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Transportation Advisory Committee (TAC)
Minutes
Tuesday, July 23 ,2024

Attendees:					
	Barre City			Northfield	Thomas Davis
	Barre Town	Stephanie Magnan (Chair)			Jeff Schulz, Alt
x	Berlin	Robert Wernecke	x	Orange	Lee Cattaneo
	Cabot	John Cookson		Plainfield	Bob Atchinson (Vice Chair)
x	Calais	David Ellenbogen	X	Roxbury	Gerry D'Amico
		Karin McNeill, Alt		Waitsfield	Don LaHaye
	Duxbury	Alan Quackenbush	X		Alice Peal, Alt
		Bill Whitehair, Alt.		Warren	Michael Bridgewater, Alt
	E. Montpelier	Adam Stanforth		Washington	Peter Carbee
x		Jen Devine, Alt			
	Fayston	Donald Simonini	X	Waterbury	Mike Hedges
	Marshfield	Todd Eaton			Doug Greason, Alt
x	Middlesex	Ronald Krauth	X	Williamstown	Richard Turner
x	Montpelier	Dona Bate		Woodbury	Chris Koteas
x	Moretown	Joyce Manchester	x		Michael Gray, Alt
				Worcester	Bill Arrand
Staff: Keith Cubbon, Reuben MacMartin					
Guests:					

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David E. brought the meeting to order at 6:40pm.

Roll Call

- Roll was called and a quorum was present

Adjustments to the Agenda

- None

Public Comments

- None

1 **Staff Announcements**

- 2 • <Check with Keith Notes>

3 **Approval of June 2024 TAC Meeting Minutes**

- 4 • Dona B requested her statements regarding phone-based alerts relating to roads closed
5 be amended to specify “VT-Alerts” and “511-Roads”
6 ○ Reuben affirmed that this would be done.
7 • Group voted, motion passed.

8 **Discussion: Flooding, Erosion, and Retiring Infrastructure**

- 9 • Keith walked the TAC through ongoing efforts relating to Plainfield and Worcester and
10 the high probability of retiring (at least segments of) Brook Road and the realities of
11 repetitive loss events and continually rebuilding in high risk locations. Plainfield looking
12 at relocation of part of Village to higher elevation.
13 ○ Reuben: Plainfield, for better or worse, will be a learning experience for how to
14 have these conversations.
15 • David E: Does State have guidelines for relocating roads?
16 ○ Reuben: None I’m currently aware of.
17 ○ Matt A: Need to check. Strategic Retreat conversations have been occurring and
18 some other towns have begun to look at this.
19 • Michael Gray: Woodbury has chronic problem locations. Previous site visits for
20 evaluation of problems (VTrans, CVRPC, Stream Engineers). Is there some panel that can
21 do a multi-location visit? Town has upsized culverts and done recommended work and is
22 still seeing recurring problems at some locations. Could a dedicated group visit and go
23 out with Road Commissioner?
24 ○ Reuben: If we get a formal request we can and will put together a team and
25 come out. This is our process and we are happy to help our towns.
26 ○ Keith: We can coordinate with State to bring in relevant expertise.
27 • Mike H: VTrans District Transportation Administrator (or representative) is tasked with
28 annual visit to each town. Waterbury had dilapidated truss bridge that they surrendered
29 and replaced with a road connection using bridge funds (eligible as it replaced the
30 bridge function). Waterbury looking at abandoning a section of road that has alternate
31 access.
32 • Alice P: Fayston/Waitsfield North Fayston Road repeatedly flooded by Shephard Brook,
33 some spots always hammered others get bypassed. Would get Floodplain Manager and
34 River Scientists. New FEMA maps look at hydrological flows and underlying data have
35 potential to forecast flooding and erosion probabilistically and inform future location of
36 roads and homes.

- 1 • Joyce M: Experience from Moretown. Spot flooding, capricious rains, reduced
2 predictability in volumes and locations of rain events. Personal experience of being cut
3 off for tow days on a road that hasn't seen flooding in at least 75 years. Town hired
4 private contractor for immediate repairs/temporary fixes. Contractor though upsizing
5 culverts doesn't work because any culvert can get plugged. Can we ensure best
6 practices education for road crews and contractors working on public roads? Do larger
7 culverts work?
8 ○ Mike H: During Irene 90% of bridge failures caused by debris leading to
9 washouts. Sizing of culverts based on bank full width and allowances for regular
10 flow around debris and movement of aquatic and terrestrial animals. True flood
11 resistance would require replacing many culverts with long-span bridges.
12 Building and maintaining that many bridges of that size becomes very expensive
13 very fast.
- 14 • Lee C: In Orange 100 Feet of Maxfield Road lost to floods down to bedrock, replaced
15 with temporary road. Isolated location that lost secondary access due to abandonment
16 of another road 20 years ago. Multiple houses cut off for 4-5 days this last flood.
17 Concerns about Emergency access. Potential for single-track roads? Make sure alternate
18 access is a consideration in decisions around retiring roads/segments.
19 ○ Keith: Agreed that careful consideration of access requirements will be necessary
20 in any such decisions.
- 21 • Ron K: Culvert near home plugged in last couple of major rains and washed out around.
22 ○ David E: Calais had road crew clearing debris from a key culvert during last storm
23 to protect Beaver Baffle to protect road.
- 24 • Alice P: Repeated localized heavy rains leading to threat of landslides that could
25 subsequently block streams (Fayston/Waitsfield Mill Brook risk). Upstream towns
26 dictate downstream outcomes. Alice and Regional Wetlands Supervisor pointing to
27 Middlebury and Otter Creek wetlands restoration. Would like to see Waitsfield follow
28 suit to protect both themselves and Moretown.

