



# Chittenden County Regional Planning Commission

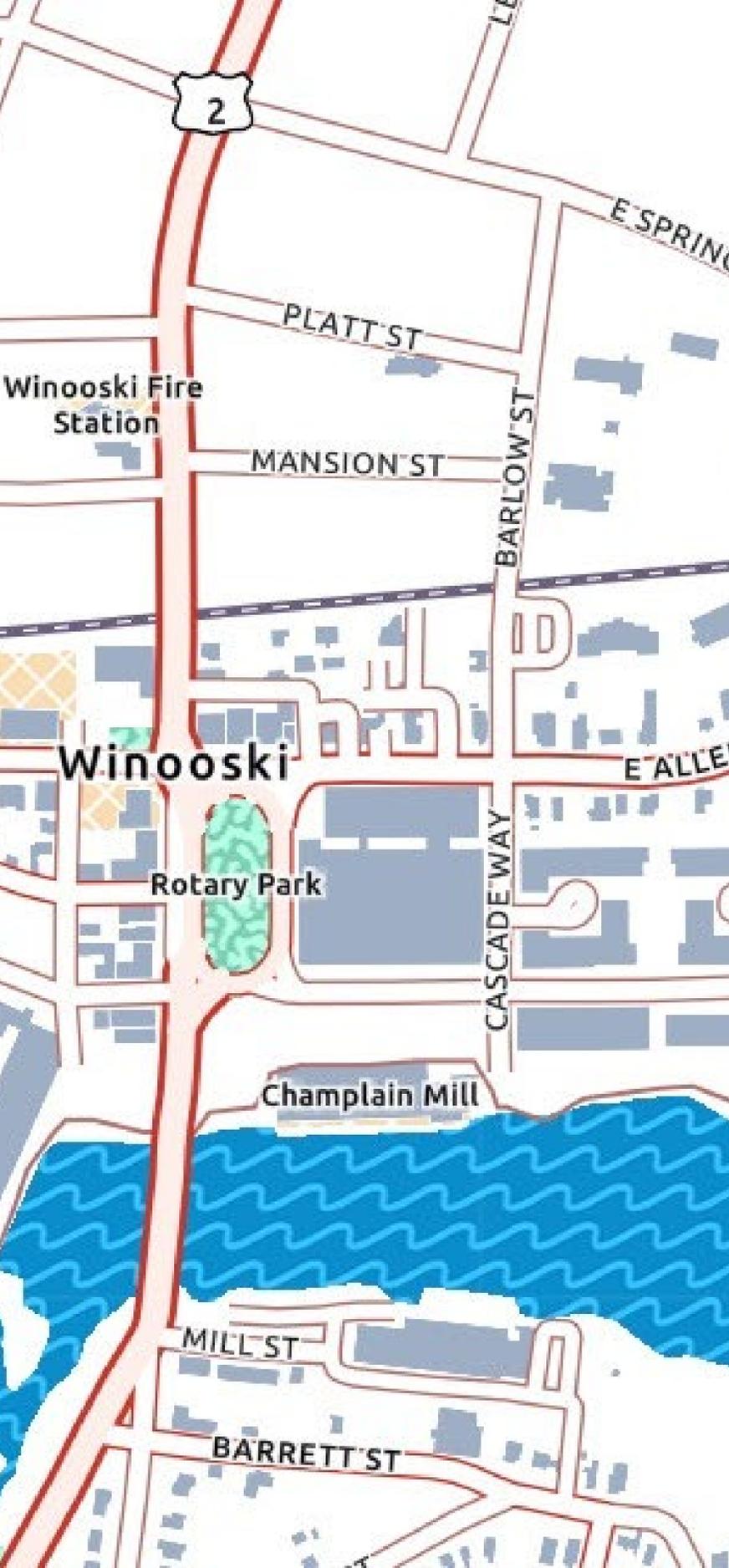
our metropolitan planning organization (MPO) function



Presented to:

VT House Committee on Transportation

February 12, 2026



# What is an MPO?

**Federally required, State approved – locally controlled**



A transportation policy-making and planning body with local, state and federal representatives



Required in urbanized areas with **population of 50,000+**



Ensures federal spending on transportation occurs through a comprehensive, cooperative and continuing process

