



Central Vermont Regional Planning Commission

TRANSPORTATION ADVISORY COMMITTEE

Tuesday October 25, 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=d3d1T3kwNjIjR29zUlhHekp4THdGZz09>

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

Dial in via Phone: +1 929 436 2866

Find your local number: <https://us02web.zoom.us/u/kbEE5qK91g>

Download Zoom here: <https://zoom.us/download>

Agenda

- 6:30 1) Meeting Commencement
 - a) Roll Call
 - b) Adjustments to the Agenda
 - c) Public Comment
 - d) Staff Announcements
- 6:35 2) Approval of September 2022 TAC Meeting Minutes (*Enclosed, Action*) **Page 2**
- 6:40 3) Election of Officers (*Enclosed, Action*) **Page 5**
- 6:50 4) UVM Sustainable Transportation Intern Sidewalks Project (*Christian Meyer, Zach Melcher*)
- 7:00 5) Mobility Committee Meeting update (*Enclosed, Christian Meyer*) **Page 6**
- 7:10 6) Transportation Equity Framework – Applied Barre City Example (*Enclosed, Sam Lash, continued from 09/27/2022*) **Page 7**
- 7:45 7) TAC Member Round Table
 - a) Local concerns including project updates and other issues
- 8:00 8) Adjourn

Next Meeting November 22, 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.

29 Main Street Suite 4 Montpelier Vermont 05602
802-229-0389 E Mail: CVRPC@CVRegion.com



Transportation Advisory Committee (TAC)

Minutes

Tuesday, September 27, 2022

Attendees:						
X	Barre City	Michael Hellein		X	Moretown	Joyce Manchester
X	Barre Town	Stephanie Magnan				Dara Torre, Alt
X		Sebastian Arduengo, Alt		X	Northfield	Thomas Davis
X	Berlin	Robert Wernecke (Vice Chair)				Patrick Demasi, Alt
	Cabot	John Cookson		X	Orange	Lee Cattaneo
	Calais	David Ellenbogen		X	Plainfield	Bob Atchinson
		Karin McNeill, Alt		X	Roxbury	Gerry D'Amico
X	Duxbury	Alan Quackenbush			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		X	Woodbury	Chris Koteas
X	Montpelier	Dona Bate			Worcester	Bill Arrand
Staff: Christian Meyer, Sam Lash						
Guests: Amanda Holland (VTRANS), Dave Pelletier (VTRANS), Jonathan Slason (RSG)						

Chair Steve Lotspeich called the meeting to order at 6:33 pm.

Roll Call

- Roll was called and a quorum was present

Adjustments to the Agenda

- No additions

Public Comments

- None

Staffing announcements

- Christian Meyer announced that Executive Director Bonnie Waninger would be departing the CVRPC in mid-October. Staff are sad to see her go but excited for her in this new endeavor.

Review of Draft July Meeting Minutes

- Dona Bate moved to accept the July TAC meeting minutes as modified; Joyce Manchester seconded.* RW discussed minor modifications to the officer's titles given in the attendance table. DB and JM accepted the modifications. By unanimous consent, the motion carried.

Nomination of Officers

- Staff reviewed the responsibilities of the TAC chair and vice chair.
- SL opened the floor to nominations.
 - RW nominated JD. JD stated that he would be unable.
 - RW nominated RT. RT stated that he would be unable
 - AQ nominated JM. JM stated that she would be unable.
 - Discussion ensued on interested candidates.
 - JD nominated SM for chair. The chair announced the nomination. JD nominated BA for Vice Chair. The chair announced the nomination.
- Staff noted that the vote on the nominated officers will take place at the October TAC meeting.

Approval of the FFY 2023 TPI work program

- Staff reviewed the adjustments to the FFY 2023 work program. *BA moved that the TAC adopt the updated FFY 2023 CVRPC TPI work program and budget; RK seconded the motion.* By unanimous consent, the motion carried.

Transportation Equity Framework

- Jonathan Slason from RSG and Dave Pelletier from VTRANS joined the meeting to discuss the progress and process for the development of a state transportation equity framework. The framework will establish a process; it will not necessarily identify the needs. Committee members discussed issues and needs they had observed in their communities and hoped they would be able to take a look at any analysis that came out of the development of a framework.

Equity Framework in Practice

- Sam Lash then led a discussion with the committee on thinking about implementing equity frameworks locally, especially within the scope of the TPI. Sam noted that the frontline community will change from one project to another and the goal of the

framework is to help the implementer identify who those communities are. The TAC discussed further, touching on food equity, transportation equity and housing equity and shared specific examples from their communities.

