



TRANSPORTATION ADVISORY COMMITTEE

Tuesday, February 23, 2021, 6:30 p.m.

Via GoToMeeting

Join via Computer, Tablet or Smartphone: <https://global.gotomeeting.com/join/933957109>

Dial in via Phone: +1 (872) 240-3412; Access Code: 904-857-757

For supported devices, tap a one-touch number below to join instantly.

One-touch: <tel:+18722403212,,933957109#>

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/933957109>

*Action Item

AGENDA

- 6:30** **Introductions**
 Adjustments to the Agenda
 Public Comments
- 6:35** **Approve November TAC Minutes (enclosed)***
- 6:40** **Project Proposals for Transportation Planning and Studies (enclosed)**
 Submissions will be reviewed and prioritized by the Committee
- 8:00** **VTrans Project Prioritization Test Run (enclosed)**
 If time permits Zoe Neaderland will do a test run for the TAC
- 8:15** **TAC Member Concerns** - Roundtable for any issues, questions, and town
 updates from TAC members.
- 8:29** **Next TAC Meeting March 23rd**
- 8:30** **Adjourn**

Persons with disabilities who require assistance or special arrangements to participate in programs or activities are encouraged to contact Nancy Chartrand at 802-229-0389 or chartrand@cvregion.com at least 3 business days prior to the meeting for which services are requested.

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
Transportation Advisory Committee (TAC)
DRAFT Minutes
January 26, 2021

Attendees:

x	Barre City: Scott Bascom		Northfield: Jeff Shultz
x	Barre Town Alt: Sebastian Arduengo	x	Orange: Lee Cattaneo
x	Berlin: Robert Wernecke, Vice-Chair	x	Plainfield: Bob Atchinson
	Cabot: John Cookson	x	Roxbury: Gerry D'Amico
x	Calais: David Ellenbogen	x	Waitsfield: Don La Haye
x	Duxbury: Alan Quackenbush		Warren: Jim Sanford
	East Montpelier: Frank Pratt	x	Washington: Peter Carbee
	Fayston: Matt Lillard	x	Waterbury: Steve Lotspeich, Chair
	Marshfield: Robin Schunk	x	Williamstown: Rich Turner
x	Middlesex: Ronald Krauth		Woodbury: Vacant
	Montpelier: Dona Bate	x	Worcester: Bill Arrand
x	Moretown: Joyce Manchester		

Staff: Ashley Andrews

Guest: Zoe Neaderland, VTrans; Chris Damiani, GMT, and Alice Peal Mad River Valley Planning District TAC

Chair S. Lotspeich called the meeting to order at 6:31 pm. Quorum was present. Introductions were completed.

Adjustments to the Agenda

A. Andrews informed the TAC that CVRPC was in the process of hiring a new Senior Transportation/ Land Use Planner. They will be invited to the first meeting that they are employed.

Public Comments

Z. Neaderland stated that the Draft Rail Plan would be available in the next few weeks and she would send it to A. Andrews to send to the TAC.

Review of Draft November Minutes

*R. Krauth motioned to approve the minutes as corrected; D. La Haye seconded. **Motion carried.***

FFY21 Transportation Planning Initiative Amendment

1 CVRPC adopted an organizational budget adjustment after the previous TPI work program and
2 adjustment had been accepted by the TAC. The approved budget reflected new contracts and
3 additional expenses, including hiring a transportation planner. As a result, CVRPC is revising its
4 proposed FFY21 TPI work program and budget adjustment. VTrans was delayed in processing
5 the previous request, and this change is being substituted. Changes include:

- 6
- 7 • Incorporating the State's request for CVRPC to serve as lead RPC as VTrans expands the
- 8 Transportation Planning Resilience Tool (TRPT) statewide,
- 9 • Reallocating tasks among staff to reflect workload shifts that will occur with the
- 10 addition of a transportation planner in 2021, and
- 11 • Transferring funds from personnel to contractual to support contractor services for a
- 12 feasibility or other study.
- 13

14 CVRPC issued a request for project ideas in January 2021. Tasks were reallocated among staff to
15 reflect workload shifts that will occur with the addition of a transportation planner in 2021. As
16 noted in the previous adjustment request, funds in Tasks 1 and 3 were reduced to
17 accommodate use of Planning Technicians through December 2020 by reducing the Executive
18 Director's hours for Tasks 3 and 4. Funds were added to Task 6 for the TRPT assistance. Exhibits
19 2-3-4 reflect the adjusted budget.

20
21 *R. Krauth moved that the TAC recommend the amendment. D. LaHaye seconded. **Motion***
22 *carried.*

23 24 **TPI Funded Special Projects**

25 A. Andrews and S. Lotspeich presented on three previously funded TPI studies around the
26 region. CVRPC has sent out an RFP for Transportation Planning Services and/ or Studies for fy21
27 and the TAC will decide on which to fund for the February TAC meeting

28 29 **Act 151 Energy; Energy efficiency; Transportation**

30 A. Andrews presented on Act 151 which is an act related to energy efficiency entities and
31 programs to reduce greenhouse gas emissions in the thermal energy and transportation
32 sectors. The act allocated 2 million dollars to reduce greenhouse gas emissions. If the TAC is
33 interested in learning more about the Act, Andrews will get someone to come. It was suggested
34 that the TAC also get someone to present on what the State is doing to get electric school and
35 transit buses.

36 37 **TAC Member Concerns**

38 R. Wernecke is upset with the State (VTrans and ANR) because there is a large steel corrugated
39 culvert at the intersection of Fisher Rd and Paine Turnpike S, on Fisher Rd that has failed and
40 the Town has had to temporarily close the road. The State installed the culvert in 1989, and

1 then gave it to the Town to maintain. The Town doesn't have the funds to fix it and it is a major
2 through fair to the Hospital, and the State is unwilling to help.

3

4 **Adjourn**

5 *D. La Haye moved to adjourn the meeting at 8:20 pm; B. Arrand seconded. **Motion carried.***

DRAFT



MEMO

Date: February 16, 2021
To: Transportation Advisory Committee
From: Bonnie Waninger, Executive Director
Re: Transportation Study Application

☒ **ACTION REQUESTED:** Prioritize projects for funding through CVRPC's Transportation Planning Initiative work program.

In January, CVRPC issued a Request for Proposals for transportation planning and studies to be completed in spring and summer 2021. The RFP letter is enclosed. It highlights the range of potential project eligible for project funding.

CVRPC received the following project ideas (in order of receipt):

- Sidewalk Master Plan from Town of Berlin
- Transit Strategic Plan from Green Mountain Transit
- Building Linkages, Bolstering Local Economies from CVRPC (trail connection master plan)
- East Calais Village Walkability from Town of Calais (3 projects; potential to combine)
- Ridge and River Routes Implementation from Town of Northfield (2 projects combined as one)

We've encouraged representatives of the project to be available at the TAC meeting to briefly present their ideas and answer any questions the TAC may have. The TAC's role is to prioritize the projects for funding.

Based on those priorities, staff will work with the sponsor of the highest priority project to refine/define the scope. Staff will then solicit proposals from our pre-qualified consultants. For the Green Mountain Transit project, CVRPC would pass funding to GMT.

CVRPC's pre-qualified consultants are: Dubois & King, McFarland and Johnson, and Stantec.



Date: January 25, 2021
To: Municipal Officials and Interested Parties
From: Bonnie Waninger, Executive Director
Re: Request for Project Proposals for Transportation Planning and Studies

The Central Vermont Regional Planning Commission (CVRPC) is requesting proposals for transportation planning and studies to be completed in spring and summer 2021. Help us make getting around easier, safer, and more convenient for everyone by contributing your transportation planning and study ideas.

