



**Central Vermont Regional Planning Commission**

**TRANSPORTATION ADVISORY COMMITTEE**

**Tuesday, December 6, 2016, 7 p.m.**

Central Vermont Regional Planning Commission Office  
29 Main Street, Suite 4, Montpelier

Page **AGENDA**

- 7:00 Introductions**  
**Adjustments to the Agenda**  
**Public Comments**
- 2 **7:05 Approve September TAC Minutes** (enclosed) **Action Item**
- 7:10 Moretown BF 0167(16) scope**, *JB McCarthy, VTrans Structures*  
Review the proposed alternative for the bridge replacement and provide comments regarding any major issues identified
- 6 **7:40 TAC Rules of Procedure** (enclosed)  
Revisions made based on Open Meeting Law research, consultation with the Secretary of State's Office, and TAC member comments on previous draft.
- 10 **7:55 Systemic Local Road Safety (SLRS) Implementation Review** (enclosed)  
Review of 3-year, after-improvement data for High Risk Rural Road projects. TAC comments about after-improvement occurrences and severity of crashes.
- 12 **8:15 Class I Town Highway White Paper**, *Amy Bell, VTrans Policy, Planning, and Intermodal Development* (excerpts enclosed)  
Presentation and discussion of VTrans guidance for reclassifying State highways through village centers as Class 1 Town Highways.  
<http://vtrans.vermont.gov/sites/aot/files/planning/documents/planning/Class%20I%20Town%20Highways%20White%20Paper.pdf>
- 17 **8:35 VTrans Street Tree Policy**, *Amy Bell, VTrans Policy, Planning, and Intermodal Development* (enclosed)  
Presentation and discussion of VTrans policy for proposals by municipalities to plant and maintain public street trees in state highway rights of way.
- 20 **8:45 Transportation Updates** (enclosed)  
An opportunity for TAC members to ask questions about the updates.
- 8:50 TAC Member Concerns**  
Roundtable for TAC member to convey issues, questions, and town updates.
- 21 **8:55 Set Agenda for the Future TAC Meeting** (enclosed)
- 9:00 Adjourn**

**CVRPC Transportation Advisory Committee (TAC) Minutes**  
**DRAFT – October 25, 2016**

X	Barre City: Scott Bascom		Northfield: Jeff Schultz
	Barre Town: Harry Hinrichsen	X	Orange: Lee Cattaneo
X	Berlin: Bob Wernecke	Called	Plainfield: Bob Atchinson
	Cabot: Kevin Lehoe		Roxbury: Gerry D'Amico
X	Calais: David Ellenbogen	X	Waitsfield: Don La Haye
	Duxbury: Vacant		Warren: Vacant
	East Montpelier: Frank Pratt		Washington: Ray McCormack
X	Fayston: Kevin Russell	X	Waterbury: Steve Lotspeich, Chair
	Marshfield: Vacant	X	Williamstown: Larry Hebert
Called	Middlesex: Ronald Krauth		Woodbury: Vacant
X	Montpelier: Dona Bate		Worcester: Bill Arrand
Called	Moretown: Joyce Manchester		Staff: Bonnie Waninger

Others: Tina Bohl (VTrans) Dennis Vertiyeen and Jason Sobel (Green International Affiliates), Chris Loyer (GMT), Bob Clark (resident), Bill Clark (resident), Davis Delacore (Times Argus)

Chair S. Lotspeich called the meeting to order at 7:05pm. Introductions were completed.

**Adjustments to the Agenda**

S. Lotspeich requested 10 minutes be added for the Rules of Procedure discussion.

*B. Wernecke moved to approve the agenda, D. Bate seconded. Motion carried.*

**Public Comments**

None.

**Approve September TAC Minutes**

S. Bascom noted that on Page 2, line 4 "effort" should be "effect"

*L. Cattaneo moved to approve the September 27, 2016 TAC minutes; S. Bascom seconded. Motion carried.*

**Berlin Park & Ride Project - Local Concerns Meeting**

Scott Burbank from VHB is the Project Administrator. Tina Bohl is the VTrans Project Manager. Jason and Denis from Green International are the design contractors.

Bohl noted that Exit 7 Park and Ride is frequently full and needs expansion. The bus shelter needs help. This meeting will gather input about local concerns and issues that need to be addressed. Then VTrans' contractor will develop alternatives and present them for comment at another meeting. The improvements are intended to maximize use of the site, potentially shifting the park and ride from 81 spaces to 100 spaces.

1  
2 Local concerns included:

- 3 • Bus circulation - The western end of the parking lot is tight and tough for a bus to
- 4 turn around. The shelter is in the corner. Turning is tight coming out of the P&R
- 5 and onto Paine Turnpike.
- 6 • Stormwater treatment - Stormwater is currently treated with a small swale. Sand
- 7 from parking areas filled the brook this year.
- 8 • Poor site entrance design. Bob Clark noted that he's not interested in having
- 9 anything encroach into his property further.
- 10 • Traffic backup on Paine Turnpike due to traffic increases over time.
- 11 • Used needles, garbage, and other trash at the property.
- 12 • Whether the additional spaces will be enough to serve the demand.
- 13 • People don't respect the traffic sign and traffic cuts the corner.
- 14 • Observation that the area is no longer rural.
- 15 • The shortness of distance from park and ride to the road, and the distance from
- 16 the Clark driveway to the intersection.
- 17 • Modify the swale into a rain garden.
- 18 • Channelize traffic and define parking.
- 19 • A danger from cars turning too tightly near the mailboxes, and a suggestion for a
- 20 separate entrance for the park and ride.

21  
22 Suggestions included:

- 23 • Increase capacity by adding one or more park and rides at locations such as the
- 24 new visitor center where there are restrooms and a lot of commercial space and
- 25 the library. B. Wernecke participates on the Berlin Development Review Board,
- 26 and said the new visitor center permit did not allow its use as a park and ride.
- 27 • Limit the amount of time people can park.
- 28 • Install a fence to restrict people creating problems.
- 29 • Pick up the trash around the park and ride.
- 30 • Install a security camera.
- 31 • Install electric vehicle chargers.
- 32 • Install solar covered parking spaces.
- 33 • Face the bus shelter towards Paine Turnpike for higher visibility.
- 34 • Include bicycle parking, covered if possible.
- 35 • Expand or dedicate a right turn lane.
- 36 • Complete a traffic analysis.
- 37 • Design an exit-only egress onto Paine Turnpike as an alternative to the right turn
- 38 lane, perhaps with signalization connected to the intersection light. The limited
- 39 access highway would need to be modified through FHWA.

40  
41 The TAC noted it would appreciate an update on the Exit 6 park and ride scoping study.  
42 Waninger will verify project progress prior to the next TAC meeting.  
43

44 The TAC asked how the cost of redoing a park and ride compares to acquiring new  
45 land. Bohl said building in the VTrans right of way is much cheaper because a new site

1 would require property purchase and design and construction of a new facility.

2  
3 Bohl said the project alternatives should be developed within a few months. The TAC  
4 welcomed the opportunity to host the alternatives meeting.

5  
6 **TAC Rules of Procedure**

7 B. Waninger explained CVRPC is working to increase its transparency. As a first step,  
8 the Commission is working with its committees to develop Rules of Procedure.