**Responsibilities detailed in federal law**

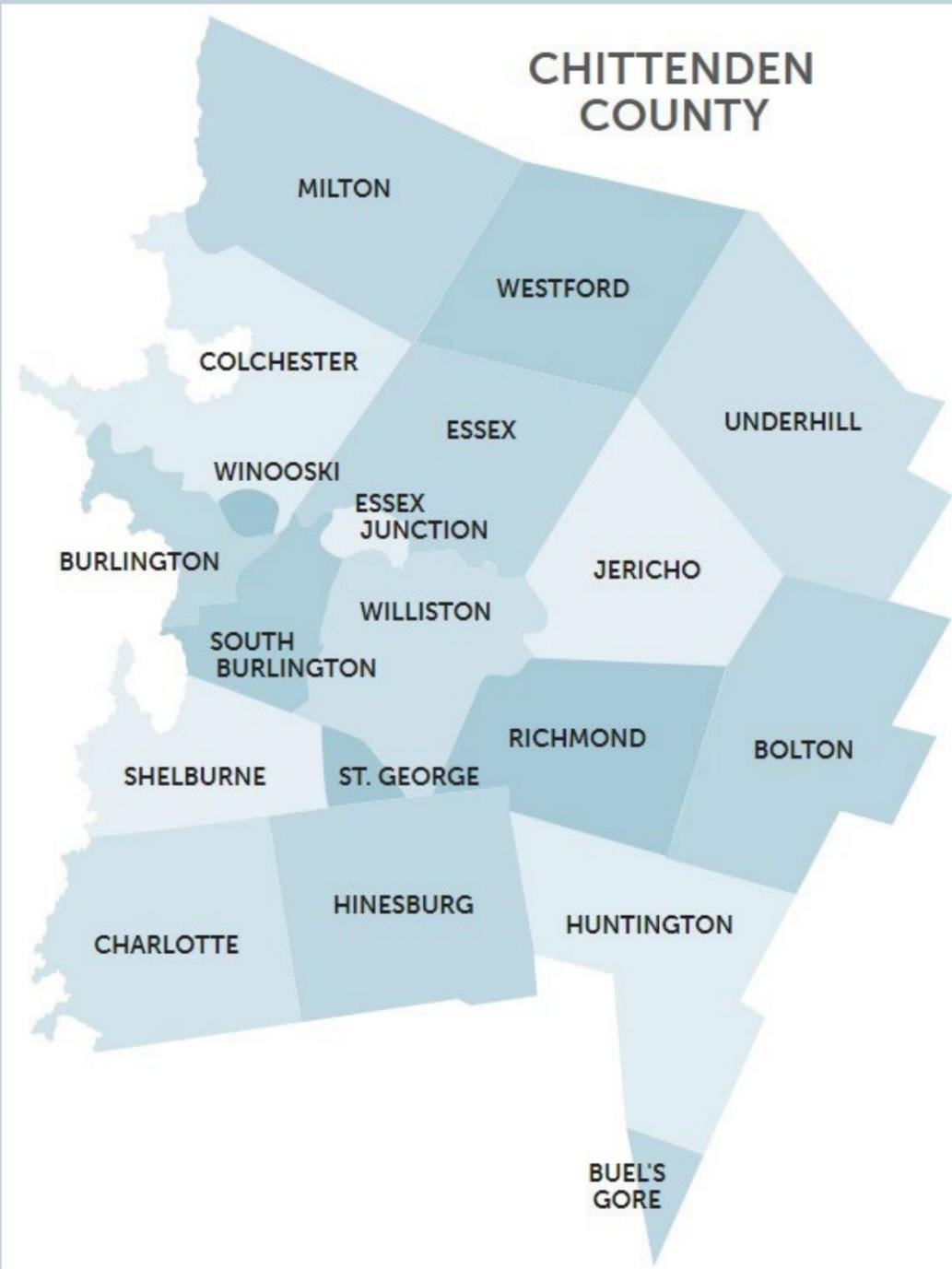
**Funded with federal transportation planning funds**

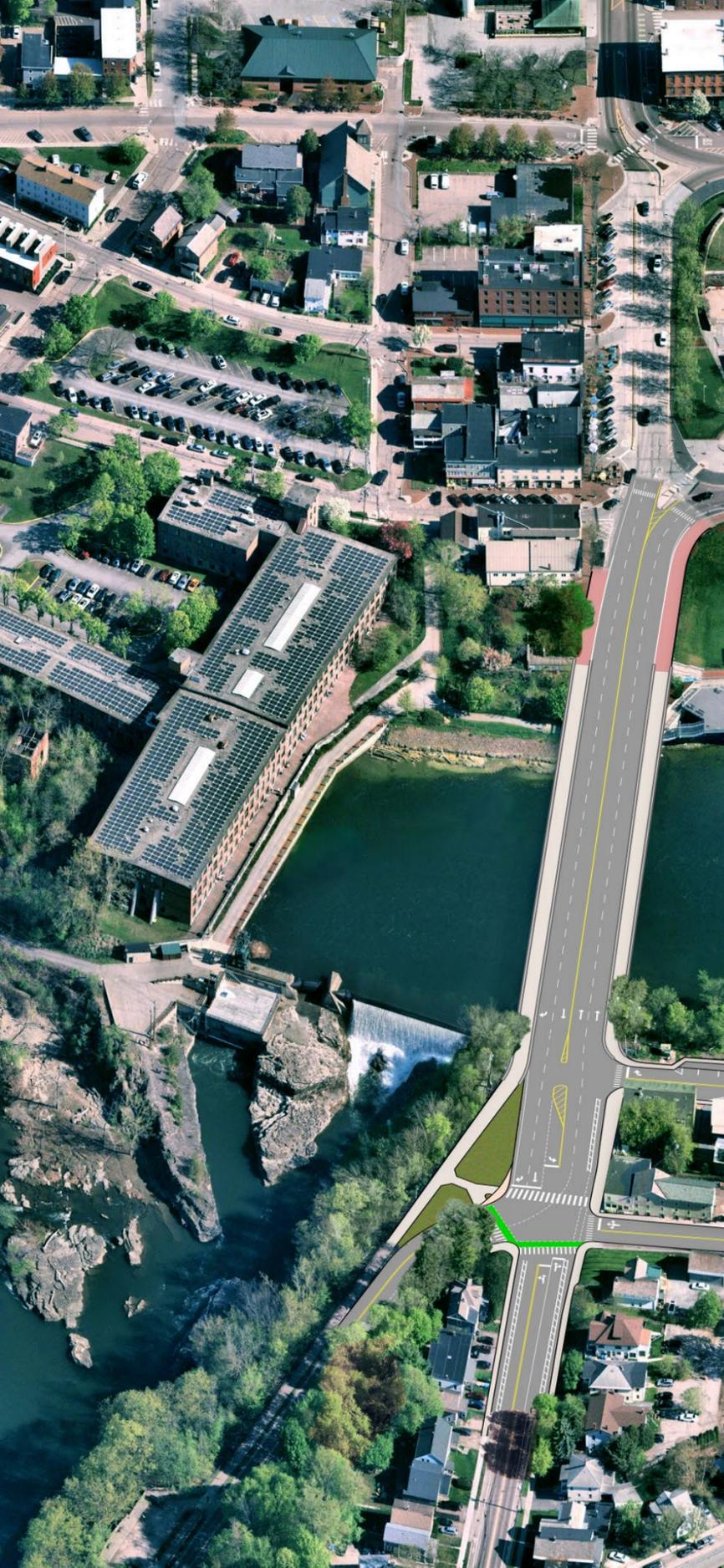
# Former Chittenden County MPO (CCMPO)