- Interested parties should contact Sam if they have specific questions.

VPSP2 update

- Staff gave a brief update on the 2022 VPSP2 process, stating that while General Fund Bridge program remained unchanged, only the Realto Bridge (State Street over the North Branch) in Montpelier had been selected from the asset-driven and regional priorities lists. Staff will submit comments for the RPC once the official list has been distributed.

TAC Member Round Table

- Committee members updated the group and requested information regarding specific projects

Adjourn

BA moved to adjourn; RW seconded. By unanimous consent, the motion carried.

The meeting adjourned at 8:24 PM.



MEMO

Date: October 19, 2022
 To: Transportation Advisory Committee
 From: Christian Meyer, Senior Planner
 Re: Election of Officers

✉ ACTION REQUESTED: Vote to elect the nominated candidates to serve as chair and vice chair of the CVRPC TAC

Background:

At the September meeting of the CVRPC TAC, Stephanie Magnan, Barre Town, was nominated to serve as the chair of the Committee; Bob Atchinson, Plainfield, was nominated to serve as vice chair. No additional nominations were accepted by nominees. The term of these nominations will be through May 2023.

Officer Roles:

Per the approved Rules of Procedures for the TAC, the responsibilities of the officers are as follows:

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.

Election Process:

The serving chair will open the floor to nominations. If no further nominations are made, the chair may elect the officer by acclamation. If greater than one candidate is nominated for either office a vote will be taken by roll call.



MEMO

Date: October 19, 2022
 To: Transportation Advisory Committee
 From: Christian Meyer, Senior Planner
 Re: Update from Mobility Committee

✉ **ACTION REQUESTED:** Staff provides the TAC with a regular update from the Central Vermont mobility committee

Background:

Central Vermont Mobility Committee (formerly Elders and Persons with Disabilities Committee) provides oversight and guidance for Green Mountain Transit's programs to assist elders and persons with disabilities, and provides a forum to discuss complementary mobility programs. The committee serves Washington County and the Towns of Orange, Washington, and Williamstown in Orange County. The work of the committee focuses on those programs that get users out of their homes to medical appointments, to local senior centers, to senior meal sites, for essential shopping, and job access and recovery. These services supplement regular transit services in the area, filling in gaps left by programs like Medicaid.

The mission and purpose of the committee to expand mobility options for all those with needs.

Recent discussions included:

- Taking advantage of the Rides for Wellness program funding to provide additional trips for adult day services.
- Accessing the Recovery and Jobs Access pilot
- Ramping up the Creative Workforce Solutions program
- Driver scarcity as a limiting factor on rides that can be provided
- Capstone Community Rides program will assist with all types of rides throughout a service area centered on Washington County and several towns from Orange County.



MEMO

Date: September 21, 2022

To: Transportation Advisory Committee

From: Sam Lash, Climate and Energy Planner

Re: Putting Equity Frameworks into Practice: Community Implementation

This discussion will follow a presentation on the Transportation Equity Framework, one of several equity frameworks and tools recently developed across the state including [the Just Transitions Guiding Principles](#) developed by the Vermont Climate Council and [Health Equity Glossary, Guide, and tools developed](#) by the Vermont Department of Health and partners. These frameworks share a set of equity pillars or principles to be integrated into various planning processes, this discussion aims to practice doing so within the context of a real example: transportation-related project development and selection for the implementation phase of an ongoing health equity grant. This memo will introduce this grant and some key concepts associated with these equity frameworks and the role transportation plays in health equity. The following discussion at the Board Meeting will focus on project identification incorporating these tools into the process and include a debrief and comparison across committee members. This activity is intended to result in feedback that both guides the integration of these tools into existing planning processes at the municipal and regional scale, and the identification of potential projects for implementation via ongoing health equity work October 2022-May 2023.

Background: Health Equity Grant

Lamoille County Planning Commission (LCPC), representing and in partnership with, the Vermont Association of Planning and Development Agencies (VAPDA), received a grant from the Vermont Department of Health to help municipal leaders increase their understanding and capacity to improve and expand community infrastructure for physical activity and healthy food access while advancing health equity. CVRPC, along with all of the RPCs, are sub-grantees of this project and are supporting this work via the development of a municipal health equity toolkit and pilot community implementation projects via technical assistance. One of the modules in the toolkit is focused on transportation, others include recreation, medical care access, food access, healthy homes, employment, and the like.