29 **Discussion: TAC Role in O&D efforts**

- 30 • David E: Requested clarification on meaning of "O&D"
31 ○ Reuben: Older and Disabled Persons, the set of services for dependent users.
- 32 • Monica W: Administered through Area Agencies on Aging, CVCOA in our region.
33 Transportation services for older and disabled person lacking access to transportation.
34 Serves medical, social, and personal trips. Funding comes through Area Agency on
35 Aging. Primarily volunteer drivers, sometimes paid drivers.
- 36 • Reuben: We're trying to figure out how TAC can facilitate communication of service
37 availability and provision of service (ie – assist volunteer driver recruitment). Looking for

1 ideas and willingness to transmit information to potential users and volunteers. Find out
2 what existing efforts towns are undertaking.

- 3 • David E: Can TAC get brief summary language (2 paragraph) for posting to FPF?
 - 4 ○ Reuben: Can be generated and sent soon.
- 5 • Joyce M: Would like data on usage by town. Requests made vs fulfilled.
 - 6 ○ Monica: GMT should be able to do a data pull.
 - 7 ○ Reuben: Would like data element for regional plan as well.
- 8 • Alice P: Waitsfield Meals on Wheels has good recruitment, may have ideas. Free
9 Wheelin service in Mad River Valley, has organization cars dedicated for medical trips,
10 local volunteers use own vehicles for local trips in Valley. Capstone rural service with
11 organization vehicles prepositioned for volunteer drivers.
 - 12 ○ Monica: Free Wheelin replication difficult because GMT FTA funding
13 requirements around vehicle acquisition and driver vetting. Capstone program,
14 Community Rides Vermont is a sub-grantee of GMT and sometimes get sent
15 rides GMT can't service.
 - 16 ○ Alice P: VTrans program people can sign up for. Prior conversations around
17 VTrans backend support and coordination to get Free Wheelin connected to ride
18 requests.
 - 19 ○ Monica: Expects to find low ride request numbers in Valley due to Free Wheelin
20 success. Working with CVCOA to coordinate volunteer recruitment and
21 allocation between various programs.
- 22 • David E: Separate screenings for drivers for different service providers. Can this be
23 consolidated into a single shared screening process? Microtransit: will we be getting
24 any?
 - 25 ○ Monica: Shared screening is a good idea and should be viable, will investigate.
26 MyRide is GMT's microtransit service for Montpelier and Hospital Hill. Currently
27 GMT's only microtransit service.

28 **TAC Member Round Table**

- 29 • Mike H: Waterbury had RPC out re: bikeshare proposal, can he get some materials
30 explaining the concept?
 - 31 ○ Reuben: will send description and concept map.
- 32 • Jen D: Are there thoughts on policy changes to create financing for a relocation
33 incentive or voluntary buy-out program to get people away from hazard locations?
 - 34 ○ Keith: Hazard mitigation funding post-disaster to relocate affected properties.
35 Currently 100% of funding is covered, normally 75%/25% split (town match is
36 25%), State is covering match for properties registered by end of August.

1 Previously flooded properties now requiring disclosure: buy-outs will be best
2 option for many as it pays the market value prior to disaster.

3 ○ Reuben: Good time to remind towns to take capital planning seriously. 80/20 is
4 best you can expect for transportation funding. Towns need to take long-term
5 capital planning seriously for having/finding match and emergency funds on
6 hand.

7 ○ Keith: Latest flooding waiting of Federally Declared Disaster, if/when it declared
8 town ERAF scores will determine town share of buy-outs. No word nor
9 expectation of State stepping up.

10 ● Gerry D: Heavy use of acronyms in transportation derives from military reliance on
11 acronyms and WWII returning to civilian life.

12 ● Lee C: People who rebuilt last year and got wiped out this year, eligible for buy-out?

13 ○ Keith: Unsure

14 ○ Dona B: If FEMA money is used to mitigate cause of damage from event,
15 property will be eligible for future FEMA money from subsequent events so long
16 as property owner addresses the identified risks. Buy-out process can take 3-5
17 years. Buy-outs means permanently removed from tax rolls.

18 ○ David E: Cost of repair/mitigation vs cost of not.

19 **Adjourn**

20 ● At 7:45 PM Lee C made a motion to adjourn Mike H 2nd the motion.
21 Motion passed.