



BOARD OF COMMISSIONERS

November 12, 2024 at 6:30 pm

29 Main Street, Suite 4, Montpelier Vermont

Hybrid Meeting with Remote Participation via Zoom¹

<https://us02web.zoom.us/j/81136818419?pwd=dDFDbDhrTm56TUNQUlp3WEorYzRZZz09>

One tap mobile: +19294362866,,81136818419#,,,,*722490# US (New York)

Dial in via phone: 1-929-436-2866 • Meeting ID: 811 3681 8419 • Passcode: 722490

Or find your local number: <https://us02web.zoom.us/u/kcjBhi3bIX>

Download the app at least 5 minutes before the meeting starts: <https://zoom.us/download>

6:15 pm – Social and pizza

Page **AGENDA**

6:30² Introductions

Adjustments to the Agenda

Public Comments

2 6:35 CWAC Appointment (potential action - enclosed)³

3 6:45 Montpelier Growth Area (enclosed)

6 7:00 Regional Plan Chapter Review – Transportation (enclosed)

49 7:35 Winooski Basin Flood Workshop (enclosed)

50 7:50 Minutes 10/08/2024 (action - enclosed) ³

58 7:55 Reports (action - enclosed)³

Update/questions on Staff and Committee Reports

8:00 Commissioner Round Table

8:15 Adjourn

Next Meeting: December 10, 2024

¹ 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.

² Times are approximate unless otherwise advertised.

³ Anticipated action item.



MEMO

Date: November 6, 2024
To: Board of Commissioners
From: Christian Meyer, Executive Director
Re: Interested parties for Clean Water Advisory Committee (CWAC)

➔ **ACTION REQUESTED:** Support soliciting interested parties to serve as a municipal representative for the Clean Water Advisory Committee.

The Clean Water Advisory Committee is looking to fill a vacant seat. CVRPC has solicited interest from all 23 municipalities of the region. No interested applicants have come forward. The vacant position is for a municipal representative. In this role, the member will represent municipal interests broadly, not the interests of their home municipality. As such, the municipal representative is not appointed by a municipality but needs to apply to be considered before the Nominating Committee makes a recommendation to the Board of Commissioners for approval. CVRPC commissioners can be considered for a municipal representative seat on the committee.

The role of the CWAC is to oversee the CVRPC water quality planning program in accordance with CVRPC plans, policies, and procedures, to act as a liaison between local communities and the Vermont Agency of Natural Resources (ANR), and to provide local and regional input regarding water quality issues important to the region.

The CWAC meets every other month on the second Thursday of the month.



MEMO

Date: November 6, 2024
To: Board of Commissioner
From: Christian Meyer, Executive Committee
Re: Montpelier Growth Center Designation – Follow-up

☒ **ACTION REQUESTED:** Discussion

Following the public comment by Steven Whittaker at the October CVRPC Board of Commissioners meeting, staff were instructed to review the comments and provide the CVRPC Board with additional information as well as consider the need for a special meeting. The following is a recounting of the process followed, the resulting outcomes, and a short discussion of next steps and the role the RPC plays in reviewing amendments to Growth Center designations.

As part of the context of these events, I (Christian) was appointed by VAPDA to replace Charlie Baker (Chittenden County RPC) as the representative to the Community Investment Board. While I attended prior meetings, October 28th, 2024, was my first meeting officially serving in this capacity.

At the September 23, 2024, meeting of the Community Investment Board (CIB – *formerly the Downtown Development Board*), board members were asked to review an amendment to the boundary of the City of Montpelier’s Growth Center designation. At the time of the request, Department of Housing and Community Development (DHCD) staff had advised the City that they would be asked to follow the CIB guidelines for a growth center renewal and amendments.

Under these guidelines, the municipality was only asked to submit a cover letter, comments on each finding of fact from their original application, an updated 5-year capital plan, and a map and table showing the location and quantity of permits. Under these guidelines, no regional input was requested, as would have been requested under a Growth Center application. The guidelines had been in place since 2012 and had been used in previous growth center boundary amendments, and as such did not raise any questions prior to the September 23 vote.

At the September 23 CIB meeting, two citizens from Montpelier commented on the amendment request, including Stephen Whitaker who questioned the process noting that the amendment request did not meet the statutory language of 24 V.S.A. § 2793c(e)(4), which

required all the same materials for an amendment as for an application. The Board considered Whitaker's comments and requested clarification from DHCD staff who confirmed that the CIB had developed guidelines around amendments and that those guidelines had been followed. The Board approved an amended request with conditions. Whitaker subsequently and preemptively filed a motion to reconsider. It was roughly at this time that Whitaker also provided public comment to the CVRPC, where he requested that CVRPC direct the executive director in his position as a member of the CIB to join in a request to reconsider and that submission of said request would be time sensitive. Staff was neither able to comment on the RPC's standing to submit a request for reconsideration nor the time sensitivity of the issue. The Board directed staff to investigate and advise Commission leadership on the timeliness of the issue.

Staff consulted relevant regulation, reviewed the CIB guidelines, consulted with the City staff on how the process had been presented to them, and consulted with DHCD staff. In this process staff were informed that DHCD intended to acknowledge defect of the City's amendment request and intended to call a special meeting that would modify the approval to require that Montpelier adopt a municipal plan that identified those areas impacted in the boundary revision as growth areas. Any new or amended municipal plan would also be required to receive regional review and approval. During said special meeting of the CIB, held October 15th, the CIB did not move to add the conditions, but rather asked DHCD staff for additional information. DHCD staff presented a memo in preparation for the October 28th CIB meeting, which recommended revocation of the motion to amend the Montpelier Growth Center boundary and the repeal of the CIB guidelines on boundary amendments. The CIB agreed with the staff's recommendations and the approval was revoked and the guidelines were repealed.

While the designation program is in the process of heavy revision (per Act 181), making the situation described above less likely to reoccur, going forward, Growth Center amendments will require the same documentation as is required for a new application and as such will require input from their respective RPCs.

With regard to the role of the RPC in Montpelier's work to pursue a Growth Center designation, the City is working to adopt a new municipal plan by late Spring 2025. At which time, CVRPC will be asked to approve said plan for conformance with the regional plan and state planning goals.

The October 28th CIB meeting was the first meeting where the CVRPC executive director (me) served as the VAPDA representative to the CIB. In this role, I felt it necessary to recuse myself as having a conflict of interest, given the role CVRPC will have in this process going forward. Charlie Baker remains the alternate VAPDA representative and can continue to represent regional interests in the event I need to again recuse myself.

Additional Materials

DHCD Staff Memo: *The memo linked herein provides a very thorough discussion of the process followed.* https://outside.vermont.gov/agency/ACCD/ACCD_Web_Docs/CD/CPR/Downtown-Board/DHCD-CPR-CIB-GC-Montpelier-Amendment-All%20Materials-2024.10.28.pdf

Montpelier Bridge Article: *Third party reporting on the events*

<https://montpelierbridge.org/2024/10/housing-plans-for-country-club-road-delayed-montpelier-growth-center-expansion-approval-revoked-by-state-board/>

2016 Plan Goals & Policies/Strategies	Notes
<p>GOAL 1: To achieve a Regional transportation planning process that is comprehensive, multimodal, and public, and is integrated with Regional and local land use planning as outlined in the Central Vermont Regional Plan.</p>	<p>Language updated for brevity and clarity</p>
<p>1. Encourage municipalities' analysis of transportation needs at the local level, including the relationships between development patterns and transportation needs, and which considers various modes of travel.</p>	<p>Goal 10; Strategy 1.5, Strategy 1.2</p>
<p>2. Encourage coordination and cooperation in comprehensive transportation planning among the various municipalities in the Region and at the Regional, State, and private levels.</p>	<p>Strategy 1.2</p>
<p>3. Undertake a comprehensive Regional analysis of existing and anticipated travel behavior and multi-modal approaches to accommodating anticipated travel demand.</p>	<p>Removed. The value of this policy and macro level modeling is not clear. Most of these behaviors are well understood for a low density/rural region. Additionally, this type of analysis and the associated model is extremely expensive to build and requires ongoing maintenance by specialized staff. The region would continue to take smaller scale modeling as part of scoping and feasibility studies.</p>
<p>4. Balance Regional and local decision-making, and flexibility in transportation planning, when conflicts develop between local and State plans.</p>	<p>Strategy 1.2</p>
<p>5. Promote a project prioritization process that takes the goals of the Regional Transportation Plan into consideration.</p>	<p>Strategy 1.3</p>
<p>6. Promote open and inclusive public participation in the multi-modal planning and development of transportation projects.</p>	<p>Strategy 1.4</p>
<p>7. Support the planning and design of the Region's transportation system to encourage development and re-development in existing villages, cities, and designated growth centers.</p>	<p>Revised to more specifically tied to actions. Strategy 2.1, 2.3, 2.4, 2.6, 3.1, 7.5</p>
<p>8. Encourage the full integration of transportation and land use planning at the Regional and local level.</p>	<p>Strategy 1.5, 3.1</p>
<p>GOAL 2: To preserve and maintain the existing transportation system.</p>	
<p>1. Support the necessary steps for evaluating, prioritizing, and implementing preventive maintenance programs for all elements of the transportation system.</p>	<p>Strategy 5.1</p>
<p>2. Promote a funding strategy that realizes maximum use of all available resources to ensure adequate maintenance of the existing transportation system.</p>	<p>This is covered under our goals that link directly to land used, resilience, and active transportation among others.</p>

2025 Plan Goals & Policies/Strategies
<p>Goal 1: Employ an inclusive, participatory, and sustainable regional transportation planning process.</p>
<p>Strategy 1.1: Regularly engage the CVRPC Transportation Advisory Committee and Road Supervisors' Round Table to identify regional needs and steer planning priorities.</p>
<p>Strategy 1.2: Require alignment with regional planning goals when evaluating projects and certifying town plans.</p>
<p>Strategy 1.3: Conduct public outreach to engage residents and stakeholders potentially affected by projects or initiatives.</p>
<p>Strategy 1.4: Provide comments/recommendations regarding impacts of specific land use projects on the regional transportation system during the permitting process.</p>
<p>Goal 2: Increase the safety of the transportation system for all users.</p>
<p>Strategy 2.1: Promote participation in Safe Routes programs and provide technical assistance for associated plans.</p>
<p>Strategy 2.2: Prioritize safety-targeted measures at High or Potential Crash Locations</p>
<p>Strategy 2.3: Prioritize safety improvement projects that limit conflicts between modes.</p>
<p>Strategy 2.4: Support projects to provide greater safety for transit riders and operators.</p>
<p>Strategy 2.5: Publicize rights and protections for vulnerable roadway users.</p>
<p>Strategy 2.6: Require inclusion of Complete Streets principles as a condition of project support and town plan certification.</p>

3. Encourage development patterns that reflect the planned capacity of the transportation system. Level of Service C will be taken as the preferred condition. Level of Service D should be accepted within the more urban, built-up sectors of the Region (for example: Montpelier, Barre City, Northeast Berlin, South Barre, Waterbury Village, Northfield Village, Waitsfield Village, and Irasville).

Strategy 5.2 / 1.5

GOAL 3: Enable the transportation system to operate at its highest efficiency by managing travel demand and encouraging shifts to under-utilized and more efficient travel modes.

1. Develop a strategy that encourages maximum use of all available transportation resources and allocates those resources to the optimum functioning of the transportation system.

Removed. Overly vague. Many other revised goals and policies speak to efficient use of resources in more actionable terms.

2. Support the education of the Region's employers in the development of Travel Demand Management Programs (e.g. telecommuting, flextime, compressed work weeks, ride-share matching, preferential parking, commuter fringe benefit, etc.). Facilitate the establishment of Transportation Management Associations to organize and administer TDM programs.

Strategy 6.5 /6.6

3. Educate the public on modal choices available.

Strategy 6.4

4. Encourage preservation of existing rights-of-way for future transportation purposes. In particular, work to retain abandoned railroad rights-of-way for transportation uses such as trails and bike paths.

Strategy 11.1

5. Consider new or expanded public transit services that serve intra-Regional and intercity travel needs.

Strategy 6.2. Funding is fairly hemmed in by Vtrans on how and where transit is provided. While CVRPC can study and make recommendations for transit services (similar to our ongoing work to support TOD). However, we should be careful to ensure our actions reflect authority to effect change.

6. Encourage full accessibility to the Region's transportation services for the Region's residents in need.

Strategy 6.1 / 6.3

7. Establish aggressive, but realistic, targets for modal shares along Regional transportation arteries.

In the absence of dedicated hard infrastructure, arterials are high-stress facilities for vulnerable users. Realistic mode share for functional trips, in the absence of protected/separated facilities, is a fraction of a percent. Where opportunity exists (e.g., villages on state routes) other strategies around complete streets provides for the intent of this strategy.

8. Support updating and optimization of traffic signal timings on a regular schedule and coordinate where appropriate.

Strategy 5.3 / RPC involvement would be limited to perhaps funding/administering a timing study or an Intelligent Transpo System study. Maintenance obligations fall to the owner of the asset. Adjusting timings or actuation delay is a decision undertaken and overseen by the equipment owner (most likely Vtrans or a major town) generally in response to changed conditions.

Goal 3: Mitigate the impacts of the transportation system on the environment and climate and plan for the impacts of climate change on the transportation system.

Strategy 3.1: Support planning efforts that adhere to smart growth principles.

Strategy 3.2: Prioritize the development of active transportation networks for functional trips including work commutes and shopping.

Strategy 3.3: Require municipalities to consider the relationships between development patterns and transportation demand as a condition of town plan certification.

Strategy 3.4: Provide grant assistance for efforts to adopt alternative fuels for municipal vehicles.

Strategy 3.5: Factor long-term direct and indirect costs and benefits into decision-making. Impacts that are not easily expressed in dollar values should also be considered.

Strategy 3.6: Provide analytical assistance and guidance to efforts to site new EV charging infrastructure.

Strategy 3.7: Assist municipalities in planning for retirement of infrastructure rendered non-viable by climate change.

Goal 4: Increase the resilience of the transportation system for motorized and non-motorized users.

Strategy 4.1: Plan for the provision of essential transportation during natural disasters.

9. Market public transit to new users.

GMT and other operators principally market their services. CVRPC reposts as a partner. We also participate in TDM initiatives that include transit as included in other strategies.

GOAL 4: To integrate modes of travel in order to allow for their most effective use and ultimately reduce dependence on single occupant vehicles.

- 1. Encourage the development of park and ride lots for car and van pools, and encourage employers to provide incentives to car and van pool users.
- 2. Promote physical and operational connections between various modes of transportation.
- 3. Ensure adequate mobility for all segments of the population, including residents who cannot or do not use private automobiles.
- 4. Foster a sense of mutual respect among users of the various modes of transportation.
- 5. Encourage the availability of multiple options for the movement of people and goods.

- Strategy 9.4
- Strategy 8.3
- Strategy 6.1 / 6.3
- Removed: It is unclear how this strategy would be manifested. Perhaps a more specific strategy could be proposed.
- Strategy 5.4

GOAL 5: To establish a transportation system that minimizes consumption of resources and maximizes the protection of the environment.

