



Central Vermont Regional Planning Commission

TRANSPORTATION ADVISORY COMMITTEE

Tuesday June 28, 2022, 6:30 p.m.

This meeting will be held virtually

Join Zoom Meeting via Computer, Tablet or Smartphone:

<https://us02web.zoom.us/j/87216206865?pwd=d3d1T3kwNljiR29zUlhHekp4THdGZz09>

Meeting ID: 872 1620 6865- **Passcode:** 618700

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Agenda

- 6:30 1) Meeting Commencement
 - a) Roll Call
 - b) Adjustments to the Agenda
 - c) Public Comment
 - d) Introduction Planning Technician
- 6:35 2) Approval of May 2022 TAC Meeting Minutes (*Enclosed*)
- 6:40 3) FFY 2022 TPI budget adjustments (*Christian*)
- 6:45 4) FFY 2023 TPI Work Program (*Christian, Enclosed*)
- 7:15 5) Transitioning the CVRPC E&D committee to a Mobility Committee (*Christian, Enclosed*)
- 7:35 6) TAC Member Round Table
 - a) Local concerns including project updates and other issues
- 7:45 7) Adjourn

Next Meeting July 26, 2022

Persons with disabilities who require assistance or alternate 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.



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Transportation Advisory Committee (TAC)

Minutes

Tuesday, May 24, 2022

Attendees:						
X	Barre City	Michael Hellein		X	Moretown	Joyce Manchester
X	Barre Town	Stephanie Magnan				Dara Torre, Alt
		Sebastian Arduengo, Alt			Northfield	Jon Ignatowski
X	Berlin	Robert Wernecke				Patrick Demasi, Alt
	Cabot	John Cookson		X	Orange	Lee Cattaneo
X	Calais	David Ellenbogen		X	Plainfield	Bob Atchinson
		Karin McNeill, Alt		X	Roxbury	Gerry D'Amico
X	Duxbury	Alan Quackenbush		X	Waitsfield	Don LaHaye
		Bill Whitehair, Alt.			Warren	Michael Bridgewater, Alt
X	E. Montpelier	Frank Pratt		X	Washington	Peter Carbee
	Fayston	Donald Simonini		X	Waterbury	Steve Lotspeich (Chair)
	Marshfield	Robin Schunk		X	Williamstown	Richard Turner
X	Middlesex	Ronald Krauth			Woodbury	Chris Koteas
X	Montpelier	Dona Bate		X	Worcester	Bill Arrand
Staff:		Christian Meyer				
Guests:		Amanda Holland (AOT)				

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Chair Steve Lotspeich called the meeting to order at 6:34 pm.

Roll Call

- Roll was called and a quorum was present

Adjustments to the Agenda

- Steve Lotspeich added a discussion on hybrid meetings to the round table discussion.

Public Comments

- None

Planning Technicians Update

- Staff let the committee know that one planning technician has started with the RPC and that staff is hopeful we may be able to bring a second on board.

Review of Draft April Meeting Minutes

- 1 • Robert Wernecke made the motion, seconded by Alan Quackenbush, *to accept the April*
2 *TAC meeting minutes as presented.* The motion carried.

3 **VPSP2 Asset-Driven Bridge Project Acceptance**

- 4 • Staff briefly reviewed the VPSP2 process and how the regional inputs feed into the final
5 scoring of each project. Staff had hoped to present final transportation values (TV) for
6 both the asset-driven projects and the regional priorities during the May meeting.
7 However, due to the VAOT work flow, transportation values will not be finalized until all
8 projects have been submitted to the Agency at the end of the month. Therefore, staff
9 asked the committee to endorse the regional inputs as opposed to endorsing a ranking
10 of the projects, as has been done in the past. Dona Bate asked if something like
11 integrating combined sewer outflows (CSO) in a bridge design is included in the
12 environmental inputs. Staff stated that they were unsure but would recommend this
13 question for future year’s consideration. David Ellenbogen asked about some of the
14 bridges that that had no shoulder at all and hoped that shoulders would be considered
15 especially where there are non-motorized users. Staff called out several examples
16 where the bridges had extremely low volumes so shoulders were not being considered
17 and added that the region would advocate for shoulders, especially on priority cycling
18 routes. Further discussion ensued on how resilience should be incorporated in a project,
19 with Ronald Krauth pointing out the Rabbit Hollow Road Bridge should consider the
20 effect its failure could have on the rail line that runs directly under it. Staff stated that
21 they would note this in their submission to VAOT. Robert Wernecke moved *to endorse*
22 *the regional inputs for the asset driven projects as presented for inclusion in the 2022*
23 *VPSP2*, Bob Atchinson seconded the motion. The motion carried, with David Ellenbogen
24 abstaining.

25 **VPSP2 Regional Bridge Priorities Acceptance**

- 26 • Staff reviewed the three regional priority projects, Barre City Bridge #5, Plainfield Bridge
27 #21, and Waterbury Bridge #47, that were being considered for inclusion in the VPSP2
28 and how regional inputs were calculated for these projects. Stephanie Magnan pointed
29 out that Rural Community Transportation runs a commuter route down Route 14 that
30 should impact the scoring for the Barre City Bridge #5 proposal. Staff stated they would
31 update the regional tables before submitting them to VAOT. Bob Atchinson moved *to*
32 *endorse the regional inputs for the regional priorities, as modified, for inclusion in the*
33 *2022 VPSP2*, Richard Turner seconded the motion. The motion carried by unanimous
34 consent.