Three behaviors (physical inactivity, poor nutrition, and tobacco use) lead to four chronic conditions (Cancer, Heart Disease and Stroke, Type 2 Diabetes, and lung disease) resulting in over 50 percent of all deaths in Vermont (3-4-50). In order to improve rates of physical activity and healthy eating to

prevent chronic health conditions across the State, we can focus on improving determinant(s) of health, such as:

- the natural environment, or green space;
- built environment including buildings, sidewalks, bike lanes, and roads;
- recreational settings;
- physical and infrastructure barriers (proximity, transportation options, and/or for those with disabilities)
- sociocultural barriers (lighting, trees, benches, public safety, social norms)

The target population for this funding includes those that experience significant disparities in health outcomes, including higher rates of chronic disease and are disproportionately impacted by COVID-19. These populations include:

- people of color & indigenous peoples,
- refugees and English language learners,
- LGBTQ+,
- people experiencing homelessness,
- people living with disabilities
- people living in rural communities.

Transportation and Health Equity:

The local transportation system has a direct impact on the health of residents in the context of physical activity, mental health, and safety. Communities that provide for a variety of modes of transportation, including walking, bicycling, and public transit, will see better health outcomes as compared to those that rely more exclusively on automobiles. Inadequate physical activity is directly linked to increased rates of obesity and chronic disease. Long commutes contribute to higher rates of stress and take time away from more productive and beneficial pursuits. Not all communities in Vermont however have equal access to developing multi-modal transportation options. This disproportionately impacts the elderly, physically impaired, communities of color, communities experiencing poverty, and, of course, most rural areas. In addition, many of these same populations are also less likely to own a [reliable] vehicle and therefore face greater challenges when accessing jobs and essential goods and services. The toolkit is being developed to help municipalities address these challenges and more. In the meantime, we want to work with YOU to workshop how to integrate equity frameworks into our planning process including project identification and selection.

What could this look like?

- Bikeshares and lending libraries
 - [Local Motion](#) (Montpelier, Northfield, and others participate)
- Sidewalk Gap Analysis
 - Criteria for project prioritization and selection (e.g. ensuring food and healthcare access)

- Demonstration Projects ([on the role of demonstration projects in health equity with examples](#))
 - Neighborhood Traffic Calming
 - Complete Streets (components)
- SafeRoutes to Support Active Transportation in Rural Communities (attached)
- Equitable repaving process

Starter Resources on Transportation and Health Equity:

- [The State of Transportation and Health Equity](#)- Smart Growth America (strategies matrix attached)
- [Street Infrastructure and Transportation Strategies Advance Health Equity](#) (attached)
- [Equity | US Department of Transportation](#)

Activity:

You just heard a presentation on the [Transportation Equity Framework](#), a tool to help decision makers plan for and prioritize projects, ensure accurate representation in decision making, and enhance the equitable delivery of services. This and other tools are based on a shared set of equity principles or pillars (from the Transportation Equity Framework, see attached for an expanded version from the Vermont Climate Council [Just Transitions Guiding Principles](#)):



But what does this mean? How do we DO this?... We practice! We will talk through some of the questions guiding these efforts (see **Guiding Questions and attached rubric**) in the context of brainstorming how potential projects in your towns might address the parameters of the health equity grant and move towards a selection process. Reflecting on new insights, we will discuss how we might integrate it into different scales of planning (and what would be needed to do so).

In advance of this activity we encourage you to think about the following questions. You have likely seen a large number of terms used to denote specific target populations for different funding opportunities and programs, having an umbrella concept and process by which we identify those communities in our region and communities will ensure we are able to better serve our entire communities and leverage these opportunities effectively.

- Who are your local equity partners? Who serves residents in need on a day to day basis?

For example: libraries provide additional services like internet and computer access, may act as heating and cooling centers, often have a range of after school, continuing education, CPR/life courses, etc. think about rural health care centers, schools, interfaith spaces, after school programs, health and housing advocates, ride programs, local community trusts/pantries, etc.