CCMPO was established in 1983 to serve 9 towns; since 1997, serves all 18 cities/towns



In 2011, CCMPO and CCRPC merged





# Key federal MPO Requirements

## Metropolitan Transportation Plan

- 20-25-year vision of region's transportation
- Updated every 5 years

## Transportation Improvement Program

- 4-year list of projects
- Updated annually & monthly to align with VTrans

## Unified Planning Work Program

- Planning activities of staff, member agencies and other transportation and planning agencies
- Updated annually

## Public Participation Plan

- Defines process for public participation activities
- Periodically review the effectiveness



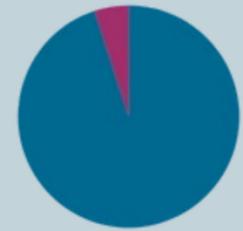
## MPO Funded Work (# of projects in FY26)

- Scoping / Project Definition Studies (10)
- Corridor and Area Wide Studies (2)
- Active Transportation Studies: *Walk, Bike, Roll* (7)
- Transportation Demand Management (2)
- Land Use and Transportation Planning: *Master Plans, Zoning* (1)
- Other with Transportation Nexus: *Water Quality, Energy* (6)
- Tech Assistance/Operational Studies: *Safety, speed, signal warrant analysis, technical assistance, grant assistance* (12)
- Municipal Project Management (4)
- Data Collection and Management: *GIS, infrastructure inventories, traffic counts, population and employment estimates*
- Partner Support: *GMT, CATMA, Local Motion, CarShare VT, TRC, etc.*

# Budget Intro – FY26 Budget



We operate like a public sector consulting agency.  
We operate on a billable hour basis.



**95%** of our revenue comes from performance agreements with State/Federal/Municipalities.  
**5%** comes from municipal dues. Dues are primarily used to match state/federal grants (80/20).



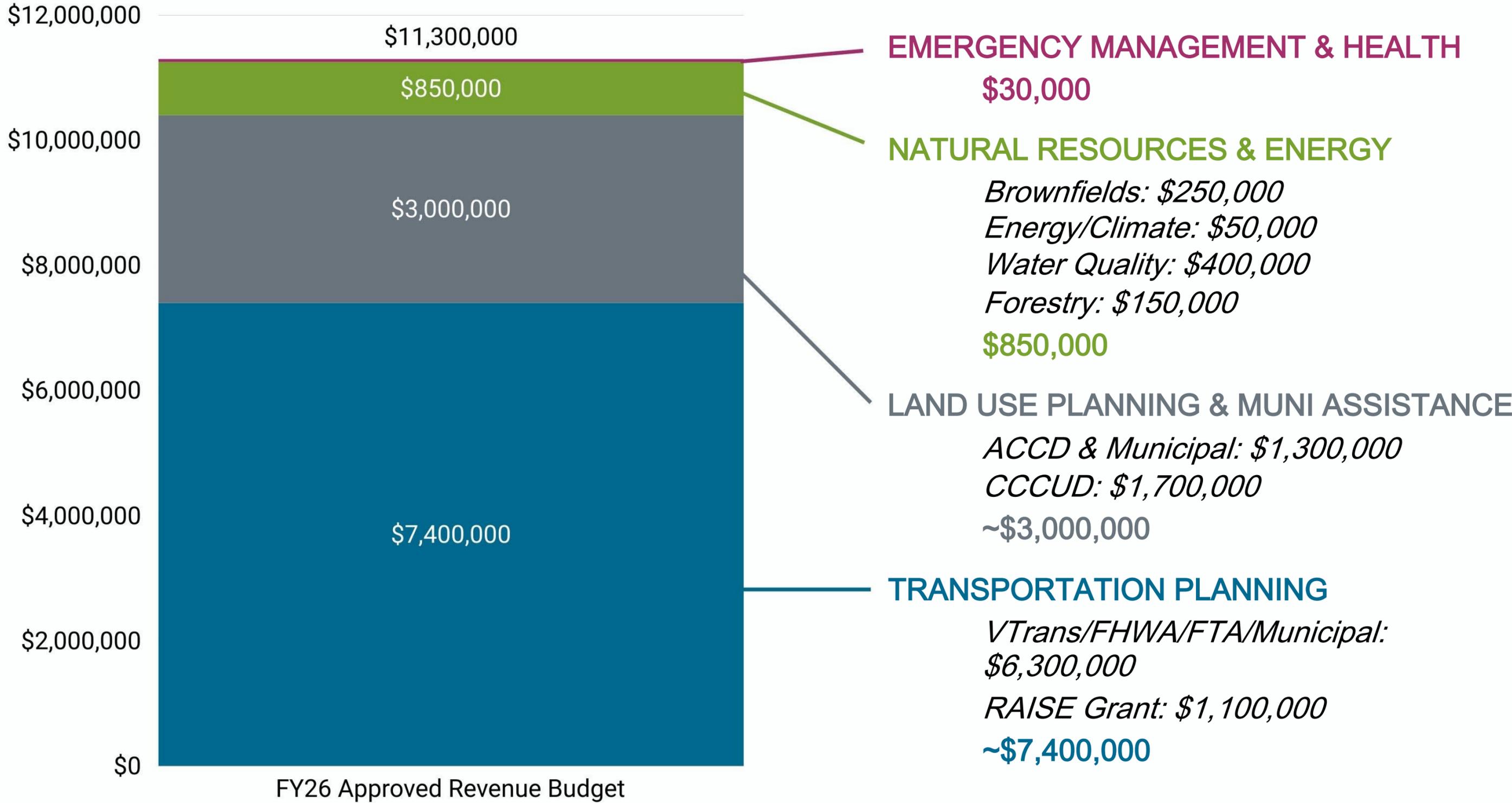
FY26 municipal dues: ~ \$270,000



Dues are calculated based upon each municipality's share of the equalized grand list (ability to pay).