CVRPC will complete ~\$20,000 in transportation special projects and studies using funding from the Vermont Agency of Transportation's Transportation Planning Initiative. These projects may use, but are not required to use, consultant services. We would appreciate your ideas for projects that would benefit Central Vermont. Our funds cannot be used for construction; planning helps shape projects for future construction. Projects might include, but are not be limited to:

- rail, transit, park & ride, airport and bicycle/pedestrian/trail studies,
- intersection improvements,
- roadway corridor or freight studies,
- traffic circulation analysis,
- transportation capital budgets,
- multi-town road improvement plans,
- streetlight or traffic signal analysis,
- transportation user surveys
- transportation-related energy audit,
- road surface, sign, culvert/bridge, road erosion, & sidewalk inventories,
- infrastructure resilience improvements,
- traffic calming planning,
- asset management plan,
- applying green infrastructure to streets,
- active transportation plans,
- Complete Streets practices,
- Safe Routes to School planning
-

Project ideas should be submitted in writing to Bonnie Waninger, Executive Director, waninger@cvregion.com by **February 16, 2021** using the application form. Each submission will be reviewed and prioritized by CVRPC's Transportation Advisory Committee at its February 23, 2021 meeting. Project work begins April 2021.

The CVRPC provides planning and technical assistance in the areas of community development, transportation, natural resources, housing, economic development, and emergency management to 23 municipalities in Central Vermont, including all of Washington County and Orange, Washington, and Williamstown in Orange County. The collaboration between CVRPC, Central Vermont municipalities, and other related resource agencies results in the development and implementation of plans that support sustainable development and improve the region's environment and quality of life. For more information about the CVRPC, please visit www.centralvtplanning.org.

Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by (Name, Title): Thomas Badowski – Assistant Town Administrator

Municipality/Agency/Organization: Town of Berlin

Telephone: (802) 229- 2529

Email: zoning@berlinvt.org

2. PROJECT INFORMATION

a. Project Title: Sidewalk Master Plan

b. Project Location (name of roadway, intersection, geographic area, etc.): *Attach map if needed*

See attached “Town Center” Map

c. Project Description (100 words max):

The Town of Berlin has a goal of building pedestrian infrastructure throughout the Town of Berlin to support the quality of life, safety and an active community. In order to achieve this goal, the Town of Berlin needs to create a Sidewalk Master Plan. Sidewalk infrastructure has a number of benefits seen throughout the community, including enhancing bicycle and pedestrian safety, improving air pollution and vehicle congestion by providing an alternate means of travel, and encouraging an active lifestyle.

The purpose of this plan is to identify existing infrastructure, develop a plan for Major Sidewalks, Minor sidewalks, Multi-Use Pathways and set standards for future growth.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$ 25,000

Will you accept a partial project funding? (Yes/No)	YES
Will you be contributing any funds toward the project? (Yes/No)	YES
If Yes, how much? In the form of Staff Time	\$5,000

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☒ Enhances the safe, efficient operation of the transportation system.
- ☒ Maintains/increases regional and/or local economic development.
- ☒ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☒ Complements other local/regional activities or initiatives.
- ☐ Other (please explain)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency? Please describe.

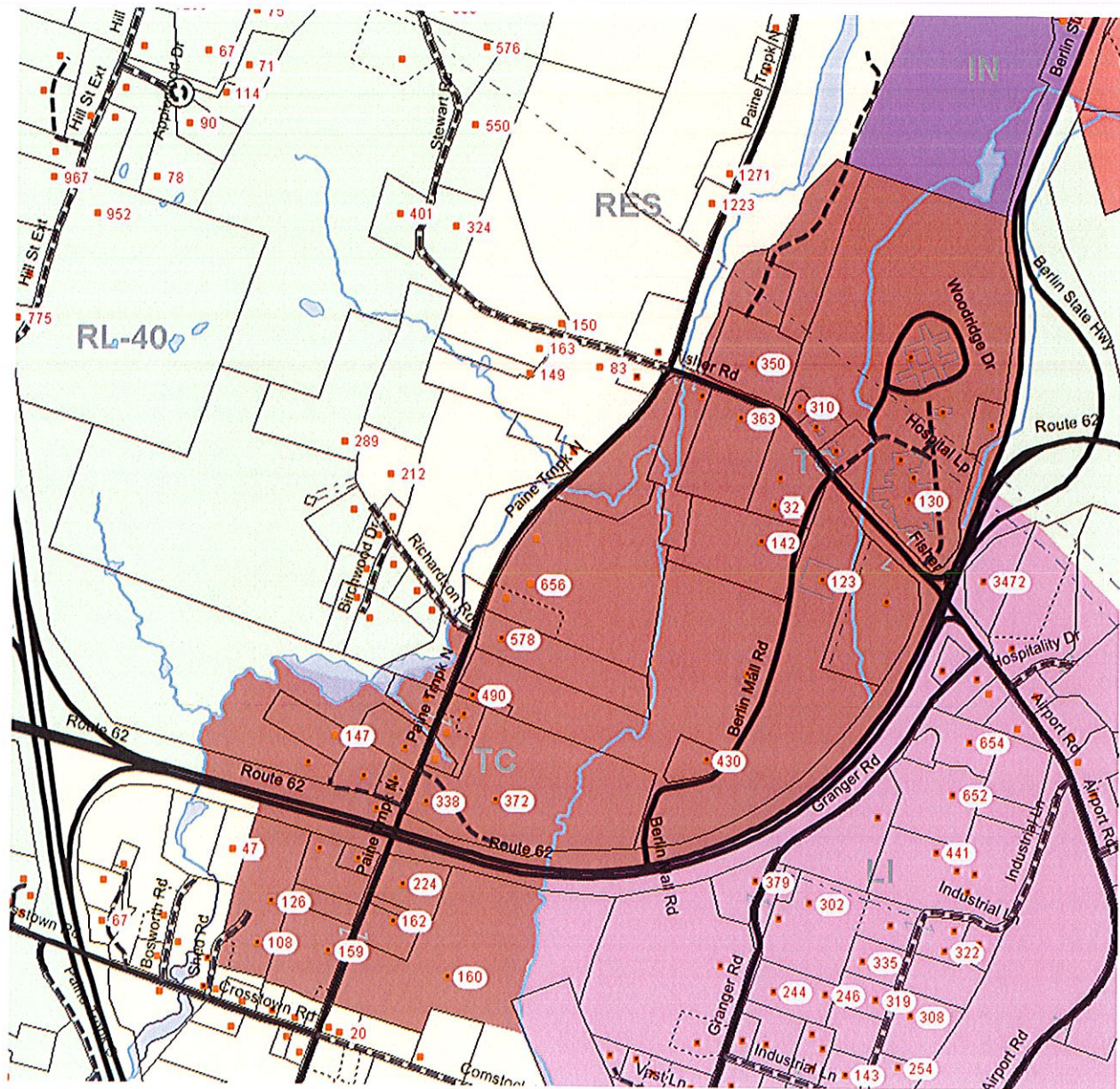
See #7 of attached Implementation Program from August 14, 2018, Berlin Town Plan

c. Are there traditionally underserved populations in the project study area? No

If so, will this project require more than routine public engagement to reach them? No

d. How will this project be implemented after planning is complete?

Berlin will seek a Tax Increment Finance District to stimulate economic development in the project area.



9. IMPLEMENTATION PROGRAM

The actions identified in each chapter, which are intended to be the means by which the Town of Berlin will implement vision, goals and objectives of this plan, are summarized below with an indication of when the action is currently anticipated to occur (some actions are an ongoing part of town government and are therefore not assigned to a particular year) and the parties involved. While this plan can be in place for up to eight years, specific actions are assigned only for the next five years with the expectation that needs and priorities may evolve over time and that several of the actions, once underway or completed, are likely to generate a need for follow-up actions not currently identified. Not all of the 20 actions listed below may be fully completed within the 8-year planning period, but the Town of Berlin recognizes the actions assigned to a specific year as top priorities for the community and intends to make as much progress as possible on their successful implementation.