9  
10 The TAC discussed the committee purpose quorum, committee membership changes,  
11 and voting as follows:

12  
13 Purpose:

- 14 • Does the TAC provide an oversight role or does it assist the CVRPC with the  
15 transportation planning program?  
16 • Is the TAC an advisory or decision body? The 1993 formation documents  
17 note its role is advisory, and the Commission makes the decision. However,  
18 the TAC has been making decisions for CVRPC related to project  
19 prioritization and studies funded through CVRPC's Transportation Planning  
20 Initiative program. Were changes made in the past?

21  
22 Quorum is the minimum number of members that must be present at a meeting to  
23 make the proceedings of that meeting valid.

- 24 • Quorum should be all the members present.  
25 • Five is too small. Reviewed attendance (5 vacant seats; 10-13 typically  
26 attend).  
27 • Majority of filled seats  
28 • Seven people in attendance.

29  
30 Membership Changes:

- 31 • Retain town-only membership.  
32 • Add other modal members represented on the TAC, whether voting or not.

33  
34 Voting:

- 35 • Higher threshold for adding a committee member.  
36 • One town-one vote appointment to the TAC only.  
37 • Higher threshold for amending the Rules of Procedure.

38  
39 The Chair asked staff to verify open meeting law requirements for quorum and voting  
40 requirements.

41  
42 The Chair requested that TAC members send comments to Bonnie Waninger for  
43 discussion at the next meeting.

44  
45 **Transportation Updates**

46 Waninger noted she would be speaking with Waterbury about the Rt. 100 Corridor

1 Management Plan.

2  
3 Rail ridership projections done as part of the Commuter Rail Study were lower than for  
4 transit because commuter rail would offer fewer stops and fewer trips.

5  
6 **TAC Member Concerns**

7 None.

8  
9 **Set Agenda for the Future TAC Meeting**

10 *L. Cattaneo moved to cancel the regular November and December TAC meetings and*  
11 *to schedule a meeting for December 6; D. Bate seconded. Motion carried 7-2.*

12  
13 **Adjourn**

14 *B. Werneke moved to adjourn at 8:45 pm; D. Bate seconded. Motion carried.*



## Central Vermont Regional Planning Commission

### MEMO

Date: November 30, 2016

To: Transportation Advisory Committee

From: Bonnie Waninger, Executive Director

Re: Rules of Procedure

---

**I am requesting TAC final review of TAC Rules of Procedure.** Adoption of the Rules of Procedure would occur at the meeting *after* the TAC approves a final draft for distribution to towns.

Modifications were made based on discussion at the October TAC meeting and subsequent feedback from TAC members and CVRPC Regional Commissioners. Tracked changes was used to highlight modifications. Most of the modifications reflect clarifications.

#### **Substantial Modifications**

- 1) Officers/Elections: The TAC's annual election was changed from October to May. In reviewing past minutes, the TAC has been holding its elections in May. The majority of towns, but not all, certify their representative by May.
- 2) Attendance and Quorum: Based on consultations with the Secretary of State's office and VLCT, quorum was updated to a majority of seats to reflect state law (1 VSA §172).
- 3) Conflict of Interest: Language was added to allow the Committee to make a determination of conflict.

#### **Other Items to Reach Consensus**

- 1) Membership: Does the TAC prefer a simple or supermajority vote if other transportation related groups and/or organizations are considered for seats on the TAC?
- 2) Conflict of Interest: If the TAC decides that a member has a conflict of interest, does the TAC prefer disallowing voting by that member, or disallowing *participation and* voting?
- 3) Adoption of Organizational Procedures: Does the TAC still support requiring a strong supermajority (2/3rds of seats or 67%) to amend the procedures in the future? Staff suggests the TAC use a simple majority and test drive the procedures for a year.

---

Thank you to TAC members who provided additional comments on the revised draft.



## TRANSPORTATION ADVISORY COMMITTEE (TAC)

### *DRAFT RULES OF PROCEDURE*

December 6, 2016

**PURPOSE:** To oversee the Central Vermont Regional Planning Commission's (CVRPC) transportation planning program in accordance with CVRPC plans, policies, and procedures, to act as a liaison between local communities and the Vermont Agency of Transportation (VTrans), and to provide local and regional input regarding transportation issues important to the region.

#### **GENERAL ACTIVITIES:**

- ◆ Foster public and member municipality participation in the planning for transportation improvements in the region; support and encourage intergovernmental cooperation on regionally important transportation issues.
- ◆ Develop and update a Regional Transportation Plan as part of the Regional Plan and Transportation Improvement Program for Board of Commissioners consideration and subsequent submission to the Agency of Transportation and the Legislature.
- ◆ Review the Agency of Transportation's Capital Budget and State Transportation Improvement Program, providing recommendations on funding and project prioritization.
- ◆ Participate in special studies conducted by the Regional Planning Commission.
- ◆ Assist in the development of the Commission's annual work program and budget to be submitted to the Agency of Transportation.
- ◆ Provide input and policy recommendations to the Board of Commissioners regarding pertinent regional transportation issues, including review of State plans, policies, and legislation.
- ◆ Provide support to member municipalities and other partners working on transportation issues determined to be in conformance with the Regional Plan.

**ADVISORY ROLE:** The TAC shall be advisory to the Board of Commissioners. The TAC will offer advice, input, and opinions to VTrans and other organizations and individuals as appropriate, provided it is compatible with plans, policies, positions or resolutions adopted by the Board of Commissioners. TAC advice, input, and opinions may be reviewed, confirmed or reversed by the CVRPC Board of Commissioners at the Board's discretion. New or amended plans, policies, positions or resolutions shall be ratified/approved by the Board of Commissioners.

**Deleted:** The TAC serves in an advisory capacity to the CVRPC Board of Commissioners.¶

**MEMBERSHIP:** Each of the 23 member municipality in the Central Vermont region is eligible to appoint one voting member and one alternative representative. Municipal participation is discretionary, and determined by submission of a written resolution by the municipality's legislative body to the Board of Commissioners. Other transportation related groups and/or organizations, upon [TAC choice: 51%, 60% or 67%] vote of the quorum present at a regular TAC meeting (at least 7, 8 or 9 votes in favor of amendment respectively), at a regular TAC meeting, will be invited to appoint one voting member and one alternate representative to the TAC. Membership term shall be one year, appointed in March.

**Deleted:** One voting member and one alternate representative may be appointed by the municipality's legislative body.

**Comment [BW1]:** Simple majority is 51% of quorum, or 7 votes in favor; supermajority is usually 60% and 67% of quorum, or 8 or 9 votes in favor.

**Deleted:** simple majority vote

**Comment [BW2]:** Towns certify their appointments annually to CVRPC, although a town may change its representative at any time.

**Comment [BW3]:** Modified to reflect current TAC practices.

**Deleted:** October

**Deleted:** October

**OFFICERS/ELECTIONS:** The TAC will elect a Chairperson and Vice-Chairperson annually at the TAC's May meeting. The Chair will be responsible for running meetings, setting agendas in conjunction with staff, reviewing and signing correspondence on behalf of the TAC, and representing the TAC at various meetings as needed. The Vice-Chair will provide support to the Chair as needed. If the Chair or Vice-Chair should resign before his/her term is expired, an interim election shall be held within two meetings or until regular elections are held in May, whichever is earlier. Term limits for officers shall be three consecutive years.