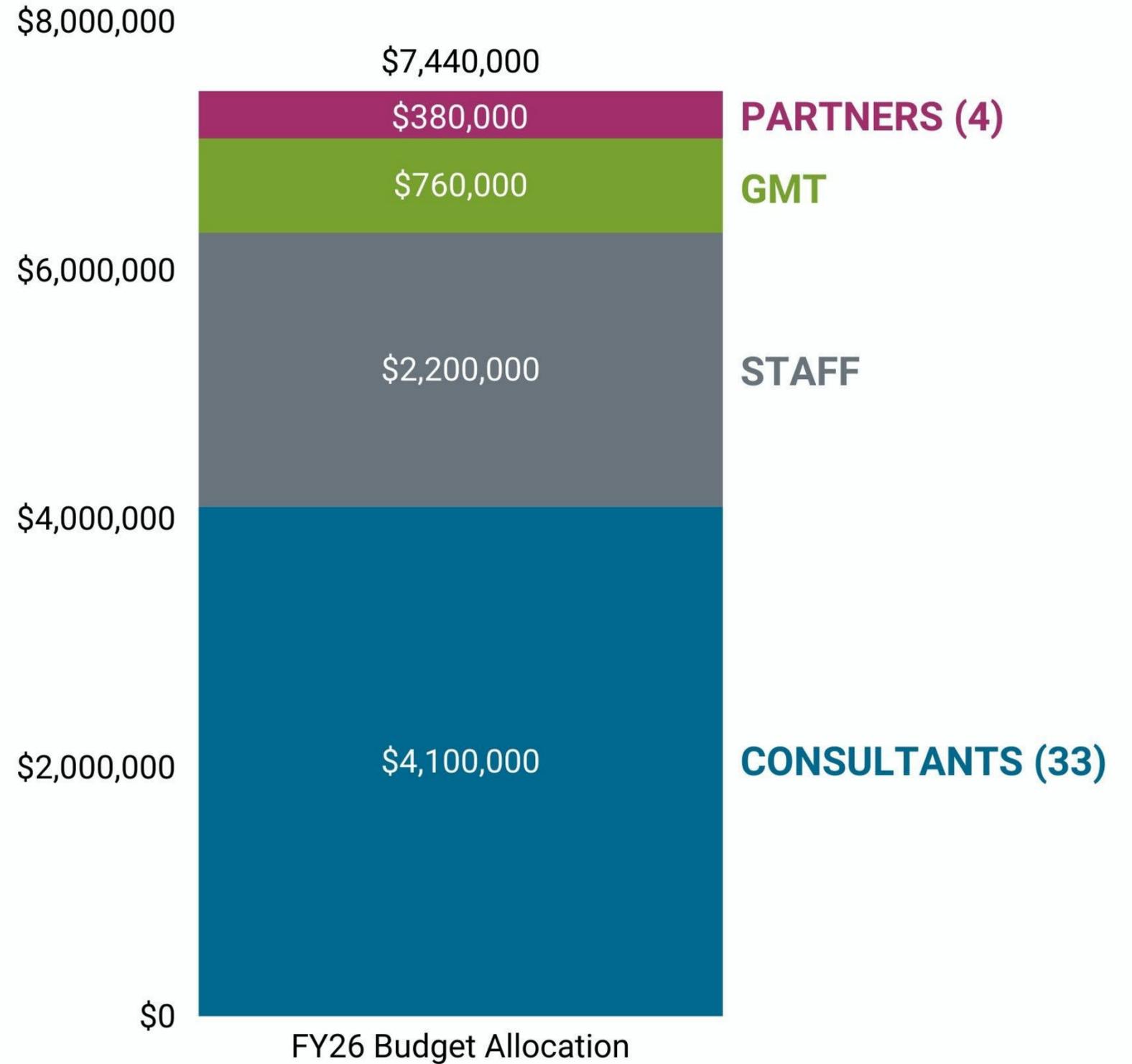
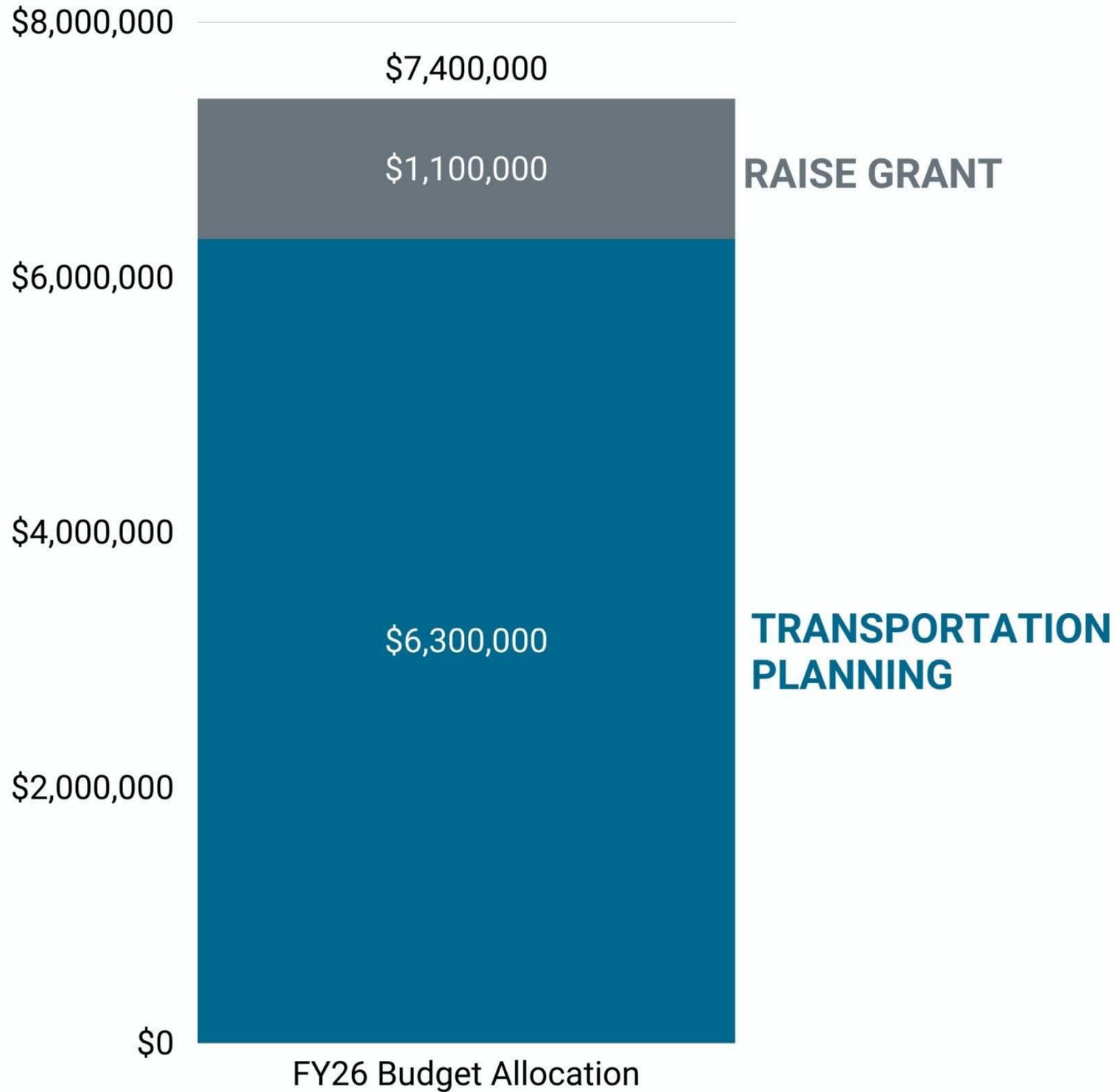
# CCRPC FY26 Approved Revenue Budget

