Burlington Planning Commission
149 Church Street
Burlington, VT 05401
www.burlingtonvt.gov/cityplanning

Burlington Planning Commission

Thursday, May 14, 2026, 5:00 PM

Remote & Virtual Meeting via Zoom
In person option available:
Bushor Conference Room (Room 102), 1st Floor of City Hall, 149 Church St.
To Join the Meeting on a Computer
Link: https://zoom.us/j/98018604888?pwd=hCNGUxN7EnjLHuzC3mMHfAAXubaMsG.1
Meeting ID: 980 1860 4888
Passcode: 239894
To Join the Meeting on a Phone
Number:+1 301 715 8592 US

1. Agenda

2. Public Forum

3. Chair's Report

4. JIPMP 2026 Annual Update

Subject	**4.1. CATMA staff will share the Joint Institutional Parking Management Plan 2026 Update and answer questions from Committee members.**
Meeting	May 14, 2026 - Long Range Planning Committee Agenda - Thursday, May 14, 2026, 5:00 PM, Burlington Planning Commission
Category	4. JIPMP 2026 Annual Update
Department	Planning
Type	
Recommended Action	

5. Accept Communications

6. Adjournment

CHAMPLAIN COLLEGE

University of Vermont

THE University of Vermont MEDICAL CENTER

Joint Institutional Parking Management Plan

2026 Annual Update

Prepared for:
Burlington Long Range Planning Committee

Submitted by:
Chittenden Area Transportation Management Association

Date: May 8, 2026

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CATMA
We'll help you get there

Contents

List of Tables and Figures

1. Introduction

The Joint Institutional Parking Management Plan (JIPMP) is submitted to the Planning Commission and Development Review Board to demonstrate current and anticipated parking demand for Burlington's "Hill" Institutions to meet the requirements set forth in Article 8 of the Comprehensive Development Ordinance. Burlington's "Hill" Institutions, comprised of Champlain College, University of Vermont (UVM), and University of Vermont Medical Center (UVMMC), are the founding members of the Chittenden Area Transportation Management Association (CATMA). CATMA has submitted the Joint Institutional Parking Management Plan and annual updates to the City of Burlington on behalf of the "Hill" Institutions since 2009. The current 2023-2028 JIPMP was approved by the Burlington Development Review Board on July 18, 2023.

This Annual Update is submitted to the City's Office of City Planning by CATMA on behalf of its founding institutional members: Champlain College, the University of Vermont, and University of Vermont Medical Center.

Joint Institutional Parking Management Plan 2026 Annual Update

Purpose

The JIPMP annual updates are intended to:

- Provide updated data to the approved 5-year JIPMP
- Demonstrate that the institutions are employing, maintaining, improving, and collaborating on transportation demand management (TDM) practices as outlined in the 5-year plan
- Demonstrate that the institutions are managing parking demand and resources holistically, based on updated enrollment, employment, and/or parking policy updates and supplying adequate parking facilities

Policy Updates

Updates to the Article 8 Ordinance were approved by City Council on January 9, 2023. These updates codify the shift away from parking minimums while adopting parking maximums, expanded transportation demand management, and updated institutional parking management plan requirements. It is important to note that with the amended ordinance moving away from parking minimums, the need for waiver requests when supply does not meet the minimum has been eliminated.

About CATMA

CATMA was established in April 1992 by the three "Hill" institutions in Burlington. In January 2015, CATMA expanded to a regional Transportation Management Association (TMA) serving Chittenden County with transportation demand management services, incentives, and programs. Its mission is 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. In addition to collective parking management among the Hill institutions, they have also invested in and committed to TDM strategies for 34 years. An overview and information on CATMA can be found at catmavt.org.

Transportation Management Associations (TMA)

TMAs are associations, organizations, or cooperatives that provide transportation services and education to businesses, property owners, residents, and employees in a defined geographic area, combining their efforts to expand transportation options and reduce program costs. They are not-for-profit collaborations of private and public sector entities working together towards common goals, such as congestion mitigation, transportation services and pollution reduction.

Transportation Demand Management (TDM)

The term 'transportation demand management' means the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions, including strategies that use planning, programs, policies, marketing, communications, incentives, pricing, data and technology."[1]

[1] Definition as proposed by the Association for Commuter Transportation for federal law

2. Collective Institutional Summary

Each of the institutions' parking supply and demand are summarized within based on data gathered during the Fall of 2025. This assembled data informs the analysis that demonstrates the existing parking supply meets current demand for each institution.

In addition, information regarding the anticipated development and growth on each campus informs the anticipated parking supply and demand out to 2028. Future demand predictions and additional information can be found in the 2023-2028 JIPMP.

Peak Parking Demand

Two primary methods can be used to estimate the current and future peak parking demand for each institution: lot counts and survey data. See Appendix A for a more detailed explanation of how data is collected. These methods have been utilized previously and are referenced in the 2023-2028 JIPMP (pg. 17-18). As noted in previous JIPMP documents, there are limitations to both methods of estimating parking demand, however, it is reasonable to assume that these two methodologies provide low and high estimates to represent the "bookends" in understanding peak parking demand on campus.

The data collected from the CATMA Fall Transportation Survey is primarily utilized to forecast the Future Parking Demand (see Table 2.2 below) for each institution and demonstrates travel behavior trends. We have included a current peak parking demand based on 2025 Survey Data in Appendix B. An overview of Parking Demand Estimation provided by UVM Transportation Research Center can be found in 2020-2022 JIPMP, Appendix B which mentions the overestimate bookend the survey data represents.

Table 2.1 2025 and 2024 Parking Demand Summary for Champlain College, UVM, and UVMMC

	2025			2024			2023		
	Champlain College[1]	UVM[2]	UVMMC[3]	Champlain College	UVM	UVMMC	Champlain College	UVM	UVMMC
Current Conditions									
Potential Users	2,147	18,014	11,673	2,304	18,301	10,003	2,452	18,726	8,716
Peak Parking Utilization Counts	391	3,758	2,060	404	3,742	2,022	440	3,965	2,008
Total Parking Supply	514	4,997	2,500	560	5,110	2,500	642	4,956	2,500
Net Spaces Peak Utilization	123	1,239	440	156	1,368	478	202	991	492

1. *February 27, 2025, at noon was the peak utilization count based on 2025 count data for Champlain College.*
2. *October 22, 2025, at noon was the peak utilization count based on 2025 count data for UVM.*
3. *October 21, 2025, at 2pm was the peak utilization count based on 2025 count data for UVM Medical Center.*

Table 2.2 Future Parking Demand Summary from 2023-2028 JIPMP for Champlain College, UVM, and UVMMC

Future Parking Demand Summary (2023-2028 JIPMP)			
	Champlain College	UVM	UVMMC
Future Conditions			
Potential Users	2,990	17,820	9,427
Total Peak Parking Demand (survey data)	992	4,988	2,145
Total Parking Supply	642	5,503	2,500
Net Spaces Peak Demand	-350	515	355

Changes in Projected Growth

The Future Parking Demand Summary (Table 2.2) is based on data from the 2022 CATMA Survey and the projected growth estimated made at that time. Champlain College does not anticipate reaching the projected growth levels that would result in a net deficit of 350 parking spaces.

Survey Trends on Travel Behavior

CATMA administers a survey annually to track the longitudinal travel behavior trends. See Appendix A for data collection methodology and response rate. In Fall of 2025, the survey revealed the drive alone rates for the institutional affiliates. Employees of each institution have varying drive alone rates, see Figures 2.1-2.3 below for trend data. In 2024, UVM expanded their Commuter Proximate Zone into South Burlington. Students living within this zone can only purchase commuter evening parking permits.

Figure 2.1 Champlain College Drive Alone Mode Trend

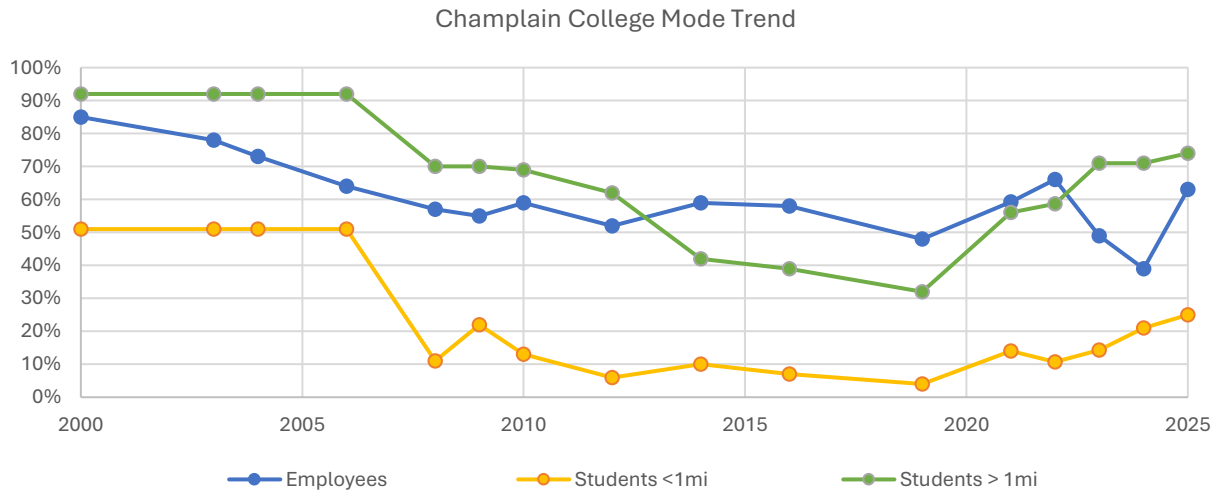


Figure 2.2 UVM Drive Alone Mode Trend

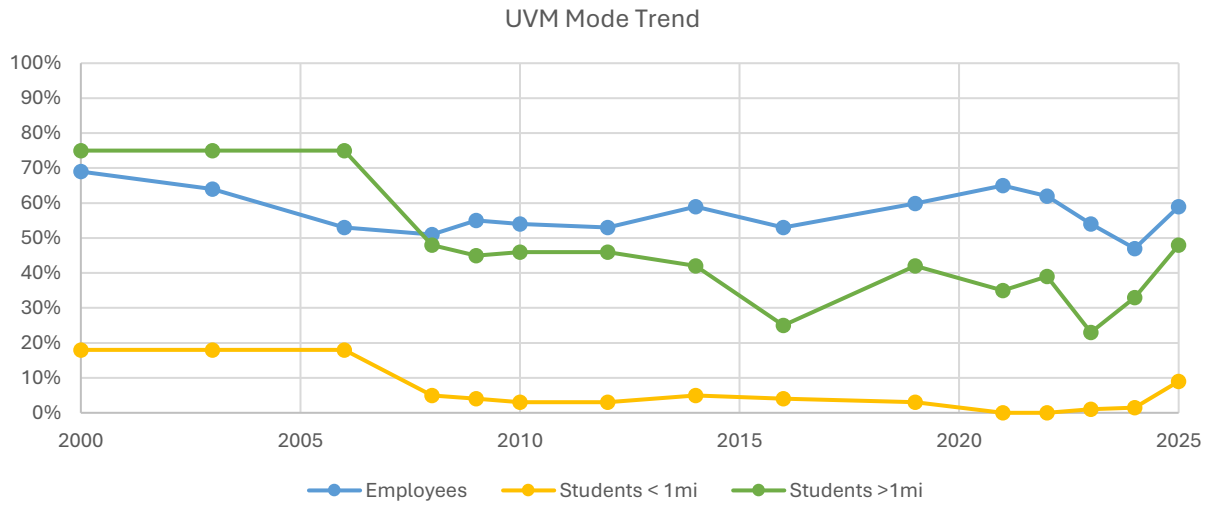
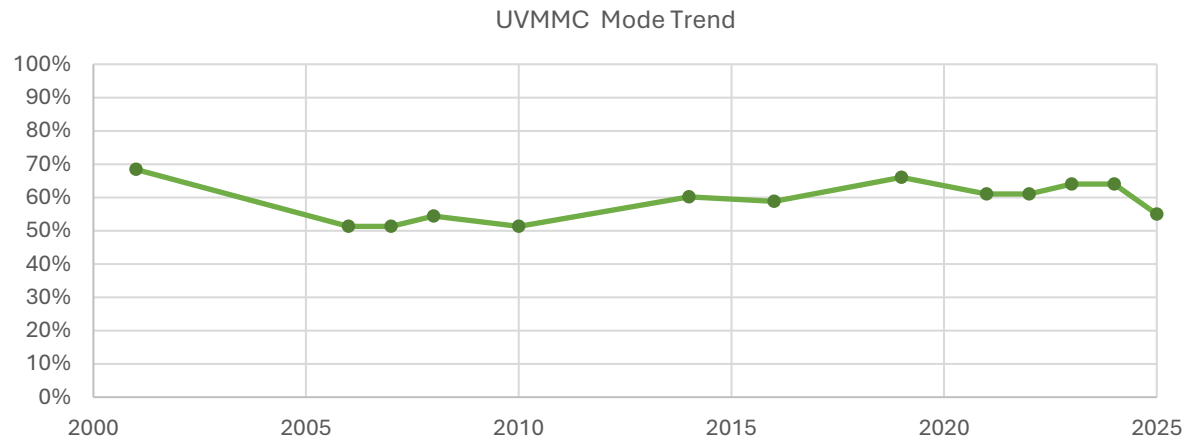