**ATTENDANCE AND QUORUMS:** As the TAC is advisory, a quorum shall consist of a majority of members, currently 12. Members are encouraged to attend all regular meetings and special meetings as they arise. Members with three consecutive unexplained absences will be contacted by the Chairperson to determine if they still wish to serve on the TAC. The TAC shall meet at least eight (8) times per year, or as determined by the Chair to be necessary to carry out the stated purpose.

**Comment [BW4]:** Based on VT statute, and confirmed by the VT Secretary of State's office. See footnote #1.

**Deleted:** in attendance at the TAC meeting or a minimum of five members, whichever is greater

#### COMMUNICATION AND COORDINATION:

- ◆ Meetings shall be noticed and held in accordance with Vermont Open Meeting Law.
- ◆ Draft policies and resolutions shall be forwarded to TAC members and interested/affected parties for comment before action by the TAC, or final action/approval by the Board of Commissioners.
- ◆ Minutes of all regular and special meetings will be prepared by staff, distributed to TAC

<sup>1</sup>The customary legal definition of quorum is "Quorum is the number of people required to be present before a meeting can conduct business. Unless stated differently in bylaws, articles, regulations, or other rules established by the organization, a quorum is usually a majority of members." The purpose of a quorum rule is to give decisions made by a quorum enough authority to allow binding action to be conducted. According to the Vermont League of Cities and Towns and the VT Secretary of State's office, Vermont Statute overrides this definition. 1 VSA §172. Joint authority states "When joint authority is given to three or more, the concurrence of a majority of such number shall be sufficient and shall be required in its exercise. In addition, 1 VSA §310 defines a "meeting" as a gathering of a quorum of the members of a public body for the purpose of discussing the business of the public body or for the purpose of taking action.



members and interested parties, and made available to the public in accordance with open meeting and public records laws described in 1 V.S.A.

- ◆ TAC members are encouraged to serve as liaisons to their local legislative boards by facilitating communication and coordination on a regular basis.
- ◆ TAC members are encouraged to offer input on all matters before the TAC, and are encouraged to bring up items of local or regional concern for TAC consideration.

**CONFLICT OF INTEREST:** In the event any TAC member has a personal or financial interest with any individual, partnership, firm or corporation seeking to contract with the CVRPC, or to provide materials or labor thereto, or has a personal or financial interest in any project being considered by the TAC, the member shall state on the record the nature of his or her interest. If the member feels this conflict interferes with his/her ability to be objective, the member shall not participate in any discussions or vote on any related motion. If the member is uncertain whether he/she should participate in the discussion or decision, the TAC shall determine by vote whether the member should participate.

The Committee may also make a determination of conflict of interest and disallow participation and voting by a member if the majority of voting Committee members in attendance at the meeting determine a conflict of interest exists.

**Comment [BW5]:** Does the TAC prefer disallowing voting , or disallowing participation and voting?

**ADOPTION OF ORGANIZATIONAL PROCEDURES:** The TAC may, at any time, vote to amend these procedures, upon 67% vote of the quorum present at a regular TAC meeting (at least 9 votes in favor of amendment). Proposed amendments will be forwarded to TAC members, chairs of local legislative boards, and interested parties before consideration at a regular TAC meeting. Amendments will then be forwarded to the Board of Commissioners for ratification.

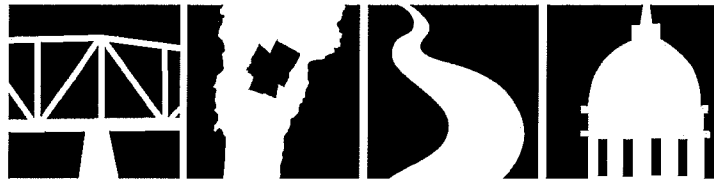
**Deleted:** in accordance with quorum requirements noted above

The TAC is not a standing or special committee of the Regional Planning Commission, and is therefore not subject to the Commission's bylaws. These Rules of Procedure, combined with Robert's Rules of Order, provide procedural and administrative guidance for the TAC.

Adopted by the Transportation Advisory Committee: \_\_\_\_ / \_\_\_\_ / 2017

Adopted by the Board of Commissioners: \_\_\_\_ / \_\_\_\_ / 2017

\_\_\_\_\_  
Byron Atwood, Chair, CVRPC Board of Commissioners



**Central Vermont Regional Planning Commission**

**MEMO**

Date: November 30, 2016

To: Transportation Advisory Committee

From: Bonnie Waninger, Executive Director

Re: Systemic Local Road Safety (SLRS) Implementation Review (a.k.a. High Risk Rural Roads)

---

Enclosed is 3-year, after-improvement data for High Risk Rural Road projects. VTrans would appreciate TAC comments about after-improvement occurrences and severity of crashes at these locations.

**Background**

The Systemic Local Road Safety (SLRS) program (previously known as the High Risk Rural Roads Program) provides municipalities with funding for use on certain rural roads to eliminate safety problems that result in fatal and incapacitating injury crashes.

Each year, VTrans provides RPCs with crash data for High Risk locations. RPCs solicit anecdotal information from towns, law enforcement agencies, and emergency response services. The crash data and local information is provided to the TAC, which prioritizes the locations.

Priority sites in participating municipalities are visited by VTrans and town staff, and improvement recommendations are developed. Municipalities are not obligated to install the improvements, although VTrans provides 90% funding if municipalities do (maximum limits apply).

**TAC Action**

TAC will review the 3-year, after-improvement data. Members may offer any personal thoughts as well as comments from their communities about how the improvements are (or are not) working and whether any additional changes might be beneficial.

TAC may observe that data is missing for projects in Middlesex and Plainfield. Staff is working to obtain this data from VTrans by the TAC meeting.

**Follow-up**

After the TAC has provided comments, staff will forward the data to the appropriate towns, law enforcement agencies, and emergency response services to solicit their comments. Staff will then forward the comments to VTrans for its consideration.

---

High Risk Rural Roads  
Crash Date for Before and 3-Years After Implementing Improvements