Total Budget: ~\$11,300,000 (over estimated)



# CCRPC FY26 Budget Allocation

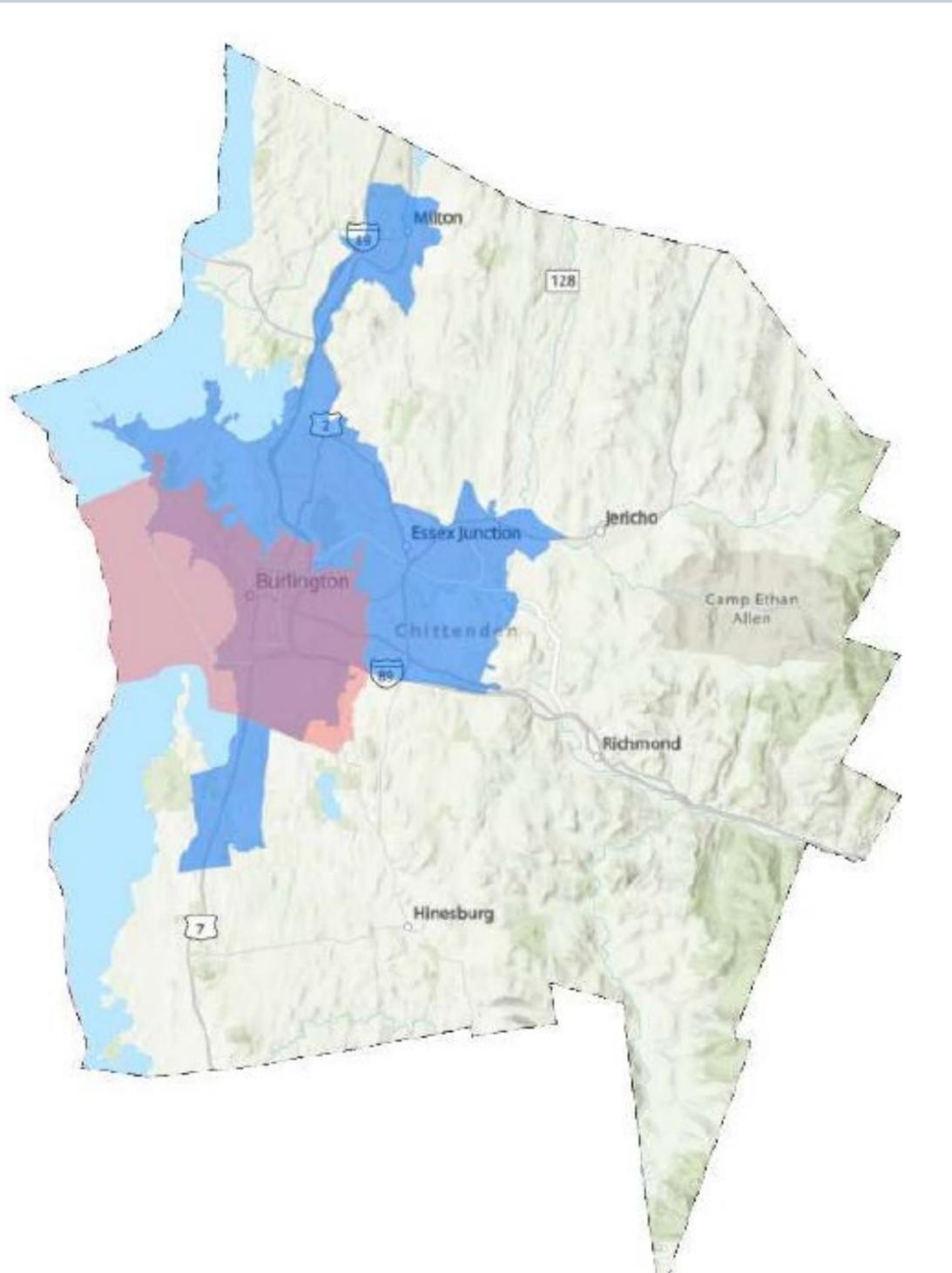
## Transportation Funding for Planning Only