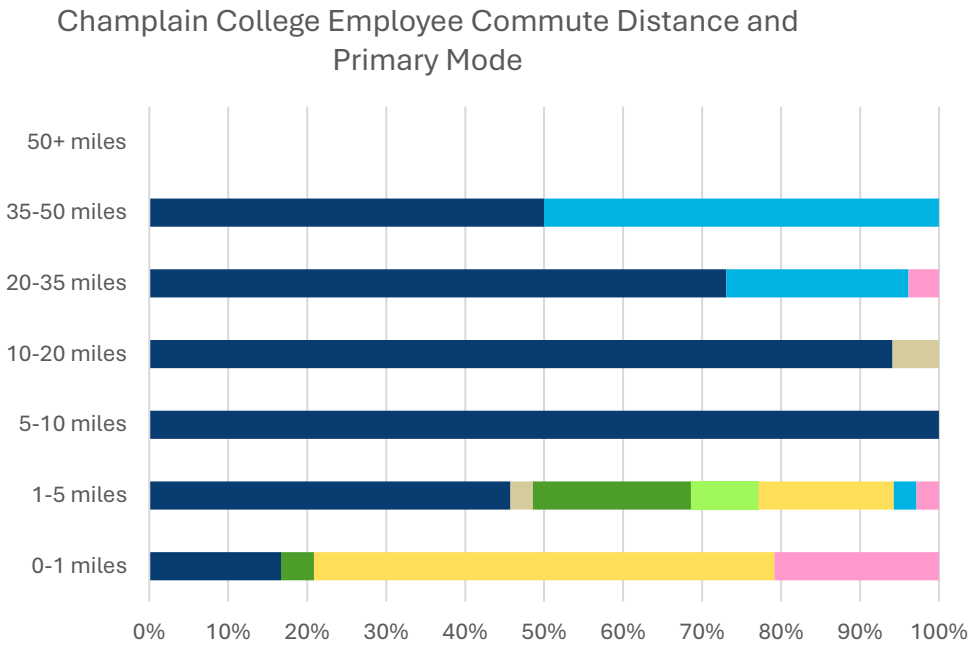
Figure 2.3 UVMMC Drive Alone Mode Trend

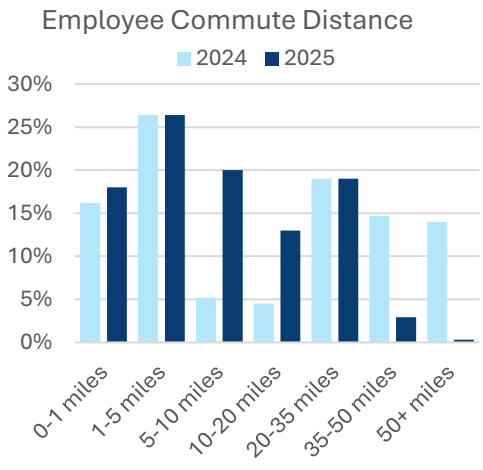


Primary Mode Relative to Commute Distance

In 2024, the following distance and mode charts were introduced to gain a better understanding of how commute distance impacts travel behavior.

Figure 2.4 Champlain College 2025 Employee Mode Split vs. Distance

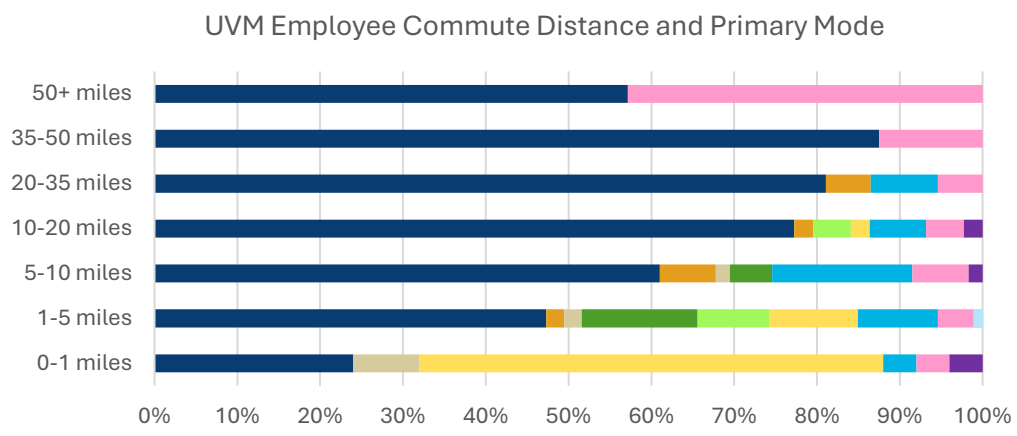




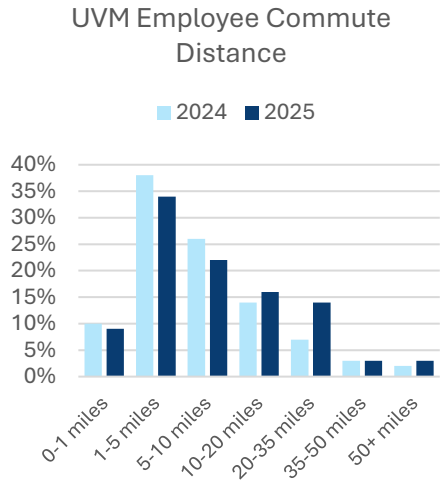
	0-1 miles	1-5 miles	5-10 miles	10-20 miles	20-35 miles	35-50 miles	50+ miles
Drive alone	17%	46%	100%	94%	73%	50%	0%
Carpool	0%	0%	0%	0%	0%	0%	0%
Get dropped off	0%	3%	0%	6%	0%	0%	0%
Bike	4%	20%	0%	0%	0%	0%	0%
E-bike	0%	9%	0%	0%	0%	0%	0%
Walk	58%	17%	0%	0%	0%	0%	0%
Public bus	0%	3%	0%	0%	23%	50%	0%
Telework	21%	3%	0%	0%	4%	0%	0%

- Overall increase in drive alone rate compared to 2024, especially for mid-range commute distances.
- Significant drop in telework from previous years.
- Active transportation remains concentrated in short distances with an increase in walking and steady bike/e-bike utilization within five miles.
- Fewer responses from employees living 35+ miles away compared to 2024.

Figure 2.5 UVM 2025 Employee Main Mode vs. Distance

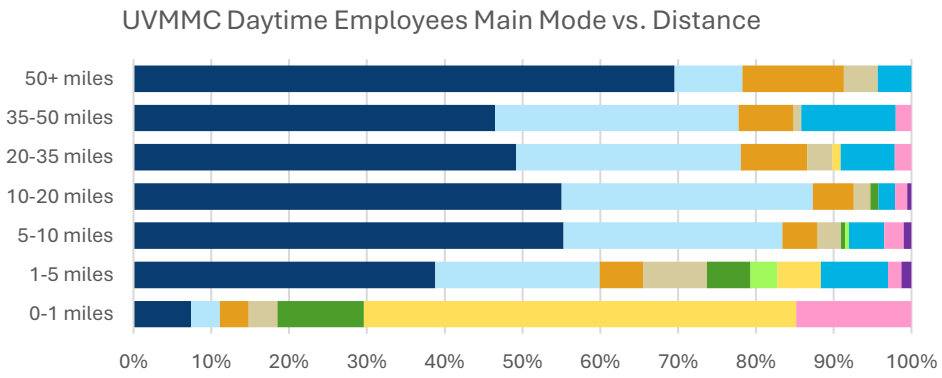


	0-1 miles	1-5 miles	5-10 miles	10-20 miles	20-35 miles	35-50 miles	50+ miles
Drive alone	24%	47%	61%	77%	81%	88%	57%
Carpool	0%	2%	7%	2%	5%	0%	0%
Get dropped off	8%	2%	2%	0%	0%	0%	0%
Bike	0%	14%	5%	0%	0%	0%	0%
E-bike	0%	9%	0%	5%	0%	0%	0%
Walk	56%	11%	0%	2%	0%	0%	0%
Public bus	4%	10%	17%	7%	8%	0%	0%
Telework	4%	4%	7%	5%	5%	13%	43%
Campus shuttle	0%	1%	0%	0%	0%	0%	0%
Other	4%	0%	2%	2%	0%	0%	0%

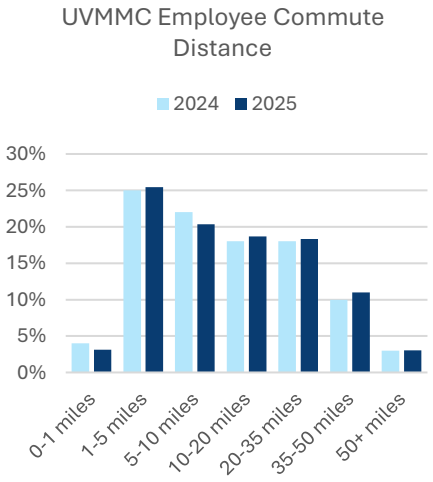


- For commutes beyond 5 miles, driving becomes the most popular option.
- Within 5 miles, active and sustainable transportation are utilized more.
- There is not much change in commuting distance compared to 2025.

Figure 2.6 UVMMC 2025 Daytime Employee Main Mode vs. Distance



	0-1 miles	1-5 miles	5-10 miles	10-20 miles	20-35 miles	35-50 miles	50+ miles
Drive Alone	7%	39%	55%	55%	49%	46%	70%
Satellite lot shuttle	4%	21%	28%	32%	29%	31%	9%
Carpool	4%	6%	5%	5%	9%	7%	13%
Get dropped off	4%	8%	3%	2%	3%	1%	4%
Bike	11%	6%	1%	1%	0%	0%	0%
E-bike	0%	3%	1%	0%	0%	0%	0%
Walk	56%	6%	0%	0%	1%	0%	0%
Public bus	0%	9%	5%	2%	7%	12%	4%
Telework	15%	2%	3%	2%	2%	2%	0%
Other	0%	1%	1%	1%	0%	0%	0%



- Compared to 2024, we see less driving across all distances within 50 miles.
- More active transportation within a 5-mile commute compared to 2024 data.
- Increase in satellite lot shuttle responses—likely due to clarifying wording in survey.