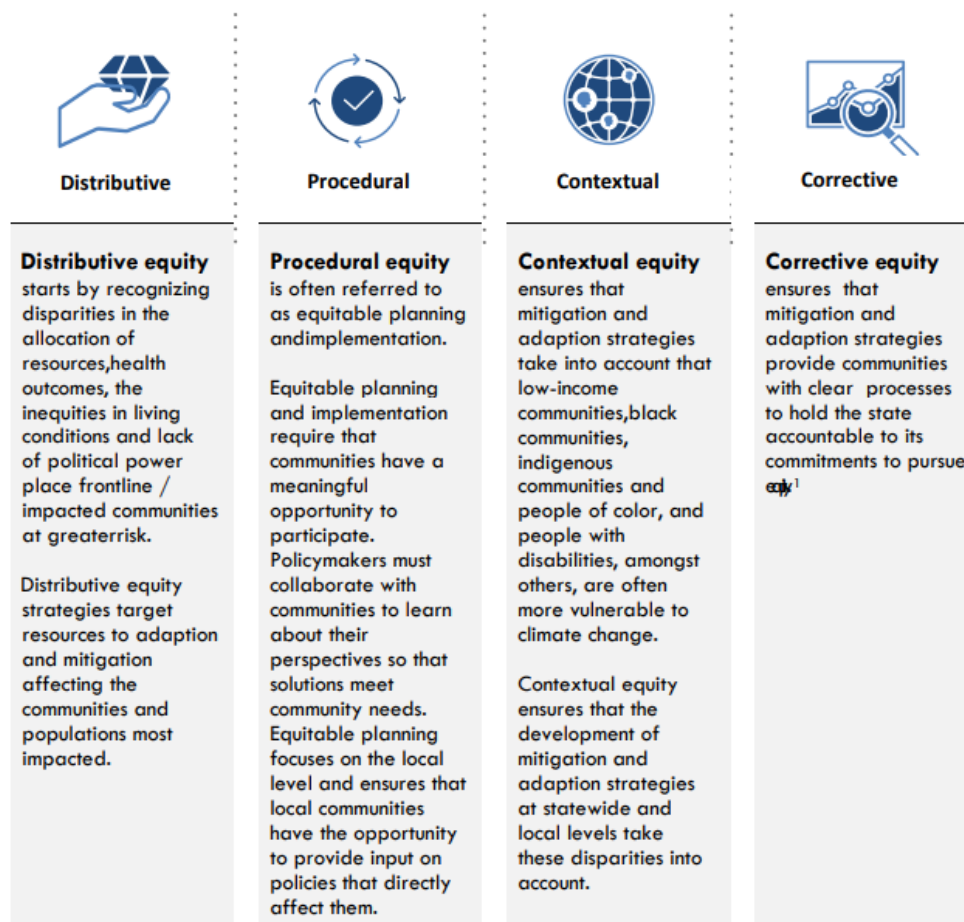
- Who are you frontline/impacted communities?

*There is no static definition of “Frontline/impacted communities” - instead it may be useful to think of the term as implying a process which considers who, based on a variety of reasons, may be **disproportionately** affected by a specific policy, project, or event (the disproportionate part here is key to distinguish from other types of stakeholders. The term has been used to describe those who are disproportionately burdened by environmental degradation and climate change, but also those who face systemic lack of access to resources and decision making (are the least likely to have access emergency services, remediation and mitigation support, basic infrastructure, healthcare and community services). At a national level, as a result of historical segregation and systemic bias in access to quality housing and healthy environments, low-income communities of color and indigenous communities are typically included, but the composition of frontline communities varies widely based on topic/project and geographic scale. This may include residents and/or communities based on circumstance- those who live in or near a particular floodplain, ecosystem, type of infrastructure, etc, are currently low-income, houseless, live in remote or rural communities, and/or those that may have one or more intersecting identities including Black, Indigenous, and people of color (BIPOC), refugee and citizenship status, people with disabilities, elderly, LGBTQ+, English language learners, etc. It may be useful to consider that stakeholder dynamics already play a part in planning and implementation processes; using the framing of frontline communities just ensures we do so with more intentionality.*

As a group we will consider:

- What- data, support facilitating community conversations, templates- would help you answer these questions?
- How can these questions be incorporated into decision making/planning processes?

Equity Pillars: Vermont Climate Council [Just Transitions Guiding Principles](#)



Guiding Questions and Rubrics:

From Transportation Equity Framework

- Who may not be meeting their needs due to current inequities in the transportation system?
- What projects or programs are needed to make our transportation system more equitable?
- Which projects or programs should be funded and in what order?
- How are all Vermonters involved in the decision-making process and how are their voices and concerns heard?
- How can services and the delivery of the Agency's work be carried out in a respectful, equitable, and fair manner that respects our differences and elevates those already underserved and overburdened?