# Examples of CCRPC's Transportation Work

# Regional Safety Action Plan (RSAP)



The CCRPC developed an RSAP to accomplish the following:

- Evaluate crashes and identify a High Injury Network in the county
- Develop countermeasures to address safety issues on our roadways in urban, suburban, and rural areas
- Position the CCRPC and our municipalities so that they can apply for a Safe Streets and Roads for All (SS4A) Federal Grant and other safety grants
- Provide a list of safety improvements to our municipalities and VTrans so they could be included in upcoming projects



# Regional Transportation Demand Management (TDM) Plan

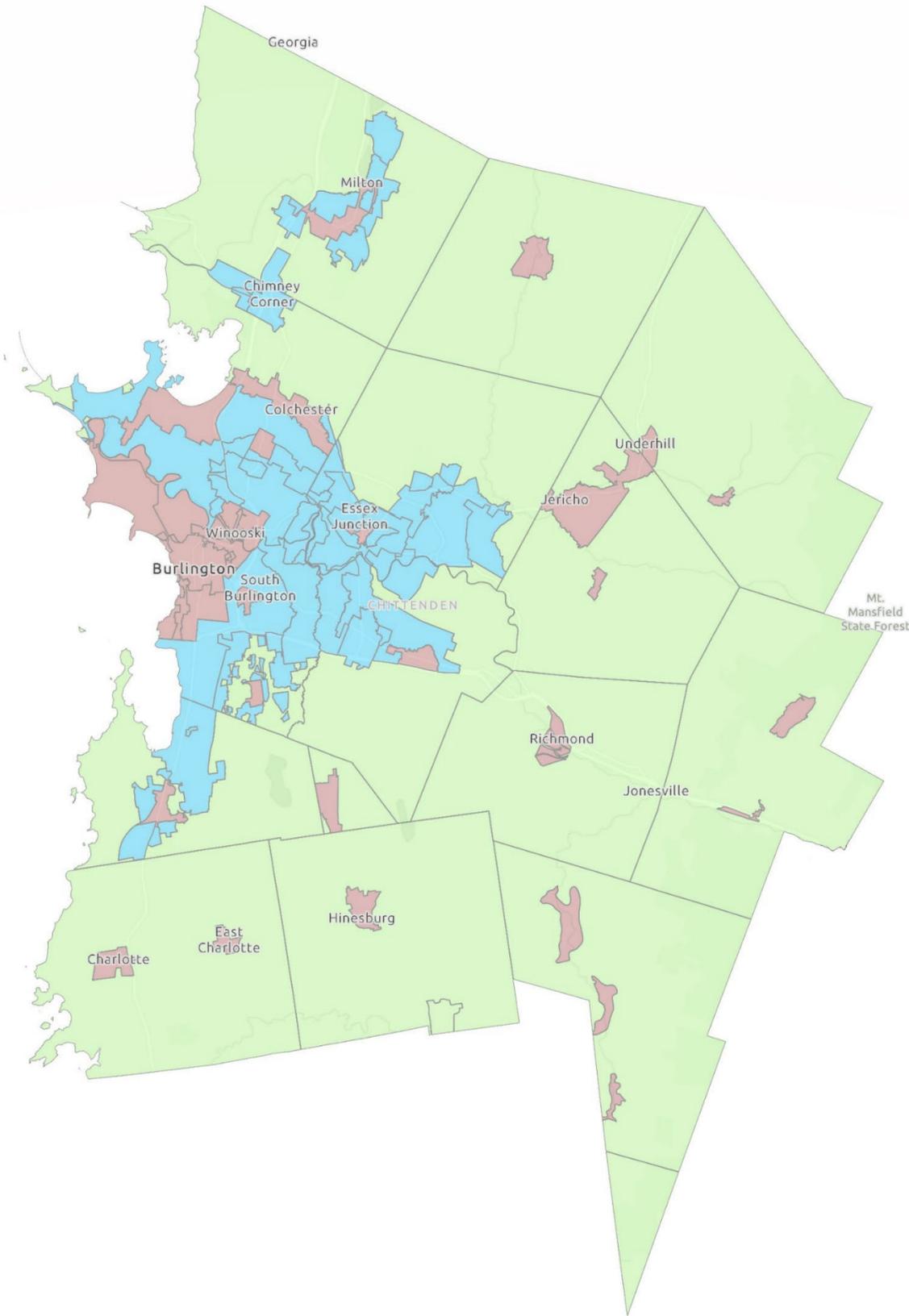
**TDM is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or time.**

