrans Randy Alemy, Colchester Roger Thompson, FHWA	Charlie Baker, Executive Director Taylor Newton, Deputy Director Ann Janda, Senior Energy Project Manager Bryan Davis, Transportation Planning Program Manager Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Emma Vaughn, Communications Manager Jason Charest, Transportation Technical Program Manager Marshall Distel, Senior Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Gillian Nanton, Shelburne Matt Langham, Nicole Gadbois, Anna Henes, VTrans Michael Giguere, Essex Junction Will Hodgson, GMT

1. Call to Order, Welcome + Attendance, Group Agreements
   B. Davis called the meeting to order at 9:04 AM and reminded members about the CCRPC group agreements which are included in this month's agenda.

2. Consent Agenda
   None this month.

3. Approval of July 7, 2026 Minutes
   B. HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF JULY 7, 2026, SECONDED BY C. YUEN. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. CCRPC Board and Committee Member Handbook & Code of Conduct
   E. Vaughn, CCRPC, presented the CCRPC Board and Committee Member Handbook & Code of Conduct which was recently adopted by the CCRPC Board. The handbook explains the roles and responsibilities of Board and committee members, establishes shared expectations, and provides a process for addressing concerns if or when they arise. It provides a set of guidelines intended to reflect and cultivate CCRPC's values, equity commitment, and purpose. Group expectations are a key component and are included in committee agendas and CCRPC presentation slides. It also includes links to a variety of CCRPC resources across organizational topics and plans. For more

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information visit: ccrpcvt.org/commissioners or contact Emma at 802-846-4490 x121 or evaughn@ccrpcvt.org.

6. FY2027–FY2030 TIP

C. Forde, CCRPC, said that federal regulations require the CCRPC, as the designated Metropolitan Planning Organization (MPO) for Chittenden County, to develop and maintain a Transportation Improvement Program (TIP). The TIP contains funding information for transportation projects proposed to spend federal transportation dollars in Chittenden County. Projects must be listed in the TIP to spend federal transportation funds. The TIP includes all modes of transportation including highways, bicycle and pedestrian facilities and transit. The TIP covers a four-year period, and it must be fiscally constrained. It is typically updated every year with the assistance of the Transportation Advisory Committee (TAC), the Vermont Agency of Transportation (VTrans), and Green Mountain Transit (GMT).

To get on the TIP, projects need to have been through the planning process, be ready for design, have funding, and must be listed in the VTrans Capital Program. Once the fiscal constraint is set, it can't be changed, meaning new projects can't be added without changing the fiscal constraint. The TIP is incorporated into the State Transportation Improvement Program, or STIP. The CCRPC is currently operating under the FY25-28 TIP while the FY26-29 TIP is under review by VTrans and FHWA. C. Forde reviewed the organization of the Draft Fiscal Year 2027–2030 TIP, how to read the rows and columns, and then shared several charts and slides showing funding across project types.

J. EVANS MOVED TO RECOMMEND THAT THE TAC ASK THE BOARD TO WARN A PUBLIC HEARING FOR THEIR OCTOBER MEETING FOR THE FY2027–2030 TIP; AND THAT THE BOARD APPROVE THE TIP IN OCTOBER, SECONDED BY C. YUEN. THE MOTION PASSED UNANIMOUSLY.

7. TIP Amendment Policy

C. Forde, CCRPC, said the organization is recommending revisions to CCRPC's Transportation Improvement Program (TIP) Amendment Policy to provide a clearer distinction between TIP amendments and administrative modifications, and to align the process more closely with the federal framework in federal regulations (23 CFR Part 450). The revised policy replaces the prior policy's detailed dollar and percentage thresholds with a significance-based approach focused on fiscal constraint, project purpose and independent utility, regional priorities, and public interest. It also clarifies the public participation process and establishes a more structured expedited amendment process.

R. Thompson, FHWA, expressed concern that if the TIP changes through amendment, it also changes the STIP, which requires public involvement. C. Forde noted that CCRPC meetings are public so there is an opportunity for the public to comment. R. Thompson noted that public review is required for amendments but not administrative modifications, and it seems most of the changes made to the TIP would be considered modifications rather than amendments. M. Langham, VTrans, said amendments in the TIP are incorporated into the STIP, and the State follows the "Non-metropolitan planning process" to update the STIP.

Staff from CCRPC, VTrans, and FHWA will continue discussions offline and come back to the TAC with an update.

