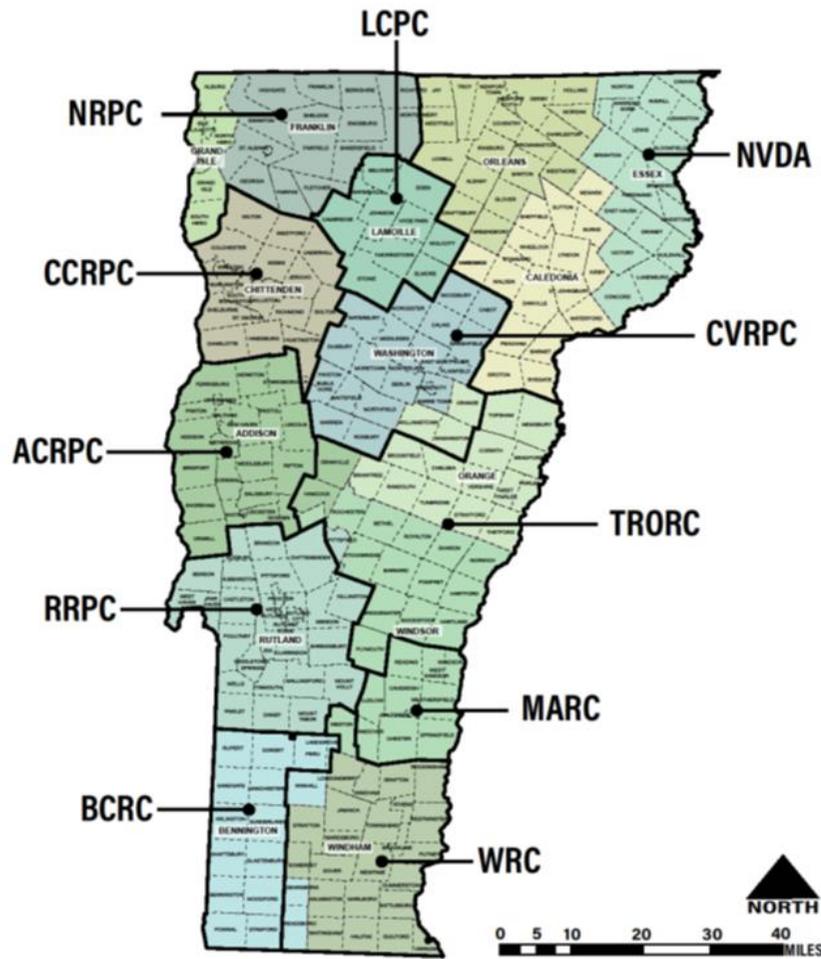




MARC Transportation Program Updates

Vermont House Transportation Committee

February 11, 2025



**STATE OF VERMONT
REGIONAL PLANNING COMMISSIONS**

Quick Facts



Vermont has **11** RPCs and **135** staff serving all of Vermont's municipalities.

VT RPCs are updating their Regional Plans to conform with Act 181. To date, total related public outreach has involved over 750 events.



RPCs leverage municipal dues and money from the state to bring in federal funds. In FY25, RPCs managed about \$30M of federal, state, and municipal funds.



Visit VAPDA.org for more information



Transportation Planning



RPCs provided **215** municipalities with technical assistance in transportation, including:



**TRAFFIC
COUNTS**



**CULVERT
INVENTORIES**



**ROAD
EROSION
INVENTORIES**



**A VARIETY
OF OTHER
SUPPORT
SERVICES**

RPCs help coordinate the Transportation Planning Initiative (TPI) with VTrans, a statewide initiative for public involvement in improvements to Vermont's transportation system and for the development of region-wide plans.

Project Highlight:

Engaged with Towns to establish regional and local goals of zero deaths on all roadways, in coordination with Safe Streets and Roads for All and Vision Zero.

MOUNT ASCUTNEY REGION

Serious Crashes

A serious crash results in death or serious injury for one or more involved persons.