	Town	AOT ROUTE	Road Name	Project Number	Final Completed Date	No Years Before	Before Fatal	Before Incap	Before Non Inc	Before Possible Inj	Before PDO	Before Untimely Death	Before No Data	Total Before Crashes	No Before Crashes per Year	No Years After	After Fatal	After Incap	After Non Inc	After Possible Inj	After PDO	After Untimely Death	After No Data	Total After Crashes	After Crashes per Year
3.	ARLINGTON	Town Road 0008	Old West Rd	STP HRRR(7)	09-Nov-11	3	0	0	1		3			4	1.33	3	0	0	1	0	1	0	0	2	0.67
	ARLINGTON	Town Road 0005	Maple Hill Rd	STP HRRR(11)	01-Jun-12																				
	BARRE TOWN	Town Road 0055	Donahue Rd	STP HRRR(4)	13-Jun-11	3	0	0	0	1	3	0	0	4	1.33	3	0	0	2	1	9	0	0	12	4.00
	BARRE TOWN	Town Road 0028	Osborne Rd	STP HRRR(4)	13-Jun-11	3	0	0	1	0	0	0	0	1	0.33	3	0	1	0	0	2	0	1	4	1.33
4.	BARTON	FAS 0286	Eastern Av	STP HRRR(8)	06-Jul-12	3	0	1	1	1	3	0	0	6	2.00	3	0	1	1	1	4	0	3	10	3.33
	BERKSHIRE	FAS 0302	Berkshire Ctr Rd	STP HRRR(9)	01-Jun-12	3	0	2	4	0	6	0	0	12	4.00	3	0	0	1	0	1	0	0	2	0.67
	BRIDPORT	MinCollector0636	Crown Pt Rd	STP HRRR(7)	09-Nov-11	3	0	0	0	0	2	0	0	2	0.67	3	0	0	2	0	0	0	0	2	0.67
	CAMBRIDGE	FAS 0274	Hogback Rd	STP HRRR(9)	01-Jun-12	3	0	0	0	1	1	0	0	2	0.67	3	0	0	1	0	1	0	0	2	0.67
5.	CASTLETON	V004a	Main St	STP HRRR(7)	09-Nov-11																				
	CASTLETON	Town Road 0006	Blissville Rd	STP HRRR(11)	01-Jun-12	3	0	0	0	0	1	0	0	1	0.33										
	CHARLOTTE	FAS 0208	Hinesburg Rd	STP HRRR(9)	01-Jun-12	3	0	0	1	0	2	0	0	3	1.00	3	0	0	2	1	0	0	2	5	1.67
	DUMMERSTON	Town Road 0002	Middle Rd	STP HRRR(10)	06-Sep-12	3	0	2	1	0	12	0	0	15	5.00	3	0	1	2	0	9	0	0	12	4.00
6.	ENOSBURG	MinCollector0794	Boston Post Rd	STP HRRR(5)	11-Nov-11	3	0	1	1	0	3	0	0	5	1.67	3	0	0	1	0	0	0	0	1	0.33
	FAIRFIELD	Town Road 0004	Pond Rd	STP HRRR(9)	01-Jun-12	3	0	0	1	0	0	0	0	1	0.33										
	FERRISBURGH	Town Road 0005	Little Chicago Rd	STP HRRR(5)	11-Nov-11	3	0	0	0	0	2	0	0	2	0.67	3	0	0	0	0	1	0	0	1	0.33
	FERRISBURGH	FAS 0198	Old Hollow Rd	STP HRRR(9)	01-Jun-12	3	0	1	1	0	3	0	0	5	1.67	3	0	0	0	0	2	0	0	2	0.67
7.	HARTFORD	Town Road 0036	Old River Rd	STP HRRR(6)	19-Jan-12	3	0	1	0	0	2	0	0	3	1.00	3	0	0	1	0	2	0	0	3	1.00
	HARTFORD	Town Road 0009	Christian St	STP HRRR(10)	06-Sep-12																				
	HINESBURG	FAS 0209	Mechanicsville Rd	STP HRRR(5)	11-Nov-11	3	0	2	3	2	6	0	0	13	4.33	3	0	0	2	2	12	0	0	16	5.33
	HINESBURG	FAS 0212	Hollow Rd	STP HRRR(9)	01-Jun-12	3	0	0	2	1	3	0	0	6	2.00	3	0	0	2	0	1	0	0	3	1.00
8.	HINESBURG	FAS 0208	Charlotte Rd	STP HRRR(9)	01-Jun-12	3	0	0	3	1	6	0	0	10	3.33	3	0	0	0	1	8	0	1	10	3.33
	HYDE PARK	Town Road 0007	Garfield Rd	STP HRRR(9)	01-Jun-12	3	0	0	0	0	3	0	0	3	1.00	3	0	0	2	1	3	0	0	6	2.00
	JOHNSON	FAS 0274	Hogback Rd	STP HRRR(9)	01-Jun-12	3	0	1	0	0	1	0	0	2	0.67	3	0	1	0	1	1	0	0	3	1.00
	KILLINGTON	FAS 0159	Killington Access Rd	STP HRRR(6)	19-Jan-12	3	0	1	4	2	20	0	0	27	9.00	3	1	0	3	2	9	0	6	21	7.00
9.	LYNDON	Town Road 0010	Back Center Rd	STP HRRR(8)	06-Jul-12	3	0	0	0	0	2	0	0	2	0.67	3	0	0	1	0	2	0	0	3	1.00
	MANCHESTER	MinCollector0548	Barnumville Rd	STP HRRR(7)	09-Nov-11	3	0	0	0	1	2	0	0	3	1.00	3	0	0	0	0	3	0	0	3	1.00
	MIDDLEBURY	Town Road 0007	Quarry Rd	STP HRRR(11)	01-Jun-12	3	0	0	0	0	3	0	0	3	1.00	3	0	0	0	0	5	0	0	5	1.67
	MIDDLESEX	Town Road 0003	E Hill Rd	STP HRRR(9)	01-Jun-12																				
10.	MIDDLETOWN SPRINGS	FAS 0138	West St	STP HRRR(11)	01-Jun-12	3	0	1	1	0	2	0	0	4	1.33	3	1	0	0	1	4	0	0	6	2.00
	NEW HAVEN	Town Road 0007	Pearson Rd	STP HRRR(5)	11-Nov-11	3	0	0	1	0	1	0	0	2	0.67										
	NEWFANE	Town Road 0015	River Rd	STP HRRR(6)	19-Jan-12	3	0	1	1	0	7	0	0	9	3.00	3	0	0	1	0	4	0	0	5	1.67
	NORTHFIELD	Town Road 0008	Union Brook Rd	STP HRRR(7)	09-Nov-11	3	0	0	1	1	9	0	0	11	3.67	3	0	1	0	1	5	0	0	7	2.33
11.	NORWICH	Town Road 0012	Turnpike Rd	STP HRRR(6)	19-Jan-12	3	0	0	2	0	7	0	0	9	3.00	3	0	0	1	0	7	0	0	8	2.67
	NORWICH	Town Road 0002	Beaver Meadow Rd	STP HRRR(6)	19-Jan-12	3	0	1	1	0	2	0	0	4	1.33	3	0	0	2	0	3	0	0	5	1.67
	PLAINFIELD	Town Road 0041	Lower Rd	STP HRRR(8)	06-Jul-12																				
	PLAINFIELD	MINCollector0698	Middle Rd	STP HRRR(8)	06-Jul-12	3	0	0	1	0	1	0	0	2	0.67	3	0	0	0	1	1	0	0	2	0.67
12.	POULTNEY	Town Road 0008	Church St	STP HRRR(7)	09-Nov-11	3	0	0	0	0	1	0	0	1	0.33	3	0	0	0	0	1	0	1	2	0.67
	POULTNEY	FAS 0138	E Main St	STP HRRR(11)	01-Jun-12	3	0	0	2	0	5	0	0	7	2.33	3	0	0	2	0	3	0	1	6	2.00
	POWNAL	FAS 0103	N Pownal Rd	STP HRRR(7)	09-Nov-11	3	0	0	0	0	4	0	0	4	1.33	3	0	0	1	2	5	0	3	11	3.67
	POWNAL	Town Road 0004	Niles School Rd	STP HRRR(11)	01-Jun-12	3	0	0	1	0	13	0	0	14	4.67	3	0	0	1	0	4	0	0	5	1.67
13.	PUTNEY	Town Road 0002	West Hill	STP HRRR(10)	06-Sep-12	3	0	1	1	1	1	0	0	4	1.33	3	0	1	0	0	7	0	0	8	2.67
	RICHMOND	FAS 0209	Huntington Rd	STP HRRR(5)	11-Nov-11	3	0	1	0	1	12	0	0	14	4.67	3	0	1	2	1	29	0	1	34	11.33
	RICHMOND	FAS 0211	Huntington Rd	STP HRRR(5)	11-Nov-11	3	1	0	3	1	13	0	0	18	6.00	3	0	1	2	2	11	0	0	16	5.33
	RUPERT	FAS 0131	State Hwy 153	STP HRRR(7)	09-Nov-11	3	1	1	0	0	0	0	0	2	0.67	3	0	0	0	0	1	0	0	1	0.33
14.	SPRINGFIELD	Town Road 0078	Pleasant Valley Rd	STP HRRR(10)	06-Sep-12	3	0	0	0	2	2	0	0	4	1.33										
	ST. ALBANS TOWN	Town Road 0014	Kellogg Rd	STP HRRR(5)	11-Nov-11	3	0	0	3	0	3	0	0	6	2.00	3	0	0	5	1	4	0	1	11	3.67
	ST. ALBANS TOWN	Town Road 0014	Kellogg Rd	STP HRRR(5)	11-Nov-11	3	0	0	3	0	3	0	0	6	2.00	3	0	0	5	1	4	0	1	11	3.67
	SUNDERLAND	FAS 0171	Sunderland Hill Rd	STP HRRR(7)	09-Nov-11	3	0	0	0	0	6	0	0	6	2.00	3	0	0	2	0	1	0	1	4	1.33
15.	THETFORD	Town Road 0020	Sawnee Bean Rd	STP HRRR(10)	06-Sep-12	3	0	0	0	0	4	0	0	4	1.33										
	TOWNSHEND	FAS 0125	Grafton Rd	STP HRRR(6)	19-Jan-12	3	0	1	3	1	5	0	0	10	3.33	3	0	1	2	1	1	0	2	7	2.33
	WALDEN	Town Road 0002	Noyestar Rd	STP HRRR(8)	06-Jul-12	3	1	1	1	1	5	0	0	9	3.00	3	0	0	0	0	1	0	1	2	0.67
	WESTFIELD	Town Road 0019	Buck Hill Rd	STP HRRR(8)	06-Jul-12																				
16.	WINDSOR	TOWN ROAD 0005	Ascutney St	STP HRRR(6)	19-Jan-12	3	0	0	0	0	1	0	0	1	0.33	3	0	0	0	0	1	0	0	1	0.33