- 1. Support efforts to minimize negative environmental impacts associated with the transportation system (including air quality, noise levels, surface water, vegetation, agricultural land, fragile areas, and historical/archaeological sites).
- 2. Encourage the preservation and enhancement of scenic views and corridors.
- 3. Support efforts to minimize energy consumption, especially nonrenewable energy resources, and explore expanded use of alternative fuels.
- 4. Factor direct and indirect costs and benefits into decision-making. Impacts that are not easily expressed in dollar values should also be considered.
- 5. Promote public awareness of the environmental impacts resulting from use of the Region's transportation system.
- 6. Promote a transportation system that encourages concentrated development, allows greater access to residences, employment, and services, and facilitates carpooling, bus and rail service, and non-motorized travel.

- Goal 3
- Strategy 10.4 / 11.2
- Goal 3 / Goal 7
- Strategy 3.5
- Removed. This strategy seems dated. Perhaps a more targeted strategy for our time could be recommended.
- Goal 3 / Goal 7

GOAL 6: To make necessary improvements to achieve a transportation system appropriately structured and designed to safely, effectively, and economically move goods and people.

Strategy 4.2: Leverage the AOT Transportation Resilience Planning Tool to identify and mitigate hazards to neighborhoods and users caused by vulnerable road segments and structures.

Strategy 4.3: Require adoption of bridge and road standards as a condition of town plan certification.

Goal 5: Maintain and maximize the performance of the existing network for people and freight.

- Strategy 5.1: Provide technical assistance for evaluating, prioritizing, and implementing preventive maintenance programs for all elements of the transportation system.**
- Strategy 5.2: Target levels of service (LOS) appropriate to local context: LOS C as preferred minimum, LOS D acceptable in built up settlements**
- Strategy 5.3: Provide technical assistance to municipalities to optimize traffic operations**
- Strategy 5.4: Require access management policies that improve safety, reduce traffic congestion, maintain capital investment, and encourage the use of active modes as a condition of town plan certification and project support.**
- Strategy 5.5: Conduct intersection studies when merited by safety or capacity issues.**

Strategy 5.6: Coordinate with VTrans to find funding to study and address episodic congestion and queuing at I-89 Exit 10.

Goal 6: Facilitate the development of a transportation system that provides access for all.

- Strategy 6.1: Assist in planning for all segments of the population to have access to a full range of goods, services, and activities.**
- Strategy 6.2: Assist transit providers in determining equitable distributions of transit service.**
- Strategy 6.3: Facilitate full access to the Region's transportation services for the Region's disabled and elderly via participation on GMT Board and hosting of Older & Disabled Persons' (O&D) Mobility Committee.**
- Strategy 6.4: Engage and educate the public on modal choices and related infrastructure.**
- Strategy 6.5: Provide technical assistance to the Region's employers in the development of Travel Demand Management Programs (e.g. telecommuting, flextime, compressed work weeks, rideshare matching, preferential parking, commuter fringe benefit, etc.).**

<p>1. Encourage the appropriate scale and design of streets, highways, and other transportation infrastructure to serve local traffic, destination traffic, and through traffic.</p> <p>2. Foster a neighborhood street system characterized by a network of interconnected streets that minimizes through traffic in residential neighborhoods.</p> <p>3. Promote safety-targeted measures at High or Potential Accident Locations and promote traffic safety Region-wide.</p> <p>4. Promote projects that limit the conflicts between the motor vehicle traffic stream, pedestrians, and the rail system.</p> <p>5. Encourage access management policies that reduce traffic congestion and maintain capital investment.</p> <p>6. Consider new facilities when demand warrants (e.g. when alternatives to reduce congestion and improve safety have been attempted) and/or when other strategic state, Regional, or local goals apply.</p> <p>7. Foster a sense of safety and comfort for riders of public transit.</p>	<p>Strategy 3.1 / 7.1</p> <p>Overly vague. The could be used to argue for cul-de-sac subdivisions. Proposed strategies around smartgrowth incoroorate the intent of this strategy.</p> <p>Strategy 2.2 / 5.6 / 7.3</p> <p>Strategy 2.3 / 7.3</p> <p>Strategy 5.5</p> <p>Goal 5</p> <p>Strategy 2.4</p>	<p>Strategy 6.6: Facilitate the establishment of Transportation Management Associations to organize and administer TDM Programs.</p> <p>Goal 7: Promote positive health outcomes by coordinating land use and transportation planning to favor active transportation in new development and redevelopment efforts.</p> <p>Strategy 7.1: Assist communities working to comply with Vermont Act 34 (Complete Streets)</p> <p>Strategy 7.2: Provide technical assistance and grant support for projects to increase active transport mode share</p> <p>Strategy 7.3: Lead safety assessment and improvement projects for active transport</p> <p>Strategy 7.4: Provide training on benefits of collocating residential uses with traveler destinations to town Planning Commissions and Select Boards</p> <p>Strategy 7.5: Assist municipalities with code language to create built environments hospitable to active transport</p>
<p>GOAL 7: Promote a transportation system design that strives for aesthetic and functional characteristics that improve the quality of life.</p>		<p>Goal 8: Promote greater access for all users.</p>
<p>1. Support the design of visually attractive and durable infrastructure such as roadways, pathways, and bridges.</p> <p>2. Support high architectural standards for terminal buildings, stations, shelters, garages, and other facilities.</p> <p>3. Respect and enhance the built environment by restoration of period transportation structures where possible, and maintain the natural environment through architectural, landscaped, and engineered features.</p> <p>4. Encourage traffic calming efforts to minimize conflicts between traffic and surrounding neighborhoods.</p> <p>5. When feasible, encourage restoration or preservation of historic bridges.</p> <p>6. Foster improvements that are contextually appropriate.</p>	<p>Strategy 10.2</p> <p>Strategy 10.2</p> <p>Strategy 10.3</p> <p>See strategies around complete streets and demonstration projects. Also see goal 10 and strategy 5.2.</p> <p>Strategy 10.3</p> <p>Also see goal 10 and strategy 5.2.</p>	<p>Strategy 8.1: Facilitate the expansion of convenient connections to the rest of Vermont, the US and the World via scale-appropriate modes.</p> <p>Strategy 8.2: Assist in planning public transit that advances economic development, including employment, medical services, shopping, and tourist areas.</p> <p>Strategy 8.3: Prioritize intermodal projects for people and freight.</p>
<p>GOAL 8: To promote a Regional transportation system that preserves and enhances residential and economic development potential in growth areas.</p>		<p>Goal 9: Leverage transportation investments to increase Vermont's economic vitality and support planned growth areas.</p>
<p>1. Provide transportation system improvements at locations where they will or can serve growth areas.</p> <p>2. Foster transportation and commerce links that contribute to the economic health of the Region.</p>	<p>Strategy 9.1</p> <p>Strategy 9.2 / 9.5</p>	<p>Strategy 9.1: Provide grant-writing assistance and letters of support for transportation system improvements at locations where they will or can serve centers of activity.</p> <p>Strategy 9.2: Plan for transportation policies and projects that contribute to the economic health of the Region.</p> <p>Strategy 9.3: Prioritize transportation system improvements that renew and improve downtowns, centers of activity, and neighborhoods.</p> <p>Strategy 9.4: Provide technical assistance in the development of park and ride lots for ridesharing and public transit use and encourage employers to provide incentives to rideshare.</p> <p>Strategy 9.5: Evaluate proposed investments in the freight network to support local manufacturing and commerce.</p>

3. Encourage transportation system improvements that renew and improve downtowns, growth areas, and neighborhoods.

GOAL 9: To promote a Regional public transportation system.

1. Provide for basic mobility for transit-dependent persons.

2. Support public transit that provides access to employment.

3. Encourage congestion mitigation to preserve air quality and the sustainability of the highway network. Support public transit that advances economic development with emphasis directed toward tourist areas.

Strategy 9.3

Much of this goal is integrated into Goal 6 and its strategies.

Strategy 6.1 / 6.3

Strategy 8.2. However, transit usually only achieves these ends along a trunk line. Employer TDM/TMA/Vanpooling is maybe viable (Strategy 6.5 /6.6).
 Tourism - Strategy 11.5. More broadly, Goal 5. However, recurring daily congestion is not currently a problem in the region, and there is ample slack in the network under normal conditions. Episodic congestion is real, but the impact transit can have on it is limited in a region with Central VT's level of dispersion.

Goal 10: Protect and enhance cultural resources, prioritize aesthetically- and contextually-sensitive highway system design, and promote development patterns that support the land use goals of the regional plan that improves the quality of life and supports healthy communities.

Strategy 10.1: Require the full integration of transportation and land use planning at the regional and local levels as a condition of support for town plans and grant applications

Strategy 10.2: Provide technical assistance and support with grant applications for efforts to create livable, aesthetically pleasing infrastructure and healthy communities.

Strategy 10.3: Advocate for restoring or preserving historic bridges when viable.

Strategy 10.4: Advocate for preserving and enhancing scenic views and corridors.

Goal 11: Develop a transportation network that facilitates tourism and recreation.

Strategy 11.1: Advocate for the preservation of existing rights-of-way for future transportation purposes, such as Class 4 Roads and Legal Trails. Work to retain abandoned railroad rights-of-way for transportation uses such as trails and bike paths.

Strategy 11.2: Provide technical assistance and support with grant applications to regional scenic byways groups.

Strategy 11.3: Work with partners to develop regional and statewide recreational assets such as the Cross Vermont Trail or the Lamoille Valley Rail Trail.

Strategy 11.4: Advocate for the maintenance of visitor centers while exploring broader use of the public-private partnership model of travel services.

Strategy 11.5: Support the planning and operation of seasonal shuttle routes to mitigate localized episodic tourist-generated congestion.

Transportation

Provide an integrated regional transportation system that provides safe and reliable access for all Central Vermonters while promoting health and reducing the climate impacts of travel behaviors.

Introduction

The Central Vermont transportation system provides access to jobs, homes, recreation, commerce, and entertainment, with links to regional, statewide, national, and international networks and destinations. There is little in the daily lives of Central Vermonters that is not reliant on some form of transportation. The collection of highways, streets, trails, sidewalks, and bus routes that make up the regional transportation system structures and enables the rhythms of daily life. Additionally, our region is globally connected via Knapp State Airport (MPV) locally, Burlington International (BTV) in neighboring Chittenden County, two Amtrak stations, and an active freight rail line with a spur serving Barre.

The Central Vermont transportation system largely functions as intended, though with room for improvement in multiple areas, as detailed below. For example, the Region generally experiences low traffic congestion, but commuters tend to drive long distances in single-occupancy vehicles and many residents do not feel safe using active modes of transportation on existing roads. The low density, high dispersion development pattern that predominates in the region also leads to limited transit service with low ridership and automobile dependency with its attendant impacts on climate, air, water, land, and wildlife. This plan discusses existing and proposed initiatives to improve on these shortcomings, along with considerations of funding and implementation.

Maintaining the parts of the transportation system that function well has always been expensive and complex, and climate change is projected to worsen those challenges. Much of the Region's critical transportation infrastructure is already vulnerable to flooding and will become more so as flood frequency and severity increase. Increased road repairs, interruptions to commuting and freight, and isolation of rural communities are some ways that climate change's effects on transportation will impact Central Vermonters – especially the Region's frontline communities – as discussed further in the Climate chapter. Where possible, federal, state, and local agencies should invest up-front in transportation resilience to save money later and help ensure the continued function of the transportation system that we all rely on.

Goals

1. Employ an inclusive, participatory, and sustainable regional transportation **planning** process.
2. Increase the **safety** of the transportation system for all users.

3. Mitigate the impacts of the transportation system on the **environment and climate** and plan for the impacts of climate change on the transportation system.
4. Increase the **resilience** of the transportation system for motorized and non-motorized users.
5. **Maintain** and maximize the performance of the existing network for people and freight.
6. Facilitate the development of a transportation system that provides **access for all**.
7. Promote **positive health outcomes** by coordinating land use and transportation planning to favor active transportation in new development and redevelopment efforts.
8. Promote **connectivity between modes** for all users.
9. Leverage transportation investments to increase Vermont’s **economic vitality** and support planned growth areas.
10. Protect and enhance **cultural resources**, prioritize aesthetically- and contextually-sensitive highway system design, and promote development patterns that support the **land use goals** of the regional plan that improves the quality of life and supports healthy communities.
11. Develop a transportation network that facilitates **tourism and recreation**.

Transportation 1

Introduction 1

Goals 1

1: The System 3

 1.1: Coordination with Other Partners (Federal/State/Municipal/Regional) 3

 1.2: Roadway Classification – Function and Jurisdiction 4

2: Climate Impacts and Vehicle Emissions 6

 2.1: Electric Vehicles 9

3: Commute Patterns 10

 3.1: Central Vermont Residents 10

 3.2: Central Vermont Workforce 12

 3.3: Mode of Transportation 13

 3.4: Congestion 16

4: Transportation Demand Management 17

5: Transit 18

 5.1: Intra-Regional Transit 18

 5.2: Montpelier Transit Center 22

 5.3: Rural Community Transportation 22

 5.4: Active Transportation (Bicycle and Pedestrian Infrastructure) 22

- 5.5: Park & Ride Lots 24
- 6: Inter-Regional Transportation 25
 - 6.1: Passenger 25
 - 6.1A: Automobile Traveler Services 25
 - 6.1B: Busing beyond the Region 26
 - 6.1C: Passenger Rail 26
 - 6.1D: Aviation..... 26
 - 6.2: Freight 28
 - 6.2A: Truck-Borne Freight 28
 - 6.2B: Rail Freight Network 29
 - 6.2C: Air Freight 30
 - 6.2D: Inter-Modal Transfer Centers..... 30
- 7: Safety 30
- 8: Historic and Natural Transportation Assets..... 32
 - 8.1: Historic Site Markers..... 32
 - 8.2: Scenic Byways 32
- 9: Funding for Town Transportaion Projects 33
- Goals and Strategies 34
- Outreach Partners..... 37
- Statutory Requirements..... 38

1: The System

1.1: Coordination with Other Partners (Federal/State/Municipal/Regional)

The CVRPC regional plan focuses on transportation issues that are regional in scope or that have regional implications but recognizes the importance of collaboration between different scales of planning – federal, state, and municipal – and across regions. The transportation element of the regional plan is consistent with the Vermont Agency of Transportation (AOT) Transportation Planning Initiative (TPI)'s goal to establish transportation planning as an ongoing process.

Additionally, the Regional Transportation Element is consistent with the following objectives of the federal transportation law: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

1.2: Roadway Classification – Function and Jurisdiction

Roads in the Region are classified either by function (long-distance mobility vs. access to adjacent land) or by jurisdiction (which government entity owns the facilities and is responsible for their operations and maintenance). The two classification systems are related – larger roads tend to be under the jurisdiction of larger government entities – and both ways of classifying roads are important considerations in transportation planning.

In Vermont, roads are owned and maintained either by the State of Vermont or the municipality in which they are located. Local roads make up most of the road network in terms of road miles, while State roads are generally larger facilities that carry the most traffic. The Federal-Aid Highway Program provides funds for State roads but not for local roads. Figure 1 shows the region's roadways classified according to the federal system.

Sidebox: Functional Classification and the Federal-Aid Highway Program

The Federal Highway Administration (FHWA) employs a seven tier Federal Functional Classification (Functional Class) system for distinguishing types of roads: 1) interstate highways; 2) other limited access expressways; 3) other principal arterials; 4) minor arterials; 5) major collectors; and 6) minor collectors; and 7) local roads. The classification system is organized as a hierarchy of roadway facilities, based on the degree to which the facility prioritizes mobility (higher speeds) or access to adjacent land uses. Interstate highways and expressways, at the top of the hierarchy, are devoted exclusively to mobility, with very limited access to adjacent land. Arterials and collectors provide both mobility and access. The remainder of roads and streets are part of the local road system and are devoted exclusively to providing local access, with limited capacity and relatively slow speeds. Vermont town highway classes 1, 2, and 3 correspond approximately to the federal classifications of arterial, collector, and local respectively.