8. Demographic Forecast Update

J. Charest, CCRPC, reminded the TAC that the CCRPC updated the regional forecasts for population, employment, and households out to 2050. The last update was in 2017 and the preference is to update this every 5 years but was delayed due to the pandemic. This data is of critical importance to informing and updating our ECOS and Metropolitan Transportation Plans (MTP) along with our regional travel demand model. The MTP is our long-range transportation plan and as a Metropolitan Planning Organization (MPO) is required to be updated every 5 years. The process to update our MTP before it expires in May of 2028 is in its initial stages and ramping up this coming fall and next calendar year with the Long-Range Planning Committee (LRPC).

Population forecasts were previously presented at the July 7, 2026 TAC meeting. Following that meeting, employment forecasts became available and were presented at the July 8, 2026 Planning Advisory Committee (PAC) meeting as well as the July 15, 2026 Board meeting. Additionally, we now have household forecasts as well. The draft forecasts are on the agenda as an action item for approval at the September 2, 2026 Executive Committee meeting. The PAC will also revisit things at their September 9, 2026 meeting. Providing there are no major changes, this will then go to the Board for their approval at their September 16, 2026 meeting.

These are representations of current trends rather than conditions for which we're planning. Chittenden County population is expected to grow by 12,000 by 2050, 4% employment growth is expected, and nearly 16,000 new households. Note that household size is on the decline from about 2.3 persons per household down to about 2 persons per household.

The demographic forecast data is of critical importance to informing and updating our ECOS and Metropolitan Transportation Plans (MTP) along with our regional travel demand model.

9. MTP Update/ Introduction

B. Davis, CCRPC, said the organization will begin updating the Metropolitan Transportation Plan (MTP) beginning this fall and provided an overview of the MTP and upcoming schedule. The MTP is the region's principal long-range transportation plan that sets the regional transportation vision and goals, must be updated every five years, and is a fiscally constrained document. The current MTP was approved in May 2023. Federal Regulations (23 CFR 450.324(f)) mandate what needs to be included in the document. The MTP is one of four key responsibilities of an MPO in addition to the Transportation Improvement Plan (TIP), Unified Planning Work Program (UPWP), and Public Participation Plan (PPP).

Throughout the process the TAC will have opportunities to contribute to the update, and Erica Towle and Jon Rauscher will serve as TAC reps on the Long-Range Planning Committee (LRPC) who will be overseeing the update.

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10. CCRPC Board Meeting Report
    At their July meeting the Board heard a presentation from VTrans on their project programming process and fiscal outlook, voted to approve TIP amendments and the CCRPC Language Access Plan, heard an update on the regional demographic forecast, heard the draft Board committee appointments, heard an overview of the recently adopted Board Member Handbook and Code of Conduct, and other Executive Director updates.

11. Chair/Members' Items
    a. **Long Range Planning Committee**: Erica Towle and Jon Rauscher will serve as TAC reps on the LRPC.
    b. **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 is not just a legal requirement, it is about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: **ADA** and **Title VI**.
    c. **USDOT Discretionary Grants Dashboard:** **https://www.transportation.gov/grants/dashboard**.

The next TAC meeting is scheduled for Tuesday, October 6, 2026, 9:00 AM and will be in person.

B. HENNEBERGER MOVED TO ADJOURN, SECONDED BY C. YUEN, MOTION PASSED UNANIMOUSLY.

The meeting adjourned at 10:16 am.

Respectfully submitted,
Bryan Davis

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CCRPC Transportation Advisory Committee Meeting Memo
10/06/26
Agenda Item 7: TIP Amendment Policy Update

Issue

This item presents a revised version of CCRPC's proposed TIP Amendment Policy for TAC review and recommendations. The policy was discussed by the TAC in September, and staff has revised the document based on that and other discussions.

The principal remaining issue is the cost threshold distinguishing an Administrative Modification from a Standard Amendment. The attached version of the policy includes a threshold under which routine project cost increases of up to 15%, not to exceed $500,000, may be processed as Administrative Modifications provided that the project scope, location, termini, and purpose are not substantially changed and fiscal constraint is maintained. Cost increases exceeding this threshold would generally require a Standard Amendment.

Staff is seeking TAC input on whether the proposed threshold provides an appropriate distinction between routine project cost changes that can be handled administratively and changes that warrant formal amendment.

Staff will review examples of potential TIP changes at the meeting to illustrate how the proposed policy would be applied in practice.