NOTE: Central Vermont projects are highlighted.

# Table of Contents

Excerpts: Class 1 Town Highways  
Costs and Issues for Vermont  
Communities Considering  
Reclassification of State Highways

1	Introduction.....	1
2	Class 1 Town Highways .....	1
2.1	History.....	2
2.2	Class 1 Town Highways Today .....	2
2.3	Roles and Responsibilities.....	5
2.4	Funding and Assistance from VTrans.....	6
2.4.1	Town Highway Aid.....	6
2.4.2	VTrans District programs.....	7
2.4.3	VTrans capital programs .....	7
2.5	Benefits of Class 1 Town Highways.....	8
2.6	Costs for C1TH Maintenance.....	10
2.6.1	Routine Winter Maintenance.....	10
2.6.2	Routine Summer Maintenance .....	11
2.6.3	Additional costs.....	13
2.6.4	Cost Analysis .....	14
3	Candidates for Reclassification .....	15
4	Municipal Guide for Reclassification .....	18
4.1	Frequently Asked Questions.....	18
4.2	Guide to Reclassification .....	18
4.2.1	Establish your goals for reclassification .....	18
4.2.2	Inventory the road .....	19
4.2.3	Develop Reclassification limits and scenarios.....	19
4.2.4	Calculate Costs and Revenues.....	19
4.2.5	Discuss among your community and with RPC and VTrans.....	20

## **1 Introduction**

In Vermont's downtowns and village centers, state highway right-of-ways serve many important and often competing functions: walking, bicycling, parking, as public spaces, to provide access to adjacent businesses in addition to their role as transportation corridors. Vermont's planning policies and land use laws encourage investment, growth and development in these same locations, which are often supported by multimodal transportation options, streetscape improvements, traffic calming features and on-street parking. The state highways through Vermont's downtowns and larger village centers are often Class 1 Town Highways (C1TH), which have a state number but are managed by the municipality (refer to map on pg. 3). Class 1 Town Highways have joint State and Municipal jurisdiction, but the ownership of the right-of-way is not always clearly defined. VTrans provides assistance and guidance to Class 1 Municipalities ranging from consultation to annual town highway aid to funding for major projects.

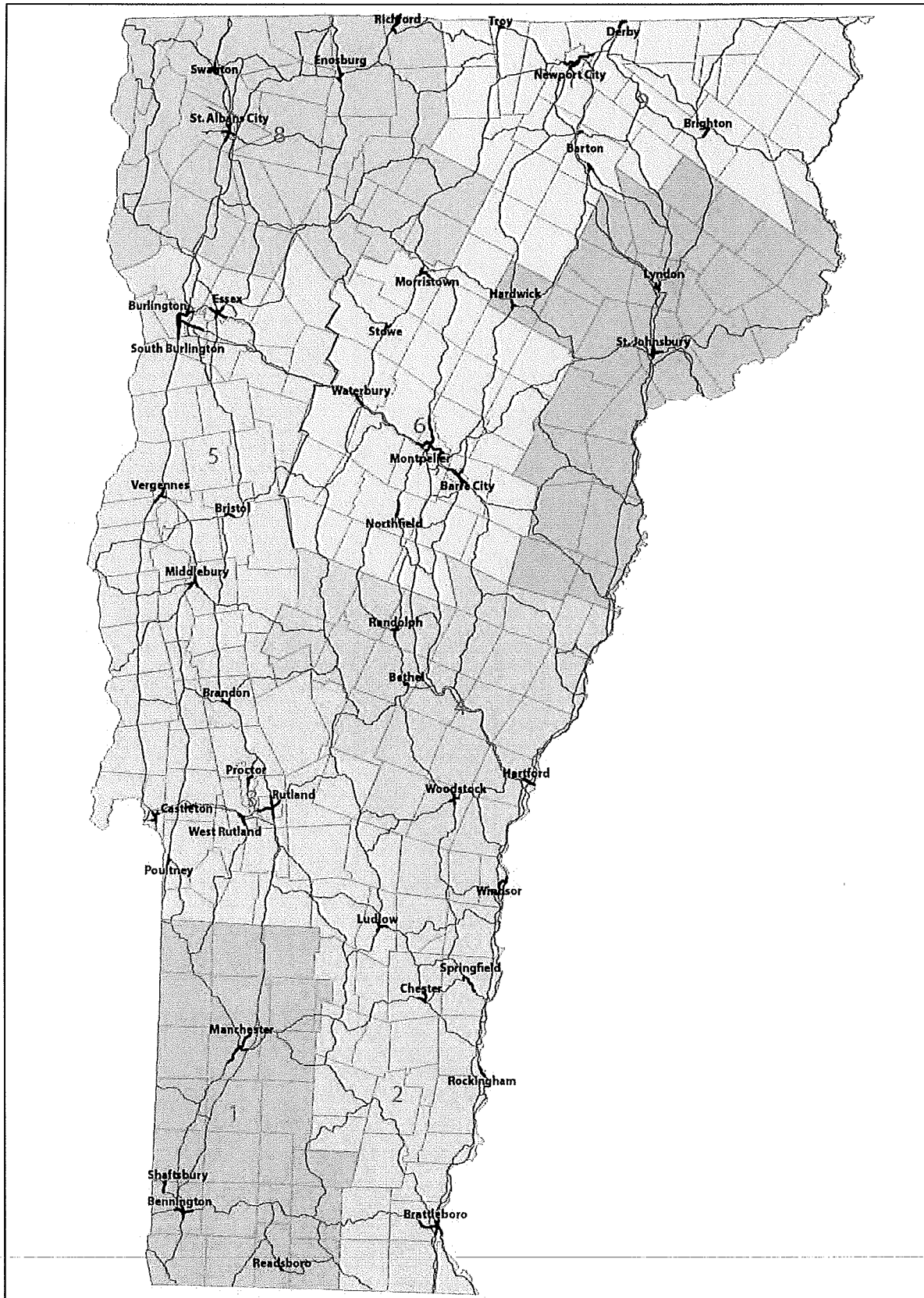
Many municipalities around Vermont have been discussing the option of reclassifying the State highways through their village centers as C1TH. Reclassification can have benefits for both the municipality and VTrans. It provides more flexibility to the municipality for streetscape design, traffic calming measures, placement of crosswalks, on-street parking, coordination of maintenance activities, and the municipality receives annual compensation via Town Highway Aid. While at the same time the municipality retains eligibility for most state and federal grant programs. VTrans is relieved of maintaining a section of road that may require customized equipment or practices that are beyond the resources of VTrans maintenance staff.