The Federal-Aid Highway Program provides funds for the construction, maintenance, and operations of highways, arterials, and some collectors. The Vermont Agency of Transportation (AOT) is responsible for constructing, maintaining, and operating all state-owned routes while municipalities are responsible for town highways and local roads. The one exception to this rule is that the State retains responsibility for striping and resurfacing Class 1 town highways.

Figure 1: Federal Class by AADT 2019 (Source: HPMS 2019)

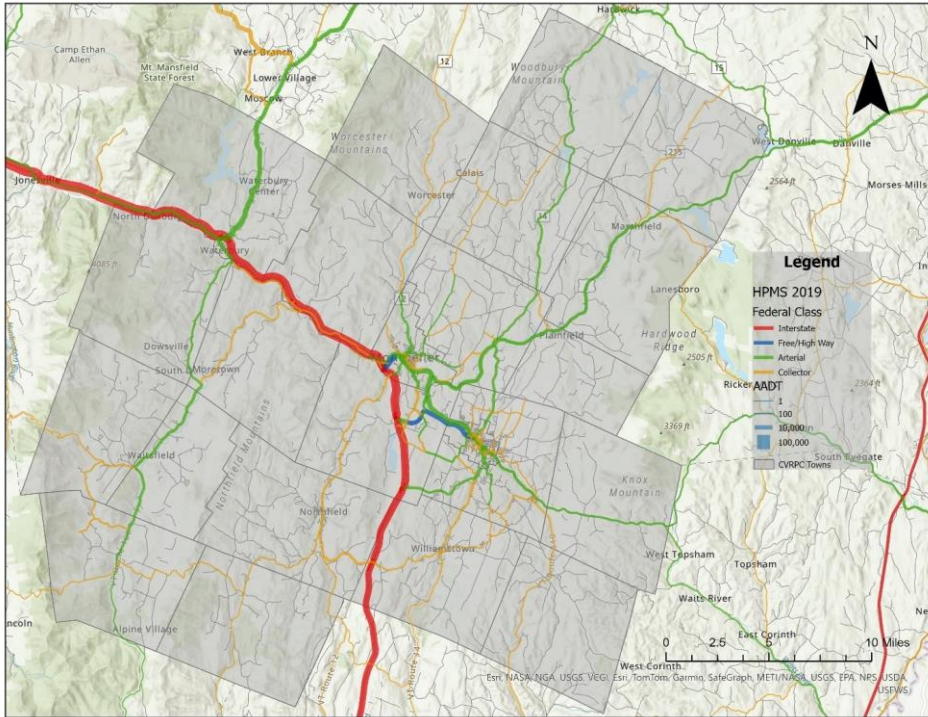


Figure 2: Average Annual Daily Traffic by Federal Class by Year

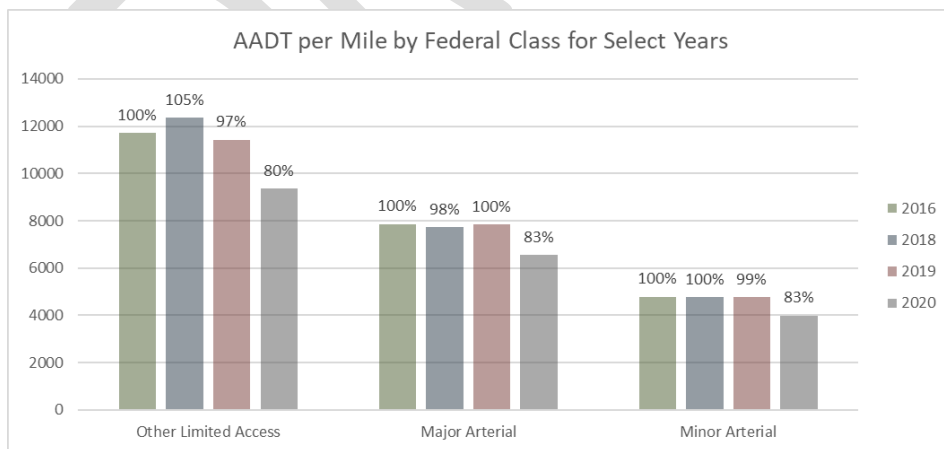


Figure 2 shows trends in travel volumes by federal class for the years 2016 through 2020, with 2017 excluded due to a discrepancy in classification in the data that made it unsuitable for use in this analysis. The percent data labels show the percent of the 2016 base year demand represented by the bar. We can see that prior to the pandemic travel demand was essentially flat, with a drop of roughly 20% due to COVID. While we know that there has been a rebound in demand since the lifting of restrictions, there are currently no reliable public datasets with which to analyze post-pandemic travel behaviors. Federal Aid Highway funding is available for projects on roads other than functional class 7 and can ease financial constraints to implementation, but projects must follow federal design standards to be eligible for funding. With federal design standards tending to favor throughput over other considerations conflicts can arise when the roads that most need federal funding are the Main Streets of the Region's towns and villages. The rigidity of federal design standards can play a big role in the livability of our existing development. Transportation finance decisions should recognize the tradeoffs that may be required to obtain federal funding versus potential public realm impacts on local communities.

2: Climate Impacts and Vehicle Emissions

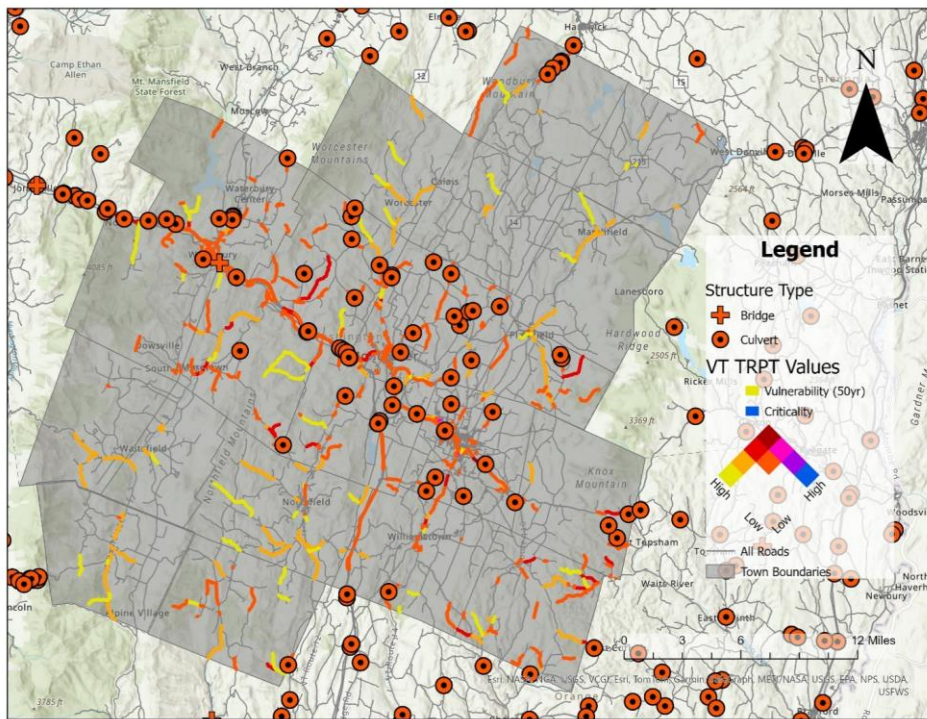
The Region's critical transportation infrastructure is already vulnerable to flooding and will require significant investments in maintenance and/or upgrades as flooding increases due to climate change. Figure 3 shows roads and structures classified by vulnerability to 50-year flood and criticality (a measure of network access provided), structures represented on the map score above 5 on both measures. Note that there are no roads in the region scoring high on criticality while scoring low on vulnerability; this is a result of historical development patterns responding to the constraints imposed by the topography of the region that led to settlements and major thoroughfares being located on the flat ground adjacent to watercourses.

If repeated replacement or repair of a facility or settlement is determined to be unsustainable, consideration will need to be given to retiring and relocating right of way (ROW). CVRPC recognizes that the costs of ROW acquisition and road building coupled with the potential for eminent domain issues to arise in pursuit of relocating roads is likely to preclude the possibility of such action short of a crisis that forecloses all other options.

Sidebox: The Vermont Agency of Transportation developed the Vermont Transportation Resilience Planning Tool (TRPT), a free and easy-to-use tool for planners "that identifies bridges, culverts, and road embankments that are vulnerable to damage from floods, estimates risk based on the vulnerability, and criticality of roadway segments, and identifies potential mitigation measures based on the factors driving the vulnerability." A brief introduction is at <https://vtrans.vermont.gov/climate/trpt> and the tool is at <https://roadfloodresilience.vermont.gov/#/map>

Figure 4 shows changes in emissions for Criteria Air Pollutants (CAP) and Greenhouse Gases (GHG) from 2008 through 2020, indexed to 2008. As with AADT, a pandemic-driven decline in GHG is seen in 2020 from a roughly flat trend for the prior 12 years. Over the same period CAP volumes have declined drastically due to improved emissions after-treatments¹. Reliable numbers for more recent years are not currently available, though it is known that there has been a rebound in trip-making and overall travel from the ²pandemic-driven decline in 2020.

Figure 3: Vulnerable Critical Roadways and Structures (Source: VT TRPT Data)



¹ (Winkler, 2018)
² (Winkler, 2018)

Figure 44: Change in Emissions Over Time (Source NEI Data)

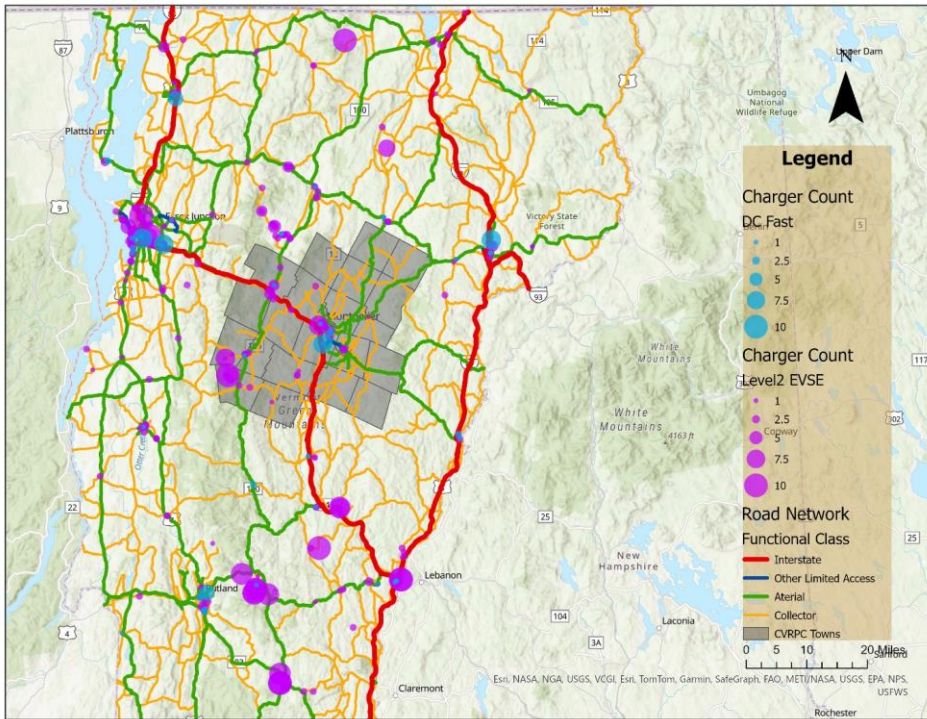


2.1: Electric Vehicles

While electric vehicles (EVs) hold the promise of reducing tailpipe emissions from transport sources, they come with a few caveats. The degree of emissions benefits from EVs is contingent on the feedstock mix of the electricity used to charge them. Relatedly, EV adoption rates will continue to be driven by the real and perceived viability of EVs and the availability of charging infrastructure.

Figure 5 shows the locations, numbers, and types of charge points in CVRPC and adjacent regions. While rebates and tax incentives can sway the financial logic of EV purchase, ready access to charging infrastructure will be needed to convince many drivers to choose electric – no one has yet successfully retrieved a jerry can of electricity after forgetting to charge at home. The proliferation of rapid charging infrastructure will require upgrades to the electrical grid. The lowest-hanging fruit for improving the generation mix, rooftop photovoltaics (PV), will require service, line, and substation upgrades to accommodate expanded net-metering. The increased weight of electric vehicles will also need to be considered in planning and budgeting for roadway maintenance, especially unpaved roads where higher axle weights will increasingly impede traversability during storms and thaws.

Figure 5: EV Charger Locations



Formatted: Caption

The lowest-carbon modes will always be active modes, including electric-assist bikes (electrocycles or e-bikes). Given the long lead time for full turnover of the residential fleet, it is recommended that a regional trail network paralleling the arterial network be developed to provide safe, conflict-free routes for travelers using active and electric micro-mobility modes. This low-stress stress arterial network should be paired with local complete streets retrofits in villages and downtowns. At the same time, towns should be leading on the issue by preferentially buying electric when purchasing vehicles for their municipal fleets.

3: Commute Patterns

Commuting in Central Vermont is facilitated by convenient access to I-89, Route 2, Route 100/100B, and a diverse network of minor arterials. This network supports intra- and inter- regional travel.

3.1: Central Vermont Residents

Figure 6 shows the work locations to which CVRPC residents commuted between 2015 and 2019. Employment location is strongly correlated to settlement size and density (themselves colinear), and commute distance.