Background

CCRPC staff is recommending revisions to CCRPC's Transportation Improvement Program (TIP) Amendment Policy to provide a clearer distinction between TIP amendments and administrative modifications and to align the process more closely with the federal framework in 23 CFR Part 450. The policy replaces the prior policy's detailed dollar and percentage thresholds with a significance-based approach focused on fiscal constraint, project purpose and independent utility, regional priorities, and public interest. It also clarifies the public participation process and establishes a more structured expedited amendment process.

Staff Recommendation

Move that the TAC recommend that the Board adopt the revisions to CCRPC's Transportation Improvement Program (TIP) Amendment Policy.

Contact

Christine Forde, cforde@ccrpcvt.org

CCRPC Transportation Improvement Program (TIP) Amendment Policy

Updated Month Date, 2026

The Chittenden County Regional Planning Commission (CCRPC) may revise the Transportation Improvement Program (TIP) between scheduled TIP updates in accordance with 23 CFR § 450.328 26, CFR § 450.328, and CCRPC's adopted public participation procedures.

TIP revisions are classified as either Amendments or Administrative Modifications based on the significance of the proposed change. CCRPC further categorizes Amendments as either Public Hearing Amendments or Standard Amendments. This distinction is a CCRPC procedural classification and does not create a separate federal TIP revision category.

All TIP revisions shall maintain fiscal constraint. Interstate and transit projects are not subject to CCRPC's locally controlled fiscal constraint limit but are subject to applicable state-level or transit-program fiscal constraints. Awarded grants or direct appropriation funds are treated as additional revenues available to support the TIP and are outside of the fiscal constraint limit.

For TIP purposes, a project consists of all related TIP line items under a single CCRPC project number.

TIP Amendment Schedule

Amendment Type/ Public Process	**Required when any single trigger applies:**
Public Hearing Amendment Public Review and Comment; Formal Public Hearing; TAC and Board Approval	1. Adds a new project that is subject to CCRPC's locally controlled fiscal constraint limit and is not a system preservation project, a grant, or direct appropriation. System preservation projects maintain, repair, rehabilitate, or replace existing transportation infrastructure to preserve its condition, functionality, and useful life without adding new facilities or services. 2. Makes a major change to the location, termini, scope, or purpose of a project. 3. Is determined by the Executive Director or Board to warrant a public hearing due to a major change to regional transportation priorities or substantial public interest.

Standard Amendment Public Review and Comment; TAC and Board Approval	1. Adds a new project that is not subject to CCRPC's locally controlled fiscal constraint limit and is consistent with the MTP. 2. Adds a new system preservation project when consistent with the MTP and maintains fiscal constraint. System preservation projects maintain, repair, rehabilitate, or replace existing transportation infrastructure to preserve its condition, functionality, and useful life without adding new facilities or services. 3. Adds a new grant or direct appropriation. 4. Total project cost increase of more than 15 percent. 5. Reallocates funding among programmed projects in a manner that is not an Administrative Modification and maintains fiscal constraint. 6. Any other TIP change requiring an amendment that does not qualify as a Public Hearing Amendment or an Administrative Modification.
Administrative Modification Executive Director Approval with subsequent Board notification and posting on CCRPC website	Administrative Modifications are TIP changes that do not require the public review and approval process applicable to TIP Amendments. This process applies if any single criterion listed below is met: 1. Routine cost increase or bid adjustment of up to 15 percent of the total project cost, not to exceed $500,000, provided that the project scope, location, termini, and purpose are not substantially changed and fiscal constraint is maintained. 2. Revisions to federal funding source. 3. Reallocation of funding between project phases (engineering, right-of-way, or construction) without increasing total project cost. 4. Adjustments to TIP projects to match grant or direct appropriation amounts. 5. Moving funds between fiscal years while not changing overall project cost and maintaining fiscal constraint. 6. Removing excess funds from individual projects.

	7. Designating the use of Regional line items. 8. Typographical changes, formatting, or descriptive corrections. 9. Changes to a prior-year TIP that match funding amounts in a current TIP that has been adopted by the CCRPC Board but has not yet been approved by FHWA 10. Incorporation into the TIP of federal funds allocated by VTrans to specific projects through the August federal-aid redistribution process.

Expedited TIP Amendments

An expedited TIP amendment process may be used when circumstances require action sooner than the normal TIP amendment schedule would permit, including when:

- A time-sensitive federal, state, or other funding opportunity would be lost without expedited action; or
- An emergency or other unforeseen circumstances involving an imminent threat to public health or safety or an urgent need to restore transportation service or infrastructure.