This report includes a thorough discussion of the issues for municipalities to consider reclassification of a state highway as a Class 1 Town Highway, including potential costs and responsibilities.

## **2 Class 1 Town Highways**

Class 1 Town Highways are locally controlled connecting links of state highways as they pass through downtowns or village centers. They are marked with a state route number, but are maintained by the municipality. They are typically limited to downtowns or village centers, where land use and economic activity is most intense. In some cases, the C1TH is coincident with a village municipal boundary. There is significant overlap between C1TH and Downtowns and Village Centers designated by the Downtown Development Board via the Agency of Commerce and Community Development Downtown Program pursuant to 24 V.S.A. § 2793, 2793a.

Figure 2.1: Class 1 Town Highway Towns and VTrans Maintenance Districts



Class 1 Town Highway White Paper

February 22, 2016

Table 2.1: List of Class 1 Town Highway Municipalities as of October 23, 2014

Existing

	Town or City	Village, Place or Urban Compact	Miles	Population	Signals	Long/Short Bridges	Downtown or Village
★	Barre City	Barre City	5.4	9,291	5	2/2	D
	Barton	Barton Village, Orleans Village	2.3	2,780		1/2	V
	Bennington	Bennington U.C. -Old Bennington	5.9	15,737	3	2/3	D
	Bethel	Bethel Village	0.9	1,968		1/0	V
	Brandon	Brandon U.C.	1.9	3,917		1/0	D
	Brattleboro	Brattleboro-W. Brattleboro U.C.	12.7	12,005	2	5/1	D
	Brighton	Island Pond U.C.	1.7	1,260		2/2	V
	Bristol	Bristol Village	1.2	3,788	1	0/0	D
	Burlington City	Burlington City	7.1	39,824	34	3/1	D
	Castleton	Castleton	1.1	4,367		1/1	
	Chester	Chester-Chester Depot U.C.	2.5	3,044		1/1	V
	Derby	Derby Line Village	1.4	4,604		2/0	V
	Enosburg	Enosburg Falls Village	2.4	2,788		1/1	V
	Essex	Village of Essex Junction	5.0	8,630	4	0/2	V
	Fair Haven	Fair Haven U.C.	2.8	2,928		1/0	
	Hardwick	Hardwick U.C.	1.5	3,174		1/0	V
	Hartford	White River Jct. - Wilder U. C.	1.7	10,385	3	1/0	D
	Ludlow	Ludlow Village	2.3	2,449	1	4/1	V
	Lyndon	Lyndonville Village	2.0	5,448		2/1	V
	Manchester	Manchester Center Depot U.C.	6.6	4,184		4/4	V
	Middlebury	Middlebury U.C.	3.9	8,183	4	3/0	D
✱	Montpelier City	Montpelier City	10.5	8,035	7	6/3	D
	Morristown	Morrisville Village	2.8	5,139		1/1	D
	Newport City	Newport City	6.6	5,005	5	1/0	D
✱	Northfield	Northfield Village	2.2	5,791	1	1/0	V
	Poultney	Poultney Village	1.3	3,633	1	1/0	D
	Proctor	Proctor U.C.	1.5	1,877		0/0	
	Randolph	Randolph U.C.	2.5	4,853		3/0	D
	Readsboro	Readsboro Village	0.5	805		0/0	V
	Richford	Richford U.C.	2.8	2,321		1/0	V
	Rockingham	Bellows Falls Village	1.5	5,309	1	0/0	D
	Rutland City	Rutland City	6.0	17,292	16	1/3	D
	South Burlington	City Center	2.3	14,879		2/0	
	Springfield	Springfield U.C.	2.9	9,078	4	3/2	D
	St. Albans City	St. Albans City	4.3	7,650	4	0/5	D
	St. Johnsbury	St. Johnsbury U.C.	4.7	7,571	1	4/0	D
	Stowe	Stowe Village	1.5	4,339		1/2	V
	Swanton	Swanton Village	2.7	6,203		1/0	V
	Troy	North Troy Village	1.0	1,564		1/0	
	Vergennes City	Vergennes City	2.8	2,741	2	1/0	D
✱	Waterbury	Waterbury Village	4.1	4,915	2	2/0	D
	West Rutland	West Rutland U.C.	1.9	2,535		4/2	V
	Windsor	Windsor U.C.	4.1	3,756	2	4/1	D
	Winooski City	Winooski City	2.0	6,561	5	5/0	D
	Woodstock	Woodstock Village	2.9	3,232		3/0	V