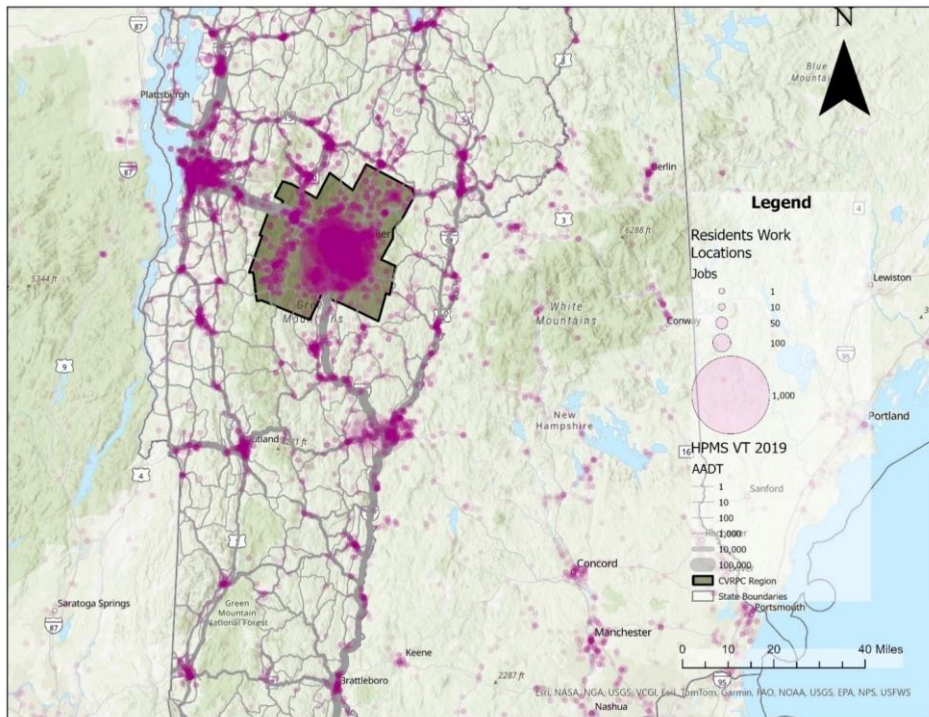


Figure 6: Workplaces of CVRPC Residents (Source: LEHD 2015 - 2019)

Figure 7: CVRPC Resident Travel Time to Work (Source: CTPP, 2012-2016 ACS 5-Year Estimates)

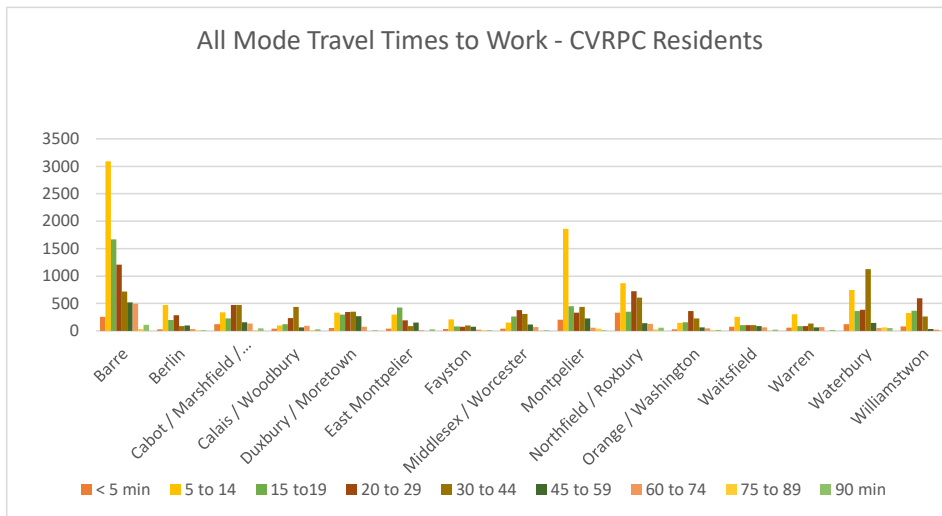


Figure 7 shows the commute times for CVRPC residents by 2010 Census Tract from the most recent Census Transportation Planning Products (CTPP) based on 2012 – 2016 American Community Survey (ACS) data. Tract-level is the finest geography available from the CTPP, though, unfortunately, it aggregates multiple towns into single tracts (eg – Cabot/Marshfield/Plainfield or Northfield/Roxbury). Employment centers (Barre, Montpelier, Berlin, Northfield) had shorter average commutes with a higher percentage of residents with short commutes, while smaller settlements with fewer employment opportunities had longer average commutes with a lower percentage of residents with short commutes.

3.2: Central Vermont Workforce

Figure 8 shows the home locations of persons employed in Central Vermont. Compared to the workplaces of Central Vermont residents, the home locations of the Central Vermont workforce show markedly more dispersion. This is consistent with the difference between the Region's and State's dominant residential development pattern (large lot, low density) and the tendency of commercial activity to concentrate in village and town centers. This pattern is also consistent with the Region's employment centers drawing employees from neighboring regions.

Figure 8: Home Locations of CVRPC Workforce (Source: LEHD 2015 - 2019)

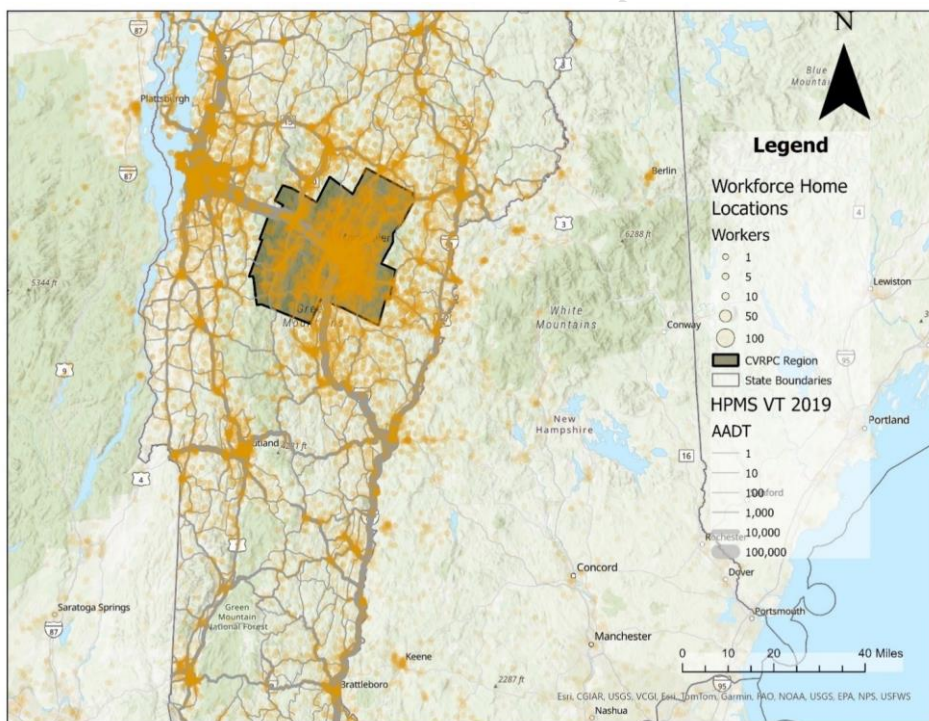
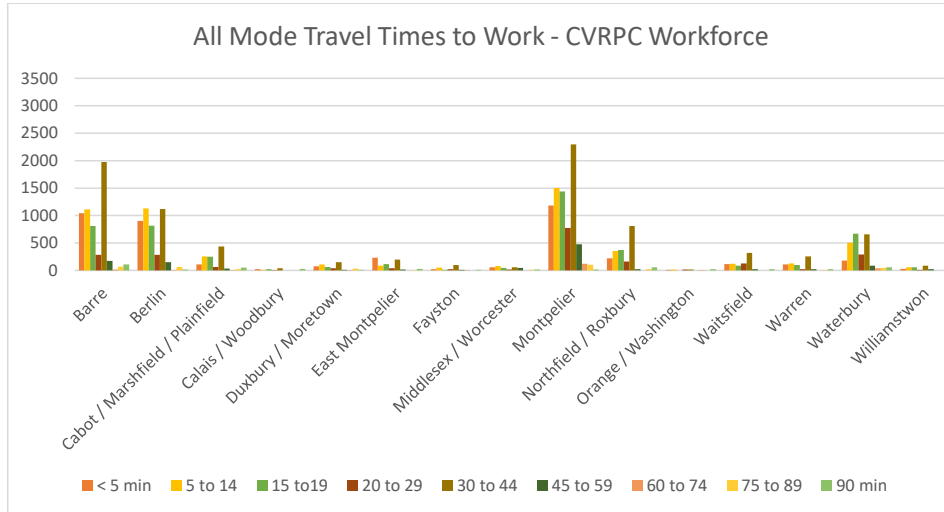


Figure 9 shows the distribution of travel times to work, by census tract of employment, for workers employed in the Region. In it we see further evidence of this extra-regional draw effect in the prevalence of commute trips between 30 and 44 minutes – particularly to Barre, Berlin, Montpelier, Northfield, and Waterbury – as compared to the commute time distributions for CVRPC residents found in Figure 7. The quantity of workers commuting from outside the Region supports the assertion that there is a shortage of housing – especially affordable housing – in Central Vermont (as discussed in the Housing chapter) and that developing more housing near the Region's employment centers would, among other benefits, reduce commute time.

Figure 99: CVRPC Workforce Travel Time to Work (Source: CTPP, 2012-2016 ACS 5-Year Estimates)

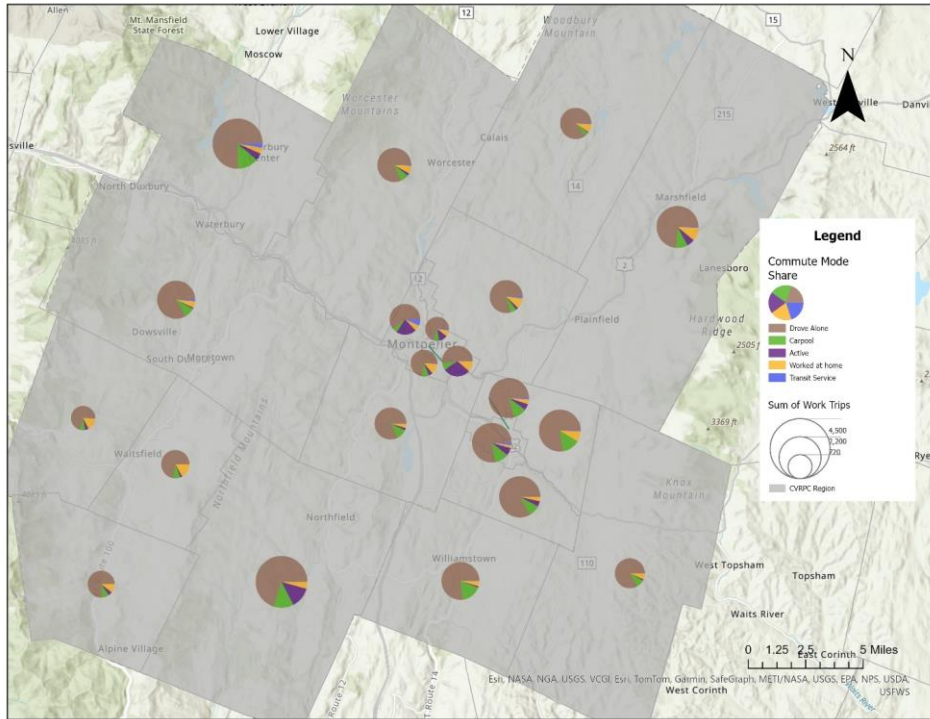


3.3: Mode of Transportation

Figure 10 and Table 1 show the breakdown by primary mode of commuting for residents of the Region. Tracts which contain or lie within an established center that has concentrated employment; a mix of retail, service, and institutional establishments; and a robust sidewalk network have higher adoption rates for active transport modes. Put simply: people who live near their jobs and have safe, separated paths to access those jobs will choose active modes.

The four primary considerations in mode choice are monetary cost, time cost, convenience, and perceived safety. Concentrated development with a robust sidewalk network offering a diversity of commercial, civic, and institutional activities addresses all four considerations. Appropriate land use and development policy will do more in the long run to address negative transportation externalities than will technological interventions.

Figure 10: Commute Mode Share by 2010 Census Tract of Residence (Source: CTPP, 2012-2016 ACS 5-Year Estimates)



DRAFT

Table 1: Commute Mode Choice by 2010 Census Tract

Town	Tract 2010	Drove Alone	Carpooled	Transit	Active	Home
Orange Washington	50017959101	82.0%	8.7%	0.0%	1.3%	6.6%
Williamstown	50017959200	76.6%	16.8%	0.2%	1.1%	4.4%
Cabot Marshfield Plainfield	50023954000	73.5%	9.0%	0.7%	6.1%	10.2%
Calais Woodbury	50023954100	84.7%	4.4%	0.8%	0.8%	8.5%
Middlesex Worcester	50023954200	81.7%	8.2%	0.7%	2.4%	7.6%
Waterbury	50023954300	74.7%	13.4%	2.7%	4.7%	3.8%
Duxbury Moretown	50023954400	82.3%	8.4%	1.4%	1.1%	5.4%
Berlin	50023954500	81.5%	10.3%	0.3%	2.3%	4.2%
Montpelier	50023954600	60.5%	5.0%	6.7%	21.4%	5.9%
	50023954700	70.1%	7.5%	2.1%	11.7%	8.3%
	50023954800	52.1%	7.1%	0.3%	28.6%	10.9%
	50023954900	72.2%	8.3%	1.1%	5.0%	12.8%
	Total	62.4%	6.9%	2.7%	18.1%	9.4%
East Montpelier	50023955000	78.5%	6.1%	1.8%	2.5%	10.2%
Barre	50023955100	77.4%	10.5%	1.2%	4.9%	3.6%
	50023955200	74.8%	11.3%	2.0%	5.9%	2.5%
	50023955300	76.6%	13.7%	0.7%	0.0%	7.9%
	50023955400	82.4%	9.0%	0.0%	4.2%	3.5%
	Total	77.8%	11.1%	0.9%	3.7%	4.4%
Northfield Roxbury	50023955500	69.3%	12.5%	0.0%	13.0%	4.3%
Warren	50023955600	74.2%	8.6%	0.0%	4.8%	10.2%
Waitsfield	50023955700	73.0%	8.0%	0.0%	2.4%	17.0%
Fayston	50023955800	70.9%	6.8%	0.5%	4.7%	16.9%

3.4: Congestion

Central Vermont experiences very limited travel delay from congestion. To the extent that congestion occurs, it is generally in activity centers (downtowns and villages) during business hours, see figures 11 and 12. This is the outcome we expect when looking at dense, high-activity areas where access is maximized and there are many conflicting movements occurring. As a general pattern, what delay does exist tells a story of successful communities rather than failing roads. Where extreme congestion and queueing, be it recurrent or episodic, that present safety concerns (e.g. seasonal peak volumes at Exit 10 in Waterbury) efforts should be made reduce, manage, and mitigate delay and danger.

As the Region continues develop, transportation impacts of new development will need to be considered both in the siting of new development and the prioritization of highway projects to handle increased volumes. Locating residential development near commercial and employment centers will limit new congestion by limiting new demand for driving, as will the transportation demand management strategies detailed below.