On-Street Parking Adjacent to Institutions

Table 2.7 On-Street Parking at Peak Times from CATMA Survey

	2025			2024			2023		
	Champlain College[1]	UVM[2]	UVMMC[3]	Champlain College	UVM	UVMMC	Champlain College	UVM	UVMMC
Students	4.3%	2.7%	N/A	5.9%	2.8%	N/A	7%	2.1%	N/A
Employees	23.5%	3.3%	1.6%	22%	3.5%	3.2%	12.5%	2.3%	1.6%

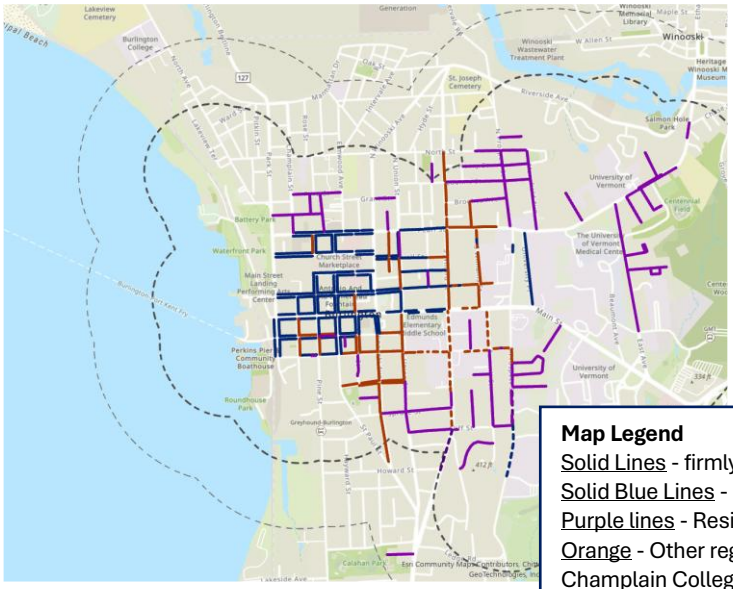
1. *Champlain College's peak time is Tuesday 10-12p.*
2. *UVM's peak time is Tuesdays 2-4p.*
3. *UVMMC's peak time is Wednesdays 12-2p.*

Table 2.7 demonstrates the percent of students and employees that park on nearby neighborhood streets during peak time for each institution.

In 2025, Champlain College employee and student survey participants both indicated that they primarily park on South Willard Street and Maple Street.

UVM employee and student survey participants indicated that they park on Prospect Street, Willard Street, and Williams Street.

UVMMC survey participants indicated that they park on Colchester Avenue, Summit Street, and North/South Prospect St. These streets in proximity to the campus areas are generally unregulated, making them free and open to public parking.



Map Legend
Solid Lines - firmly regulated
Solid Blue Lines - Metered Parking
Purple lines - Residential Parking
Orange - Other regulated by Champlain College
Dotted lines – Maple & Willard, unregulated, open to Champlain per MOU
Dotted Blue - So Prospect, only regulated during certain time

In February of 2024, the City of Burlington collaborated with the Chittenden County Regional Planning Commission to collect on-street parking counts in nearby neighborhoods in conjunction with the institutional parking counts conducted in past JIPMPs and annual updates. The counts have typically been conducted during daytime and nighttime hours (11am and 8pm) in the month of February on those streets identified by students and/or employees of the three institutions in the annual CATMA survey. There is an on-going coordination with the city, the CCRPC, and CATMA on on-street parking data collection.

In addition, the City is in the process of a new citywide mobility plan, which will analyze curb management policies across the city, but particularly in those areas closest to major employers, institutions, and commercial corridors. Furthermore, the City will be revising its TDM policies and regulations in summer 2026, with changes expected also for the JIPMP.

The on-street parking counts conducted in February 2024 are available for review in the 2024 Annual JIPMP Update (pg. 8).

3. Collective Highlights and TDM Strategies

CATMA plans, administers, and manages a comprehensive suite of Transportation Demand Management (TDM) strategies, programs and services for its founding institutions and associate members. This TDM programming is essential to influence, support and encourage sustainable mobility options rather than driving alone and reduce single occupancy vehicle use, greenhouse gas emissions, vehicle miles traveled (VMT), and traffic congestion.

Below is the suite of new and existing TDM programs, incentives, and services CATMA administers and manages for the institutions and its membership:

- Bike/Walk Rewards Program
- Carpool and Vanpool Support Services
- CarShare Vermont Campus Program
- CATMA App (additional incentives, trip planning & event notices)
- Commuter Champion Prize Drawings
- Education, Awareness, and Outreach
- Guaranteed Ride Home
- Off-site Parking and Shuttles
- Transit Programs (i.e. Unlimited Access, subsidized fares)
- Trip Planning App

Off-Site Shared Parking and Shuttles

CATMA has a contract with Ride Your Bike, LLC for off-campus parking at 115 Lakeside Avenue lot. In 2025, the lease continued with 252 spaces of which UVM Medical Center utilized. UVM Medical Center also leases off-site parking at Technology Park and at UVM near the hospital, in addition to off-site parking at Fanny Allen—all sites are served by contracted employee shuttle.

Each institution operates or contracts shuttle services to best meet the needs of their respective populations. Employees across the higher education institutions can utilize other institutions shuttles as needed, provided there is capacity for the institution's employees to utilize the service.

Green Mountain Transit (GMT)

Green Mountain Transit (GMT) offers many options for local and regional transit services for Champlain, UVM, and UVMMC affiliates with stops on or close to each campus, with additional connections to the Downtown Transit Center for transfers to a broader range of destinations.

CATMA's agreement with GMT provides a means for Champlain College, UVM, and UVMMC affiliates to access GMT's public transit service (including ADA paratransit for qualifying individuals) at no cost. The institutions pay an annual contribution to GMT. Faculty, staff, and students with valid campus affiliation identification simply swipe or tap on the farebox. Affiliates at UVM and UVMMC are utilizing the new GenFare app RideReady, and Champlain College affiliates swipe their ID.

In October 2025, UVMMC joined the Unlimited Access agreement that grants employees fully subsidized transit. Previously, employees were offered subsidized transit passes.

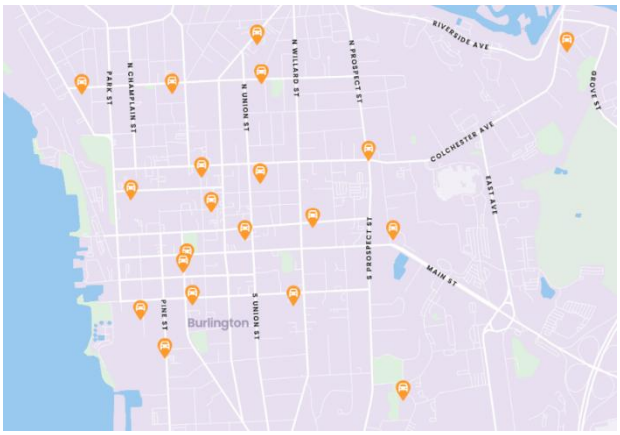
Below is a comprehensive list of bus routes that serve the Burlington community.

- #1 Williston
- #2 Essex Junction
- #4 Essex Center
- #5 Pine Street
- #6 Shelburne
- #7 North Ave
- #8 City Loop
- #9 Winooski
- #11 City Connector
- #86 Montpelier LINK Express
- #96 Franklin County Commuter
- ADA Complementary Paratransit Service (SSTA)
- Middlebury LINK (Tri Valley Transit)
- #116 Commuter (Tri Valley Transit)

Bike Share

CATMA continues to coordinate with regional partners and completed a regional bikeshare assessment in summer 2025. Learning from past system experiences, stakeholders are thoughtful about the next bikeshare model that delivers value, access, and impact in our unique region. CATMA along with Chittenden County regional partners launched an electric assist bikeshare system with Bird in July of 2023. The Bird Electric Assist Bikeshare system consisted of approximately 200 electric-assist bikes that could be accessed throughout the greater Burlington area. In January 2025, Bird informed CATMA that the Bird bikes would not be returning to Chittenden County in Spring 2025 due to economics in a smaller market.

Carshare Vermont



CarShare Vermont (CSVT) is a local non-profit that aims to "provide an affordable, convenient, and reliable alternative to private car ownership." CSVT currently operates 26 vehicles shared by members throughout the Burlington area. UVM and Champlain College contribute funds directly to CSVT to support the Campus Program. Affiliates are eligible to participate in CarShare's subsidized Campus Plan. Of CarShare's current 1,040 members, approximately 19% are subscribed to the Campus Plan and do not have a permit to park on their respective campus. This plan provides a generous discount on annual membership and access to CarShare's lowest driving rates. There are additional campus affiliates that have membership through alternate rate plans (e.g. CarShare offers a free membership for income-eligible households). It is noted that campus affiliates regularly use all CarShare vehicles in service and not just those located at UVM and Champlain. CarShare Vermont contributes to a reduction in vehicle ownership and vehicle miles traveled among its members. According to its 2025 Member Survey, 82% of members reported that they shed or avoided buying a vehicle, and they drove 50% less on average since joining. It is estimated that for every vehicle CarShare Vermont puts in service, 15 privately owned vehicles are removed. This provides many communal benefits, including reduced demand for parking. See Appendix B from the 2025 JIPMP Annual update for more information on Carshare Vermont.

TDM Matrixes

CATMA and the Hill institutions work together to deliver a suite of TDM strategies that aim to reduce traffic congestion and parking demand. The effectiveness of these strategies is measured by looking at the trends of surveyed mode splits, parking demand estimations, and lot utilization counts over time. A matrix of metrics was created in the 2023-2028 JIPMP to provide a tool to visualize the collective TDM strategies and demonstrate how the various programs perform, interact, and complement each other on an annual basis.

It is important to note that the mode split data in these tables represent survey respondents self-reported primary mode, or mode they use with the most frequency, even though many utilize multiple strategies to meet their transportation needs getting to and from each institution.

Table 3.1 Champlain College TDM Metrics

Champlain College						
	2025		2024		2023	
	Employees	Off Campus Students	Employees	Off Campus Students	Employees	Off Campus Students
Primary Mode Split [1]						
Drive Alone	63%	65%	39%	59%	47%	62%
Carpool	0%	2%	1%	0%	1%	2%
Walk/Wheelchair	15%	13%	7%	14%	10%	10%
Bike (incl. e-bike)	8%	6%	8%	3%	12%	5%
Public Bus	7%	9%	10%	10%	12%	14%
Telework	5%	N/A	27%	N/A	13%	N/A
Other	2%	4%	8%	14%	5%	7%
Peak Parking Estimation and Counts						
Future Net Peak Parking Demand Estimation (Survey) [2]	-350		-350		-350	
Net Spaces Peak Utilization (Lot Counts)	+123		+156		+202	
Parking Permit						
Permits Issued in Fall Semester	674		755		781	
Green Mountain Transit Data	2025		May 2024-Dec 2024		2023	
Unlimited Access Ridership (# of rides)	33,241		20,989		N/A	
CATMA App/Agile Mile	2025		2024		June 2023-Dec 2023	
Total Members	154		104		110	
Participants	71		32		30	
Participation Rate	46%		31%		27%	
Recorded Trips	7,396		6,965		4,193	
Reduced VMTs	53,700		72,959		36,225	
Reduced CO2 (tons)	22.8		31.9		15.8	
Average Parking Spots Saved Per Week	14		13		14	
Bike Walk Reward Users	33		26		13	
% of Champlain Affiliates Using App	6%		4%		4%	
CarShare Vermont	2025		2024		October 2023-Dec 2023	
Campus Plan Membership	28		33		26	
Trips	1,483		1,335		428	
Miles Driven	30,582		33,192		12,455	
Trip Duration (hours)	5,370		6,276		1,956	
Bird Bikeshare [3]	2025		2024		2023	
Unique Riders from Champlain College	N/A		101		96	
Trips	N/A		82		80	
Average Miles	N/A		1.06		1.51	
Average Duration	N/A		8.21		9.74	

1. *Mode Split data is from CATMA's 2023, 2024, and 2025 surveys. See Figure 2.1 for drive alone trends since 2000. "Other" includes getting dropped off, motorcycle, skateboard, and rideshare.*
2. *Champlain College does not anticipate reaching the projected growth levels that would result in a net deficit of 350 parking spaces as reported in the 2023-2028 future projections.*
3. *Bird Bikeshare discontinued in Spring 2025*