1	Adopt revised land use and development regulations that will implement the vision, goals, objectives and policies of this plan.	LAND USE, page 7 , Action 1 TRANSPORTATION, page 19 , Action 2 HOUSING, page 25 , Action 2 ECONOMIC DEVELOPMENT, page 27 , Action 4 FLOOD RESILIENCE, page 29 , Action 4	2019 Planning Commission, Selectboard, town voters
2	Update and re-adopt Berlin's All Hazards Mitigation and Emergency Operations plans, and ensure they are consistent with the goals, objectives and policies of this plan.	FLOOD RESILIENCE, page 29 , Action 1	2019 Emergency Management Team, Planning Commission, Selectboard, Central Vermont Regional Planning Commission
3	Maintain a capital improvement program that is aligned with the goals and objectives of this plan, and meets the requirements for the proposed new town center designation.	UTILITIES & FACILITIES, page 21 , Action 1	2020 Town Administrator, Assistant Town Administrator and department heads, Selectboard, Planning Commission, town voters
4	Seek a new town center designation from the state for the Berlin Mall and surrounding area, which will require the following actions by the town: adopt an official map, adopt a capital improvement program, execute a community investment agreement with town center property owners, and dedicate water/wastewater reserves to the town center.	LAND USE, page 7 , Action 2 ECONOMIC DEVELOPMENT, page 27 , Action 2	2020 Planning Commission, Selectboard, town center property owners
5	Seek village center designations from the state for Riverton and Berlin Corners.	LAND USE, page 7 , Action 3	2021 Planning Commission, Selectboard
6	Maintain an up-to-date inventory of property available for commercial and industrial development, infill and redevelopment.	ECONOMIC DEVELOPMENT, page 27 , Action 5	2022 Town Administrator and Assistant Town Administrator, Central Vermont Economic Development Corporation, Central Vermont Regional Planning Commission
7	Develop and adopt a policy regarding the construction and maintenance of sidewalks along public roads.	TRANSPORTATION, page 19 , Action 3	2023 Highway Superintendent, Selectboard
8	Continue to extend municipal water and sewer in the northeast quadrant to support future economic growth and residential development in a manner consistent with smart growth principles (as defined in statute) and as necessary to protect public health, and dedicate reserve capacity to support development within the proposed new town center.	LAND USE, page 7 , Action 4 UTILITIES & FACILITIES, page 21 , Action 2 HOUSING, page 25 , Action 1 ECONOMIC DEVELOPMENT, page 27 , Action 3	ONGOING Town Administrator, Assistant Town Administrator, Sewer Commission, Selectboard, town voters

PHOTO: TOBY TALBOT

Central Vermont Regional Planning Commission

Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext. 01.

1. GENERAL INFORMATION**Submitted by** (Name, Title): Jamie Smith, Director of Marketing and Planning**Municipality/Agency/Organization:** Green Mountain Transit**Telephone:** (802) 540-1098**Email:** jamie@ridegmt.com**2. PROJECT INFORMATION****a. Project Title:** GMT Transit Strategic Plan**b. Project Location** (name of roadway, intersection, geographic area, etc.): *Attach map if needed*
N/A**c. Project Description** (100 words max):

In 2010 and 2012, Transit Development Plans (TDP) were created for CCTA/GMTA laying out 10-year plan for programs and expansion. These plans addressed unmet needs, but did not include analysis and evaluation of current services. The NextGen Service Study project (2017) focused on existing services and reallocating resources.

The Transit Strategic Plan (TSP) is envisioned to be a more comprehensive document than previous studies. In addition to analyzing current service and considering unmet needs, the TSP will include design/performance standards, a strategic vision, and a data collection program to support future planning. It will be a unified urban and rural plan, and serve as the strategic planning, management and policy document for GMT.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$6,000

Will you accept a partial project funding? (Yes/No)	Yes
Will you be contributing any funds toward the project? (Yes/No)	Yes
If Yes, how much?	GMT will dedicate another \$6,000-\$8,000 to complete this project.

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)**a. How will this project benefit regional or local planning?** *(check all that apply)*

- ☒ Enhances the safe, efficient operation of the transportation system.
- ☐ Maintains/increases regional and/or local economic development.
- ☒ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☒ Complements other local/regional activities or initiatives.
- ☐ Other (*please explain*)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency?

The TSP is a new document, incorporating current GMT policies and documents, that will help create a transparent decision-making tool for the staff and board to evaluate service changes, financial decisions, and future development of the overall GMT transit system effective upon the TSP's completion.

The TSP will be used immediately towards developing a transparent process for the public, GMT Board of Commissioners, and staff demonstrating both the short-term and long-term actions to meet the organizations goals.

c. Are there traditionally underserved populations in the project study area? Yes/No

In the service guidelines portion of the document, there is likely several groups of underserved populations.

If so, will this project require more than routine public engagement to reach them? Yes/No

Yes. For each outreach effort, Green Mountain Transit should identify the demographics of those who may be affected by the change being considered. Then, outreach strategies should be designed to inform and solicit input from these populations, creatively seeking to engage those who would not otherwise learn about our process via mainstream communication channels. These outreach strategies should include, but not be limited to, the following:

- posting of information at bus stops or onboard buses and at community gathering places such as libraries, schools, and community centers
- conversations with people on the bus and at stops, community events, and information tables
- public meetings
- questionnaires
- conversations with community or stakeholder groups
- online and/or mailed information, social media, news releases, and advertisements
- community advisory groups or sounding boards
- translation and distribution of materials in accessible formats and/or provision of interpretation for populations with limited or no English proficiency and people with disabilities

d. How will this project be implemented after planning is complete?

This document will go to the full GMT Board of Commissioner for adoption. This will serve as the main planning document for the organization and will contain tracking mechanism to track the progress of the organization.

Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by (Name, Title): Clare Rock, Senior Planner and Zachary Maia, Assistant Planner
Municipality/Agency/Organization: Central Vermont Regional Planning Commission
Telephone: (802) 229 - 0389
Email: rock@cvregion.com maia@cvregion.com

2. PROJECT INFORMATION

a. Project Title: Building Linkages, Bolstering Local Economies.

b. Project Location: Central Vermont Region (23 municipalities)

c. Project Description (100 words max):

CVRPC will inventory, assess, and analyze the current on- and off-road multi-modal transportation and recreation infrastructure system to identify new linkages for future investment. Building linkages between local and regional destinations, growth centers, downtowns and villages will increase demand for not only recreation-related services and products but also other local businesses. The Department of Forest, Parks and Recreation identified trail usage contributes \$15 million annually to the State economy through spending on food, drinks, and lodging; and attracts over 400,000 trail users to the State every year. Undertaking this first integral step will furthering the crucial network in Central Vermont.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$25,000 - \$30,000

Will you accept a partial project funding? (Yes/No)	Yes
Will you be contributing any funds toward the project? (Yes/No)	No
If Yes, how much?	

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☒ Enhances the safe, efficient operation of the transportation system.
- ☒ Maintains/increases regional and/or local economic development.
- ☒ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☒ Complements other local/regional activities or initiatives.
- ☐ Other (please explain)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency?

This project represents implementation of the *Central Vermont Regional Plan 2016, Amended 2020*. The Utilities, Facilities, and Services and Economic Chapter of this plan are generally supportive of the planning of off-road transportation facilities. Outdoor Recreation Policy 12 states, "CVRPC will work towards and support the maintenance and development of trail and greenway networks to provide for recreational diversity, tourist amenity, habitat linkage, and low impact transportation choices." (Utilities, Facilities, and Services 5-52) Similarly, Policy 17(D) of the Economic chapter states that CVRPC shall "Work with municipalities to identify viable options for expanded commercial and public outdoor recreational facilities, including trail development and related infrastructure that are environmentally and culturally sustainable." (Economic, 7-21). This project will also inform critical elements of the new Regional Plan (due for adoption in 2024) and guide State, Regional and Local investments in the post COVID economic recovery.