Figure 11: Average Percent of Free Flow Speed by Segment for Average Weekday 2023

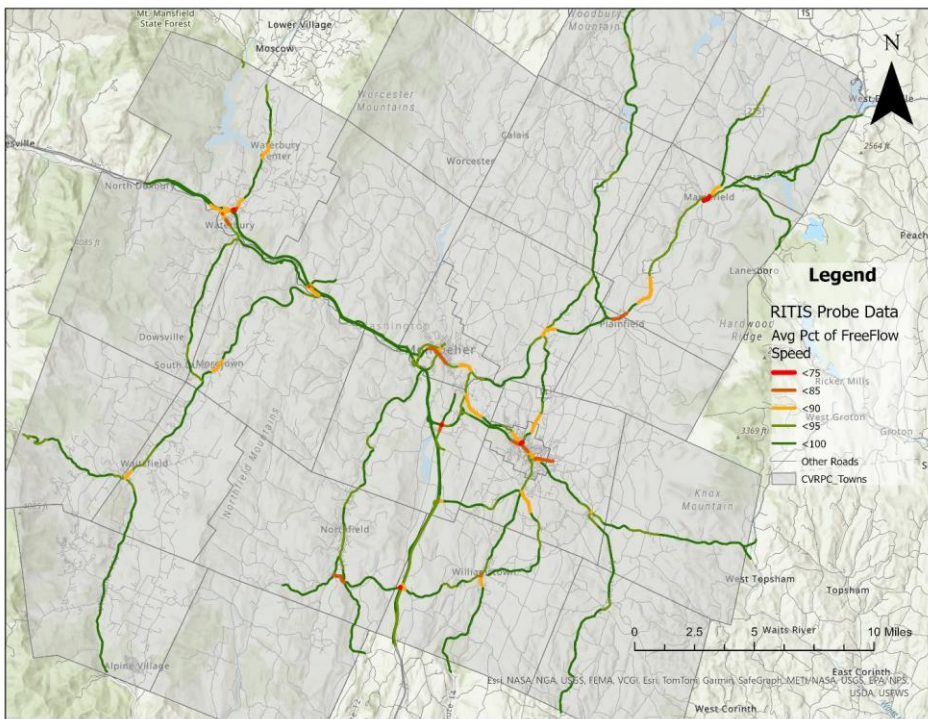
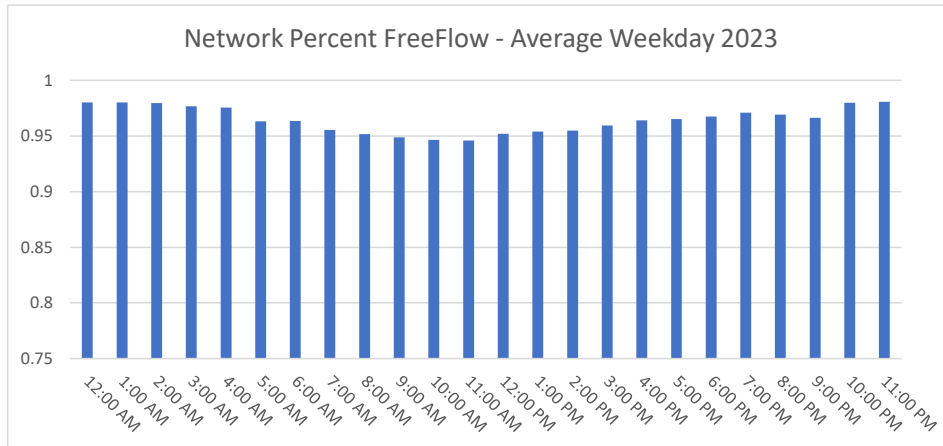


Figure 12: Hourly Regional Congestion



4: Transportation Demand Management

Transportation demand management (“TDM”) is the attempt to maximize the efficiency and resilience of the transportation network by providing users with the widest variety of modal choices. In the Central Vermont planning area this entails assessing the regional network of assets, including the transportation assets described in this chapter and identifying opportunities to expand accessibility to all users. CVRPC regularly collaborates with municipalities, State agencies and other organizations to ensure we support and promote complementary programs (VTrans; GMT). Additional ongoing work takes place on an ad hoc basis with the region’s 23 member-municipalities to promote transit and active transportation. An example of initiatives CVRPC has regularly participated in include:

- Promoting the maintenance and investment in transit
- Support the study of and investment in pedestrian facilities within in the commuter pedestrian walk-shed
- Support the study of and investment in bike facilities within the commuter bike-shed.
- Support the study of and investment in a network of Park and Ride lots (see below)
- Disseminate and promote information on alternative transportation modes for accessing job sites and schools
- Staff time to distribute transit information and coordinate mobility programs in Central Vermont
- Allow staff to participate in alternative work formats and recognize communication and broadband investments are part of modern transportation infrastructure
- Flexible schedules to accommodate carpools and the use of transit
- Remote work (see below)
- Compressed work weeks
- Staggered hours/off-peak shifts
- Employer provided transit passes.

5: Transit

Public transit is an important modal choice in the Central Vermont transportation system. It facilitates the pooling of trips between important origins and destinations and provides basic mobility to any user regardless of access to private vehicles. Public transit provides access to jobs, medical and social services, education, childcare, shopping, recreation, and other essential services.

By pooling trips in vans and busses and moving individuals out of single occupancy vehicles, transit helps reduce congestion, air pollution, parking needs, and the need for expensive highway improvements. A wide variety of public transit services are available within the Central Vermont planning area, including local, regional, and inter-regional services.

5.1: Intra-Regional Transit

Green Mountain Transit (GMT) is the primary public transit provider for the Central Vermont planning area. GMT is a full-service public transportation provider offering fixed route, deviated fixed route, demand response, commuter route, shopping shuttle, Medicaid transportation and transportation services for the elderly and disabled. GMT also provides door-to-door transportation service for those who meet the established criteria for the following programs: Ticket to Ride voucher system, Medicaid, Council on Aging non-Medicaid medical transportation, Job Access and Recovery, and institutional reimbursed transit. In compliance with the Federal Americans with Disabilities Act (ADA), GMT provides door-to-door transportation services for those who are unable to use the non-commuter fixed route bus service.

GMT is considered a municipality under Vermont state statute and is the first and only transit authority in the State of Vermont. GMT receives funding from the State of Vermont, the Federal Government and local money from municipalities and businesses in the service area. The Board of Directors comprises two commissioners representing Burlington and one commissioner representing each of the following: South Burlington, Winooski, Essex, Shelburne, Williston, Milton, Hinesburg, Washington County, Lamoille County, Franklin County, and Grand Isle County. GMT services are operated out of three locations, Berlin, Burlington, and St Albans. At each of these locations there are administrative offices as well as a maintenance garage and bus storage.

Table 2: GMT Central VT Ridership Pre-COVID

#	Route Name	FY15	FY16	FY17	FY18	FY19
79	CVMC Barre Health Shuttle	600	2,277			
80	City Route Mid-day	27,824	26,421	24,734	21,796	25,426
81	Barre Hospital Hill	30,717	30,766	25,371	29,352	35,252
82	Montpelier Hospital Hill*	21,411	21,259	21,248	21,803	24,528
83	Waterbury Commuter	9,864	10,689	11,107	10,822	10,495
84	US 2 Commuter***	10,049	9,125	7,983	7,318	8,280
85	Hannaford Shopping Special	2,609	2,971	2,734	2,681	1,568
87	Northfield Shuttle	868	1,272	954	1,090	857
88	Capital Shuttle*	6,037	4,930	5,474	6,444	10,188
89	City Commuter	41,284	35,657	36,824	36,362	36,401
90	Plainfield Shuttle	811	820	780	779	574
91	Hospital Hill Demand Response	1,963	1,420	896	1,104	820
92	Montpelier Circulator*	19,369	18,015	18,226	16,686	17,021
93	Northfield Commuter	7,783	6,648	7,006	6,896	7,534
100	Route 100 Commuter	12,551	12,356	10,139	8,383	8,952
	Full Year Service Ridership	193,740	184,626	173,476	171,516	187,896
120	Valley Floor**	7,600	3,613	7,080	7,574	6,481
121	Valley Evening Service**	2,168	1,633	1,852	2,341	1,837
122	Mount Ellen**	24,130	16,485	19,468	21,858	31,896
123	Mad River Glen**	676				
124	Mountain Condos**	11,088	10,610	13,201	10,808	9,064
125	Access Road**	13,218	9,470	12,508	10,865	0
126	SnowCap Commuter**	757	303			
	Seasonal Service Total	59,637	42,114	54,109	53,446	49,278
99	Special Services	3,153	4,148	2,506	2,750	1,472
	Total Regional Ridership	256,530	230,888	230,091	227,712	238,646

*Replaced by GMT MyRide

**Mad River Valley Seasonal Service

***Inter-Regional

Table 2 and Figure 13 show annual change in ridership for lines serving the CVRPC region for the five-year span prior to the pandemic. During this time system ridership saw an 11% decline with total demand rebounding between FY 18 and FY 19. Figure 14 shows GMT year-round fixed services for the region, including the service area MyRide which is a flex-route on-demand service with branded ADA-compliant vehicles. MyRide replaced routes 82, 88, and 92 as its creation made them redundant.

Figure 5: CVRPC Region Ridership Trends

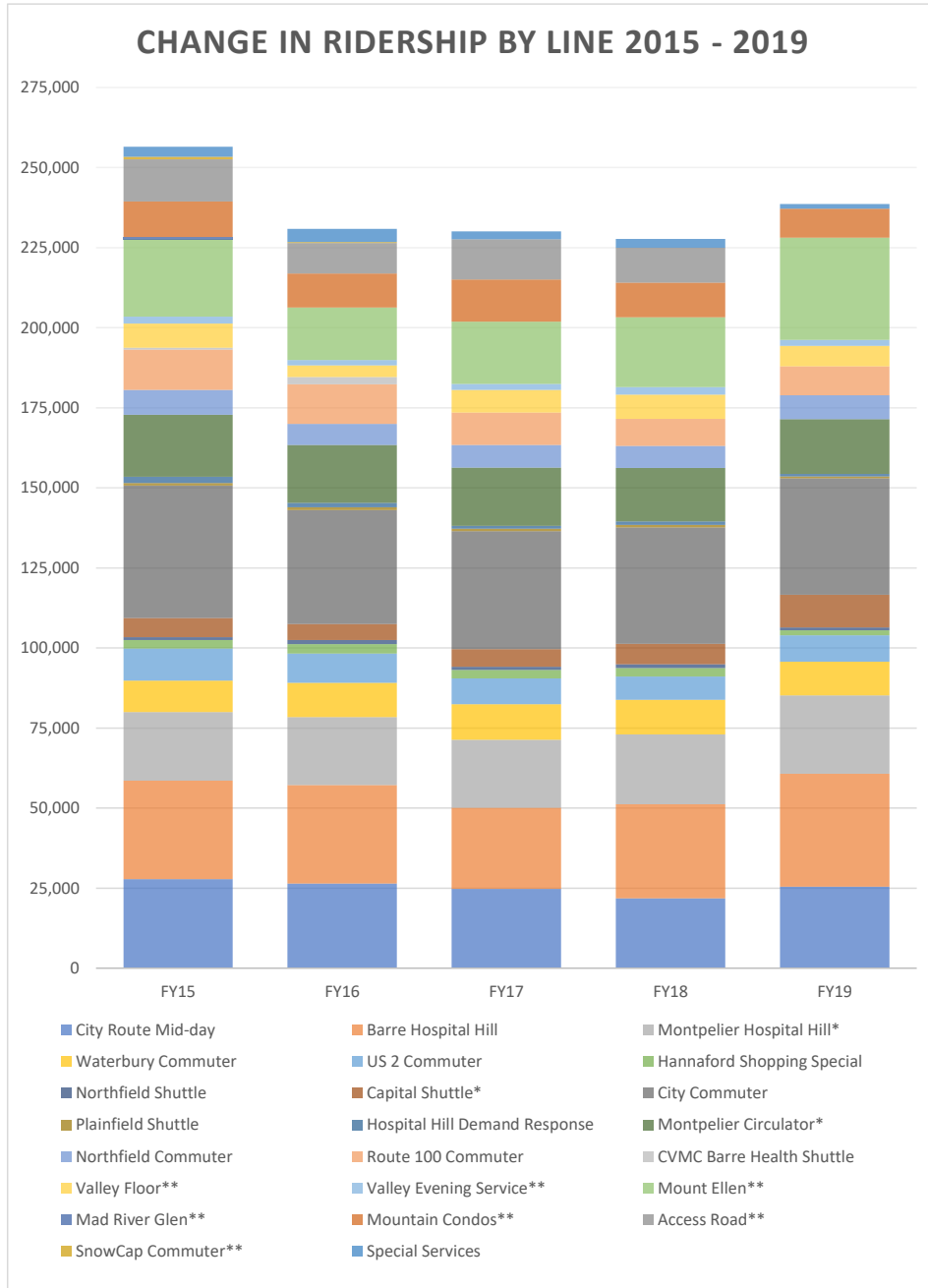
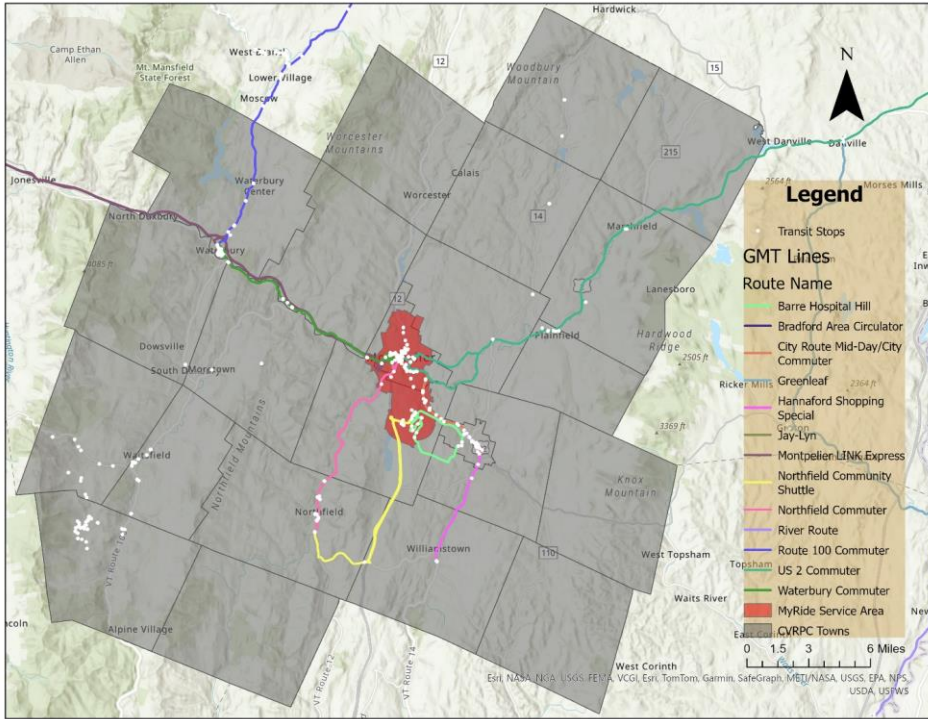


Figure 6: Year-Round GMT Fixed Services and Stop Locations



Fixed route service is the most common type of bus transit. It operates along a fixed service route and on a fixed schedule. Riders need only access the schedule and a local bus stop to use this service.

Local Commuter routes are similar to the fixed route services but do not operate all day. They have specific runs developed around the commuting population. They often run between town centers.

LINK Express routes are run out of the Burlington garage and are inter-regional commuter routes.

On demand services provide transit to riders by request. The rider specifies the pick-up time and location and drop off location within the broader service area. Multiple riders can be picked up when routes overlap. In 2021, GMT ended fixed route service in Montpelier and replaced it with an on-demand service, known as MyRide. MyRide also serves as the ADA paratransit service within the service area. Riders can book rides through an app on their phones or by calling into the call center. Rides can be booked in advance or at the time they are required.

ADA Paratransit Services are for individuals unable to use GMT fixed route bus system because of a disability. This paratransit service is provided within three-quarters of a mile, on either side, of the GMT fixed route system and is door-to-door.

Volunteer Drivers: GMT manages a volunteer driver program to meet the transportation needs of residents that can't use other scheduled services. This service reaches all 23 towns in the Region.

Commented [CM1]: Do we have any statistics about the Volunteer service.

Ticket to Ride Program Persons with disabilities and people over age 60 are eligible for transportation services that may not be covered by other programs. These trips are typically not for medical or shopping purposes, but for errands, personal business, or social reasons.

Commented [RM2]: Inquiries sent

5.2: Montpelier Transit Center

GMT also operates the Montpelier Transit Center at 61 Taylor Street in Montpelier. The Montpelier Transit Center provides a hub for GMT's passengers as well as passengers of long distances transportation services such as Greyhound. The transit center features a customer service space, a large lobby, an operator break space, and bathrooms.

5.3: Rural Community Transportation

Rural Community Transportation, Inc. (RCT), is a private nonprofit 501(c)(3) corporation that provides public transportation services throughout Caledonia, Orleans, Essex, and Lamoille Counties. Additional commuter routes connect Montpelier, Barre and Waterbury to destinations outside of the Central Vermont planning area. RCT operates the Route 100 and US 2 Commuter services shown in figure 14 [transit map above].