Table 3.2 University of Vermont TDM Metrics

University of Vermont						
	2025		2024		2023	
	Employees	Off Campus Students	Employees	Off Campus Students	Employees	Off Campus Students
Primary Mode Split [1]						
Drive Alone	59%	31%	47%	19%	54%	20%
Carpool	0%	1%	4%	0%	4%	2%
Walk/Wheelchair	4%	37%	12%	35%	9%	40%
Bike (incl. e-bike)	8%	5%	16%	17%	8%	8%
Public Bus	9%	18%	12%	25%	11%	29%
Telework	10%	N/A	5%	N/A	7%	N/A
Other	10%	8%	5%	5%	6%	0%
Peak Parking Estimation and Counts						
Future Net Peak Parking Demand Estimation (Survey)		+515		+515		+515
Net Spaces Peak Utilization (Lot Counts)		+1,239		+1,368		+1,718
Parking Permit						
Permits Issued in Fall Semester [2]		7,394		6,709		7,586
Carpool Permits Issued	49	N/A	65	N/A	105	N/A
Green Mountain Transit Data	2025		May 2024-Dec 2024		2023	
Unlimited Access Ridership (# of rides)		623,446		314,765		N/A
CATMA App/Agile Mile	2025		2024		June 2023-Dec 2023	
Total Members		910		695		639
Participants		204		206		186
Participation Rate		22%		30%		29%
Recorded Trips		41,704		40,994		23,932
Reduced VMTs		224,000		242,851		142,562
Reduced CO2 (tons)		95.4		103		62.3
Average Parking Spots Saved Per Week		79		76		76
Bike Walk Reward Users		220		220		86
% of UVM Affiliates Using App		5%		3.7%		3.5%
CarShare Vermont	2025		2024		October 2023-Dec 2023	
Campus Plan Membership		200		256		244
Trips		1,031		1,179		315
Miles Driven		31,192		34,755		10,502
Trip Duration (hours)		5,586		6,127		1,238
Bird Bikeshare [3]	2025		March 2024-Dec 2024		July 2023-Dec 2023	
Unique UVM Members		N/A		574		426
Trips		N/A		425		1,185
Average Miles		N/A		1.03		1.13
Average Duration (minutes)		N/A		7.5		8.35

1. *Mode Split data is from CATMA's 2023, 2024, and 2025 surveys. See Figure 2.2 for drive alone trends since 2000. "Other" includes getting dropped off, motorcycle, skateboard, and rideshare.*
2. *Permits don't include single day permits or occasional use permits, however they do include 30-day and semester long permits.*
3. *Bird Bikeshare discontinued in Spring 2025*

Table 3.3 UVM Medical Center TDM Metrics

UVM Medical Center						
	2025		2024		2023	
	Main Campus	1 South Prospect	Main Campus	1 South Prospect	Main Campus	1 South Prospect
Primary Mode Split [1]						
Drive Alone	48%	92%	60%	83%	63%	78%
Shuttle from Satellite Lot [2]	27%	0%	8%	0%	9%	1%
Carpool	6%	2%	6%	2%	6%	2%
Walk/Wheelchair	4%	0%	3%	2%	5%	4%
Bike	3%	1%	3%	0%	3%	0%
Public Bus	6%	0%	12%	3%	4%	3%
Telework	1%	4%	1%	8%	1%	9%
Other	5%	1%	6%	1%	18%	4%
Peak Parking Estimation and Counts [3]						
Future Net Peak Parking Demand Estimation (Survey)		+355		+355		+355
Net Spaces Peak Utilization (Lot Counts)		+440		+478		+492
Parking Permit						
Permits Issued		8,305		8,547		8,937
Carpool Permits Issued	113	N/A	160	N/A	520	N/A
Green Mountain Transit Data	**January 2025 - September 2025**		**2024**		**2023**	
Subsized Transit Passes		113		161		N/A
Green Mountain Transit Unlimited Access	**October 2025 - December 2025**		**2024**		**2023**	
Unlimited Access Ridership (# of unique riders) [4]		216		N/A		N/A
CATMA App/Agile Mile	**2025**		**2024**		**2023**	
Total Members		1,022		552		491
Participants		298		163		128
Participation Rate		29%		30%		26%
Recorded Trips		29,445		32,700		15,401
Reduced VMTs		106,000		103,532		51,655
Reduced CO2 (tons)		43.3		44.8		22.3
Average Parking Spots Saved Per Week		56		60		50
Bike Walk Reward Users		173		191		161
% of UVMMC Affiliates Using the App		11%		6%		5%
Bird Bikeshare [5]	**2025**		**2024**		**2023**	
Riders		N/A		16		11
Trips		N/A		55		82
Average Miles		N/A		1.04		8.20
Average Duration		N/A		8.1		5.16

1. *Mode Split data is from CATMA's 2023, 2024, and 2025 surveys. See Figure 2.3 for drive alone trends since 2000. "Other" includes getting dropped off, motorcycle, skateboard, and rideshare.*
2. *Shuttle from Satellite Lot increase is likely due to clarifying the question answer from previous years.*
3. *Parking counts include satellite lots, not just lot space on Main Campus or S. Prospect.*
4. *UVMMC launched the Unlimited Access Program in October 2025*
5. *Bird Bikeshare discontinued in Spring 2025*

4. Champlain College

Champlain College is a small, private, not-for-profit college in Burlington with sister campuses in Montreal, Canada and Dublin, Ireland. Champlain College prides itself on preparing students for top fields through career-oriented programming, earning accolades such as Princeton Review's "Top Schools for Game Design," the Broadcast Education Association's "Top Documentary Programs," and one of Niche.com's top 30 "Best Schools for Information Technology." Champlain College has been named "Most Innovative School" in the North seven years in a row by U.S. News & World Report's "America's Best Colleges."

Champlain College's main campus sits atop the hill overlooking downtown Burlington and Lake Champlain. The main campus is primarily concentrated between Main Street and Cliff Street to the north and south and Summit Street and South Union Street to the east and west. There are additional residence halls just north of Main Street and east of Summit Street as well as downtown apartments at the corner of St. Paul Street and Maple Street, four-tenths of a mile from the main campus. In addition, there are academic and facility buildings located approximately 1.3 miles from the main campus off Lakeside Avenue and Sears Lane.

Current Conditions

Users (Students, & Employees)

User on Burlington campus	2025	2024	2023
Students	1,477	1,670	1,786
Full time employees	283	294	343
Part time employees	318	257	245
Contracted employees	69	83	78

Existing and Anticipated Infrastructure and Development

There are 47 buildings that provide Champlain College with 815,508 gsf of academic, administrative, residential, athletic, dining, and facility space across the campus. In 2025, Champlain College sold their North House building, and ended their leases at 158 South Willard and 115 Lakeside, resulting in a 46-space reduction in parking. Over half of the buildings are small residential halls with a total of 1,394 beds across all locations. These residential beds serve most students that are enrolled in on campus programming. The campus infrastructure includes 514 spaces for parking, serving the range of users that access the campus or reside on campus.

Table 4.1 Current GSF, number of buildings, residential beds, and parking supply for Champlain College.

Infrastructure	2026 Existing[4]	2025 Existing	2024 Existing
Number of buildings	47	49	47
Gross Square Footage[1]	815,508	852,843	704,388
Residential Beds[2]	1,394	1,419	1,418
Parking Supply[3]	514	560	642

1. Leased facilities do not contribute to the number of buildings or total GSF.
2. Residential beds in leased facilities included in total.
3. Parking spaces from leased facilities included.
4. Based on data from Fall 2025.

Project Updates & Future Conditions

Below are updates from projects previously described in the 2023-2028 JIPMP. Since the 2025 JIPMP update, the Aiken Hall conversion has been completed and the Foster Hall addition estimates to be completed in 2026. Previously, Foster Hall was expected to have a 900gsf increase in building area, it is now expected to have just a 217gsf increase.

Table 4.2 Champlain College Project Updates and Subsequent Change in Parking

Project Name	Change in Building Area	Associated Change in Parking	Est. Completion
Conversion of Aiken Hall to Res Hall	n/a	0	Completed
Foster Hall Addition	+217	0	2026

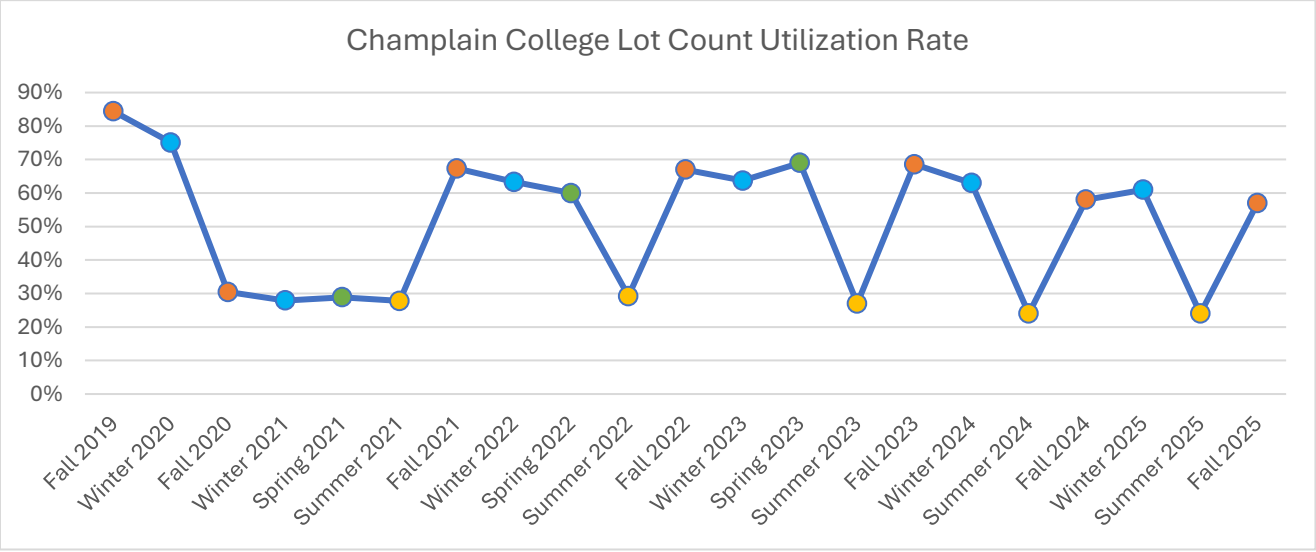
Parking Demand

The future projections of parking demand can be found in the 2023-2028 JIPMP which projected future imbalance of parking demand and supply 5 years in the future. In the past year, Champlain's student population has not grown as rapidly as projected, which also modifies faculty and staff population. At this time, Champlain does not predict they will meet the number of users forecasted in the 2023-2028 JIPMP.

Parking Counts & Utilization

The parking utilization counts are used to explore the on the ground demand for parking and demonstrated over time. Counts began in 2019 and are conducted multiple times a year. In Fall 2021, utilization rebounded to a maximum peak of 67%, trending consistently through 2023 with a slight decline the last two years. In 2024, spring counts were omitted due to limited resources. The 2025 parking utilization peak was in the winter at 61%.

Figure 4.3 Peak Parking Utilization at Champlain College from Fall 2019 to Fall 2025.



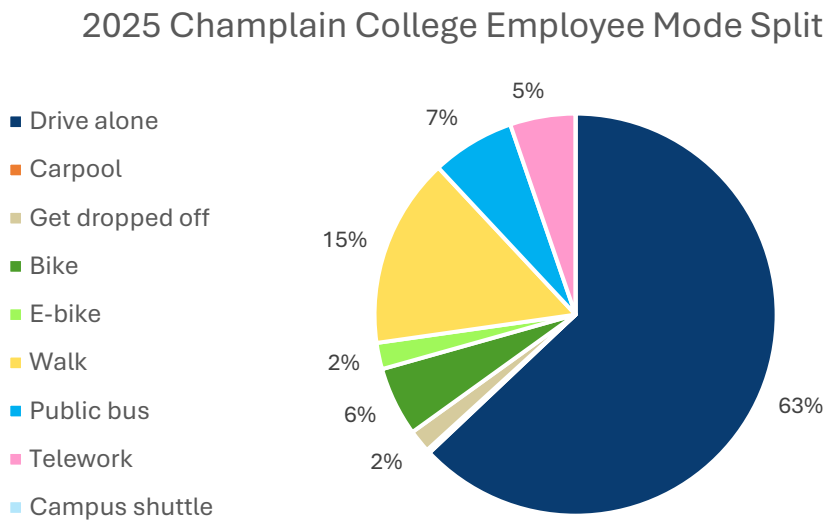
Commute Trends & TDM Strategies

Commute Trends Based on 2025 Survey

- 63% of Champlain College employees drive alone as their primary commute mode. According to US Census Data (2023), the Chittenden County drive alone rate is 60%.
- Telework as a primary mode has dropped to 5% of employees from 27% in 2024. However, 22% report teleworking as a mode they use in general.
- Of the people that reported teleworking as a mode they use in 2025, 27% telework 3 or more days. In 2024, 59% reported teleworking 3 or more days. Across years, there is a shift in telework behavior where more employees are teleworking fewer days.
- The most popular bus routes are the #1 Williston, #2 Essex Junction, and #6 Shelburne route.
- 44% of employees live within 5 miles of their workplace.
- Only 25% of off-campus students that live within one mile of campus report driving alone while 63% report using an active mode of transportation.
- 74% of students that live further than one mile of campus drive alone and 11% take the bus.
- Students living on campus primarily travel off campus by walking (31%) or taking public transit (29%).