1 **TAC Member Round Table**

- 2 • Bob Atchinson updated the group that the Main Street pedestrian bridge in Plainfield is
3 99% complete. The façade work is nearly complete. Bob Atchinson added that the EV
4 station is open.
- 5 • Ronald Krauth noted that he has seen a lot of good bridge work under way, especially
6 headed up Route 14.
- 7 • David Ellenbogen brought up initiating hybrid meetings. Staff noted the office is
8 currently still closed and that we would expect that the Executive Committee to update
9 this status in coming months.
- 10 ○ Robert Wernecke stated that he favored hybrid meetings and thought this
11 probably had some advantages for gas savings and reduced green-house gas
12 emissions.
- 13 ○ David Ellenbogen supported providing a hybrid option and noted how it has
14 helped encourage attendance.
- 15 • Staff noted that any municipalities interested in regional support on a Bike and
16 Pedestrian Program funding application should reach out.

17 **Adjourn**

18 Don LaHaye made the motion, seconded by Peter Carbee, *to adjourn*. By unanimous consent,
19 the motion carried.

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21 The chair adjourned the meeting at 7:50 PM.



MEMO

Date: June 28, 2022
To: CVRPC Transportation Advisory Committee
From: Christian Meyer, Senior Planner
Re: Draft FFY23 TPI Work Program

✉ **ACTION REQUESTED:** Discuss regional priorities for the forthcoming FFY2023 TPI work program

About the TPI Work Plan?

The CVRPC adopts a TPI work plan annually that defines the tasks staff will work on in the coming year. Only those tasks included in the work plan are eligible for funding under the TPI. The FFY 23 draft work plan reflects the updated VTrans guidance on eligible tasks and budget. The CVRPC TAC is expected to vote on endorsing the FFY23 Work Program at its July Meeting.

For FFY 23 the work program has been substantially restructured to help clarify the tasks. Namely sub tasks have been reorganized between Tasks 3 and 4. Formerly these task were for short-range and long-range planning. As this distinction often caused confusion the two tasks have been reshuffled to consolidate all planning work under one task and all data work under another. However, despite this large change, the content remains largely unchanged from past years, notable changes include the following:

Task1: Program Administration

- No New Tasks

Task 2: Public Participation and Coordination

- No New Tasks

Task 3: Planning

- Electric Vehicle (EV) Charging Infrastructure Planning

Task 4: Data Collection and Management

- Federal Urban Area Boundary Adjustment

Task 5: Project Development Planning

- No New Tasks

Task 6: Municipal Roads General Permit Support

- No New Tasks

Task 7: Strategic Initiatives

- Bicycle and Pedestrian Planning Integration Pilot

Task 8: Other Planning Activities

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Budget

The total budget for FFY 23 is expected to be \$291,889.00. However, \$42,285.00 has been assigned to Task 7, which is a new task. Looking only at tasks 1-6, the CVRPC TPI budget is \$249,604.00 for FFY23, which still represents an increase over the FFY22 budget (\$238,999.00). Staff will begin assigning these funds to specific tasks once feedback has been received from the TAC.

The TPI is funded through U.S. Department of Transportation Federal Highway Administration, transportation funds appropriated by the Vermont Legislature, Vermont Agency of Commerce and Community Development Municipal & Regional Planning Fund, and CVRPC's member municipalities.



MEMO

Date: June 28, 2022
To: CVRPC TAC
From: Christian Meyer, Senior Planner
Re: Central Vermont Mobility Committee

✉ ACTION REQUESTED: Provide Comments and Feedback.

The Central Vermont Elderly and Disabled Persons Committee is being restructured to serve broader needs as a Mobility Committee. Input from regional stakeholders is needed to ensure local interests are considered as this new program takes shape.

E&D Transportation Program Overview

Vermont's public and private transportation agencies play an important role in the lives of older adults age 60 and above and persons with an ADA defined disability. In addition to the services provided by the state's 10 public transit providers, VTrans administers the Elderly and Persons with Disabilities E&D Transportation Program throughout the State. The program is intended to fill gaps in other services (Fixed Route Transit, Non-Emergency Medical Transportation, and ADA transportation, for example).

The Central Vermont E&D Transportation Program supports community members through affordable transportation to medical appointments, access to fresh food at the grocery store, and social visits with friends and family. In our region, Green Mountain Transit (GMT) contracts with the Central Vermont Agency on Aging and Vermont Center for Independent Living to provide the service. The E&D Transportation Program is specifically designed to serve individuals who live more than 3/4 of a mile away from a bus route. The program uses a combination of lift-equipped vans, sedans and minivans, along with volunteer drivers who use personal vehicles to give rides to E&D users.

Since the launch of the MyRide Service in the Montpelier area many eligible rides are now being offered outside of the E&D program. As modifications are being made to the Montpelier MyRide service to improve several of the issues identified in its first 18 months of operation, such as reinstating a trunk line serving Hospital Hill, the program is also being expanded to include Barre, while again preserving the trunk line down Main Street up to Hospital Hill. This will make on-demand transit services available throughout the core downtown areas in

Montpelier and Barre. Complementary to this service, Capstone will be launching a pilot program to serve areas in Central Vermont out of the traditional transit zones and during hours when the GMT service is not in operation.

The mission VTrans is pursuing in launching these new services is to provide mobility to all residents who need it. To better inform these decisions, participation in the CV E&D committee has been expanded to include representatives from other program areas, including Capstone, CVMC, and Creative Workforce Solutions. Over the course of the coming meetings representatives from other organizations with unmet local needs will be encouraged to participate. To help signal this expanded scope, the committee will change its name to the Central VT Mobility Committee.

Staff are interested in feedback from the CVRPC TAC and information to better identify other stakeholders or partners with whom the Mobility Committee should be coordinating.