Last 5 Years : 2019 - 2023



Serious Injury



Death



53% of vehicles occupants seriously injured or killed were unrestrained

11%

of serious crashes involved speed or aggressive driving

73%

of initial events started with a lane departure

HOW:

43 single vehicle crashes

6 rear end crashes

9 angle crashes

3 sideswipe crashes

9 head on crashes

3 car vs. pedestrian/bicycle crashes

73 serious crashes were reported from 2019-2023

- 73% on segments
- 15% at unsignalized intersections
- 11% at driveways
- 1% at signals

48% of drivers in serious crashes are residents of the MARC region

78% are residents of Vermont

WHO:

16% are seniors

10% are 21 or under

WHERE:

81% occurred outside of village centers

2 bicycle crashes, both occurred at unsignalized intersections

70% occurred on a state road

1 pedestrian crash occurred on I-91 involving a road worker

Roads with 2+ serious crashes

- VT-103 (16 crashes)
- I-91 (12 crashes)
- VT-11 (7 crashes)
- US-5 (6 crashes)
- VT-106 (5 crashes)
- VT-10 (4 crashes)
- VT-44 (2 crashes)
- VT-131 (2 crashes)

LANE DEPARTURE CAUSES:

22% driver error (e.g., too fast through curve)

20% drug or alcohol impairment

14% snow or ice conditions

14% fatigue

12% distraction

6% animal strike

2% objects or debris on road

2% medical event

10% unknown

Transportation Planning Initiative (TPI)

TPI has 5 main objectives:

- Enhance Cooperation Between VTrans, RPCs, and Municipalities
- Better Connect Federal, Regional, and Statewide Transportation Planning
- Provide Technical Assistance to Municipalities
- Advance VTrans Strategic & Long-Range Transportation Plans
- Provide Platform for Improved Public Outreach

During FY25 MARC's TPI Work Involved:

7 TAC meetings held

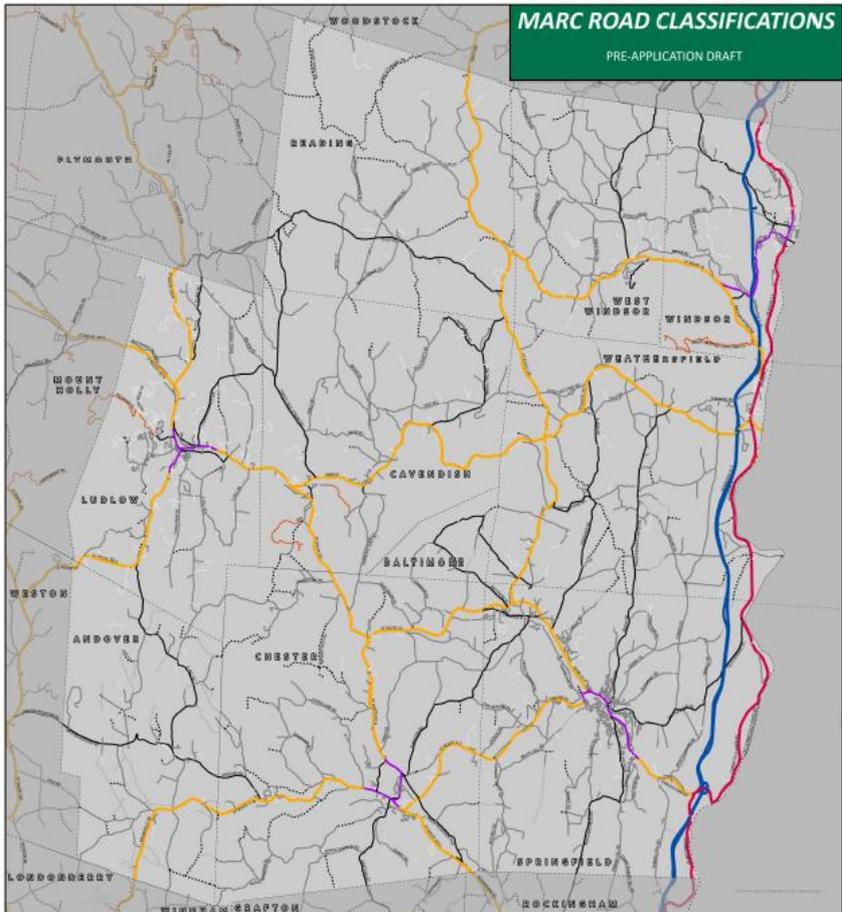
8 Non-municipal TAC members actively engaged in transportation planning

10 (of 10) municipalities actively engaged in transportation planning

10 municipalities assisted with transportation related grants, involving 8 grant programs

6 VTrans committees that MARC staff served on

64 data collection activities performed for VTrans



Regional Road Network

825 Public Road Miles
77% Town Maintained

I-91 and US-5 are primary North-South Routes

Important East-West routes include VT-131, VT-11, VT-44, and VT-103

The Region's roadways are the most used transportation network in the region and are important for travel and recreation.

Highways in Vermont are classified by their maintenance provider (state, town, other) and their significance.

Town roads are categorized from Class 1 to Class 4. Class 1 and Class 2 roads are most significant and often most heavily trafficked. Main roads through village centers tend to be Class 1, for example. Rural back roads, especially gravel roads, tend to be class 3. There are more miles of Class 3 roads in Vermont than any other class.