These trends reflect all times, not just peak time. Refer to Table 8.1 for Champlain College's Peak Parking Demand.

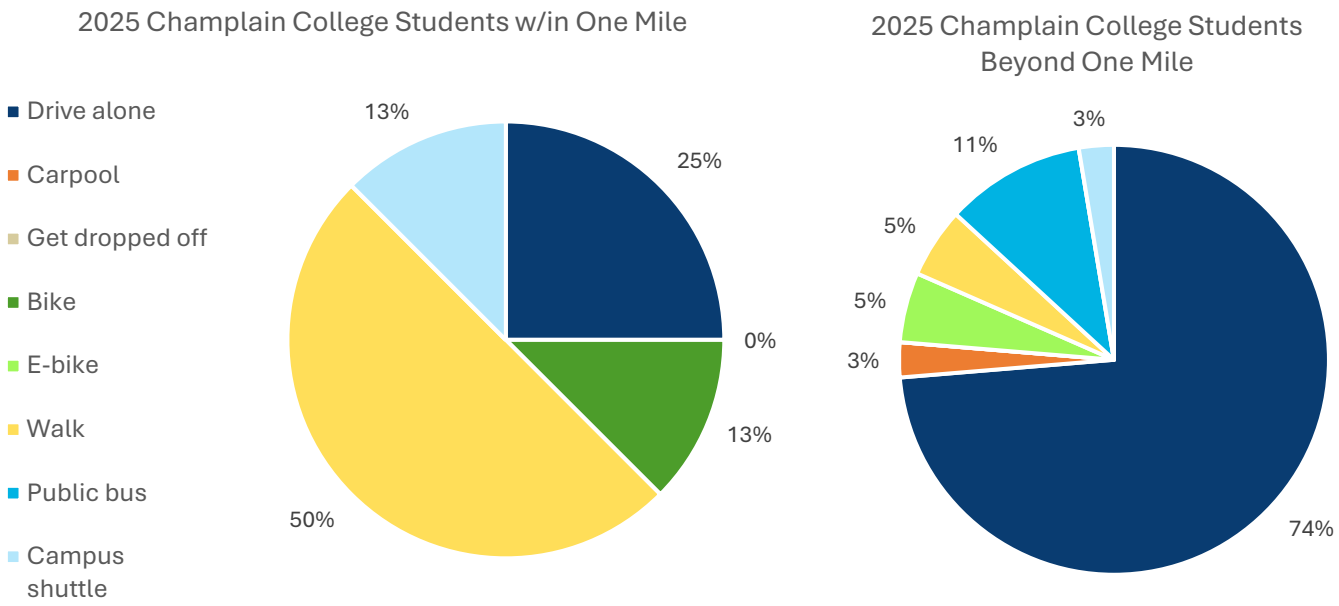
Table 4.4 Employee mode split (2025) for Champlain College



Compared to 2024 data, this is 24% increase in drive alone and a 22% decrease in telework.

To understand mode split relative to commute distance, refer to Figure 2.4 in this document.

Table 4.5 Off-Campus Students Primary Mode (2025) for Champlain College



When analyzing mode split, exploring commute distance trends helps us understand travel behavior. That is why we split students who live within and beyond one mile of campus.

Fleet

Champlain College has a total of 15 fleet vehicles on their campus in designated "Service Only" spaces. Three passenger vans are typically parked in Rowell and Cushing, and eleven facilities vehicles are typically parked in the Sears Lane lot near the facilities building. There are no current plans to grow the fleet.

TDM and Congestion Management Strategies

Telework

Champlain College provides an Interim Workplace Flexibility policy that was updated in December 2022. Workplace flexibility is an opportunity to support employees' safety, work life, along with their personal and family responsibilities while still supporting the College's need for coverage, efficiency, and productivity. The workplace flexibility assesses the job and employee's suitability prior to approving a work arrangement. This varies depending upon the employee's role and the specific nature of the work required. The work arrangement can be occasional, hybrid, or fully remote and approval is at the supervisor's discretion and must be reviewed with the functional area's Dean, Vice President, COO, or Provost.

Parking Policy & Permits

Champlain College diligently monitors and enforces the parking plan through the year, with parking enforced 24 hours per day, 7 days per week. Every Champlain College affiliate, employees and students alike, are required to get a parking pass for their vehicle every semester. Lots on the main campus near academic buildings are either designated for main campus employees with an appropriate permit (i.e., Zone 1 permit holders) or pay per use on weekdays between 8 AM and 5 PM for appropriate permit holders. It is noted that the pricing is structured to be most expensive in the lots closest to the core of campus and in the highest demand, with lots further out becoming less expensive.

Champlain College made an agreement with the City of Burlington to allow a small number of locations where on-street parking is permitted for Champlain affiliates. It was agreed that all other streets on the "Hill" are prohibited to affiliate parking. Champlain College maintains parking enforcement to discourage misuse of on street parking around campus, as well as campus lots monitored and patrolled daily. The streets that are frequently utilized by college employees and students are streets that fall within 2 blocks of the campus. Affiliated vehicles can be ticketed in accordance with Champlain College's parking policy. The College issued 987 citations and 1,591 warnings during the 2024-2025 school year and 2025 summer programming. This is more than during the previous school year and summer where there were a collective 1,625 citations and warnings given.

In the Fall of 2025, Champlain College issued 674 total permits—293 student permits, 357 employee permits, and 24 contractor permits. In 2024, the total number of permits issued was 755.

Number of Permits Issued			
Permit User	**2025**	**2024**	**2023**
Student	293	417	401
Employee	357	315	342
Contractor	24	23	18
Total	674	755	761

After years of stagnant pricing, Champlain College implemented a comprehensive parking rate restructuring in the Fall 2025. This included transitioning previously free lots to paid parking, increasing ParkMobile rates across all paid lots, raising prices for Zone 2 and Zone 5 residential student permits, introducing a $10 processing fee for Zone 1 commuter permits, and establishing a plan for annual increases to both ParkMobile rates and residential permit fees.

On-Campus Shuttles

Parking at 175 Lakeside Avenue is free for Zone 1 Employee permit holders. For Zone 1 Commuter permit holders, parking is available at a rate of $0.50/hour Monday through Friday, between 8:00 a.m. and 5:00 p.m. Champlain operates a free shuttle service seven days a week between Lakeside Campus, 194 Saint Paul Street, and Main Campus. All Zone 2 permit holders are automatically enrolled in CATMA's Guaranteed Ride Home program, which provides a free cab ride if the shuttles are not operating. All Zone 1 permit holders are also eligible to enroll. Locations of the Champlain shuttles can be tracked in real-time providing up to date information to users via website or mobile app.

Table 4.6 Champlain campus shuttle schedule for Fall 2025.

Routes	Days	Times	Runs Every	# of Buses Running
Weekday Off-Peak	Mon - Fri	7am-5pm, 7pm-10pm	20 mins	1
Weekday On-Peak	Mon-Fri	5pm-7pm	10 mins	2
Weekend	Sat - Sun	10am - 8pm	20 mins	1

Transit

Champlain College has been investing in the Unlimited Access Program since 2006. Even when GMT paused fares in March 2020 due to Covid, Champlain College provided annual contributions through May 2024 when fares were reinstated. Champlain College has been collaborating with GMT to provide the Champlain population free bus fare through an Unlimited Access program agreement via CATMA.

Champlain College affiliates swipe their Champlain College IDs to ride the bus for free. Refer to the TDM Matrix (Table 3.1) for 2025 Transit data.

Bicycle Infrastructure & Parking

Champlain College is recognized as a "Silver-level Bicycle Friendly University". Champlain employees and students have access to bike racks throughout campus as well as indoor bike storage in certain buildings. There are accessible showers on campus for those who bike. Bicycle pumps and other tools are located throughout campus. Refer to the map on the right for bike racks and more bicycle facilities available here.

Climate Plan

Sustain Champlain is the overarching campaign for Champlain College to integrate sustainability into the entire campus. Sustain Champlain focuses on institutions, operations, academics, and culture. Under their operations section they provide resources for transportation initiatives such as CATMA memberships, access to free rides on GMT buses, shower facilities for bicyclists, additionally locations to access bike parking, shuttle stops, and CarShare vehicles. In 2015, Champlain College revisited their Active Transportation Plan which sets out to reduce motorized vehicle use for Champlain affiliates, create an active transportation culture, decrease CO2 emissions, and create safe, functional, and environmentally friendly transportation options for employees and students.

5. University of Vermont

Founded in 1791, the University of Vermont has been a cornerstone of Burlington throughout the period following European settlement of the area, established prior to the founding of the City itself. Known as UVM, or University of the Green Mountains in Latin, the University prides itself on being the ideal size to foster academic and research prominence while encouraging close faculty-student mentorships across all levels of study. The location of UVM as part of the fabric of Burlington and the state of Vermont, and near Lake Champlain and the Green Mountains, enriches student educational experience and enables service to the state's communities through its land grant mission.

Current Conditions

Users (Students, & Employees)

User on Burlington campus	2025	2024	2023
Students	14,425	14,476	14,320
Full time employees	3,692	3,693	3,563
Part time employees	900	908	843

The University of Vermont is the largest academic institution in the state with 14,425 total enrollments in Fall 2025. In Fall 2025, UVM had 11,595 undergraduate students, 1,779 graduate/certificate students, 487 medical students, and 564 non-degree continuing education students. Total employment at UVM in Fall 2025 was 4,592 faculty and staff.

Existing & Anticipated Infrastructure and Development

There are 203 buildings and an additional 42 accessory buildings that serve the University, accounting for over 5.44M gross square footage. The buildings serve academic, research, residential, administrative, athletic, student support, facilities, and other purposes. Of these buildings, 70 support academic and research purposes and 49 support residential purposes. The residential buildings support 5,775 beds for students to reside on campus with an additional 618 beds for students and 164 beds for faculty and staff provided on-campus through third party partnerships. In South Burlington, UVM has entered into third-party partnerships to provide additional housing for employees and students. For the 2026/2027 academic year, 265 beds will be available for upper class undergraduate students at University Commons and 316 beds will be available for graduate and medical students and employees at Catamount Run. Both complexes are located on Market Street in South Burlington and are served by Green Mountain Transit.

Table 5.1 Current GSF, number of buildings, and parking supply for UVM.

Infrastructure	2026 Existing[4]	2025 Existing	2024 Existing
Number of Buildings	203	204	200
Gross Square Footage[1]	5,445,120	5,407,072	5,651,108
Residential Beds[2]	5,775	5,775	5,775
Parking Supply[3]	4,997	5,110	4,956

1. Leased facilities do not contribute to the number of buildings or total GSF.
2. Residential beds in leased facilities included in total.
3. The existing parking supply does not include leased facilities
4. Based on data from Fall 2025

Parking Demand & Future Conditions

The future projections of parking demand can be found in the 2023-2028 JIPMP and above on page 3.

Project Updates

Below (Table 5.2) shares the projects listed in the 2023-2028 JIPMP and the 2025 Annual Update that require an update to status. Project completion dates are extended or yet to be determined, and the Living/Learning Outdoor Lab & Site Improvements have an associated change in parking of -1 (this was previously -5).

In summer 2025, UVM welcomed Dr. Marlene Tromp as the 28th president of the University. With this change in leadership, a new Strategic Plan, and the new student housing available in South Burlington, UVM is assessing capital needs and priorities, including future student housing. Projects that were anticipated in the 2023-2028 JIPMP do not currently have estimated completion dates as UVM undergoes this capital planning assessment phase.