The Executive Director, in consultation with the Executive Committee, may initiate an expedited amendment.

An expedited amendment shall comply with all applicable federal and state requirements, including fiscal constraint and public participation requirements. CCRPC shall provide public notice and an opportunity for review and comment as appropriate to the circumstances and consistent with the CCRPC Public Participation Plan. At a minimum, the proposed amendment shall be posted on CCRPC's website with a description of the proposed change, project and funding information, and the reason for the amendment. The full Board and TAC will be notified of the amendment at a minimum of 24 hours before the amendment is approved to provide comment to the Executive Director.

When advance public notice and comment is impracticable due to an emergency, CCRPC may proceed with the amendment and provide public notice and an opportunity for review and comment as soon as practicable following the action. The amendment shall be presented to the TAC and Board at their next regularly scheduled meetings.

An expedited amendment may not be used to avoid public participation, fiscal constraint, or other requirements applicable to a TIP amendment.

Public Notice and Comment Procedures

For TIP Amendments, CCRPC shall provide public notice and a reasonable opportunity for public review and comment consistent with the CCRPC Public Participation Plan. A formal public hearing is not required for every TIP Amendment.

Unless an expedited process is authorized under this policy, the standard public process for a TIP Amendment shall include:

1. Posting the proposed amendment and supporting information on the CCRPC website, including a description of the proposed change, project and funding information, and the reason for the amendment.

2. Including the TIP amendment as an agenda item at a regularly scheduled meeting of the Transportation Advisory Committee (TAC). The TAC is composed of municipal public works and planning staff, as well as representatives of stakeholder and interest groups (e.g., transit, rail, environment, bicycle/pedestrian, etc.). TAC meetings are open to the public and are publicly noticed in accordance with Vermont Open Meeting Law and the CCRPC Public Participation Plan. Agendas and appropriate documents are posted in advance and are emailed to members and others as requested.

3. Including the TIP amendment as an agenda item at a regularly scheduled meeting of the CCRPC Board. Board meetings are open to the public and are publicly noticed in accordance with Vermont Open Meeting Law and the CCRPC Public Participation Plan. Agendas and appropriate documents are posted in advance and are emailed to Board members, town/city managers/administrators, legislators, and others as requested.

4. Accepting comments electronically and in writing and providing an opportunity for public comment at the TAC and Board meeting at which the amendment is considered.

5. Considering substantive comments received and maintaining a record of the public comments as part of the TIP amendment documentation.

TIP Amendment Transmittal and Documentation

Following approval of a TIP Amendment or Administrative Modification by the Executive Director or CCRPC Board, as applicable, CCRPC shall transmit an amendment form to VTrans and FHWA describing the approved change. The transmittal shall include documentation demonstrating that the amended TIP remains fiscally constrained, including an updated fiscal constraint spreadsheet.

For projects on I-89 that are funded within the State's fiscal constraint limit but outside CCRPC's locally controlled fiscal constraint, VTrans shall provide the fiscal constraint documentation demonstrating that the project remains within the applicable State fiscal constraint.

For projects funded with awarded grants or earmarks, CCRPC shall provide, based on information available in its records, a statement confirming that sufficient awarded funds remain available to support the programmed amount. CCRPC is not the grant administrator and does not independently verify the availability of awarded funds.

For amendments subject to public review and comment, CCRPC shall also provide documentation of the public outreach and comment process, as appropriate, including the dates and methods of public notice, opportunities provided for public comment, and any substantive comments received.

CCRPC Transportation Advisory Committee Meeting Memo
10/06/26
Agenda Item 8: MTP Draft Vision and Goals

Purpose

As part of the 2028 Metropolitan Transportation Plan (MTP) development, the TAC and Long Range Planning Committee (LRPC) should consider how to update the vision, goals and objectives from the 2023 MTP. This memo summarizes lessons from recent peer MPO plans and presents three possible directions for the 2028 framework. The options presented here and in the companion slide deck are intended to prompt discussion and do not need to be the final language.

2023 MTP Vision and Goals

2023 Vision. A regional transportation system that is safe, efficient, reliable, and resilient; provides for interconnected and sustainable mobility choices for livable, equitable, and healthy communities; supports regional and municipal land use goals; addresses the climate crisis; and strengthens the economy of the region.

Seven goals: Safety; Livable and Healthy Communities; Mobility and Efficiency; Equity; Environment and Resilience; Economy; and Existing Transportation System.