5.4: Active Transportation (Bicycle and Pedestrian Infrastructure)

Currently throughout the region, dedicated space on road shoulders supports bike commuters. Additionally, sidewalks are widely available for pedestrians in the traditional town centers. Figure 15 overlays employment centers with existing and planned (Cross VT Trail and Central VT Regional Path) bike and pedestrian infrastructure as well as locations of pedestrian and cyclist crashes.

While the quality of intra-communal active transport connections varies, high quality connections between centers in the region are non-existent. This results in a situation where – on most arterials and many connectors – active transportation is a hostile proposition and cycling will be viewed as viable only by experienced riders whose modal choice is less responsive to comfort and safety considerations. Effecting a shift to active modes for a greater share of functional (non-recreational) trips will require the development and expansion of low-stress networks, both on- and off-road, suitable for pedestrians and cyclists of all skill and comfort levels.

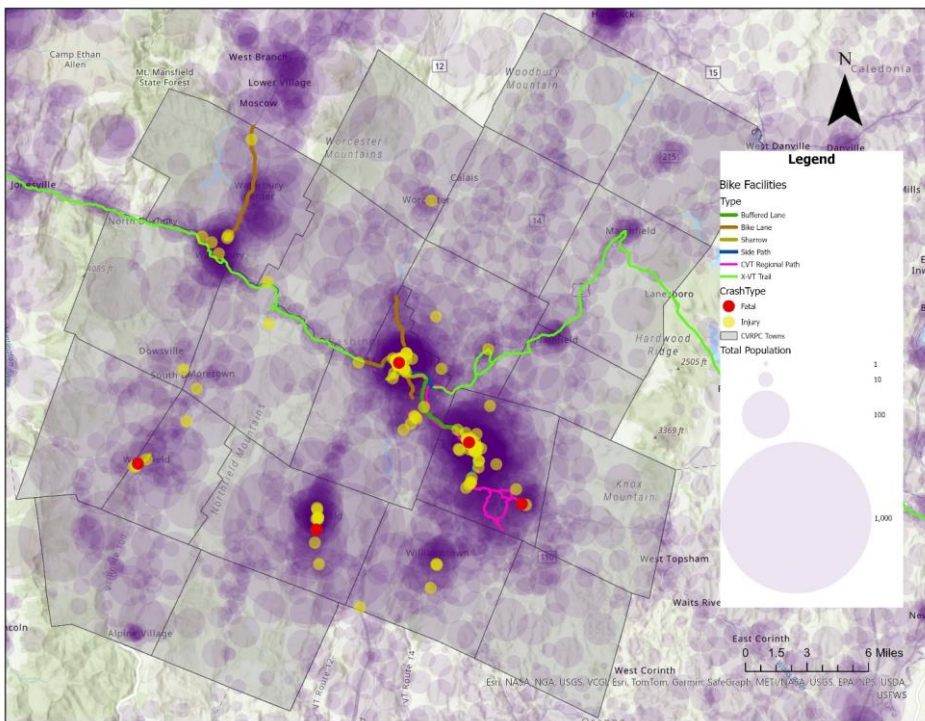
The design of community infrastructure, including roads, sidewalks, and public spaces, influences the physical activity levels of residents. Walkable neighborhoods with well-designed infrastructure encourage physical exercise, reduce reliance on motorized transportation, and contribute to lower rates

of obesity and related health issues. Conversely, poorly planned infrastructure can hinder active lifestyles and compromise community health.

Complete Streets are designed for all roadway users and are accessible whether driving, riding, walking, bicycling or rolling (using a wheelchair or pushing a stroller). Not every street is expected to be a “complete street”, but Complete Streets policies are those that consider the needs of all users and, when appropriate, meet these needs.

Housing density complements walkability and bikeability, access and preservation of green spaces, access to amenities, including food access and access to social infrastructure. Mixed-use developments are encouraged in Village and Growth Areas to allow commercial, business, low-intensity industrial, and residential uses. Mixed-use allows for goods and services to be accessible to all and encourages walkability, bikeability and community health.

Figure 75: Existing AND Proposed Bicycle Facilities With Cyclist and Pedestrian Crash Locations 2015-2023



The State makes funding available for active transportation capital investments but gives little to no funding for maintenance. The active transportation network is principally the responsibility of local governments.

5.5: Park & Ride Lots

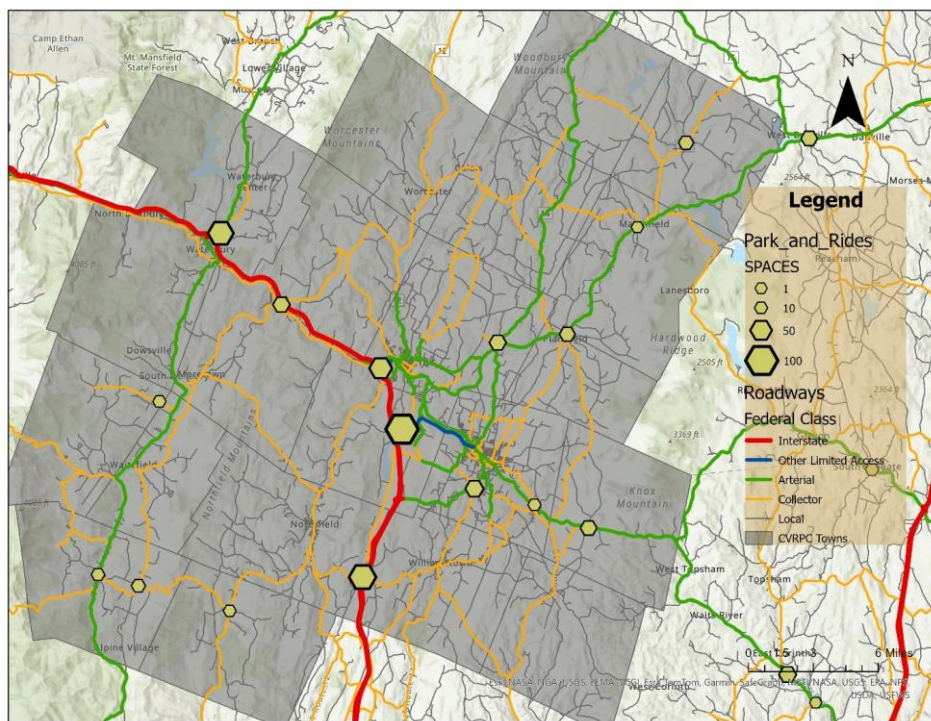
The function of a park and ride lot is to provide a safe and secure location for motorists to park their vehicle while they share a ride with another motorist or on a transit bus. Its spin-off impacts can include reducing gasoline consumption and air-pollutant emissions, reducing traffic volumes in major business areas, lengthening the life of vehicles, and reducing commuting costs. Statewide, the typical Vermont park and ride commuter lives in a small town, travels about fifteen minutes to a lot, moves into another automobile with one or two other people, and travels around forty minutes to their job in a larger town located off I-89 or I-91. There are twelve facilities located in the Central Vermont Region. The location, capacity, and average usage of these lots are noted in Table 3. Figure 16 shows park and ride locations by size in the regional context.

Table 3: Park and Ride Utilization by Season

State Lots		Winter		Summer		Autumn	
Location	Total Spaces	# of vehicles	% full	# of vehicles	% full	# of vehicles	% full
Montpelier DOL	170	81.5	48%	39	23%	44.3	26%
Montpelier MJSB	55	29	53%	24	44%	37.7	68%
Waterbury	69	53	77%	50.5	73%	52.3	76%
Middlesex	28	12.5	45%	12.5	45%	13.7	49%
Berlin	81	42	51%	58.5	72%	49.0	60%
East Barre	10	2	15%	3	30%	3.0	30%
Barre Town	34	14	40%	10	29%	9.3	27%
Williamstown	25	12	46%	15.5	62%	17.3	69%
Roxbury	8	1.5	19%	0.5	6%	0.3	4%
Plainfield	22	4	18%	2.5	11%	4.0	18%
Marshfield	6	2.5	42%	0.5	8%	1.0	17%
Orange	26	4	15%	0	0%	3.0	12%
Warren	12	2	17%	5.5	46%	2.7	22%
East Warren	15	3	17%	1	7%	0.7	4%
Cabot*	19	1	5%	15.5	82%	9.7	51%
East Montpelier	6	4	58%	1.5	25%	1.7	28%

* Cabot PnR values reflect regular use associated with foodbank/historical building

Figure 8: CVRPC Park and Ride Locations and Capacities



6: Inter-Regional Transportation

6.1: Passenger

6.1A: Automobile Traveler Services

The State provides rest areas and traveler service amenities to provide a safe location for safety breaks to prevent fatigued driving. The facilities additionally provide travelers with access to restroom facilities, shelter from adverse weather, travel information, coffee breaks, free wireless internet, vending machines, Vermont promotions, brochures, display cases, wayfinding services, and access to travel ambassadors within the Central Vermont planning area, two such locations exist: The Capital Region Visitor Center at 134 State Street Montpelier, and Maplewood Vermont Travelers Service Center at I-89 Exit 7. The latter of these locations was created through a public-private partnership with the State, and offers Vermont information for travelers, restrooms, free wifi, a convenience store, gas, diesel, and electric vehicle charging.

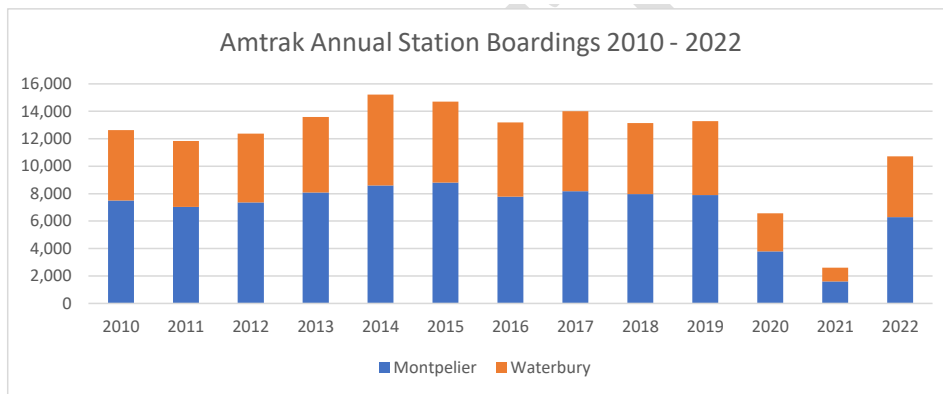
6.1B: Busing beyond the Region

The Montpelier Transit Center is serviced by Greyhound Lines with intercity routes within Vermont as well as routes connecting to larger cities across the northeastern United States and Canada.

6.1C: Passenger Rail

The Montpelier-Berlin Station and the Waterbury Station are both served by Amtrak’s Vermonter line, offering service north and south between St Albans and Washington DC via New York City. Both of these stations should be better connected to their respective downtowns: while Waterbury Station has a Walk Score of 61 (Somewhat Walkable), Montpelier-Berlin has a score of 0 (Entirely Car Dependent). In Montpelier’s case the station is roughly 1/3 mile from the nearest pedestrian facility and is surrounded by industrial uses.

Figure 17: CVRPC Amtrak Ridership Trend



6.1D: Aviation

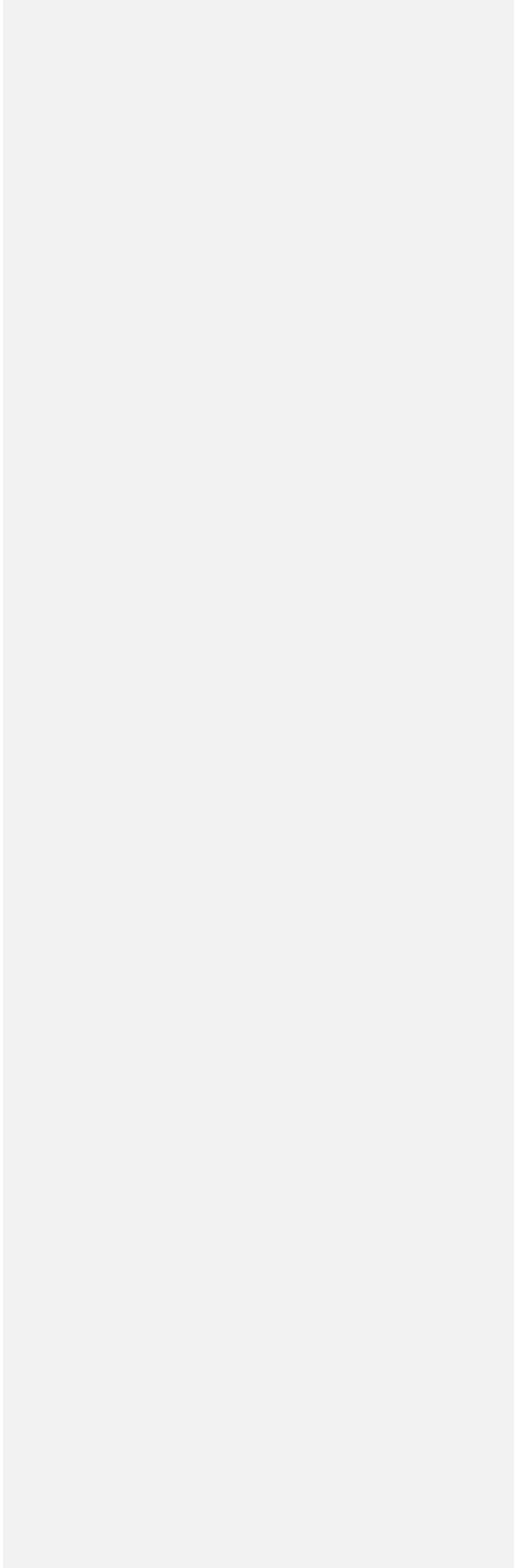
There are two airports located in the Central Vermont Region: the Edward F. Knapp State Airport (MPV) and the Warren-Sugarbush Airport (OB7). Burlington International Airport is the closest commercial service airport.

Knapp Airport has two runways, including a 5,000 foot runway. Knapp Airport sees regular jet traffic and accommodates a scheduled daily freight service. Knapp Airport is state owned public-use airport that is part of the National Plan of Integrated Airport Systems (NPIAS) and is thus eligible to receive federal funding under the Airport Improvement Program (AIP). Under the Vermont Airport System Plan Knapp Airport is considered a Category 3 Airport. As such, it can accommodate jet activity during a broader range of weather conditions and serve as a regional gateway for activities such as corporate aviation, charter services, and small cargo-feeder operations. Knapp airport has significant unused capacity with itinerant air-taxi operations down 70% since 1990, itinerant general aviation down almost 90%, and a 50% decrease in local general aviation. This available capacity should inform future regional economic development strategies as air transport is most commonly used for high value goods and specialized services.

Warren-Sugarbush Airport is privately owned and has one 2,575-ft long by 30 feet wide paved runway. Warren-Sugarbush Airport primarily provides specialty services as a premier soaring center.