Table 5.2 UVM projects and subsequent change in parking spaces

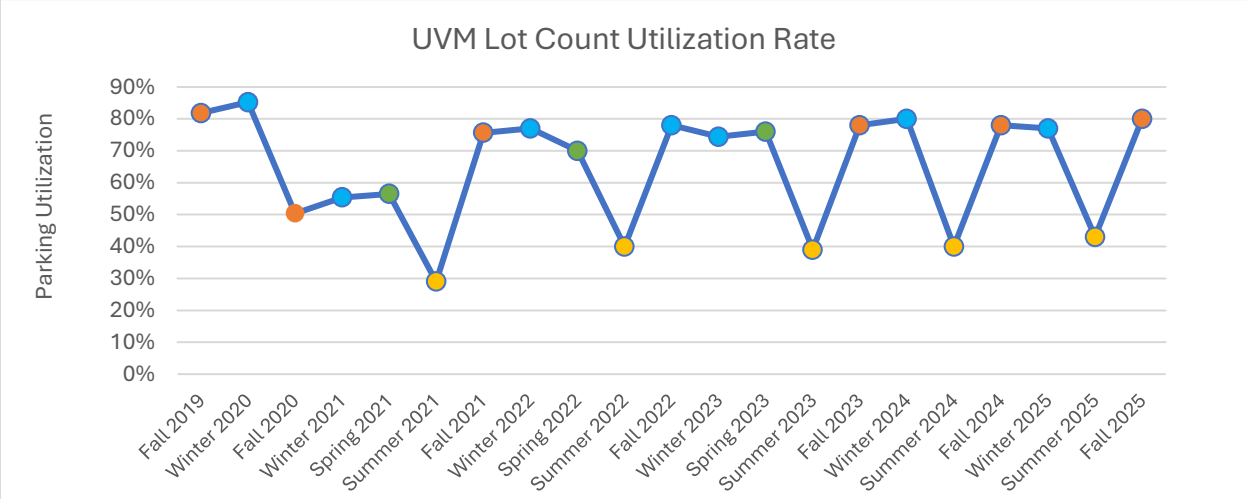
Project Name	Included in 2023-2028 JIPMP	Change in Building Area	Associated Change in Parking	Est. Completion
Centennial Compound	Yes		40	2026
Bioresearch Complex Parking	Yes		153	2026
Waterman	Yes	3,000	-10	2027
Future Student Housing[1] [3]	Yes	100,000		TBD
Future Additional Parking to Accommodate New Housing[2]	Yes		200	TBD
Future Student Housing[1] [3]	Yes	150,000	-25	TBD
Future Additional Parking to Accommodate New Housing[2]	Yes		200	TBD
Villa	Yes	-12,618	-7	TBD
Future Compound Expansion	Yes		66	TBD
Virtue Field Phase 3	Yes	5,000		Substantially complete
Living/Learning Outdoor Lab & Site Improvements	No		-1	2026

1. *UVM and the City of Burlington have engaged in a process to rezone Trinity Campus to enable the creation of additional student housing on campus. As of this report, the City Council has tabled the proposed rezoning language, and it is unclear whether housing at Trinity Campus will move forward. UVM is actively exploring options to increase student housing on Trinity and/or elsewhere. UVM is not in a position to discuss the other sites publicly at this time. None of the sites are associated with a project from the previous JIPMP to remove Coolidge Hall, which is not moving forward currently. The low end of range of potential gsf estimates was used for totaling change in area.*
2. *This facility is estimated to house between 200 and 400 parking spaces. Though it is off-site, it may impact on-campus demand depending on UVM policy.*
3. *Due to recent leadership changes at the university, priorities and resources are being reassessed, and as a result, the future student housing projects no longer have a confirmed completion timeline.*

Lot Counts and Parking Utilization

The parking supply for the campus is currently 4,997 spaces. Sites within the campus that UVM ground leases (and their associated parking spaces), such as Redstone Lofts, Redstone Commons, and Centennial Court Faculty/Staff Apartments, are not included in this total. All the counts conducted at UVM have not exceeded the mark of 90%, a metric that is widely used for the maximum effective capacity for off-street parking by planners at similar institutions across the country.

Table 5.3 Graph of parking utilization at UVM from Fall 2019 to Fall 2025



Commute Trends & TDM Strategies

Commute Trends Based on 2025 Survey Data

Key Highlights

- 59% of employees reported driving alone as their primary mode of transportation.
    - This is an increase of 12% from last year, and 4% from the year prior
    - According to US Census Data (2023), the Chittenden County drive alone rate is 60%
- The most popular bus routes are the #1 Williston and #2 Essex Junction.
- 43% of employees report living within 5 miles of their workplace.
- Off-campus students primarily travel to campus by walking, followed by driving.
    - 66% of off campus students living within a mile of campus walk; 37% of off campus students living beyond one mile of campus walk
- 44% of off-campus students live within one mile of campus. 75% live within 5 miles of campus.

Table 5.4 Employee mode split (2025) for UVM.

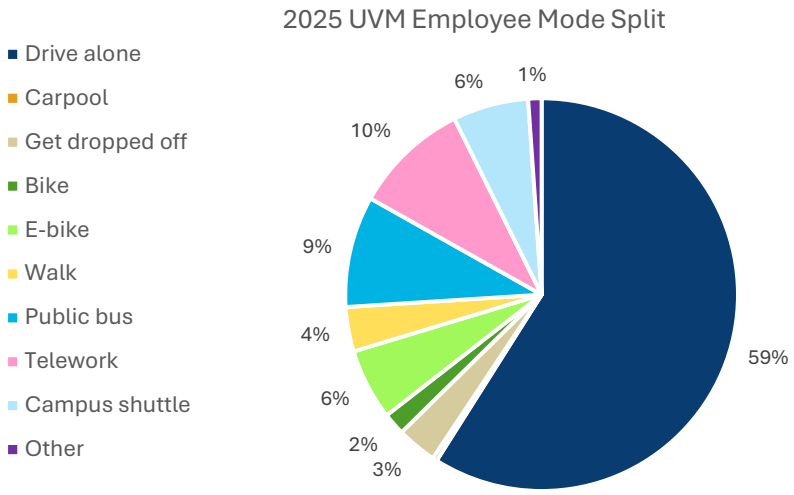
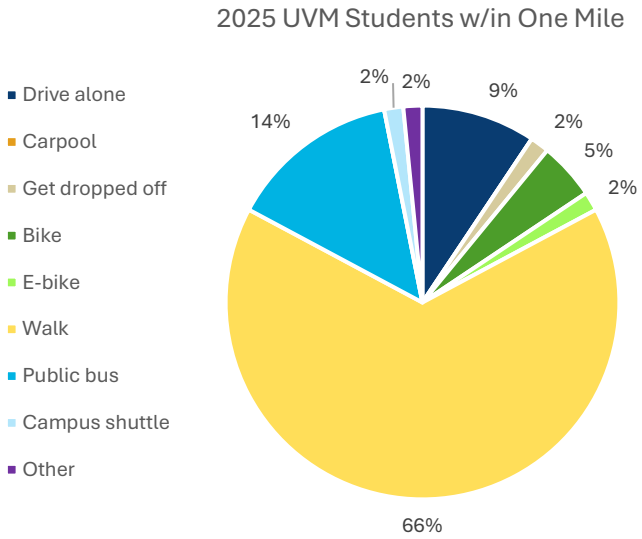
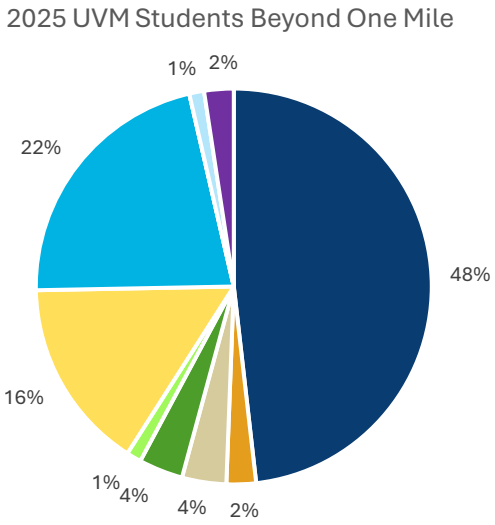


Table 5.5 Off-campus students Primary Mode (2025) for UVM.





When analyzing mode split, exploring commute distance trends helps us understand travel behavior. That is why we split students who live within and beyond one mile of campus.

Fleet

UVM has 185 fleet vehicles that park overnight within the City of Burlington. The university has designated "Service Vehicle Only" spaces for day use on the core of campus to facilitate day-to-day operational needs. Emergency response vehicles and UVM Buses are parked in or adjacent to the Catamount West when not in use. CATS shuttle buses will transition parking to Bioresearch Complex in the future.

TDM and Congestion Management Strategies

Telework

UVM offers flexible working arrangements and telework policies. Telework requests are reviewed on a case-by-case basis in the context of established and consistent guidelines. Telework requests are approved or denied at the discretion of the appropriate Dean, Vice President or Vice Provost and may be discontinued at any time at the University's sole discretion.

Parking Policy & Permits

The University of Vermont provides clear guidance for all campus community members to follow regarding parking policies. It is mandatory that all UVM affiliates obtain a permit for their vehicles each semester. Permits are affiliated with specific parking zones.

First year students living in residential halls are prohibited from registering a vehicle for campus parking. The University has determined approved, eligible employment, documented medical needs, ROTC, and Equine to be the only exceptions. Students are required to take a parking permit course prior to receiving a parking permit. This course is designed to educate potential permit holders on the alternatives to and impact of driving alone.

UVM has enabled technology to assist their diligent efforts in monitoring and enforcing the parking plan on campus. UVM has implemented a virtual parking permit system that utilizes license plate reader technology. LPR equipped service vehicles monitor all the parking areas on campus routinely, identifying the vehicles parked on campus and whether they are parked appropriately given the permit type.

In 2025, 6,744 parking citations were issued. The most common violations of parking with no valid permit ($50-$110), parking in a restricted area ($50-$110), or parking in an expired space ($25-$85). Fines increase for Habitual Offenders. These fines act as a significant deterrent to improper parking on campus. In addition to the daily monitoring, quarterly counts are conducted for a three-day period at every lot during peak times (i.e. intervals starting at 10AM, 12PM, and 2PM).

Number of Permits Issued			
Student	**2024**	**2025**	**% Change**
Annual + (Semester/2)	2,567	2,626	2%
30-day	563	703	25%
Daily	2,316	2,684	16%
Employee	**2024**	**2025**	**% Change**
Annual + (Semester/2)	3,233	3,697	14%
30-day	346	368	6%
Daily	6,143	8,861	44%
Total	**2024**	**2025**	**% Change**
Annual + (Semester/2)	5,800	6,323	9%
30-day	909	1,071	18%
Daily	8,459	11,545	36%

In the Fall of 2025, UVM issued 4,065 employee permits and 5,833 student permits (not including single day or carpool permits). UVM issued 49 carpool permits and 11,545 employee and student single day permits. Aside from the single day commuter permits, student permits are sold for one semester at a time (except for 122 medical student permits), and employee permits are sold for one year. This annual update includes greater detail to illustrate UVM's increasing emphasis on 30-day and daily parking permits. This strategy is intended to move users away from the sunk-cost of a daily or semester permit, making it more economical to use modes such as telecommuting, biking, walking, and public transit more frequently.

UVM expanded the proximate zone to South Burlington in 2024 that determines student permit eligibility as a result of the new Catamount Run and Catamount East buildings. Click here for the updated UVM Commuter Proximate Zone Map. The Catamount Run and Catamount East buildings have access to 15-minute GMT bus service by the #1 and #11 routes.

Transit

UVM has been investing in the Unlimited Access Program since 2003. Even when GMT paused fares in March 2020 due to Covid, UVM provided annual contributions through May 2024 when fares were reinstated. UVM has been collaborating with GMT to provide the UVM population free bus fare through an Unlimited Access program agreement via CATMA. UVM employees and students use GMT's RideReady App to access the bus. Through the app, UVM students and employees can pull up a QR code that they scan upon entering the bus. UVM began using the app in December 2025. Please refer to the TDM Matrix (Table 3.2) for 2025 Transit data.

On-Campus Shuttles

UVM provides an on-campus shuttle (CATS) for students that runs 7:30 am until 10:30 pm. On the weekdays, these shuttles generally run every 20 minutes between Redstone and Central campus, every 17 minutes on the on-campus route during the daytime and during the evening. The weekend service of the on-campus shuttle runs every 35 minutes in the evenings. Locations of the CATS shuttles can be tracked with the Real-Time CATS Shuttle Locations in the providing up to date information to users via website or Peak Transit app.

UVM also offers CATSride as a shuttle service on a first come, first serve basis. The intent of this shuttle service is to provide transportation between UVM sites within 10 miles of central campus. UVM employees and students can reserve a ride with the demand response-based service by scheduling in advance or can reach out directly to the shuttle for same day service. With the addition of Catamount East, located at 61 North Dorset Street in South Burlington, brand-new student housing that opened in August 2024, UVM is operating a shuttle from 7am-6pm between the new building, the Davis Center, and Patrick Gym on a 20-minute loop.