Class 4 roads are legal right-of-ways which are not maintained for highway travel.

- Interstate
- US Highway
- VT Highway
- Class 1
- Class 2
- Class 3
- Class 4
- State Forest Highway
- Legal Trail
- Private Road

Data Sources: Road Data Derived from ALL ROADS (VTrans, 2025). Town and RPC Boundaries (VCGI 2025)

Adoption info: Publication and adoption date.

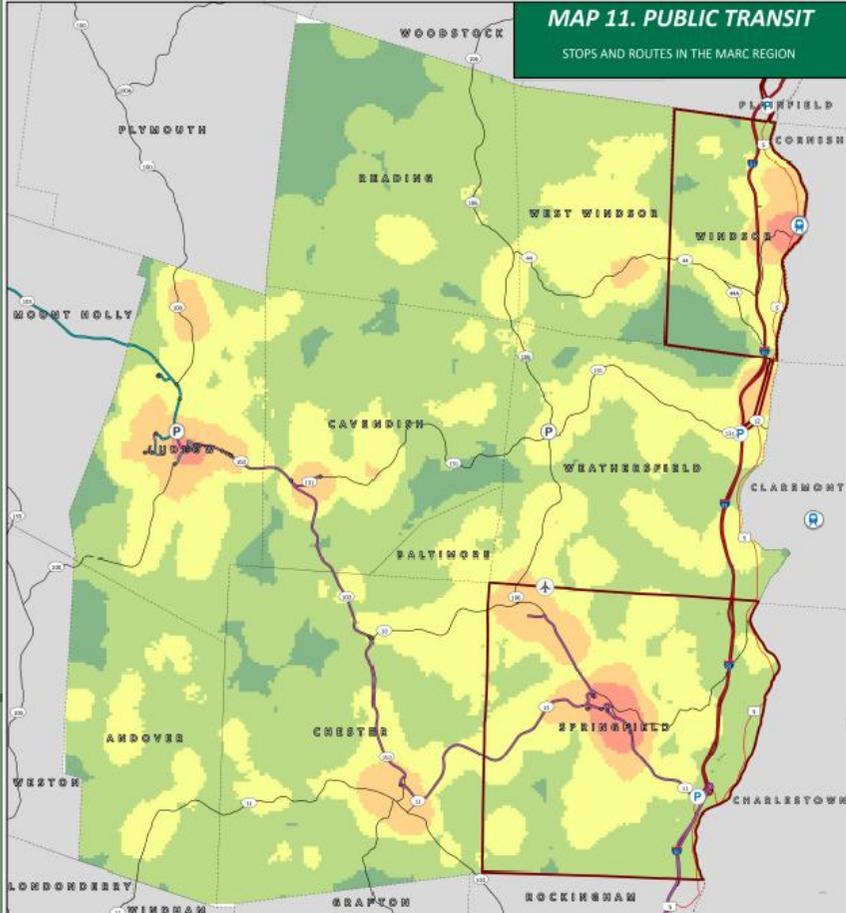
Last updated on 1/9/2026 by kappleton

0 0.4 0.8 1.6 2.4 3.2 Miles Scale: 1:42,000
0 0.75 1.5 3 4.5 Kilometers

Mount Acutey Regional Commission
PO Box 300, Acutey, VT 05005
www.marcvt.org

MAP 11. PUBLIC TRANSIT

STOPS AND ROUTES IN THE MARC REGION



The MARC region's public transit service is primarily provided by the MOOver bus system, based in Rockingham. There are four MOOver routes through the region:

1. Bellows Falls to Lebanon, which provides commuter service from Bellows Falls to Lebanon and Hanover, NH, including to DHRC.
2. Bellows Falls to Springfield, which provides transport from Rockingham to the shopping plazas in Springfield.
3. Bellows Falls to Springfield, which provides twice-daily service between Bellows Falls and Ludlow via Springfield, North Springfield, Chester, and Proctorville.
4. Otisville Village, which provides hourly weekend service in Ludlow.

Additionally, MOOver runs an on-demand, microtransit service in Windsor and Springfield, currently on pilot. The Marble Valley Transit District (AKA The Bus), runs a seasonal commuter service from Rutland to Ludlow via Mount Holly.

The region has five park-and-ride lots: in Ludlow, Windsor, Downers, Acutney, and Springfield. There is a park-and-ride lot in Hartland north of the Windsor town line.