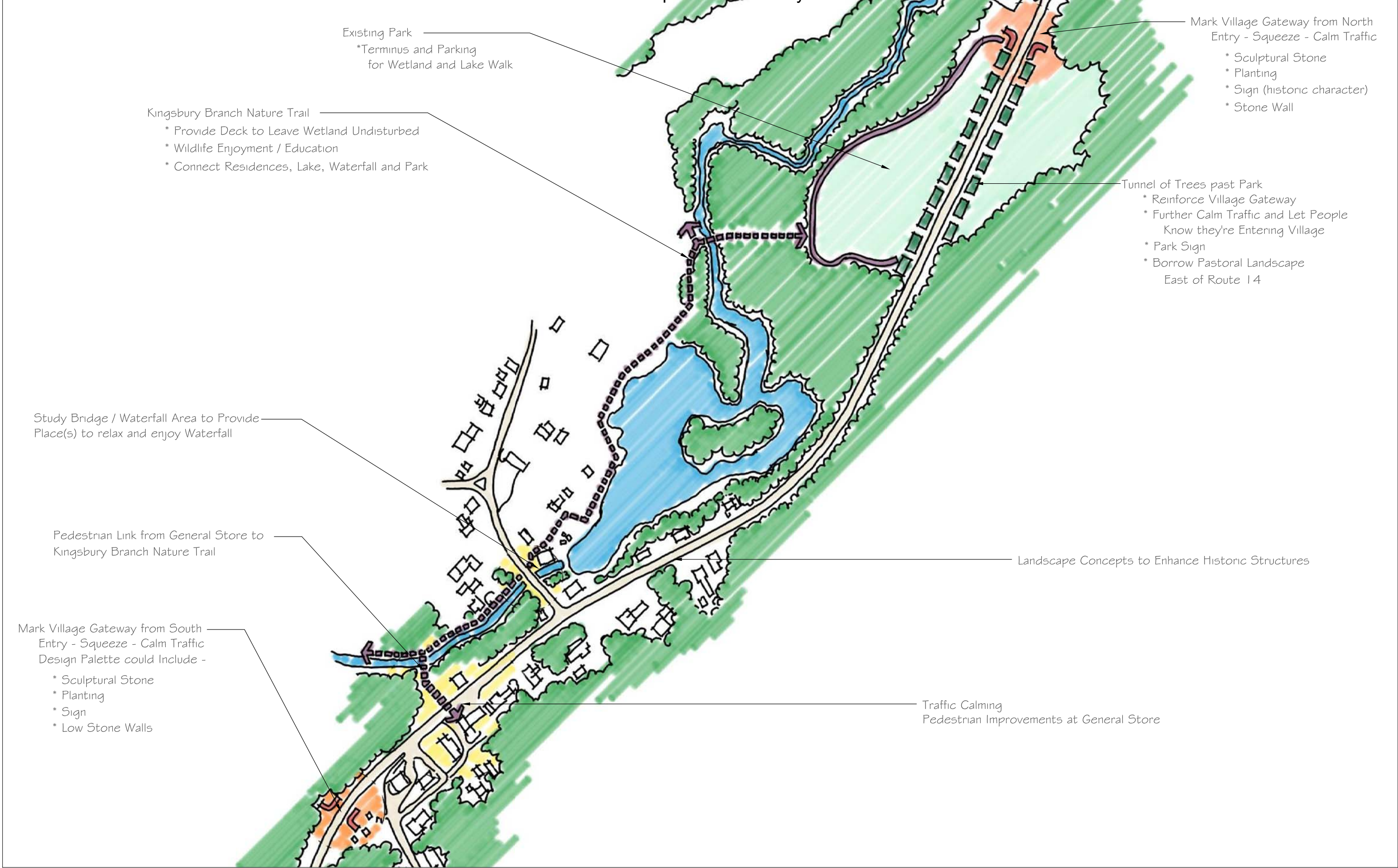
c. Are there traditionally underserved populations in the project study area? Yes

If so, will this project require more than routine public engagement to reach them? Yes

Along with municipal boards, trail groups, local businesses groups, and outdoor recreation based organizations, Downstreet Housing (Central Vermont's largest provider of affordable housing) and the VT Center for Independent Living (VCIL, a statewide organization working to make Vermont communities friendlier and more accessible to all people with disabilities) will be invited to participate in the identification of linkages and destinations. These stakeholder groups will ensure the process and outcomes are equitable and accessible to residents and visitors to Central Vermont.

d. How will this project be implemented after planning is complete?

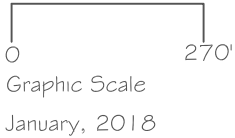
Once complete this project will serve as a decision making resource to guide future investment of Federal, State and Local funds in the development of a coordinated regional multi-modal transportation and recreational system. Implementation will rely on municipal cooperation, and ongoing coordination with trail building and maintenance partners, including private landowners, Cross Vermont Trail, the Vermont Department of Forests, Parks, and Recreation.



East Calais

Concept Diagram for Village Identity, Traffic Calming and Kingsbury Branch Pedestrian Way

Michael Lawrence & Assoc. Landscape Architects Essex Junction, Vermont



Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by (Name, Title): Janice Ohlsson Chair Calais Planning

Municipality/Agency/Organization: Calais and East Calais Community Trust

Telephone: (802)232-1028 802-522-5916 [cell]

Email: jgohlsson@gmail.com

2. PROJECT INFORMATION

a. Project Title: Calais feasibility study for safer pedestrian crossing

b. Project Location (name of roadway, intersection, geographic area, etc.): *Attach map if needed*
this is located along VT Route 14 : crossroads would be at Back Street where the General Store is and /or at Moscow Woods Rd.

c. Project Description (100 words max):

Calais would like to promote a way to cross busy VT 14 either by the General Store across to a green park area and hiking trails. Also an ability to cross VT 14 at the Moscow Woods Rd interchange to make it safer to get to the Post Office .

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$ _____

Will you accept a partial project funding? (Yes/No)	yes
Will you be contributing any funds toward the project? (Yes/No)	Probably not
If Yes, how much?	

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☐ Enhances the safe, efficient operation of the transportation system.
- ☒ Maintains/increases regional and/or local economic development.
- ☐ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☐ Complements other local/regional activities or initiatives.
- ☐ Other (please explain)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency? Please describe. Goal 3 of Section Managing Land Use and Smart Growth of Calais Town Plan is to encourage dense development in the Village Districts. This project is in a Designated Village Center near a soon to be renovated building with 3 "low income" apartments. Also as the general store gets reopened, customers like to use the green across from the store and provide access to the trail system Calais is developing as part of it Recreational Resources in the Town Plan. Also in Transportation Section we discuss East Calais road issues.

c. Are there traditionally underserved populations in the project study area? Yes/No no
If so, will this project require more than routine public engagement to reach them? Yes/No

d. How will this project be implemented after planning is complete?

Probably have to get another grant to pay to develop the bridges or crossovers this feasibility study says is possible.

Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by (Name, Title): Janice Ohlsson Chair Planning

Municipality/Agency/Organization: Calais

Telephone: (802) -232-1028 -

Email: jgohlsson@gmail.com

2. PROJECT INFORMATION

a. Project Title: Creating a safer intersection in East Calais Village Center

b. Project Location (name of roadway, intersection, geographic area, etc.): *Attach map if needed*
Vermont Route 14, Church St., Back Street, and Marshfield Rd

c. Project Description (100 words max): through whatever topography and history of these roads we have a most unsafe intersection. The line of site at Church St and Route 14 is bad: There was a meeting just before COVID before Dan left where we walked the roads. Not sure what kind of transportation or total rerouting can be done. We are installing solar speed signs not sure what else can be done, but it could use more study.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$ _____

Will you accept a partial project funding? (Yes/No)	yes
Will you be contributing any funds toward the project? (Yes/No)	???
If Yes, how much?	

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☒ Enhances the safe, efficient operation of the transportation system.
- ☐ Maintains/increases regional and/or local economic development.
- ☐ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☐ Complements other local/regional activities or initiatives.
- ☐ Other (please explain)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency? Please describe. Transportation Section in our town plan specifically discusses this area of concern. This has been a concern since 1993. Maybe it is time to solve the problem in addition to doing the pedestrian paths.

c. Are there traditionally underserved populations in the project study area? Yes/No

If so, will this project require more than routine public engagement to reach them? Yes/No

d. How will this project be implemented after planning is complete?

Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by (Name, Title): Janice Ohlsson Chair Planning Commission

Municipality/Agency/Organization: Calais

Telephone: (802) 232-1028 -

Email: jgohlsson@gmail.com

2. PROJECT INFORMATION

a. Project Title: Building Pedestrian and bike paths in East Calais

b. Project Location (name of roadway, intersection, geographic area, etc.): *Attach map if needed*
Along Marshfield Rd, Back Street, Route 14, and Moscow Woods Rd in the heart of the Designated Village Center

c. Project Description (100 words max): To build pedestrian and bike paths along the roads for the people who walk, jog and exercise. Right now they walk on the roads themselves. Route 14 with its truck traffic – well one takes one's life into their own hands. Also to walk within the village safely to get to the General Store, and Post Office.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$ _____

Will you accept a partial project funding? (Yes/No)	yes
---	-----

Will you be contributing any funds toward the project? (Yes/No)	possibly
If Yes, how much?	negotiable

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☐ Enhances the safe, efficient operation of the transportation system.
- ☐ Maintains/increases regional and/or local economic development.
- ☐ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities.
- ☒ Complements other local/regional activities or initiatives.
- ☒ Other (*please explain*) Allows for the promotion of health by having a safe place to walk, bike, and jog.

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency? Please describe. This would meet 3 aspects of the Town Plan.... Economic Development [better walkways to get to the General Store], Recreational Resources that promote the walkways as lead-ins to recreational trails promoting the better health of our residents. Most importantly in our Transportation section we expressly state that “ the lack of pedestrian walkways in the East Calais Village Center produces undesirable conflict between vehicular traffic and pedestrian traffic.”

c. Are there traditionally underserved populations in the project study area? Yes/No no
If so, will this project require more than routine public engagement to reach them? Yes/No

d. How will this project be implemented after planning is complete?

A grant to build the pathways I suppose

Central Vermont Regional Planning Commission Transportation Project Application Form

(Form is available in Word format at www.centralvtplanning.org)

Applications should be no more than 2 pages (excluding any maps). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. Deadline for receipt of completed submissions is Tuesday, February 16, 2021. Please email completed forms in Word format to waninger@cvregion.com.** If you do not have access to email, please call 802-229-0389 ext 01.

1. GENERAL INFORMATION

Submitted by: Jon Ignatowski, Economic Development Director

Municipality/Agency/Organization: Town of Northfield

Telephone: (802) 485-9835

Email: jignatowski@northfield.vt.us

2. PROJECT INFORMATION

a. Project Title: Northfield Ridge and River Routes Implementation

b. Project Location (name of roadway, intersection, geographic area, etc.): *Attach map if needed*

This project is focused on the Route 12 corridor in Northfield, and the Slate/Elm/Prospect/Byam Hill neighborhood in relationship to the Northfield municipal forest. Please see the attached maps.

c. Project Description (100 words max):

This project will catalyze the implementation of two Ridge and River Routes priorities: to increase the number of pedestrian crosswalks on the Route 12 corridor, and to establish and enhance accessibility to Northfield's municipal forest.

d. Estimated Cost: *If you are able to estimate the budget, please include that information.*

\$_____ ~ \$20,000

Will you accept a partial project funding? (Yes/No)	Yes
Will you be contributing any funds toward the project? (Yes/No)	No
If Yes, how much?	

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. How will this project benefit regional or local planning? (check all that apply)

- ☒ Enhances the safe, efficient operation of the transportation system (*through the provision of crosswalks on a busy vehicular corridor*)
- ☒ Maintains/increases regional and/or local economic development (*by increasing access to a Town amenity that holds great potential for recreational tourism*)
- ☐ Increases multimodal travel options, connections, and/or reduces travel delays for people and goods.
- ☒ Increases the livability of local communities (*by providing pedestrian infrastructure that enhances walkability and by increasing access to a public recreational amenity*)
- ☒ Complements other local/regional activities or initiatives (*such as catalyzing the local economy and bolstering the attractiveness of Northfield to new businesses and residents*)
- ☐ Other (*please explain*)

b. Demonstrate where this project is identified in a local plan, or how it addresses an existing, documented need. Or, is this a newly identified project for which there is a sense of urgency?

Chapter 4 of the NRRR Plan explicitly calls for the installation of RRFB protected crosswalks on the Route 12 corridor. Specific locations are illustrated in the Opportunity Map on page 43, including the intersections of Gould/Union Brook/Route 12, Slate/Route 12, and Center/Route 12. The NRRR plan is premised on a documented need for safer pedestrian crossings on the Route 12 corridor.

Chapter 5 of the NRRR Plan details the need for Town Forest trailhead parking areas and increased connectivity to the downtown area. No formal parking areas exist for the Town Forest. While the Forest can be accessed through the Shaw Center, parking is limited and access is not guaranteed. The NRRR group has received an overwhelming amount of support for the development of trailhead parking, as visitors and individuals that are not as able-bodied find that current access options are prohibitive. The NRRR has also conducted preliminary outreach to residents in the vicinity to understand support for the project and assess current and future impacts to the neighborhood.

c. Are there traditionally underserved populations in the project study area? Yes/No

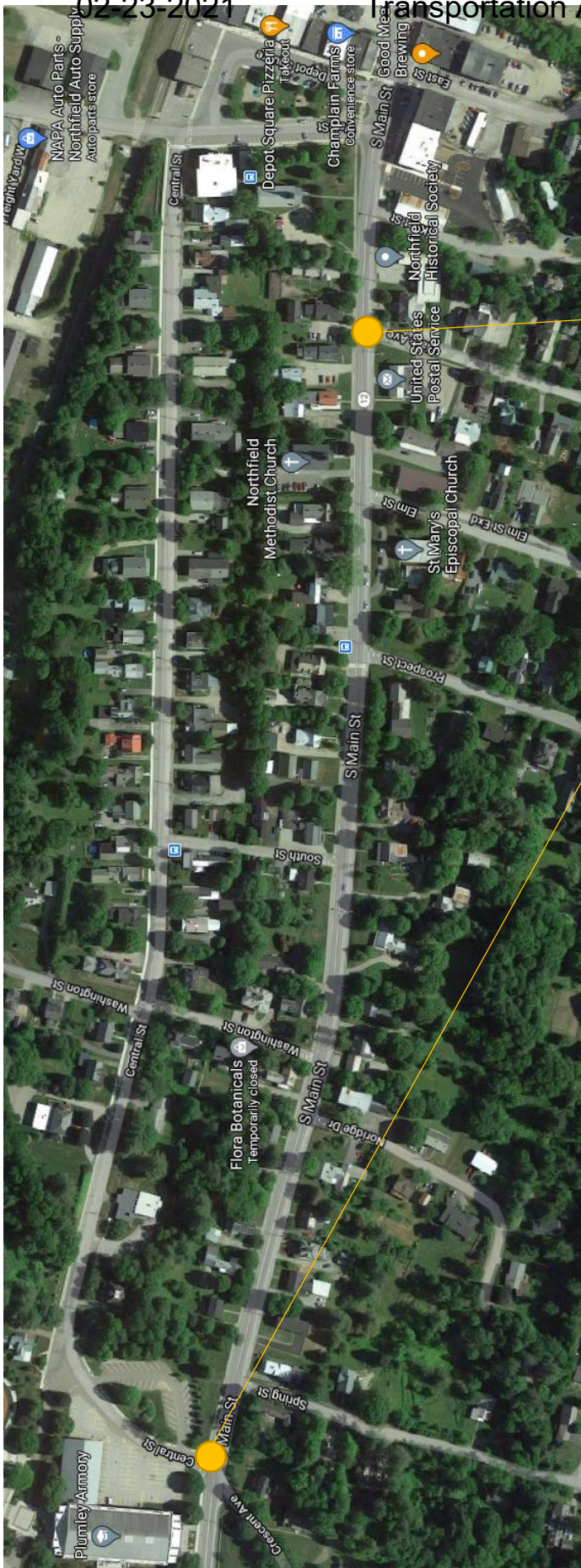
If so, will this project require more than routine public engagement to reach them? Yes/No

The pedestrian crossing in Northfield Falls will benefit a traditionally underserved neighborhood. The NRRR group reached out to Northfield Falls residents, and their feedback was used to guide the objectives and priorities of the plan.