Table 5.4 CATS Shuttle Schedule

Routes	Days	Times	Runs Every (Minutes)	Buses Running
Redstone Express[1]	Mon - Fri	7:40am - 4:40pm	20	1
Catamount Gold	Mon-Fri	7:20am-6:00pm	20	1
Daytime	Mon - Fri	7:30am - 2:30pm	17	3
Evening	Mon - Thurs	2:30pm - 10:00pm	17	2
Weekend	Sat - Sun	4:30pm - 10:00pm	35	1
Off Campus	Mon-Sun	Until 11:00pm	See GMT Website for Schedule	

1. *The Redstone Express has two busses running during morning peak hours.*

Bicycle Infrastructure and Parking

UVM is the only university in Vermont recognized as a Gold-level Bicycle Friendly University as of November 2021 and is one of only 31 universities nationwide to carry this designation. UVM has bike racks located throughout campus, indoor bicycle parking and pumps in most residence halls, and three fix-it stations. UVM Bikes, a student club, operates a bike co-op on campus overseen by Transportation & Parking Service and Office of Sustainability advisors. The co-op leases bikes and offers bike mechanic services to UVM students and employees. Bike infrastructure and facilities can be found on this map.

Planning Studies

The University of Vermont has a dedicated commitment to sustainably and creatively planning transportation for the campus. UVM has undergone multiple planning studies which all have a goal of reducing the number of SOVs on campus. Studies include the UVM Active Transportation Plan (2017), the 2023-2040 Comprehensive Sustainability Plan, and the 2022-2032 Campus Plan.

Climate Plan

UVM released a 2023-2040 Comprehensive Sustainability Plan, integrating the goals related to academics, research, and planning for the University. UVM is also undertook the largest electric vehicle charging investment from an employer in the State of Vermont, which includes 54 new fleet electric vehicle charging ports and 79 public charging ports.

6. University of Vermont Medical Center

University of Vermont Medical Center (UVMMC) is designated as a Level I Trauma Center situated in an academic teaching and research hospital serving the Vermont and Northern New York region. The campus in Burlington is the hub of UVM Health, an integrated healthcare system and works in partnership with an extensive network of hospitals and healthcare facilities throughout the region. Partnership with the Larner College of Medicine and College of Nursing and Health Sciences at UVM enables training for the next generation of healthcare professionals and innovation through advancing research.

The UVMMC campus sits on the hill in Burlington adjacent to the UVM core campus area. Founded in 1879, the original hospital was partially housed in the Mary Fletcher Hospital building that still sits on the site today. The hospital's campus has expanded over the years, adding buildings and square footage to support the hospital's mission and growing role in serving the communities of Vermont and Northern New York.

Current Conditions

Users (Employees, & Patients)

UVMMC employs a total of 6,489 individuals who are assigned to the Medical Center Campus, 1 South Prospect Street, and other Burlington sites. On any given day, 405 Volunteers are on campus who utilize visitor spaces if needed.

	2025	2024	2023
Employees	6,489	6,981	6,587
In Patient Beds	580	580	580
Avg Daily In-Person Appts & Procedures	5,192	3,022	2,129
Total Annual In-Person Appts & Procedures	1,324,072	770,665	540,866

The UVMMC is a hospital with 580 licensed in-patient beds. In 2025, the average daily number of in-person appointments and procedures was 5,192 per day across the Medical Center Campus and 1 South Prospect. This number accounts for in-patient and out-patient users. In addition, there are 274 average daily telehealth visits. That accounts for over 1,324,072 in person appointments or procedures across the year and over 1,387,000 total visits.

Square Footage Requirements and Parking Supply

In February 2025, UVMMC and the City of Burlington successfully executed a twenty-year Land Use MOU. This is the second long-standing agreement of its kind and serves as a vehicle for the hospital to share its general intent regarding its long-range planning. UVMMC worked closely with the City of Burlington, City Council, and the neighbors of Ward 1 to find and establish common ground for future planning. The MOU sets forth a number of commitments regarding careful planning on the UVMMC campus including planning for stormwater, traffic, parking, and other potential infrastructure impacts. This included our stated commitment to continuing to innovate solutions as part of our participation and leadership in CATMA. One immediate concrete step UVMMC took after executing the MOU was to work with Green Mountain Transit (GMT) to develop an unlimited bus pass program benefit for UVMMC employees coming to work from the GMT catchment areas in our next fiscal year, which began on October 1, 2025.

There are no active projects to report that would change the building areas or parking on the Medical Center campus in 2026. UVMMC is developing long-range plans to address bed capacity options on the Medical Center Campus, expansion of the Emergency Department and Neonatal Intensive Care Unit (NICU). They also continue to evaluate long term options to address the structural concerns with the McClure Garage.

The Miller Building addition was the last increase in square footage. To view the previous data, check the 2024 JIPMP Annual Update. The Main Medical Center Campus has 840,673 gsf serving the hospital's in-patient units, 60,554 gsf serving educational purposes, and an additional 850,370 gsf serving other purposes. Satellite sites within Burlington account for an additional 186,165 gsf of building space, with 1 South Prospect making up the majority of that area with 149,404 nsf. The hospital's infrastructure is served by 3,785 parking spaces, with 2,500 of the spaces in on-site facilities including the ACC Garage, Emergency Room Lot, McClure Garage, South Lot, and 1 South Prospect. Off-site lots include 1,237 additional spaces with 48 spaces available at other off-site Burlington satellite facilities and the remaining at lots served by shuttle services. In 2025, the UVMMC began leasing 100 additional spaces from UVM at the Centennial Lot.

Table 6.1 Current (2025) GSF, and parking supply available at UVM Medical Center (Medical Center Campus and 1 South Prospect).

	Medical Center Campus	1 South Prospect	Total
Total Square Footage	1,751,597gsf	149,404nsf	1,848,143sf
Hospital (In-Patient)	840,673gsf	-	-
Education and Other	910,924gsf	-	-
In-Patient Beds	580	-	580
Current Parking Supply			
On-Site[1]	2,043	457	2,500
Leased/Off-site Parking Supply	-	-	1,237

1. *Only on-site parking is counted towards parking supply.*

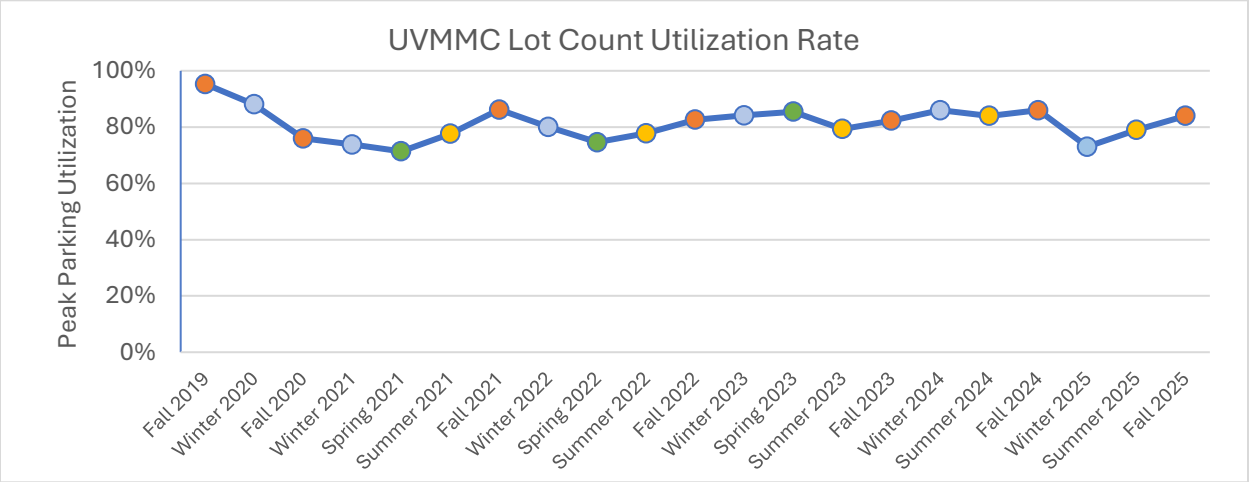
Parking Demand & Future Conditions

For demand calculations and future conditions please see the 2023-2028 JIPMP.

Lot Counts and Parking Utilization

The parking utilization trends in Table 6.2 demonstrate steady demand through the Fall 2020 to Fall 2025 period. Utilization has not returned above 90% peak utilization as observed prior to the COVID pandemic. The maximum peak utilization is most recently between 73% and 84%.

Table 6.2 UVMMC Peak Parking Utilization Fall 2019 through Fall 2025



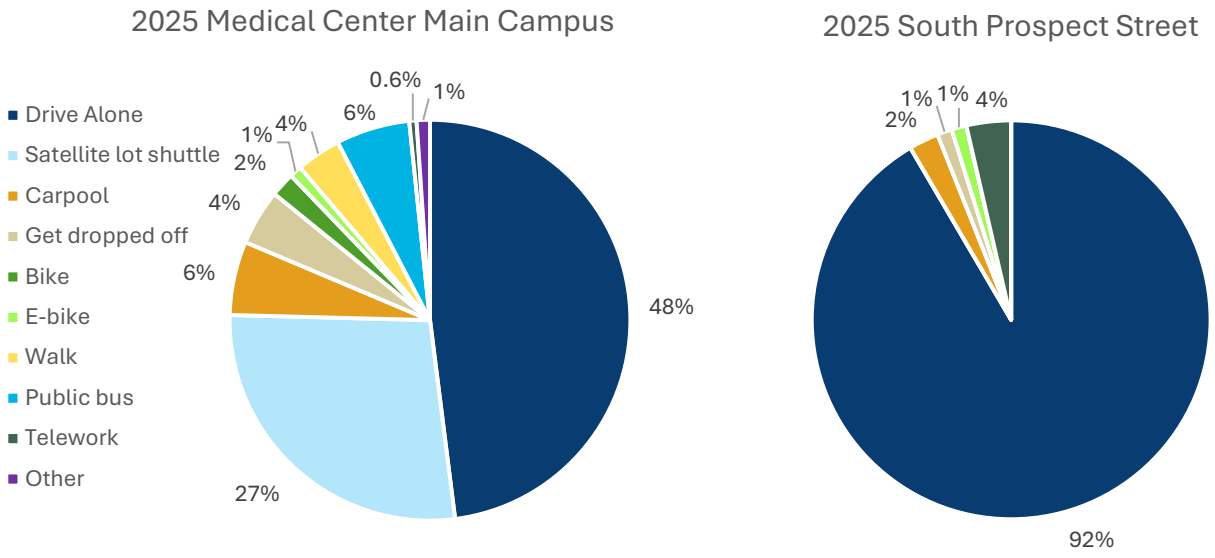
Commute Trends & TDM Strategies

Commute Trends Based on 2025 Survey Data

Key Highlights

- For Main Campus employees, drive alone rate is 48%. For 1 South Prospect employees, this rate is 92%. According to US Census Data (2023), Chittenden County drive alone rate is 60%.
- The satellite shuttle rate has increased from 8% in 2024 to 27% in 2025. This significant increase is likely due to the clarification of the survey question answer.
- The GMT bus route #2 to Essex Junction is the top route amongst UVMMC bus users at 54%.
- 46% of employees reported knowing about the free fare access they receive. Please note, the unlimited access opportunity was initially introduced around the same time as the survey launch.
- 45% of employees live within 10 miles of their workplace.

Table 6.3 Primary mode split (2025) for UVM Medical Center employees in Chittenden County.



TDM and Congestion Management Strategies

Parking Policy & Permits

There are clear directions and information regarding parking locations and prices for UVMMC patients and visitors on the UVMMC website. For patients and visitors, on-site parking is available in a garage adjacent to the main campus with entrances to the hospital at each garage level. There is also curbside service including assistance to patients and valet parking service. Valet service is available for $8 per vehicle Monday through Friday from 6 AM to 5 PM, with the ability to retrieve vehicles until 9 PM. Patients or visitors with valid handicapped parking placard or plate displayed can park for free in the parking garage.