VI. Scoring Rubric

The Rubric is intended to accompany a narrative response for each of the Assessment Questions in Section V. In reviewing the proposal, please consider the Rubric's prompts and their resonance to the goals and vision of this project. An area is provided for comments. The Rubric allows a score of 1 (low) to 3 (high) for each criterion.

1 (low): The proposal meets the criteria to some degree but provides limited explanation or there are significant opportunities to enhance these criteria in the proposal.

2 (moderate): The proposal meets the criteria. There are additional opportunities to enhance these criteria to better meet the goals of the Guiding Principles.

3 (high): The proposal excels in meeting the criteria.

If a recommendation does not yet address the criteria at all, additional work is required.

Policy/Proposal Title:

Policy/Proposal Summary:

Frontline/Impacted Communities Score 1 – 3 on impression of meeting criteria		Please select 1 low to high 3		
Frontline/Most Impacted Communities well defined in proposal		1	2	3
Comments:				
Proposal reflects understanding of existing inequities around the issue for frontline/most impacted communities		1	2	3
Comments:				
Total				
Analyzing Burdens and Benefits Score 1 – 3 on impression of meeting criteria		Please select 1 low to high 3		
Proposal clearly identifies how benefits are shared for frontline/most impacted communities		1	2	3
Comments:				
Proposal clearly identifies who/what carries the burdens from the recommendation, if any		1	2	3
Comments:				
Proposal includes solutions to shield frontline/most impacted communities from experiencing burdens from the recommendation, if applicable		1	2	3
Comments:				

Proposal outlines the long-term/intergenerational impacts (positive or negative) of recommendations on impacted communities	1	2	3
Comments:			
Proposal outlines how it will create a future that is more equitable than the unjust status quo	1	2	3
Comments:			
Total			
Ensuring Equitable & Just Engagement			
Score 1 – 3 on impression of meeting criteria	Please select 1 low to high 3		
Proposal reflects inclusion of frontline/impacted communities in design and implementation of recommendation	1	2	3
Comments:			
Vermonters can hear their voices in the recommendation	1	2	3
Comments:			
Recommendation written in plain language and easy to understand	1	2	3
Comments:			
Total			
Funding & Data			
Score 1 – 3 on impression of meeting criteria	Please select 1 low to high 3		
Funding mechanism for recommendation is clearly defined	1	2	3
Comments:			
Funding mechanism makes recommendation affordable and accessible to frontline/most impacted communities, if applicable	1	2	3
Comments:			
Proposal identifies data and indicators to determine success	1	2	3
Comments:			
Proposal includes process for consultation with frontline/most impacted communities in assessment activities	1	2	3
Comments:			
Proposal includes plan for collection and review of data with frontline/most impacted communities	1	2	3
Comments:			
Total			

Implementation & Outcomes Score 1 – 3 on impression of meeting criteria		Please select 1 low to high 3		
Proposal identifies new jobs/business/employment opportunities for the recommendation		1	2	3
Comments:				
Jobs created by recommendation offer fair, high paying positions with good benefits		1	2	3
Comments:				
A wide range of traditionally underserved Vermonters and unions are prioritized in the jobs created by the recommendation		1	2	3
Comments:				
Communities, local/regional governments, organizations and families have the capacity to implement the recommendation.		1	2	3
Comments:				
The recommendation provides a specific, quantifiable commitment to a just transition		1	2	3
Comments:				
The recommendation supports the natural environment and promotes fairness to all living things		1	2	3
Comments:				
Total				

Total scoring (21 low to 63 high):

Direct Benefits to Underrepresented/Most Impacted Communities (use blank spaces as needed to add)

The recommendation provides direct benefits for the following groups:		
Agricultural Sector	Yes	No
Black/African-American, Brown, Latinx, Asian, Pacific Islander, and Indigenous communities and Native nations	Yes	No
Disabled and chronically ill people	Yes	No
Displaced due to severe weather	Yes	No
Older Vermonters	Yes	No
Formerly incarcerated individuals	Yes	No
Immigrants, regardless of immigration status	Yes	No
LGBTQIAP+ individuals	Yes	No
People living with low or very low incomes	Yes	No
Outdoor laborers	Yes	No
Recent graduates of the foster care system	Yes	No
Unions/Organized Labor	Yes	No
Women	Yes	No
Young People	Yes	No
	Yes	No
	Yes	No
	Yes	No
	Yes	No
	Yes	No
	Yes	No
	Yes	No

Narrative on Impacted Communities:

Recommend: **Yes** **Yes with Changes** **No**

Explanation:

TPI Funded Transportation Planning Project/Study Idea Form**Due: March 8, 2022**

The purpose of this form is to help interested parties provide the CVRPC staff and members of the TAC with the needed information to prioritize proposals for regional funding. Each proposal shall be described in a separate form. Prospective applicants are encouraged to contact Christian Meyer to discuss any questions regarding the completion of this form or funding opportunity (802-229-0389; meyer@cvregion.com).