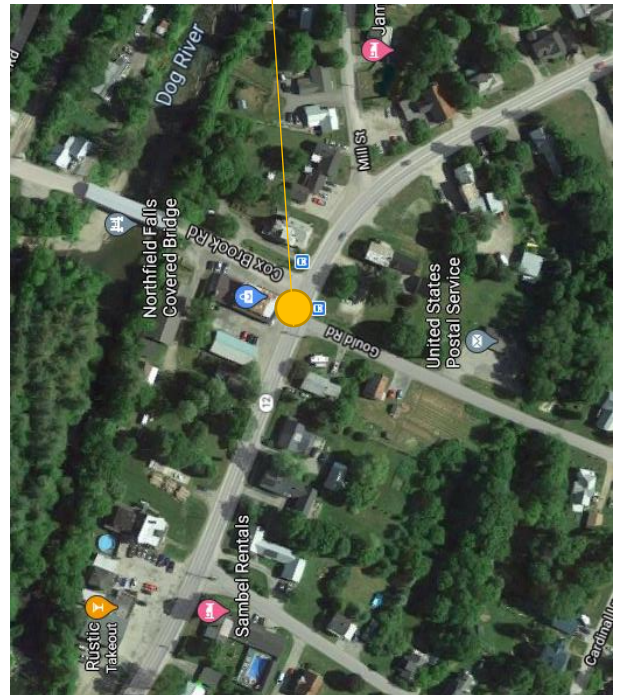
d. How will this project be implemented after planning is complete?

After planning is complete for the Route 12 crosswalks, the Town of Northfield will apply for a VTrans Small-scale Bicycle and Pedestrian Grant, or a similar grant opportunity. After planning is complete for trailhead parking, the Town of Northfield will apply for a VOREC grant to install trailhead parking and other associated recreational amenities.

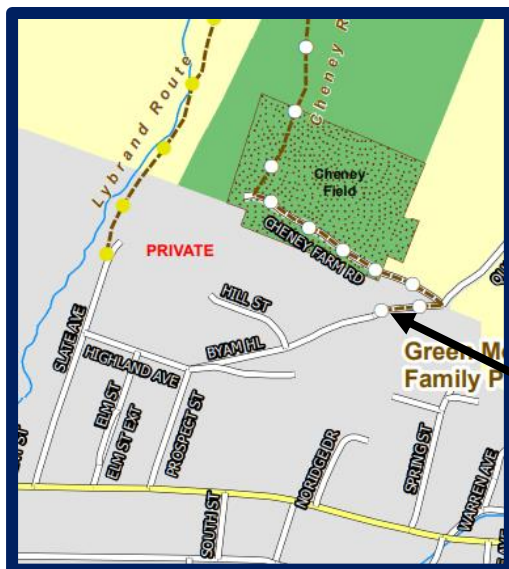
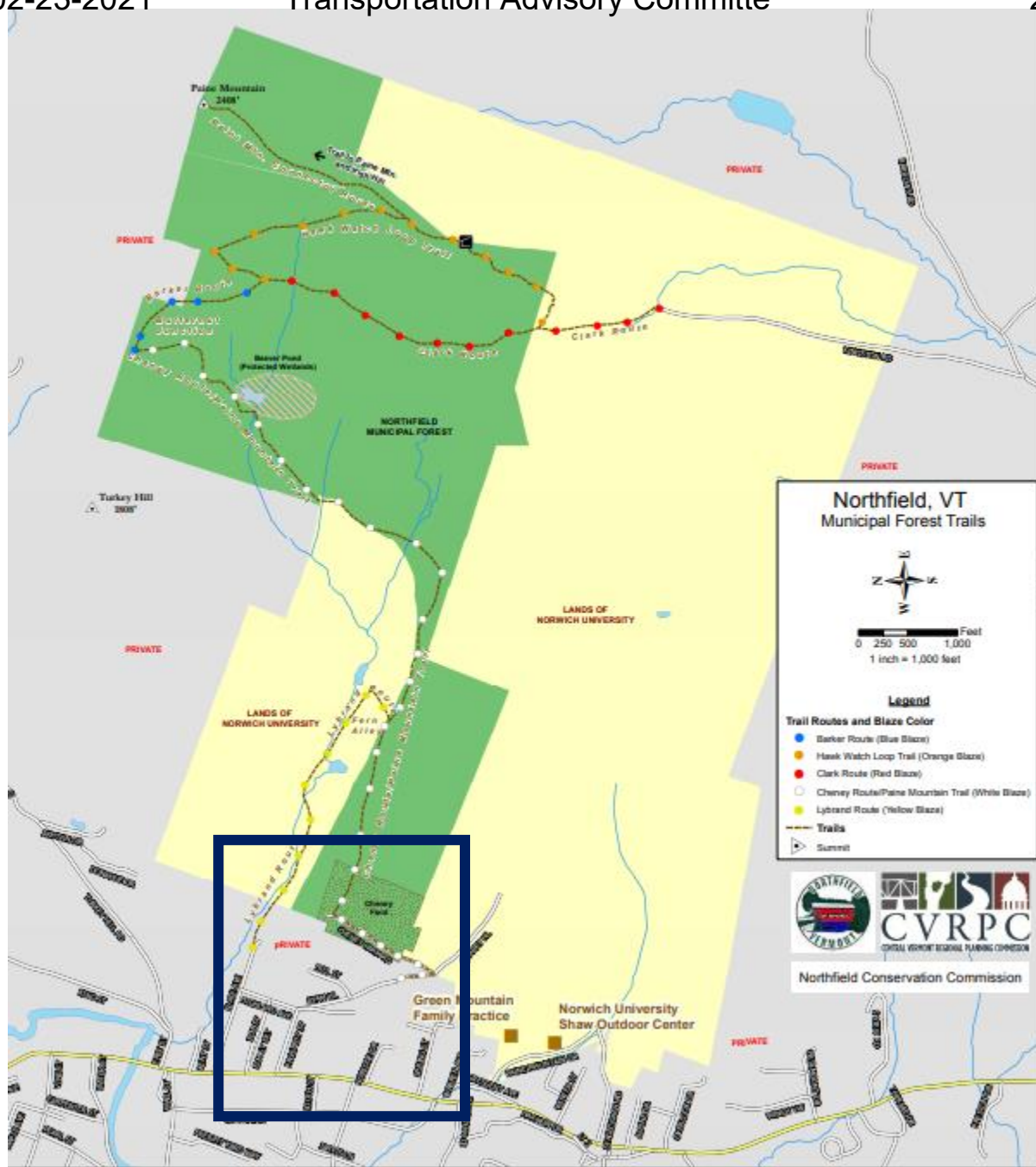
Sites of proposed crosswalks on Route 12



Northfield Village



Northfield Falls



This map depicts Northfield's Town Forest, its trail system, and the current points of access

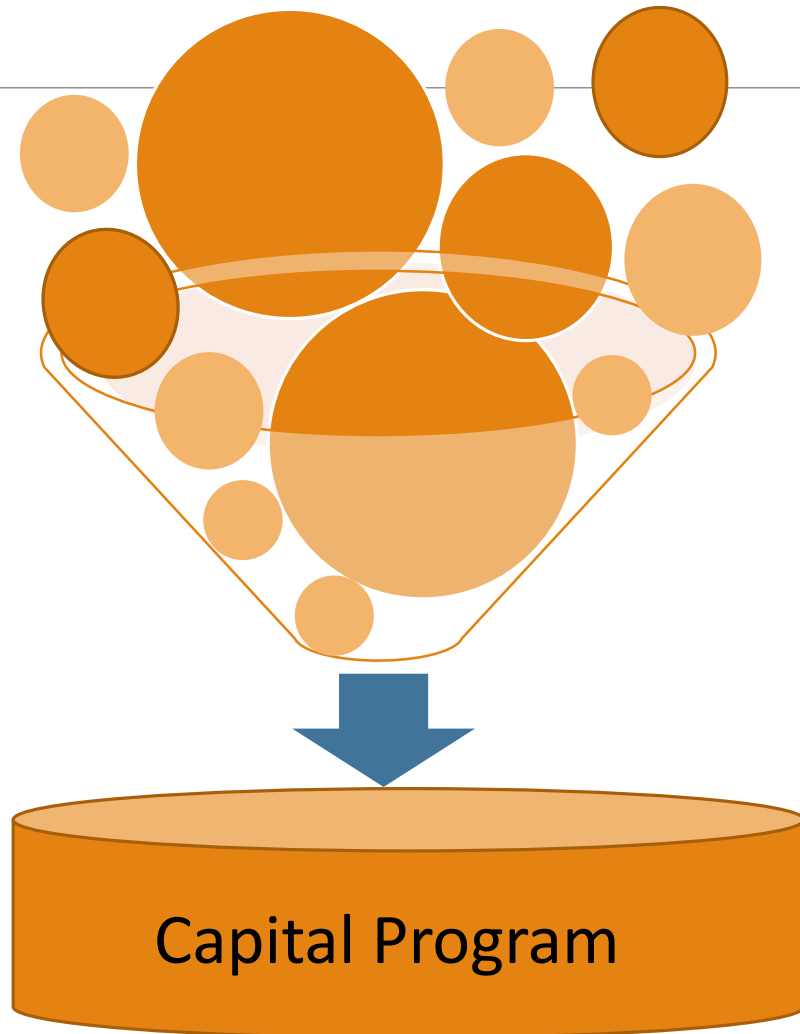
Road dead ends at this point, no parking available on street