- The Regional TDM Plan for Chittenden County is nearing completion, and it recommends actions to achieve the goals of the 2023 MTP
- The role of partners (GMT, CATMA, CarShare VT, Local Motion, cities/towns, VTrans and others) is key in implementation
- FY26 CCRPC partner funding ~\$1.1M

# Resilience Planning

## The CCRPC is working on a Regional Transportation Resilience Plan for the County

- Use established VTrans tools such as the Transportation Resilience Planning Tool (TRPT) & Repeat Damage Tool to identify and prioritize vulnerable and critical transportation infrastructure
- Meet with municipalities to discuss identified locations
- Select the most vulnerable and critical roadway segments to scope and develop improvement strategies to better weather storm events



# Northwest VT TOD Project

## General Goal

Enable development of compact, connected, and walkable communities linked together via transit.

**RAISE Grant (Federal Funds): \$2,100,000**

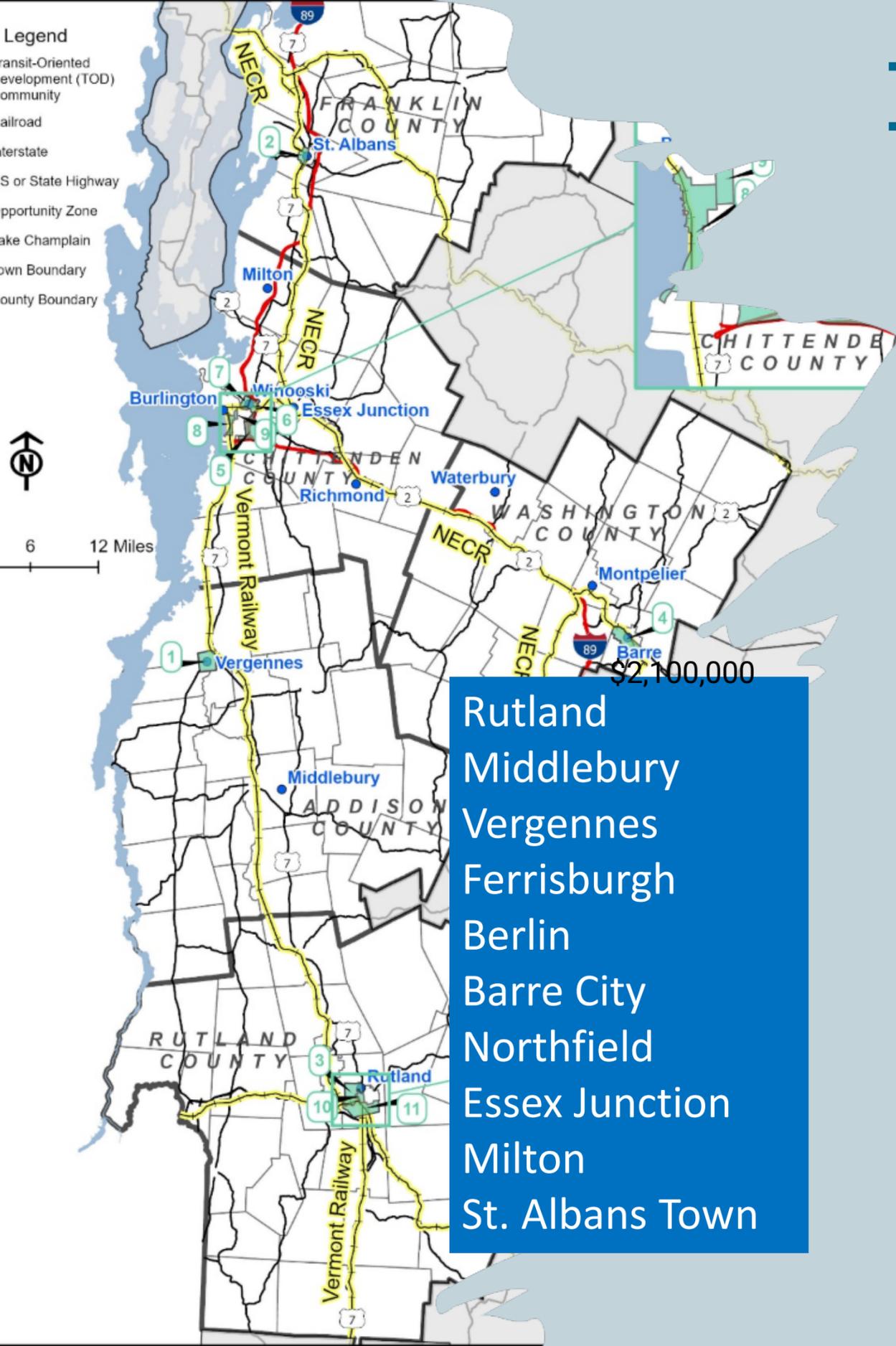
## Geography

5 counties, 10 municipalities

## Progress To Date

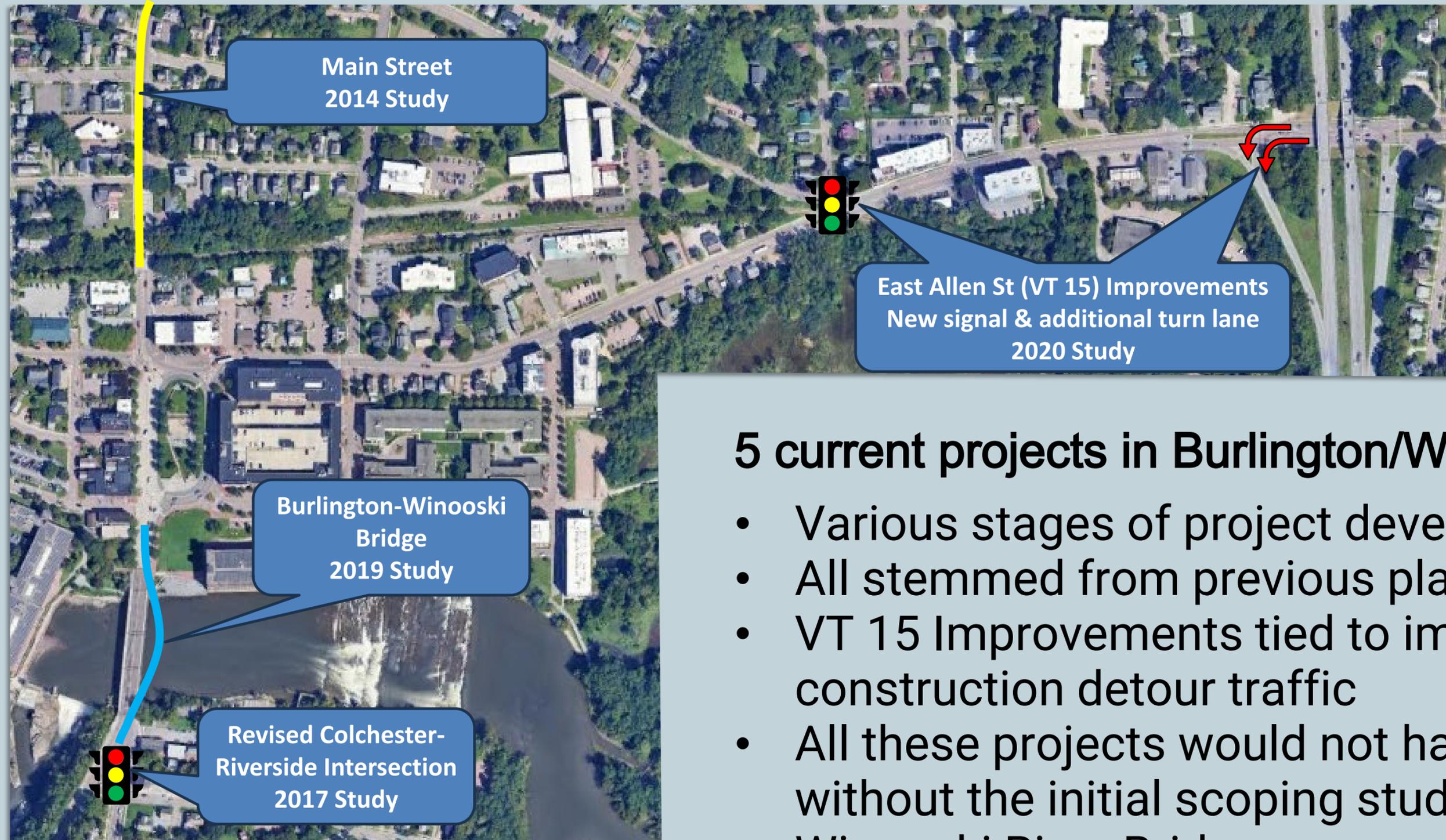
**Completed:** Market Analysis & Demographic Forecast; 6 Master Plans & Bylaws

**In Progress:** 4 Master Plans & Bylaws; Transit ridership forecasts/evaluation of potential services and governance model



# Planning is Important!

## Opportunity to “Harmonize” with State Projects



### 5 current projects in Burlington/Winooski

- Various stages of project development
- All stemmed from previous planning
- VT 15 Improvements tied to improving bridge construction detour traffic
- All these projects would not have been possible without the initial scoping study for the Winooski River Bridge

# Planning is Important!

## Opportunity to “Harmonize” with State Projects

Project Factsheet February 6, 2026