Class 1 Town Highway White Paper

February 22, 2016

Table 3.1: Possible Class 1 Reclassification Candidates

Possible

Village Name	Town Name	VTrans District	Designated?	Population	Signal or Beacon?	MS4?
West Dover Village Center	DOVER	1	Yes	1,124		
Pawlet Village Center	PAWLET	1	Yes	1,477		
Peru Village	PERU	1	No	375		
South Shaftsbury Center	S SHAFTSBURY	1	Yes	3,590		
Shaftsbury Village	SHAFTSBURY	1	Yes	3,590		
Whitingham Village	WHITINGHAM	1	No	1,357		
Wilmington Downtown District	WILMINGTON	1	Yes	1,876	✓	
Cavendish Village	CAVENDISH	2	Yes	1,367		
Proctorsville Village	CAVENDISH	2	Yes	1,367		
Algiers Village	GUILFORD	2	No	261		
Jamaica Village	JAMAICA	2	Yes	1,035		
Putney Village	PUTNEY	2	Yes	2,702		
Westminster Village	WESTMINSTER	2	Yes	3,178		
Weston Village	WESTON	2	Yes	566		
Castleton Corners Village	CASTLETON	3	Yes	4,717		
Orwell Village	ORWELL	3	Yes	1,250		
Pittsfield Village	PITTSFIELD	3	Yes	546		
Pittsford Village	PITTSFORD	3	Yes	2,991		
Wallingford Village	WALLINGFORD	3	Yes	2,079	✓	
Chelsea Village	CHELSEA	4	Yes	1,238		
Upper Granville Village	GRANVILLE	4	Yes	298		
Hartland Three Corners Village	HARTLAND	4	Yes	3,393		
Norwich Village	NORWICH	4	Yes	3,414	✓	
East Randolph Village	RANDOLPH	4	Yes	4,778		
Rochester Village	ROCHESTER	4	Yes	1,139		
Royalton Village	ROYALTON	4	Yes	2,773		
Sharon Village	SHARON	4	Yes	1,502		
Tunbridge Village	TUNBRIDGE	4	Yes	1,284		
West Fairlee Village	WEST FAIRLEE	4	Yes	652		
Hinesburg Village	HINESBURG	5	Yes	4,396	✓	
Jericho Corners	JERICO	5	Yes	5,009		✓
Riverside/Underhill Flats Village	JERICO\UNDERHILL	5	Yes	3,016		✓
East Middlebury Village	MIDDLEBURY	5	Yes	8,496		
New Haven Village	NEW HAVEN	5	No	1,727		
Richmond Village	RICHMOND	5	Yes	4,081	✓	
Shelburne Village	SHELburne	5	Yes	7,144	✓	✓
Williston Village	WILLISTON	5	Yes	8,698	✓	✓
East Montpelier Village	EAST MONTPELIER	6	Yes	2,576	✓	
Waitsfield Village	WAITSFIELD	6	Yes	1,719		
Worcester Village	WORCESTER	6	Yes	998		
Bradford Downtown	BRADFORD	7	Yes	2,797	✓	
East Burke Village	BURKE	7	No	1,757		
Danville Village	DANVILLE	7	Yes	2,196	✓	
Wells River Village	NEWBURY	7	Yes	2,216		
Alburgh Village	ALBURGH	8	Yes	1,998		
Cambridge Village	CAMBRIDGE	8	Yes	3,659		
Jeffersonville Village	CAMBRIDGE	8	Yes	3,659		
Fairfax Village	FAIRFAX	8	Yes	4,285	✓	
Fairfield Center Village	FAIRFIELD	8	No	1,891		
Franklin Village	FRANKLIN	8	Yes	1,405		
Highgate Village	HIGHGATE	8	Yes	3,535		
Johnson Village	JOHNSON	8	Yes	3,446		
Montgomery Center Village	MONTGOMERY	8	Yes	1,201		
North Hero Village	N HERO	8	Yes	803		
Waterville Village	WATERVILLE	8	Yes	673		
Westford Village	WESTFORD	8	No	2,029		
Glover Village	GLOVER	9	Yes	1,122		



Street Tree Policy

<b>VERMONT AGENCY OF TRANSPORTATION</b>	<b>ORIGINAL POLICY ADOPTED 09/10/2015</b>	<b>ORIGINAL POLICY IDENTIFIER None</b>
<b>POLICY MANUAL</b>	<b>EFFECTIVE DATE 09/10/2015</b>	<b>IDENTIFIER 3020</b>
	<b>RESPONSIBLE SECTION U&amp;P &amp; MOB</b>	<b>SUPERSEDES</b>
<b>SUBJECT: Planting Public Street Trees in State Highway Rights of Way</b>		<b>SCREEN/PAGE 1 OF 3</b>

STATUTORY REFERENCE/OTHER AUTHORITY: 19 V.S.A. §§ 901 to 904, 1111.

APPROVAL DATE: 09/10/2015

APPROVED BY: Susan M. Minter, Secretary of Transportation

**PURPOSE/COMMENT:** To establish an Agency of Transportation (VTrans) policy on proposals by municipalities to plant and maintain public street trees in state highway rights of way.

**DEFINITIONS:** A "public street tree" means a woody, single-stemmed type of vegetation that a municipality intentionally plants within a highway right of way as part of a streetscape or landscape plan.

The "edge of highway shoulder" means the existing edge of pavement plus the additional width, if any, necessary for a clear zone that complies with the most recent version of the Vermont State Design Standards.

A "Class I town highway" has the same meaning as in 19 V.S.A. § 302.

**POLICY NEED:** Historically, in Vermont it has been a common practice for adjacent landowners and municipalities to plant and maintain public street trees within the strip of land lying between the edge of the highway shoulder and the edge of the highway right-of-way, particularly in downtown and village centers. Public street trees provide many benefits, including enhancing roadside aesthetics, calming traffic, increasing property values, assisting with storm water management and treatment, enhancing community character and livability, improving business potential, and promoting physical activity. However, this same narrow strip of right of way is also important for other diverse uses including corridors for both above and below ground utilities (e.g. sanitary and stormwater sewerage and drinking water, natural gas, telephone, power, and telecommunications lines), parking, sidewalks, shared use paths, highway and way finding signs, driveways, street lights, snow storage, stormwater infiltration, clear zones for errant vehicles, and other highway maintenance and expansion needs. Trees may present highway maintenance and safety challenges, including for example debris that falls into the highway, shadows that hinder wintertime snow and ice removal, obstacles to plowing and mowing, and obstructions to motorist sight distances. In state-owned rights of way, oversight and regulation of these often competing uses is the responsibility of VTrans. VTrans recognizes the experience of municipalities in managing

transportation systems and the importance of a consistent public street tree policy for state highway rights of way.

**POLICY STATEMENT:**

**A. Conversion of State Highways to Class 1 Town Highways**

It is the preference of VTrans for municipalities desiring to plant public street trees within a state highway right of way to take over the state highway as a Class I town highway, pursuant to 19 V.S.A. § 15. If the municipality is not willing or able to take over the state highway, then the municipality must comply with section B of this Policy.

**B. State Highways**

It is the policy of VTrans to permit municipalities to plant and maintain public street trees within state highway rights of way under the following conditions:

1. The municipality must obtain an access permit from VTrans under 19 V.S.A. § 1111 and execute an agreement (maintenance agreement, finance and maintenance agreement, or grant agreement) with VTrans prior to working in the state highway right of way, and the municipality must comply with all conditions of the permit and agreement. The State shall retain its authority to remove, trim, or prune public street trees in the state highway right of way that interfere with the safety, function, maintenance, or repair of state transportation infrastructure or equipment or for any other reason, including without limitation costs to VTrans resulting from the municipality's failure to comply with the conditions of the permit or agreement.
2. All the municipality's public street tree species selections and placements must be approved in advance and in writing by VTrans' landscape architect, and in-field placement must be approved in advance by the District Transportation Administrator.
3. For public street trees located in areas that the Downtown Development Board has designated a Downtown Development District, Growth Center, New Town Center, or Village Center pursuant to 24 V.S.A. §§ 2793, 2793a:
  - a. The municipality must have an active Tree Board (or a similar entity such as a Natural Resources Committee or Conservation Committee with the duty and authority to manage public street trees) and a Tree Warden.
  - b. The municipality must have an adequate maintenance budget for public street trees and a demonstrated capacity to maintain transportation infrastructure, including public street trees.