Number of Permits Issued			
Permit Type	**2025**	**2024**	**2023**
On-site	3,839	3,331	4,548
Total	8,305	8,547	8,937

All UVMMC staff and affiliates who are permitted to park their vehicles in a UVMMC controlled parking lot must register their vehicle with the UVMMC Security Department. Parking Permits are issued, and color coded based on parking assignment (on-site lot or satellite lot). The satellite lots include a free shuttle to the main campus. Generally on-site parking is limited to permits reserved for senior staff, physicians, residents, business needs, and medical needs. For on-call employees, parking is also available on site. In 2025, there were 3,839 permits issued for parking on-site of the 8,305 permits issued total.

Telehealth

Telehealth continues to serve the patient population of the UVM Medical Center. A significant rise in telehealth visits occurred during the COVID pandemic. This practice has continued to serve some baseline portion of visits that would otherwise be in person. For 2025, approximately 5% of appointments were served via telehealth, amounting to almost 63,000 additional patient appointments over the year served without a need for patient transportation to or parking on campus.

Telework

UVMMC has a Remote and Hybrid Work Policy to increase employee engagement, job satisfaction, and expand workforce. By allowing remote work, UVMMC expects to realize the efficiencies of decreased turnover, reduced office and parking space needs, and increased work productivity. There are several remote designations, On-site Flex (0-30%), Hybrid Flex (31-70%), Remote Flex (71-100%). The amount of time spent remotely is indicated by the numerical values.

Campus Shuttles

For employees accessing the Medical Center Campus through off-site parking, UVMMC contracts with a bus company to serve the off-site lots with shuttle service. The shuttles serve AM and PM peaks with more frequency of service and more shuttle buses in circulation to serve start and end of shift transit. The off-site lots generally have between 59 and 76 shuttle runs per day serving trips between the hours of 4:15 AM and 9:20 PM. The Catamount Lot is in close proximity of the Medical Center Campus, with many users choosing to walk to and from the hospital from this location.

Transit

UVMMC transitioned to CATMA's Unlimited Access program in October 2025, providing the UVMMC population free bus fare. UMMC employees use GMT's RideReady App to access the bus. Through the app, employees can pull up a QR code that they scan upon entering the bus. Please refer to the TDM Matrix (Table 3.3) for 2025 Transit data.

UVMMC continues to support subsidized ferry service for employees that reside in New York to utilize Lake Champlain Ferries for commuting purposes. In 2025, UVMMC issued 1,103 car and drive passes, 148 passenger passes, and 1 motorcycle pass. In 2024, a total of 1,091 monthly car and driver passes, and 151 passenger passes. These passes are 20 transports or 10 round-trips.

In October 2025, UVMMC joined the Unlimited Access program giving employees free fare on all public transit rides through GMT's Ride Ready App. Prior to October, UVMMC issued subsidized transit passes.

Table 6.5 UVMMC Shuttle Schedule

Shuttle Runs				
Shuttle Locations	**AM Runs**	**Midday Runs**	**PM Runs**	**Total**
Tech Park/Medical Center	20	11	28	59
Lakeside/Medical Center	20	11	28	59
Fanny Allen/Medical Center	19	22	29	70
Catamount/Medical Center	25	15	36	76

Bike Infrastructure and Parking

In October 2024, UVMMC unveiled the re-envisioned covered bike parking just outside of the McClure building to maximize the space available and accommodate more bike parking near a key entrance of the facility. This bike storage facility is a secure bike enclosure of 60 spots that is accessed by using their employee badge. This project is just one example of the multimodal enhancements taking place to better serve active or alternative modes of transportation to and from UVMMC.

Carpool Incentive

UVMMC has a robust and mature carpooling policy for employees with a strong incentive program. Employees who carpool are provided with the opportunity to park in more desirable parking lots, receive gas coupons, and utilize the guaranteed ride home program from CATMA. Employees who wish to carpool must register as a carpool group with the UVMMC Security Department. In 2025, the carpool program issued 113 carpool permits for 274 participants.

Climate Plan

In addition to UVMMC's commitment to TDM and strategies to reduce single occupancy vehicle travel, UVMMC has partnerships with Burlington 2030 and the Vermont Climate Pledge Coalition to build a more sustainable future. UVMMC aims to reduce our total carbon emissions by minimizing waste across our hospitals, investing in renewable energy sources and incentives to save both energy and money. In 2024, UVMMC received the Greenhealth Emerald Award, which recognizes health care organizations for advanced sustainability programs, commitment to reducing environmental impacts and integration of sustainability into operations and organizational culture. UVMMC has also been recognized as one of the top 10 hospitals nationwide for water conservation and efficiency by the Practice Greenhealth Environmental Excellence Awards.

7. Appendix A: Data Collection Methodology

Lot Counts

The institutions continue conducting lot counts three times a year for three days (Tuesday, Wednesday, and Thursday) and three times (10:00 AM, 12:00 PM, 2:00 PM) to support the 5-year and annual JIPMPs.

There are advantages and drawbacks to using lot counts or survey data to estimate demand. Though lot counts are an inexpensive method to calculate parking demand, they are also usually only representative of a limited time frame. This limitation means typical peak demand may not be captured due to variability (i.e. seasonal mode change, time-off, etc.), and may underestimate demand. Survey data may overestimate demand because it fails to capture daily variation seen in lot counts. However, survey data can break down demand by user group, understand different mode trends, and can forecast future demand patterns. For more information about the advantages and drawbacks of lot counts and survey data for estimating demand, please see the 2020-2022 JIPMP Appendix B which was provided by UVM's Transportation Research Center.

Survey Administration

The 2025 CATMA Student and Employee Transportation Surveys were launched on October 8, 2025. The purpose of the survey is to collect data on transportation choices of employees and students to examine mode use trends, TDM effectiveness, and how residential location may impact these choices. The survey is a mix of close-ended (multiple choice) and open-ended questions for qualitative insight.

Direct solicitation emails were sent to employees and students with three reminders between survey launch and close (October 31, 2025). For Champlain College and UVM Medical Center, emails to take the survey to employees working at Chittenden County worksites. In the case of UVM, emails were sent to a random sample of 1,000 employees and 2,000 students. Through the new target outreach approach with UVM, survey reminders were sent only to those populations that were not meeting the target threshold.

Table A.7.1. *Overview of CATMA's 2025 Transportation Survey solicitation and responses.*

	Launch Date	Solicitation Total	Total Responses	Response Rate	Required weighting?
Student Survey					
Champlain	10/8/2025	1,477	253	17%	No
UVM	10/8/2025	2,000	298	15%	No
Employee Survey					
Champlain	10/8/2025	638	134	21%	Yes
UVM	10/8/2025	1,000	273	27%	No
UVM Medical Center	10/8/2025	9,002	1,764	20%	Yes

Survey Weighting

With guidance from UVM's Office of Institutional Research (OIR), CATMA refined the weighting process and identified variables that could impact commute behavior:

- Employment status (faculty, staff)
- Employee and Student parking permit status (permit holders, no permit)
- Employee zip code (within Chittenden County, outside of Chittenden County)
- Student level (undergraduate, non-undergraduate)

- Student residence (on campus, off campus)

Margin of Error

The margin of error is the range within which a true value may be found given a certain confidence interval. All margins of error reported in the 2025 JIPMP are within a 95% confidence interval. The margins of error were calculated using the Complex Samples modules in SPSS and were found for the peak parking demand percent for each user group. For each of the institutions, the composite margin of error was found by summing the squares of each user group's margin of error and taking the square of root of the sum. Knowing the margin of error is useful, because within a 95% confidence interval, we can know the total parking demand for any institution is above or below a certain percentage of the estimated demand given.

Peak Parking Demand

Peak parking demand percentage is calculated by finding the time the most auto users are on each campus. For employees and off-campus students, auto users are either those who drive alone and half of those carpool as their main mode. For on-campus students, auto users are all individuals who own a car.

Table A.7.2. *Summary of peak parking demand on each campus as identified by the 2025 CATMA Employee and Student Transportation Surveys.*

	Employees	Students
Champlain College	Thursday 10-12pm	Tuesday 10-12 PM
UVM	Thursday 10-12pm	Tuesday 12-2 PM
UVM Medical Center	Wednesday 12-2PM	N/A

8. Appendix B: Current Parking Demand Based on 2025 Survey Data

Table 8.1 Champlain College Current Peak Parking Demand 2025

Champlain College 2025					
User Group	**Number of Potential Users**	**Peak Parking Demand[1]**			
		% of Users	**2025 Spaces**	**2024**	**2023**
Employees	670	42%	282	235	247
Off-Campus Students	141	40%	57	165	80
On-Campus Students	1336	14%	188	230	594
Visitors			15	15	15
Fleet[2]			6	6	6
Peak Parking Demand					
Demand Based on Survey[3]			**548**	**651**	**942**
Utilization Based on Counts			**391**	**404**	**440**
Parking Supply					
Total Spaces[4]			**514**	**560**	**642**
Net Spaces Peak Utilization					
Peak Demand			**-34**	**-91**	**-300**
Peak Utilization			**123**	**156**	**202**

1. *Peak parking demand is calculated from data collected in the 2025 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Tuesdays 10a-12p).*
2. *Champlain has 15 fleet vehicles but estimates only ~40% attempt to park on campus at peak time.*
3. *Total peak parking demand based on 2025 survey data has a margin of error of ±80, or 12%. This MOE is reflective only of employees because students were not weighted in 2025. See Appendix A for survey weighting methodology.*
4. *Total Parking Supply does not include 145 on-street parking spaces in Designated Zones. The total parking supply has reduced from 2024 because of the sale of North House and ending leases at 158 South Willard and 115 Lakeside, resulting in 46 fewer spaces.*

Table 8.2 University of Vermont Current Peak Parking Demand (2025)

UVM 2025					
User Group	Number of Potential Users	Peak Parking Demand[1]			
		% of Users	2025 Spaces	2024	2023
Employees[2]	4,153	44%	1,828	1,744	2,468
Off-Campus Students[3]	8,086	18%	1,456	1,223	1,660
On-Campus Students	5,775	19%	1,098	1,332	1,369
Visitors			185	185	158
Fleet[4]			185	191	197
Peak Parking Demand					
Demand Based on Survey[5]			**4,752**	4,675	5,879
Utilization Based on Counts			**3,758**	3,742	3,328
Parking Supply					
Total Spaces			**4,997**	5,110	4,956
Net Spaces Peak Utilization					
Peak Demand			**245**	435	-923
Peak Utilization			**1,239**	1,368	1,718

1. *Peak parking demand is calculated from data collected in the 2025 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Tuesdays from 12-2pm).*
2. *The employee user group does not include non-Burlington employees.*
3. *Off-Campus Students does not include Continuing Education students.*
4. *Fleet vehicles not located on Main Campus or in Burlington are not included in this count.*
5. *Neither employee nor student data was weighted, therefore there is no margin of error to report.*

Table 8.3 UVM Medical Center Current Peak Parking Demand (2025)

UVM Medical Center 2025					
User Group	**Number of Potential Users**	**Peak Parking Demand[1]**			
		% of Users	**2025 Spaces**	**2024**	**2023**
Medical Center Campus					
Employees	5,973	9%	538	593	761
Out-Patients	4,147		775	775	775
In-Patients					
Visitors[2]			250	250	250
Fleet			11	11	11
Subtotal			*1,574*	*1,575*	*1,797*
1 South Prospect					
Employees[3]	508	12%	61	62	19
Out-Patients	1,045		230	230	2,230
Fleet			10	10	10
Subtotal			*301*	*302*	*260*
Peak Parking Demand					
Demand Based on Survey[4]			**1,875**	**1,879**	**2,056**
Utilization Based on Counts			**2,060**	**2,022**	**2,008**
Parking Supply					
Total Spaces			**2,500**	**2,500**	**2,500**
Net Spaces Peak Utilization					
Peak Demand			**625**	**621**	**444**
Peak Utilization			**440**	**478**	**492**

1. *Peak parking demand is calculated from data collected in the 2025 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Wednesday from 12-2pm).*
2. *Average daily patient estimates are based on total annual in person appointments and procedures by location for 2025 at the Medical Center and 1 South Prospect facilities. Patient and visitor parking is allocated to 50% of the parking supply on-site. Policies are in place should the patient parking demand exceed this supply.*
3. *Employees of 1 South Prospect assigned to Centennial have been allowed to park on-site due to suspended shuttle service.*
4. *The peak parking demand has a margin of error of 1% or ±22 spaces.*