Inter-city transport within the region is limited to the Amtrak stop in Windsor, with an additional stop in Claremont, across the NH-VT border. Harkness State Airport is in Springfield/Weatherfield, but no commercial service is available.

Microtransit Building Density

| | |
|--------------|--|
| Light Green | Underdeveloped (1 or fewer structures/acre mile) |
| Yellow-Green | 11 - 20 structures/acre mile |
| Yellow | 21 - 100 structures/acre mile |
| Orange | 101 - 200 structures/acre mile |
| Red | 200+ structures/acre mile |

Public Transit Symbols

- Blue Circle with 'P': Municipal Park and Ride
- Blue Circle with 'B': State Park and Ride
- Blue Circle with 'A': Amtrak Station
- Blue Circle with 'H': Airport
- Blue Circle with 'R': Bus Route
- Blue Circle with 'S': Stop
- Red Line: Routes Bell - Lebanon
- Blue Line: Routes Villages
- Green Line: Routes Ludlow - Ludlow (Seasonal)
- Red Line: Microtransit Service Area

Data Sources: Density derived E911 data via VCGI 2025. Microtransit Extent via Rockingham MOOver Bus Lines and stops from Rockingham MOOver and Marble Valley Regional Transit District via GTPS and VCGI accessed 12/8/2025. Park and Ride (VTrans 2025), accessed 12/8/2025. Road Data Derived from ALL ROADS (VTrans, 2025). Town and RPC Boundaries (VCGI 2025)

Adoption Info: Pre-Application Draft

Last updated on 1/14/2026 by kappleton

| | | | | | |
|---|------|-----|-----|----------------|-----------|
| 0 | 0.4 | 0.8 | 1.6 | 2.4 | 3.2 Miles |
| 0 | 0.75 | 1.5 | 3 | 4.5 Kilometers | |

Scale: 1:42,000

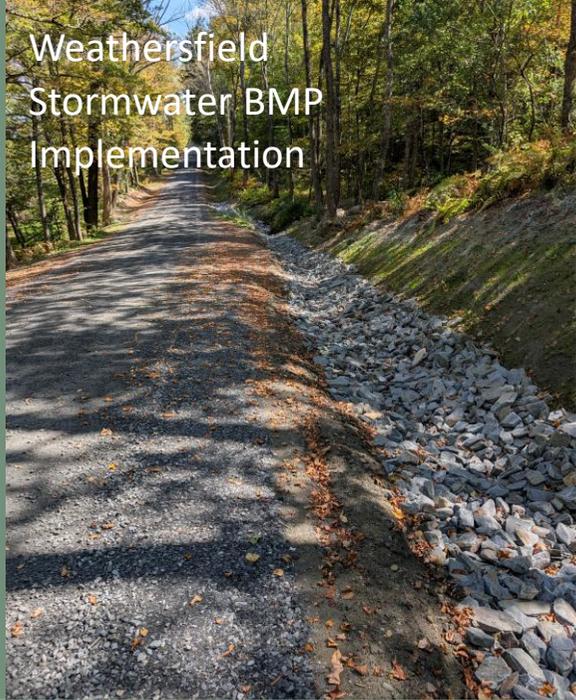
Mount Acutney Regional Commission
PO Box 330, Acutney, VT 05008
www.marctd.org

Regional Multimodal Network

The Region is served by:

- Fixed-route, demand-response and microtransit services operated by Southeast Vermont Transit
- Amtrak's *Vermont*
- The Hartness State Airport
- Multiuse paths in Springfield and Windsor
- Town sidewalk networks