Comparison to Selected Peer References

Charlotte Regional Transportation Planning Organization, 2055 MTP (adopted March 25, 2026); Triangle West TPO/CAMPO, Destination 2055 MTP (adopted February 24, 2026); Champaign-Urbana Urban Area Transportation Study, LRTP 2050 (2024).

The 2023 MTP framework remains substantively well aligned with recent MTPs. Safety, multimodal mobility, preservation, reliability, resilience, climate/environment, equity, economic vitality, and land use/community outcomes are all represented.

• Recent plans often use shorter, more memorable visions and fewer, broader goals, while putting greater specificity in objectives and performance measures.

• Access and connectivity are increasingly framed as outcomes: connecting people to jobs, housing, education, services, and other destinations.

• Infrastructure condition/preservation and resilience are frequently linked. Congestion is generally treated within a broader reliability, efficiency, and system-management goal.

• The 2023 MTP already gives comparatively strong attention to land use, climate, health, and equity. An update can preserve these strengths while reducing overlap among goals.

Vision Statement Options

Option 1 - Refresh: A safe, reliable, resilient, and connected transportation system that provides accessible and sustainable mobility choices, supports healthy and equitable communities and planned growth, strengthens the regional economy, and protects our environment.

Option 2 - Consolidate: A safe, connected, reliable, and resilient transportation system that provides everyone with convenient mobility choices, supports healthy and thriving communities, and advances the region's environmental and economic goals.

Option 3 - Simplify: A transportation system that safely and reliably connects everyone to the places and opportunities that matter, while supporting resilient communities, a healthy environment, and a strong regional economy.

Framework Options for Goals

	OPTION 1 REFRESH	OPTION 2 CONSOLIDATE	OPTION 3 SIMPLIFY
Approach	Retain the seven-goal structure and modernize the language.	Retain the substance but reorganize it into six clearer outcome-based goals.	Use five memorable public-facing goals; move more detail into objectives.
Possible goals	- Safety - Livable & Healthy Communities - Mobility & Reliability - Equity & Accessibility - Environment & Resilience - Economic Vitality - System Preservation	- Safe - Connected & Accessible - Reliable & Efficient - Well-Maintained & Resilient - Sustainable & Healthy - Equitable & Prosperous Communities	- Safe - Connected - Reliable - Sustainable & Resilient - Thriving Communities
Key benefit	Maximum continuity with the 2023 MTP; individual topics remain highly visible.	Reduces overlap while retaining all major 2023 priorities; stronger emphasis on access and outcomes.	Most concise and memorable; strongest public-communications framework.
Key tradeoff	Some overlap remains among mobility, community, equity, and environmental goals.	Some existing topics are combined, requiring careful objectives to preserve their visibility.	Equity, preservation, health, land use, and economic vitality become objectives rather than standalone goals.

Questions for Discussion

1. Does CCRPC want to retain the seven-goal structure for continuity, or move toward fewer, broader goals?

2. Should access and connectivity (to jobs, housing, services, education, recreation, and other destinations) be more prominent in the 2028 framework?

3. Should system preservation and resilience be combined into one goal?

4. Should equity remain a standalone goal, be treated as a cross-cutting principle applying to every goal, or both?

5. How prominent should the transportation/land-use relationship remain in the high-level goals?

6. Does the committee prefer goals that name individual policy priorities explicitly, or shorter outcome-based goals supported by more specific objectives and performance measures?

Next Step

Share this information with the LRPC on November 10. Staff will then prepare a revised vision and goals, as well as draft updated objectives, for subsequent review.

Contact

Bryan Davis – bdavis@ccrpcvt.org, 802-861-0129

VTRANS RPC TRANSPORTATION ADVISORY COMMITTEE SURVEY 2026

A similar TAC survey was conducted in 2017. VTrans and RPCs are looking for feedback on the current TAC groups to recommend best practices of running a TAC. This is to continue offering benefits to the Towns.

1. Which RPC TAC are you involved with?

2. Who do you formally represent on the TAC?
(Municipality, transit agency, bike/ped organization, economic development organization, rail, aviation, rail, housing, environmetnal, senior citizens/council on aging, other)

3. Do you report back to the Legislative Body via attendance at a Selectboard meeting or email after a TAC meeting?

4. Within the last 3 years:
a) What have you found most rewarding about participating in the TAC?

b) What have you found most frustrating or disappointing about participating in the TAC?

c) What suggestions do you have for making your TAC participation more rewarding and productive?

4. Other Comments