VTrans Project Selection and Project Prioritization Process



January 2021

Before there was Prioritization



- The Project Delivery funnel was overflowing!
- Inconsistency in the way new projects were selected
- Unreliable project delivery times.

Current System

2007 - 2020

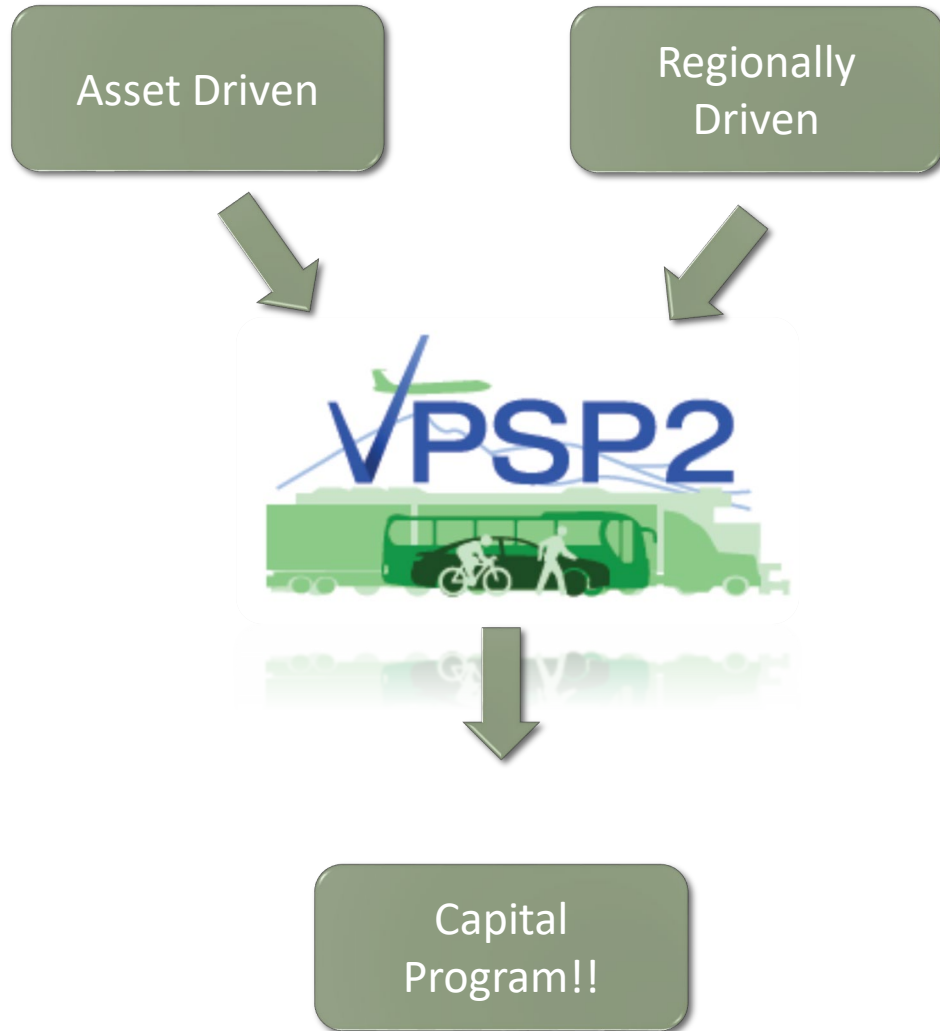
-
- Established to “burst the bubble” of overflowing funnel of projects
 - Partnership between VTrans, Legislature, Regional Planning Commissions
 - Based on Asset Condition, Safety, Regional Priority, Cost, Project Momentum
 - Improved relationships and communications between VTrans and our customers
 - Led to “The Road to Affordability” and an emphasis on preservation
 - Did not provide a clear path for RPC’s and communities to add new projects

Vision



Develop a performance-based, data driven project selection & prioritization framework that maximizes the “**transportation value**” delivered to Vermont taxpayers.

VPSP2 Objectives



- **Identify and utilize criteria that provide “transportation value” within potential and planned VTrans projects.**
- **Develop a mechanism for RPC and communities to provide input in the selection and prioritization of transportation projects.**
- **Provide a defined, consistent, and transparent process for selecting and prioritizing the projects that ultimately make up VTrans’ Capital Program**

Customer Engagement



- Held 4 Stakeholder Workshops to assess current process and develop evaluation criteria.

Cross Section of Workshop Participants

- Regional Planning Commissions (RPCs)
- Sister Agencies: VDH, ANR, ACCD, VEM
- Special Interests: VLCT, VCIL, AARP, AAA,
- Modal Interests: Rail Councils, Rail Operators, Bike / Ped Interest Groups, Transit Providers, VT Truck and Bus Association
- VTrans



FIVE MODES

EIGHT CRITERIA



SAFETY
Max points = 20

**ASSET
CONDITION**
Max points = 20

**MOBILITY /
CONNECTIVITY**
Max points = 15

COMMUNITY
Max points = 10

**ECONOMIC
ACCESS**
Max points = 10

ENVIRONMENT
Max points = 10

RESILIENCY
Max points = 10

HEALTH ACCESS
Max points = 5

VPSP2 - 8 Evaluation Criteria



- **Safety:** reducing the risk of crashes of any type and user.
 - *Roadway and Intersection crashes, curve reduction factors*
- **Asset Condition:** maintaining multimodal infrastructure to preserve its current condition, by rehabilitating it to improve the condition and extend service life, and/or replacing it to improve its condition and service.
 - *Customer service level, new asset/capacity, optimal treatment time*
- **Mobility & Connectivity:** increasing the reliable connectivity to jobs and other destinations and/or increasing the number of mode choices available for people and goods.
 - *Connectivity to bicyclists, pedestrians, public transit and multi-modal facilities*

VPSP2 - 8 Evaluation Criteria



- **Economic Access:** increasing the ability of a region to attract and retain businesses and the workforce by providing better access to jobs.
 - *Project Impact Map depicts the number of employed individuals potentially impacted by upcoming projects within ½, 1, and 2 mile vicinities.*
- **Resiliency:** minimizing the impacts of planned and unplanned events (e.g., work zones, floods and extreme weather).
 - *Uses the Transportation Resilience Planning Tool (TRPT) to determine a project's resilience score (combo of vulnerability and criticality scores)*
- **Community:** conforming to the goals and objectives defined in local and regional plans, and supporting the outcomes of a robust public process.
 - *Identified in any local or regional planning document, town/Selectboard support, impacts to surround community facilities (schools, library, town offices, churches)*

VPSP2 - 8 Evaluation Criteria



- **Environment:** reducing the negative impacts of travel (e.g., reducing greenhouse gas [GHG] emissions, improving air quality, enhancing safe wildlife passage, and/or improving water quality).
 - *Impacts to wildlife, air quality, water quality, cultural resources (look at required vs. voluntary mitigation in project scope).*
- **Health Access:** increasing the opportunity for physical activity and increases access to destinations that improve health (i.e., healthcare, education, and healthy food).
 - *Access to health care/physical activity facilities (senior centers, parks, community gyms), healthy food destinations (grocery store, food shelf, school lunch programs), improved opportunity for physical activity (connect to existing sidewalk networks or links to facilities)*