Person or committee submitting: Transportation Advisory Committee, Chair Michael Hellein

Municipality/Organization Barre City

Contact Email: barre@helle.in

Contact Phone #: 802-503-1199

Date: 03/02/2022

1. Project Name:
Berlin Street traffic calming study and implementation plan
2. Project Location
Berlin Street in Barre City, [between Stevens Branch and Smith Street](#)
3. Please describe the proposed planning work and what it will accomplish:
The study will involve community outreach, including a series of site visits, to determine the needs of residents and businesses. The planning process will seek to lessen the negative impact of the more than 5000 vehicles that travel this neighborhood street daily. The planning work will deliver a design for low-cost permanent and temporary interventions to serve as a demonstration project to guide future investment in pedestrian safety and neighborhood quality of life.
4. Why is the proposed planning work needed?
As noted in 3 above, this street receives a high volume of traffic for its scale. Residents of this densely settled neighborhood have advocated for changes to this street for some time, and are frustrated by the lack of action. Providing this planning work will address the primary barrier to action by our Public Works department, as our staff doesn't have available resources to undertake the necessary planning, but have been quick to make physical changes when the requirements are clarified by design.
5. Estimated Cost

\$20,000

6. Projects will be reviewed based on, but not limited to, the following criteria. Please explain how your proposal fits into this framework.

a. How will the study benefit the region at large?

This pilot project will benefit regional municipalities by serving as an example of incremental traffic calming in an urban context.

b. Will the study impact public health and safety? If so, how?

Traffic calming on Berlin Street will increase safety of drivers and pedestrians by reducing vehicle speeds. Pedestrians will be safer at the several crossings present on these blocks due to reduced vehicle speeds and designs that draw driver attention to pedestrian areas. Residents of the affected neighborhood will be safer and more comfortable walking and biking to local recreation sites, encouraging increased use of active modes of transportation.

c. How will the proposed study support regional and state energy and climate goals?

This traffic calming demonstration project is restores a crucial link in Barre City's pedestrian network, and the more we are able to provide safe and accessible walking infrastructure, the fewer vehicle trips are required to take advantage of local amenities.

d. What impact will the study have on improving efficiency or reducing operating and maintenance expenses?

A street that is safe by design puts less of a burden on ambulance and police services. If stormwater management is part of the final permanent implementation, traffic calming landscape elements can also reduce runoff and flooding in this low-lying area adjacent to Stevens Branch.

e. How will the study support the inclusion of minority and/or low-income populations?

Residential development in this neighborhood is primarily on the North side of Berlin Street. Residents of this Census Block, FIPS 500239552006, are 71% low income (98th percentile for Vermont) and 24% age 65 or older (78th percentile for Vermont) according to the EPA's [Environmental Justice Screening and Mapping Tool](#). People spend more time walking or congregating on a safe street, and everyone who uses the street or lives nearby benefits from this public activity.

f. How will this project support economic develop goals?

Current vehicle traffic creates significant negative consequences for Berlin Street, depressing property values and investment in the neighborhood. Traffic

calming and creating a more inviting walking environment will have a transformative impact on the perception of the neighborhood.

- g. Does the study contribute to the implementation of an adopted plan or study, or an ongoing phased project? If so, how?

Barre City's 2020 Municipal Plan says of this neighborhood: "Given the residential density of this neighborhood, improved access to parks and pedestrian/bicycle routes is important." This planning is an important step toward that goal, and these blocks of Berlin Street connects to a completed section of bike path on Smith Street.

- h. Why is this project best suited for funding under the TPI?

This project is well suited for TPI funding because it seeks to address problems residents have raised directly to Barre City's Transportation Advisory Committee, and our barrier to addressing resident concerns is available planning resources.

- 7. Is the completed work needed by a certain date? If so when?

It would be ideal to schedule work for improvements to Berlin Street during this construction season, but no date is a clear cut-off.

- 8. How will the findings of the study be implemented? What types of funding or grant programs might be available for implementation?

Currently, funding is expected to come from Barre City's capital budget for streets and sidewalks.