- Airports Map (Including in adjacent regions) [Figure 18]

DRAFT



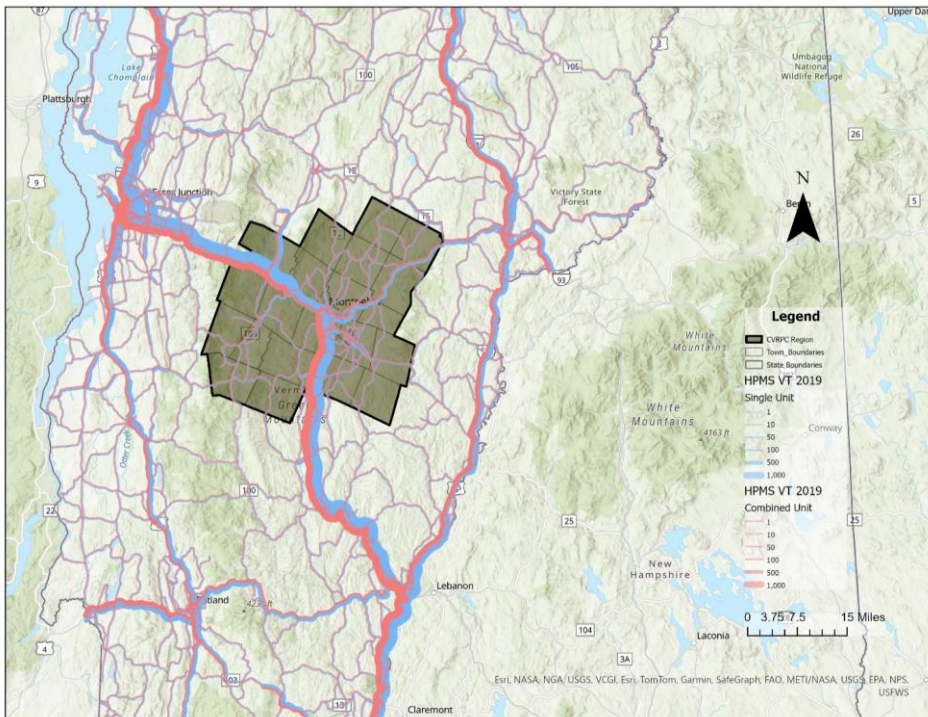
6.2: Freight

The national freight network comprises the highway, rail, air, water and pipeline systems and the intermodal transfer points that facilitate the freight exchange between networks. Central Vermont does not have access to ports or pipelines, as such this chapter will focus on highway freight network, the rail freight network and air freight.

6.2A: Truck-Borne Freight

In Central Vermont, the highway freight system comprises nearly all roads from the local roads that carry milk and log trucks and e-commerce, the state routes that support longer distance trips, to the interstate system that connects Vermont shippers to the rest of the county, Canada, and coastal ports. Within this network, certain routes stand out for the volume of truck traffic they carry. In Central Vermont, I-89 is the backbone of the highway freight system and as such is designated as part of the National Highway Freight Network and eligible for federal freight funding for investment. However, from our analysis of truck volumes through the region, many routes play an important role in the collection and distribution of freight through the region or connecting Central Vermont to adjacent regions. Figure 19 shows volumes of single and combined-unit trucks for CVRPC and surrounding areas.

Figure 11129: Average Daily Truck Volumes HPMS 2019



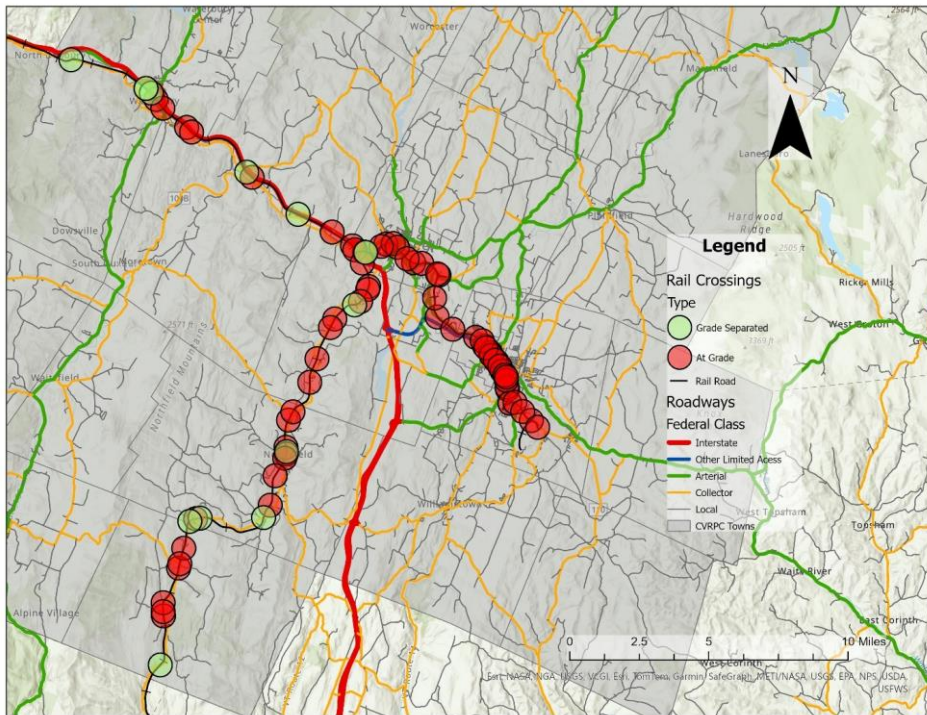
6.2B: Rail Freight Network

New England Central Railroad (NECR) operates an FRA Class 3 Railroad along the Route 12A corridor through Roxbury, Northfield, and Berlin, and the I-89/Route 2 corridor to the Burlington area. Freight service is operated over this line in addition to Amtrak passenger rail service. This rail line is an important link between Canada and Southern New England. In addition to picking up traffic from the Washington County Railroad, there are a limited number of local industries serviced along the NECR. Much of the freight is considered overhead, or through traffic, and does not impact the Central Vermont region.

The rail spur between Montpelier Junction and the Rock of Ages granite quarry in Barre is owned by the State of Vermont and is known as the Washington County Railroad (WACR). The Washington County Railroad is a private operator that leases the line from the State.

Figure 20 shows the location and type of rail crossings in the CVRPC region. The vast majority are at-grade, including many found in downtown and village areas. While this is not a serious problem at the moment, efforts to increase rail volumes would need to recognize the safety and congestion challenges that these crossings could create.

Figure 20: Rail Crossings by Type



6.2C: Air Freight

Edward F. Knapp Airport (MPV) handles small cargo-feeder operations. MPV is served by Wiggins Airways, a contract carrier for FedEx and UPS, via a single route connecting it to Wiggins' hub in Manchester, New Hampshire.

6.2D: Inter-Modal Transfer Centers

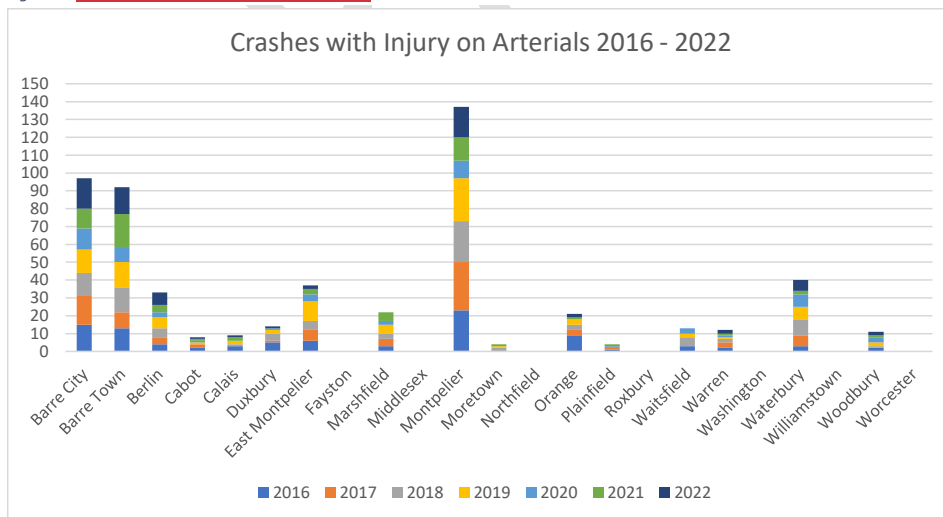
Inter-modal transfer centers provide a location where freight can move between freight modes. In Central Vermont this is limited to transfers between rail and truck and services heavy cheap materials and fuels. DuBois Construction maintains the only transfer center in the region in Middlesex for transloading equipment and materials³.

7: Safety

Figures 21 and 22 below show crashes with injury or fatality resulting from 2016 through 2022 by town for arterial and collector roads respectively. From the data we can see that the higher speed and volumes on arterials are associated with higher occurrence of injuries and fatalities. We can also see that towns with higher activity levels (ie – more trips due to concentrations of population and/or employment) have higher incidence of these crash types.

Of crashes where a fatality occurred roughly 65% involved some form of driver impairment from drugs and/or alcohol. This points to the need for enforcement to be a component of future Vision Zero efforts in the region.

Figure 13: *Fatality and Injury Crashes on Arterials*



³ (Cambridge Systematics, 2021)

Figure 15: Fatality and Injury Crashes on Collectors

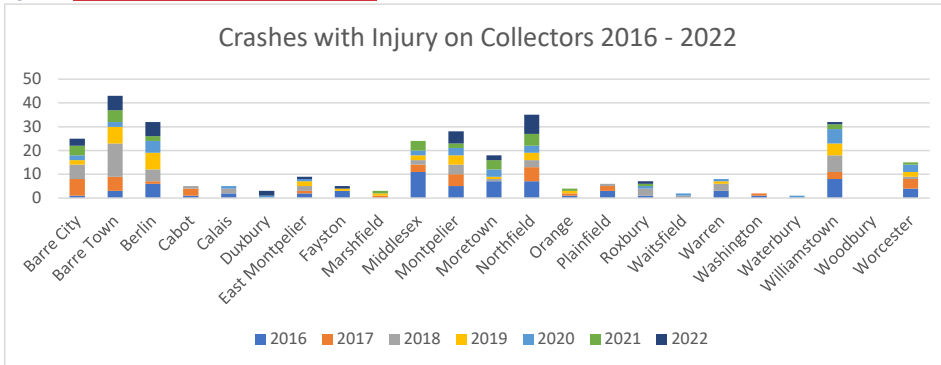
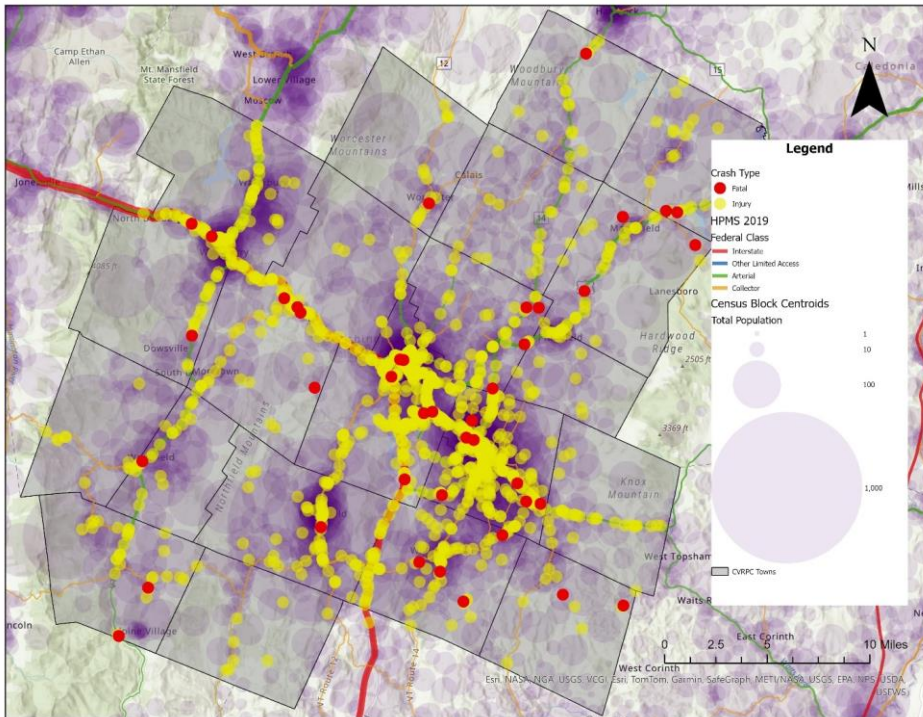


Figure 23 shows the spatial distribution of injury and fatality crashes within the region. This data will be used to inform priority locations for future studies and will serve as the basis for the forthcoming Regional Safety Action Plan for Central Vermont funded through the USDOT Safe Streets and Roads for All (SS4A) program. In addition to driver behaviors and road conditions, CVRPC will evaluate design elements such as sightlines and cartway geometries.

Figure 14: Locations of Injury and Fatality Crashes 2016 - 2022



8: Historic and Natural Transportation Assets

8.1: Historic Site Markers

Unveiled in 1947 by the Vermont Legislature, the Roadside Historic Site Marker program has proven an effective way to commemorate Vermont’s many people, events, and places of regional, statewide, or national significance. Nearly 310 cast-aluminum green markers, crested with the distinctive gold state seal, are placed throughout Vermont to provide a fascinating glimpse into the past and insights into the present. Vermont’s easily identifiable roadside historic site markers commemorate diverse topics. An online map of these markers is available at: <http://roadsidemarkers.vermont.gov/>

Town Name	Specific Location
Duxbury	<ul style="list-style-type: none"> - Views from Route 100, especially those north to Mount Hunger, south the Northfield range, and the views of Camels Hump in South Duxbury - Views of Camel Hump, especially those from Ward Hill and Scrabble Hill and Mountain View - Views from River Road and Duxbury Corner across the Winooski River valley to the Bolton ridgeline
Moretown	<ul style="list-style-type: none"> - Valley land along the Mad River and Route 100B at the Waitsfield town line - Route 100B is recognized as a Scenic Byway
Warren	<ul style="list-style-type: none"> - Forest Reserve district - Meadowland Overlay district - Route 100 corridor near Sugarbush
Williamstown	<ul style="list-style-type: none"> - Waterfall area of Falls Bridge Road
Woodbury	<ul style="list-style-type: none"> - Nichols Ledge - Ridgeline of Woodbury Range - Surface waters that distinguish Woodbury as the “Land of Lakes and Ponds”
Worcester	<ul style="list-style-type: none"> - North Branch Cascades Trail - Route 12, especially north of the village through the Worcester Woods - Worcester Mountain Range

Table 4: Historic Markers by Town

8.2: Scenic Byways

“In 1991, through the Intermodal Surface Transportation Efficiency Act (ISTEA), the U.S. Congress created the National Scenic Byways Program as an effort to “identify, designate, and promote scenic byways and to protect and enhance the archeological, cultural, historic, natural, recreational, and scenic qualities of the areas through which these byways pass.” (VTrans Byways Manual)

A “Vermont Byway” is a road that has been formally recognized by the Vermont Transportation Board as having special scenic, historic, recreational, cultural, archeological and/or natural qualities. For a road to receive “byway” designation, it must be nominated – a process usually initiated at the municipality level – and subsequently evaluated and certified. Byway designation can be used as a marketing tool, a framework to develop management strategies for natural and cultural resources, and a means of accessing federal transportation dollars. Full background and process for The VT Byways Program can be found in the program manual.

9: Funding for Town transportation Projects

Table 4 shows funding programs available to municipalities for planning and implementation purposes. CVRPC is happy to assist in finding funding from state and federal programs and agencies.