VT-116 Looking North

- Continue providing opportunities to the RPCs and municipalities to review state project plans (e.g., paving plans) to allow for coordination with municipal projects and regional priorities:
  - Ensures recommendations of previous plans/studies are included
  - Identifies opportunities to address emerging trends & needs
- **Example:**
  - STP PS25(8) Resurfacing VT 116 from Hinesburg to South Burlington
  - Incorporated changes on Hinesburg Rd in coordination with City of South Burlington for all users

# Act 181 creating opportunity

<https://experience.arcgis.com/experience/9994cc56c8484da1bdfa7260de507a17?draft=true>

## CCRPC Draft Future Land Use Map



- Mapping municipally-planned growth areas
- Every town has at least one growth area
- Growth areas are where towns are encouraging housing, jobs, transit, walking, & biking.
- In Chittenden County, target of 90% of housing growth in those areas. (Last 15 years has averaged about 85%.)
- Supporting transit service has been a key factor

# Transportation Revenue

## Transportation Fund:

- The transportation fund shortfall and the risk that Vermont will not be able to draw down all available federal funding is very concerning to our municipalities and the CCRPC

## Transit Funding:

- Need a sustainable source of funding that does not come from property taxes

## Older Adults & Persons with Disabilities (O&D) Funding:

- Funding requests (and trip demand) exceed amount of available funding





# Thank you!

## CONTACT:

**Charlie Baker, CCRPC Executive Director**  
(802) 735-3500 | [cbaker@ccrpcvt.org](mailto:cbaker@ccrpcvt.org)

**Eleni Churchill, CCRPC Transportation Program Director**  
(802) 861-0117 | [echurchill@ccrpcvt.org](mailto:echurchill@ccrpcvt.org)