Weathersfield
Stormwater BMP
Implementation

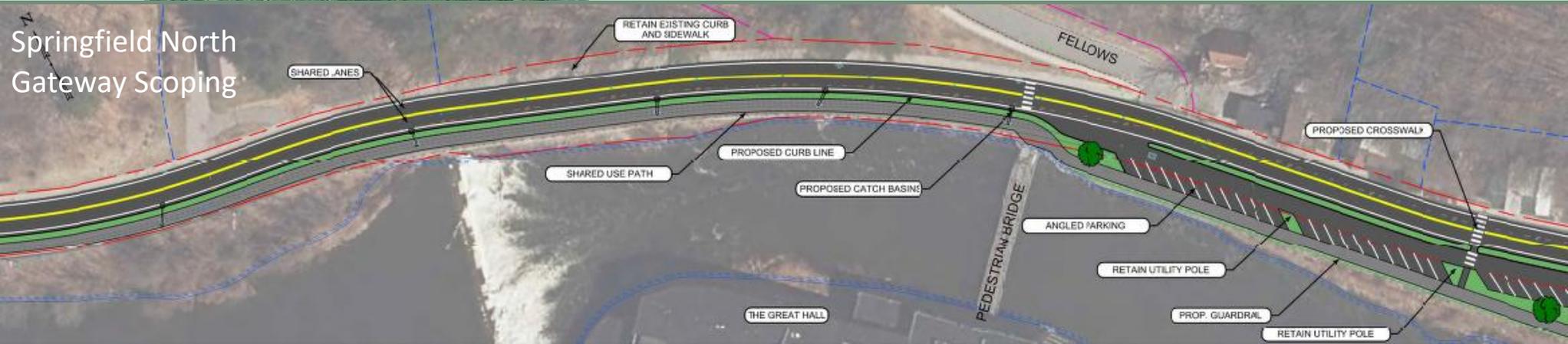


Grant Development and Project Management

Assisted all **10** towns with grant development and project management including:

- Stormwater improvements
- Culvert and bridge replacements
- Bicycle and pedestrian improvements
- Road user safety

Springfield North
Gateway Scoping





Regional Coordination

Serve on and organize regional and statewide transportation committees, boards, and working groups including:

- MARC Transportation Advisory Committee
- MARC Road Foreman Meetings
- Vermont Multimodal Roadway Guidance Update
- Southeast Vermont Transit Board
- Older Adults and Persons With Disabilities Committee

Road foremen from the MARC region and beyond gather twice a year to hear from state officials and discuss pressing municipal transportation issues. The upcoming Spring 2026 meeting will include discussion of this winter's road salt shortages.

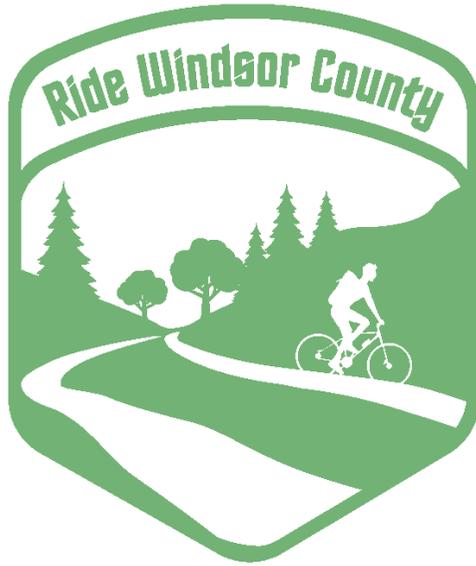
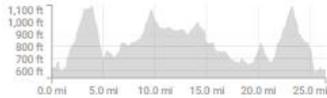
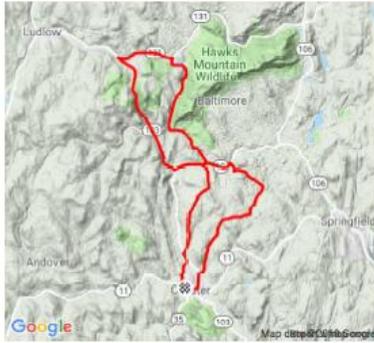
STRAVA

Gravel and Gorge

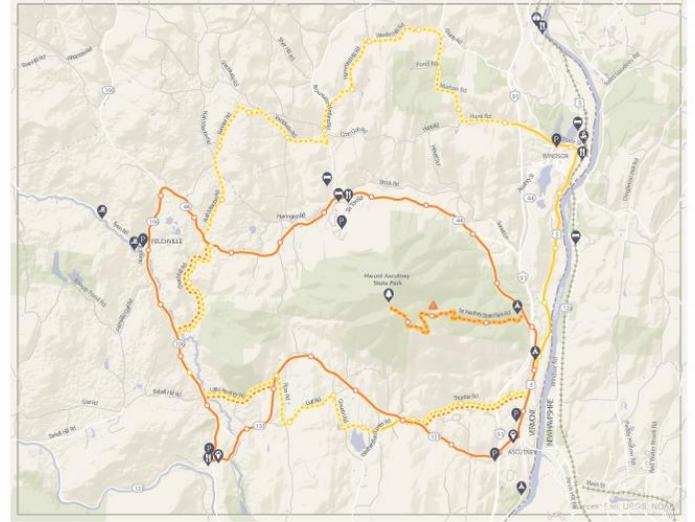
<https://www.strava.com/routes/15801575>

26.52mi 2,388ft Road
Distance Elevation Gain Ride Type

Est. Moving Time: 1:46:02



Special Projects



Visit
[https://ridewindsorcountyyt.
weebly.com/](https://ridewindsorcountyyt.weebly.com/)

Questions

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Mount Ascutney
Regional Commission