- c. The municipality's location of public street trees within state highway rights of way must comply with the Vermont State Standards for the Design of Transportation Construction, Reconstruction and Rehabilitation on Freeways, Roads and Streets (Oct. 1997) as articulated in the Landscape Guide for Vermont Roadways & Transportation Facilities (June 2002).
- 4. For public street trees located in areas that the Downtown Development Board has not designated a Downtown Development District, Growth Center, New Town Center, or Village Center or in areas so designated but where the municipality is unwilling or unable to comply with section B.3 of this Policy, the estimated edge of the street tree crown, at mature height, must comply with the following setback requirements as shown on the attached Public Street Tree Details:
  - a. Except as provided by section B.4.b of this policy, the edge of the street tree crown must be at least 3 feet from the edge of highway shoulder where on-street parking is not permitted, or at least 3 feet from the edge of the travel lane where on-street parking is permitted.
  - b. At an intersecting state or town highway, the street tree crown must be at least 6 feet from both the edge of highway shoulder and the edge of highway shoulder of the intersecting highway.

**POLICY EXCLUSIONS AND CONTINUING AUTHORITY OVER HIGHWAY RIGHTS OF WAY:** This Policy does not apply to 1) public street trees in highway rights of way located in shore-land or riparian areas, 2) roadside vegetation other than public street trees, or 3) street trees proposed by individuals or organizations other than municipalities, 4) public street trees in the highway right of way prior to adoption of this policy. All activities in highway rights of way not addressed by this policy shall continue to be subject to access permitting pursuant to 19 V.S.A. § 1111 and written authorization by VTrans.

---

**POLICY HISTORY**

**ORIGINAL POLICY ADOPTION DATE: 09/10/2015**

REVISION NO:	EFFECTIVE DATE:	REASON:
REVISION NO:	EFFECTIVE DATE:	REASON:
REVISION NO:	EFFECTIVE DATE:	REASON:
REVISION NO:	EFFECTIVE DATE:	REASON:

## **TRANSPORTATION UPDATES**

November 30, 2016

---

These updates are aimed at keeping the TAC informed about potential modifications to State programs and practices that may affect transportation, CVRPC transportation initiatives, VT's Clean Water Act, and other news that may be of interest.

**CVRPC Transportation Program Staffing:** Steve Gladczuk, Senior Planner, was unable to return to work. We wish him well, and continue to hope for his improvement.

Over the next few months, CVRPC will be transitioning Dan Currier into the transportation planner position. Dan currently manages CVRPC's GIS and water quality programs. Dan has some excellent ideas for how CVRPC might strengthen its transportation planning services for communities and integrate transportation more fully into the Commission's other programs. He hopes the TAC will share its ideas too. Dan has been performing an increasing amount of transportation work over the past few years, including preparing towns for the Municipal Roads General Permit, conducting transportation resiliency studies and road erosion assessments, managing stormwater projects, and answering technical assistance questions. Through that work, he has networked extensively with VTrans staff at the project and policy level. Dan will begin staffing the TAC in February 2017.

**Montpelier Transportation Hub:** The One Taylor Street transportation hub continues to move forward. Site preparation work is underway. Currently, workers are repairing a retaining wall along the river. Then, they need to haul away 2,000 tons of PCP-contaminated soil from the site. The actual building phase of one Taylor Street is expected to begin in spring 2017.

The second part of the project will extend the bike path to Main Street. This portion of the project is in the right-of-way acquisition phase. Montpelier acquired one easement, expects to acquire a second, and has an agreement in principle to acquire a third. Once those easements are in place, the City will then reach out to the property owner for Montpelier Discount Beverage. That property owner expects to build a three-story building next to Montpelier Discount Beverage to replace the store. The owner didn't want to start building until the City made progress on acquiring other properties. Once right of way is complete, design, permitting and bidding will take place. The City hopes to start construction on this portion of the project in 2018.

**Transit Route Planning Tool:** VTrans is reviewing a GIS-based tool that allows users to evaluate costs, travel times, and the number of employees and households served by transit routes. If there is interest in using the tool, VTrans may provide funding to support its use.

**FHWA EV Corridor Designation:** Earlier this year, VTrans submitted a northeast electric vehicle corridor nomination to the Federal Highway Administration. I-89 and I-91 in VT were included, and were officially designated. Designation means that there are level 2 or 3 charging infrastructure within 5 miles of an exit at least every 30 miles along the corridor. The designated routes will receive special signage and promotion and were recognized by the White House as part of the President's sustainable transportation initiative.

**Better Connections Grant:** This grant program from VTrans and the VT Agency of Commerce and Community Development (ACCD) works to align state and local investments to increase transportation options, build resilience, and strengthen economic vitality in community centers. Municipalities compete for approximately \$200,000; a 10% local cash match is required. The program supports implementation-focused, municipal planning initiatives that:

- provide safe, multi-modal and resilient transportation systems that supports the Vermont economy,
- support downtown and village economic development and revitalization efforts, and
- lead directly to project implementation

The 2016 application process is underway. Calais and Barre City have expressed an interest in submitting applications. Calais' project involves a feasibility study to evaluate the Route 14 corridor through the Village of East Calais and identify locations for future park and ride facilities, bicycle and pedestrian infrastructure, and traffic calming measures. Barre City is focusing on additional planning for Enterprise Alley. Communities meet with VTrans and ACCD in December and submit applications in January. Information is available at <http://vtrans.vermont.gov/planning/projects-programs/better-connections>.

**Animating Infrastructure Grants:** This program of the Vermont Arts Council supports community projects that integrate art with infrastructure improvements. Through this program, the Council strives to demonstrate the positive impact of art in helping communities meet goals of livability, walkability, safety, economic vitality, and community vibrancy, and to support the creation of unique infrastructure projects where function and art are one and the same. The Council's definition of infrastructure is broad. Anything that serves a functional purpose in the built or natural environment qualifies. Proposed projects would not be limited to, but could include improvements to libraries, farmers' markets, fire stations, recreational paths, parks, bridges, small-scale renewable energy projects, and water treatment facilities. For examples of fundable projects, visit <http://www.vermontartscouncil.org/grants-and-services/organizations/animating-infrastructure>.

---

## **Future TAC Meeting Agendas**

Below is a preview of upcoming TAC meeting agendas for consideration by the TAC.

### January 24

- Transportation Impact Fees (Act 145) and their Applicability for Central Vermont Projects (Joe Segale, VTrans)
- District Leveling and Project Prioritization
- Planning Study Prioritization for CVRPC Transportation Work Program

### February 28

- VTCulverts data review of Town Highway Bridge and Culvert inventories
- Project Prioritization and Conformance with Regional Plan policies

### March 28

- Project Prioritization and Conformance with Regional Plan policies continued
- Systemic Local Road Safety (SLRS) Identification and Prioritization