HIGHWAY MODE – PROJECT SELECTION



- Two Year Pilot that will address:
 - Year 1 (2021) – Paving, Roadway, Traffic & Safety programs
 - Year 2 – (2022) Bridge programs
 - Process Addresses Asset Driven & Regionally Driven projects
 - Nine Step Process for Potential Projects
- Grant programs, Rail, Aviation, Public Transit under development

HIGHWAY MODE – PROJECT SELECTION

PROCESS STEPS

1. VTrans develops programmatic budgets (Sept 1 – Oct 31)
2. VTrans performs network level analysis to identify list of potential projects and develops preliminary transportation value (TV) for five VPSP2 criteria (November 1 – February 28)
3. VTrans transmits list of **Asset Driven** potential projects and associated TV to RPC (March 1)
4. RPC to provide TV scoring for three VPSP2 criteria for list of **Asset Driven** potential projects (March 1 – May 31)

HIGHWAY MODE – PROJECT SELECTION

PROCESS STEPS

5. RPC to identify **Regionally Driven** potential projects and works with VTrans to calculate preliminary TV for these projects (March 1 – May 31)
6. RPC's transmit list of **Asset and Regionally Driven** potential projects and associated TV to VTrans (June 1)
7. VTrans compiles all RPC input and TV and identifies the list of potential projects recommended for inclusion in the Capital Program (June 1 – July 31)
8. VTrans sends recommended projects to RPC for review, comment and response (August 1– September 30)

HIGHWAY MODE – PROJECT SELECTION

PROCESS STEPS

9. VTrans finalizes the list of potential projects that will become **projects** to be included in the Capital Program!!!!

EXISTING PROJECT

- All existing capital program projects will have a transportation value calculated and reviewed on a two year cycle and/or add major project milestones.
- VTrans will work with RPC's as part of the two year cycle to review and update the eight VPSP2 criteria
- Transportation value for existing projects will be used to make budget decisions and to review value at a programmatic level.

Questions?



VPSP2 Highway Mode

Project Selection Process Summary



Asset Driven projects are identified by VTrans' asset management systems based on asset condition, performance criteria, available funding levels and cost-benefit analysis that provide the most benefit to the highway network.

Regionally Driven projects consider asset management concepts but also include community needs, proposed development, harmonization, modernization and expansion.

The following steps provide guidance on how a project goes from an idea to becoming a capital project through VTrans and RPC inputs on the eight VPSP2 criteria.

Step 1: Programmatic Budget Targets (September 1 -October 30):

VTrans' Budget Committee determines the spending levels for the various transportation programs in the Capital Program. Based on the financial commitments to current projects, VTrans will determine available funding for new projects. For this example, we'll focus on the Paving Program and assume that there is \$100M available for new projects over a 4-year fiscal time horizon (current year plus 3 future years).

Step 2: Asset Driven Potential Projects (November 1 – February 28):

VTrans' asset management systems perform data driven analyses to assist VTrans subject matter experts (SMEs) in identifying potential projects to meet established state and federal performance goals. The asset management system calculates a cost-benefit ratio that is used in developing the potential projects. A list of potential projects representing 150% of the \$100M of available funding, or \$150M, are identified. This 150% list will be used by VTrans and RPC's to calculate a preliminary Transportation Value (TV) for each potential project.

Step 3: VTrans to RPC Communication (March 1):

VTrans provides each Regional Planning Commission with the 150% list of potential projects and VPSP2 scoring data for five criteria: asset, safety, mobility, resiliency and environment by program, in their respective region. In addition, VTrans will provide each RPC with a list of existing projects along with each projects transportation value for informational purposes in the following steps.

Step 4: RPC Scoring (March 1 – May 31):

Each RPC will review the list of potential projects and scoring data provided by VTrans. The RPC will also provide VPSP2 scoring data for three criteria: economic access, health access and regional/community. This will be combined with the VTrans data identified in Step 3 and will complete the preliminary transportation value for all potential projects identified by the VTrans asset management systems.

Step 5: Regionally Driven Potential Projects (March 1 - May 31):

After an RPC has scored the Asset Driven potential projects and reviewed the list of existing projects, there will be an opportunity for RPC's to identify projects that they would like to

propose for consideration as Regionally Driven Potential Projects. As an RPC identifies these projects, they will work with VTrans to provide data and scoring for each of the eight criteria so that this grouping of projects also has a preliminary transportation value.

Step 6: RPC to VTrans Communication (June 1):

Each RPC provides VTrans with the preliminary transportation value for both Asset Driven and Regionally Driven potential projects. This submittal will also include any additional information that the RPC would like VTrans to consider for these potential projects.

Step 7: Project Selection (July 1 – July 31):

Based on preliminary transportation values, VTrans will create a statewide list of potential projects for each program. Based on available funding, additional input from RPC's, geographic equity, corridor management and harmonization opportunities, VTrans will then select the draft list of projects that will be advanced to consume 100% of the additional funding (\$100M from the example in Step 2) to be advanced to programming for the upcoming Capital Program. This list, along with any backup documentation will then be provided to each RPC for review and comment.

Step 8: RPC Review (August 1 – September 30):

RPC's will review the draft list of projects and documentation provided by VTrans and provide any additional comments for consideration.

Step 9: Project Programming (October 1 – November 30):

VTrans will then finalize the projects that will be advanced to the next phase. Selected projects will be programmed within the Capital Program based on their project spending profile, fiscal constraints, and anticipated project schedule. These projects will be included in the next fiscal year Capital Program. Projects not selected will then need to compete in the next round of prioritization for the applicable program.

Prioritization Cycle:

VTrans has various inventory cycles for the various assets on the interstate, state and town (bridges) highway network. Every two years, data is collected on the entire pavement network and the following year, data is collected on the entire bridge network. This cycle of inventory and inspection provides for an opportunity to synchronize these assets with the VPSP2 project selection process utilizing the most current network data. Based on this, the following schedule will be implemented for the following VTrans Capital Programs:

- Year 1 (2021) – Pavement, Roadway, Traffic & Safety
- Year 2 (2022) – Interstate, State & Town Highway Bridges
- This cycle will repeat every two years

Notes:

1. The VPSP2 team continues to work on the process for other modes; Bike/Ped, Rail, Aviation, Public Transit as Year 1 is being considered a pilot for this new process.
2. Safety and Grant programs will continue under the pilot and will be evaluated for harmonization with the VPSP2 process at a later date.

FAYSTON

STP FPAV(33)

Paving along VT 17 in Fayston from mm 0 to mm 4.5.

Project Location: The project begins at the Fayston/Buel's Gore Town Line on VT-17 and extends easterly along VT-17 for 4.500 Miles to just west of the intersection of VT-17 and Harris Hill Road in Fayston.

Project Description: Work on this project will consist of milling the pavement to a 1.5" depth, spot shimming and surface prepping, then paving with a 1.5" lift of Type IVS wearing course pavement. Additionally, some guardrail work will be performed to repair and replace damaged sections to bring full runs into compliance with the current standards. The length of the road will be evaluated and center line rumble strips (CLRS) will be installed where criteria are met. Finally, shoulder berms that have built up will be removed to facilitate better drainage from the road surface, and some ditching work may be performed to further aid in drainage.

Project Milestones

Contract Award

December 17, 2020

Target Construction Schedule

Summer 2021 - Fall 2021

Contractor

FRANK W. WHITCOMB CONSTRUCTION CORPORATION

Estimated Cost

\$1,559,479.97

VTrans Project Manager

Matthew Bogaczyk

[\(802\) 793-5321](tel:(802)793-5321)

matthew.bogaczyk@vermont.gov

VTrans Resident Engineer

Thomas Mancini

[\(802\) 279-0558](tel:(802)279-0558)

tom.mancini@vermont.gov

[Contact VTrans](#)