Table 4: Transportation Funding Sources

Program	Funding Available	Municipal Costs
Bridges		
VTrans- Town Highway Structures Program for short bridges < 20'	State funds-\$175,000	80/20 match, may be reduced to 10% w/ requirements (highway study and standards requirement)
Vermont State Infrastructure Bank	1% fixed loans up to 30 yrs., 10-20% borrower equity contribution	Fees for loan, can take up to 5 yrs to begin repayment but still must complete in 30 yrs.
FEMA- Hazard Mitigation Grant Program (HMGP)	15% of Public Assistance w/in ~12 months of a disaster. Must have a benefit cost analysis. Usually 3-5yr time line.	75/25 cost, reimbursement grant
FEMA- Building Resilient Infrastructure and Communities (BRIC)	State allocated 2 million/yr. beyond that nationally competitive	75/25 cost, reimbursement grant.
Town Highway Bridge Program	Varies- coordinate with RPC	Varies-minimum 10% match
Culverts		
VTrans-Better Roads -Category B-road drainage, Cat. C- streambank, shore, and slope stabilization	Up to \$60,000 for either 1 large or multiple small culverts	80/20 cost-local match can be covered using labor, equipment and materials
VTrans-Grants in Aid- road drainage	To be determined by program manager and budget for year	80/20 cost-local match can be covered using labor, equipment and materials
Federal- through VTrans-Municipal Highway & Stormwater Mitigation Program-	To be determined by program manager and budget for year	80/20 cost- reimbursement program, usually take 3-5 yrs.
VTrans- Town Highway Structures Program for culverts greater than 36"	State funds-\$175,000	80/20 match, may be reduced to 10% w/ requirements (highway study and standards requirement)
VTrans- Town Highway Structures Program for class 2 roads culverts under 36"	State funds-\$175,000	70/30 match, may be reduced to 20% w/ requirements (highway study and standards requirement)
FEMA- Hazard Mitigation Grant Program (HMGP)	15% of Public Assistance w/in ~12 months of a disaster. Must have a benefit cost analysis. Usually 3-5yr time line.	75/25 cost, reimbursement grant.
FEMA- Building Resilient Infrastructure and Communities (BRIC)	State allocated 2 million/yr. beyond that nationally competitive	75/25 cost, reimbursement grant.
Fish and Wildlife Fish Passage: USFW-grant	Contact Regional Fish Passage Coordinator	Match varies from none to 50%
General Transportation		
Municipal Highway and Stormwater Mitigation Program	\$1.5 million federal funding annually	80% Federal – 20% Local
Better Roads Program	Varies by purpose	
VTrans Municipal Grants in Aid Program	technical support and grant funding to municipalities to promote the use of erosion control and maintenance techniques that save money while ensuring best management practices	
VTrans Capital Program (VPSP2)	Very high cap	80% federal with 20% State and/or Local match
Better Connections	\$260K statewide	90% state - 10% local match for multimodal projects
Bicycle and Pedestrian Grant Program	Varies by purpose	Varies by purpose

Goals and Strategies

Aspiration: Provide an integrated regional transportation system that provides safe and reliable access for all Central Vermonters while promoting health and reducing the climate impacts of travel behaviors.

The above aspiration provides an overall direction for the CVRPC to follow. To guide our actions, CVRPC established a series of ten transportation goals that further define our progress. These goals are described below, as well as the policies written to provide guidance of how the goals can be achieved.

Goal 1: Employ an inclusive, participatory, and sustainable regional transportation **planning** process.

Strategy 1.1: Regularly engage the CVRPC Transportation Advisory Committee and Road Supervisors' Round Table to identify regional needs and steer planning priorities.

Strategy 1.2: Require alignment with regional planning goals when evaluating projects and certifying town plans.

Strategy 1.3: Conduct public outreach to engage residents and stakeholders potentially affected by projects or initiatives.

Strategy 1.4: Provide comments/recommendations regarding impacts of specific land use projects on the regional transportation system during the permitting process.

Goal 2: Increase the **safety** of the transportation system for all users.

Strategy 2.1: Promote participation in Safe Routes programs and provide technical assistance for associated plans.

Strategy 2.2: Prioritize safety-targeted measures at High or Potential Crash Locations

Strategy 2.3: Prioritize safety improvement projects that limit conflicts between modes.

Strategy 2.4: Support projects to provide greater safety for transit riders and operators.

Strategy 2.5: Publicize rights and protections for vulnerable roadway users.

Strategy 2.6: Require inclusion of Complete Streets principles as a condition of project support and town plan certification.

Goal 3: Mitigate the impacts of the transportation system on the **environment and climate** and plan for the impacts of climate change on the transportation system.

Strategy 3.1: Support planning efforts that adhere to smart growth principles.

Strategy 3.2: Prioritize the development of active transportation networks for functional trips including work commutes and shopping.

Strategy 3.3: Require municipalities to consider the relationships between development patterns and transportation demand as a condition of town plan certification.

Strategy 3.4: Provide grant assistance for efforts to adopt alternative fuels for municipal vehicles.

Strategy 3.5: Factor long-term direct and indirect costs and benefits into decision-making. Impacts that are not easily expressed in dollar values should also be considered.

Strategy 3.6: Provide analytical assistance and guidance to efforts to site new EV charging infrastructure.

Strategy 3.7: Assist municipalities in planning for retirement of infrastructure rendered non-viable by climate change.

Goal 4: Increase the **resilience** of the transportation system for motorized and non-motorized users.

Strategy 4.1: Plan for the provision of essential transportation during natural disasters.

Strategy 4.2: Leverage the AOT Transportation Resilience Planning Tool to identify and mitigate hazards to neighborhoods and users caused by vulnerable road segments and structures.

Strategy 4.3: Require adoption of bridge and road standards as a condition of town plan certification.

Goal 5: **Maintain** and maximize the performance of the existing network for people and freight.

Strategy 5.1: Provide technical assistance for evaluating, prioritizing, and implementing preventive maintenance programs for all elements of the transportation system.

Strategy 5.2: Target levels of service (LOS) appropriate to local context: LOS C as preferred minimum, LOS D acceptable in built up settlements

Strategy 5.3: Provide technical assistance to municipalities to optimize traffic operations

Strategy 5.4: Require access management policies that improve safety, reduce traffic congestion, maintain capital investment, and encourage the use of active modes as a condition of town plan certification and project support.

Strategy 5.5: Conduct intersection studies when merited by safety or capacity issues.

Strategy 5.6: Coordinate with VTrans to find funding to study and address episodic congestion and queueing at I-89 Exit 10.

Goal 6: Facilitate the development of a transportation system that provides **access for all**.

Strategy 6.1: Assist in planning for all segments of the population to have access to a full range of goods, services, and activities.

Strategy 6.2: Assist transit providers in determining equitable distributions of transit service.

Strategy 6.3: Facilitate full access to the Region's transportation services for the Region's disabled and elderly via participation on GMT Board and hosting of Older & Disabled Persons' (O&D) Mobility Committee.

Strategy 6.4: Engage and educate the public on modal choices and related infrastructure.

Strategy 6.5: Provide technical assistance to the Region's employers in the development of Travel Demand Management Programs (e.g. telecommuting, flextime, compressed work weeks, rideshare matching, preferential parking, commuter fringe benefit, etc.).

Strategy 6.6: Facilitate the establishment of Transportation Management Associations to organize and administer TDM Programs.

Goal 7: Promote **positive health outcomes** by coordinating land use and transportation planning to favor active transportation in new development and redevelopment efforts.

Strategy 7.1: Assist communities working to comply with Vermont Act 34 (Complete Streets)

Strategy 7.2: Provide technical assistance and grant support for projects to increase active transport mode share

Strategy 7.3: Lead safety assessment and improvement projects for active transport

Strategy 7.4: Provide training on benefits of collocating residential uses with traveler destinations to town Planning Commissions and Select Boards

Strategy 7.5: Assist municipalities with code language to create built environments hospitable to active transport

Goal 8: Promote **connectivity between modes** for all users.

Strategy 8.1: Facilitate the expansion of convenient connections to the rest of Vermont, the US and the World via scale-appropriate modes.

Strategy 8.2: Assist in planning public transit that advances economic development, including employment, medical services, shopping, and tourist areas.

Strategy 8.3: Prioritize intermodal projects for people and freight.

Goal 9: Leverage transportation investments to increase Vermont's **economic vitality** and support planned growth areas.

Strategy 9.1: Provide grant-writing assistance and letters of support for transportation system improvements at locations where they will or can serve centers of activity.

Strategy 9.2: Plan for transportation policies and projects that contribute to the economic health of the Region.

Strategy 9.3: Prioritize transportation system improvements that renew and improve downtowns, centers of activity, and neighborhoods.

Strategy 9.4: Provide technical assistance in the development of park and ride lots for ridesharing and public transit use and encourage employers to provide incentives to rideshare.

Strategy 9.5: Evaluate proposed investments in the freight network to support local manufacturing and commerce.

Goal 10: Protect and enhance **cultural resources**, prioritize aesthetically- and contextually-sensitive highway system design, and promote development patterns that support the **land use goals** of the regional plan that improves the quality of life and supports healthy communities.

- Strategy 10.1:** Require the full integration of transportation and land use planning at the regional and local levels as a condition of support for town plans and grant applications
- Strategy 10.2:** Provide technical assistance and support with grant applications for efforts to create livable, aesthetically pleasing infrastructure and healthy communities.
- Strategy 10.3:** Advocate for restoring or preserving historic bridges when viable.
- Strategy 10.4:** Advocate for preserving and enhancing scenic views and corridors.

Goal 11: Develop a transportation network that facilitates **tourism and recreation**.

- Strategy 11.1:** Advocate for the preservation of existing rights-of-way for future transportation purposes, such as Class 4 Roads and Legal Trails. Work to retain abandoned railroad rights-of-way for transportation uses such as trails and bike paths.
- Strategy 11.2:** Provide technical assistance and support with grant applications to regional scenic byways groups.
- Strategy 11.3:** Work with partners to develop regional and statewide recreational assets such as the Cross Vermont Trail or the Lamoille Valley Rail Trail.
- Strategy 11.4:** Advocate for the maintenance of visitor centers while exploring broader use of the public-private partnership model of travel services.
- Strategy 11.5:** Support the planning and operation of seasonal shuttle routes to mitigate localized episodic tourist-generated congestion.

Outreach Partners

GMT
 VTRANS
 Municipalities
 Capstone
 Shipping/Freight – State Freight Plan – How will our plan help implement
 CVEDC
 Mobility Committee
 Green Mountain Scenic Byway/Mad River Scenic Byway
 Bike and trail groups
 MRVRPD – Mad River Moves Plan
 EV charger planning – VTRans

Energy Elements in Transportation Chapter (provided by Sam, including Enhanced Energy Requirements)

Transportation: EV &EVSE (existing), EV-&EVSE-ready regs/policies, transportation sector use, analyses and targets (Enhanced Energy Plan components); implications of electrification; municipal fleet inventories, policy changes, goals re electrification, efficiency, reducing VMT, etc.

Statutory Requirements

State Requirements	CVRPC Goals & Strategies	Other Chapters
<p>24 V.S.A. § 4348a (4) A transportation element which may consist of ...</p>		
<p>...present and prospective transportation and circulation facilities, and a map showing existing and proposed highways, including limited access highways, and streets by type and character of improvement, and where pertinent, anticipated points of congestion, parking facilities, transit routes, terminals, bicycle paths and trails, scenic roads, airports, railroads and port facilities, and other similar facilities or uses...</p>	<p>Goal 3; 3.1-3.7</p>	
<p>... recommendations to meet future needs for such facilities, with indications of priorities of need, costs, and method of financing.</p>	<p>Goal 4; 4.1-4.2</p>	
<p>24 V.S.A. § 4302(c)(4) To provide for safe, convenient, economic, and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.</p>	<p>Goal 2; 2.1-2.2</p>	
<p>24 V.S.A. § 4302(c)(4)(A) Highways, air, rail, and other means of transportation should be mutually supportive, balanced, and integrated.</p>	<p>Goal 1; 1.1-1.3</p>	
<p>24 V.S.A. § 4302(c)(5)(C) To identify, protect, and preserve important natural and historic features of the Vermont landscape, including: significant scenic roads.</p>	<p>Goal 5; 5.1</p>	
<p>24 V.S.A. § 4302(c)(7) To make efficient use of energy, provide for the development of renewable energy resources, and reduce emissions of greenhouse gases.</p>	<p>Goals 3,7,8</p>	
<p>24 V.S.A. § 4302(c)(7)(A) General strategies for achieving these goals include increasing the energy efficiency of new and existing buildings; identifying areas suitable for renewable energy generation; encouraging the use and development of renewable or lower emission energy sources for electricity, heat, and transportation; and reducing transportation energy demand and single occupancy vehicle use.</p>		<p>Infrastructure Chapter</p>

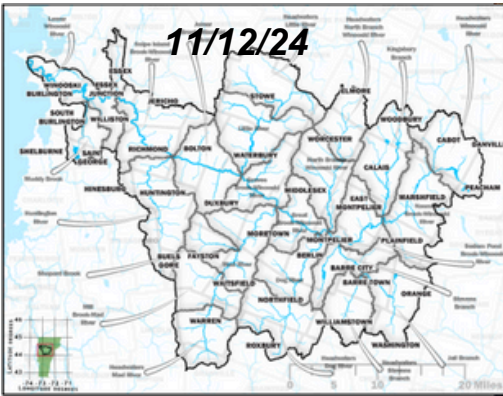
11/12/24

Board of Commissioners

49

Winooski Flood Resilience Roundtable

December 4, 5:30 PM - Montpelier



Many communities throughout the Winooski River Watershed are still recovering from the intense storms of 2023 and 2024. Washington County ranks 2nd nationally in federally declared disasters since 2011, and we know the impacts of these events don't stop at the county lines. Our constituents are looking to their elected leaders asking us to come together and act with urgency to address the growing threat that flooding poses to our homes and livelihoods.

Please join us for a meeting of the communities that make up the Winooski River Watershed as we look to:

- strengthen our connections
- identify ways to collaborate to reduce flood damage and improve resilience in the face of the increase in precipitation we are experiencing

The goal of this gathering is to hear from you:

- What are you working on or plan to work on in the area of flood damage reduction, resilience and adaptation in your community?
- What resources do you need to get this work done?
- Is there value in this watershed-level convening - is it worthwhile and should we do it again?

We are asking that you designate at least one and up to three people to represent your community at this meeting. Ideally these are people who are knowledgeable of local flood resilience efforts and can report back to the select board or municipal administration.

Selectboard members and/or town staff are certainly welcome.

Help us with planning - fill out this form for each participant:

<https://forms.gle/mHov5zbWZz5pfRiF6>

The details:

Date: Thursday December 4, 2024

Location: Greenway Institute, Noble Hall, 36 College Street, Montpelier (on the former VCFA Campus)

Pizza will be served at 5:30. Meeting program will last from 6:00 to 8:30 PM

The meeting will be facilitated by former VCRD Executive Director Paul Costello

This event is being initiated by a planning committee including:
VT State Recovery Office, Central VT and Chittenden County Regional Planning Commissions,
Friends of the Winooski, Montpelier Commission for Recovery and Resilience,
Cabot Flood Resiliency Task Force, VT DEC, Vermont River Conservancy, and the
Winooski Natural Resources Conservation District.

1 **CENTRAL VERMONT REGIONAL PLANNING COMMISSION**
 2 **BOARD OF COMMISSIONERS**
 3 **Draft MINUTES**
 4 **October 8, 2024**

5 **Commissioners:**

- | | | | | | |
|-------------------------------------|---------------|--------------------------|-------------------------------------|--------------|--------------------------|
| <input type="checkbox"/> | Barre City | Janet Shatney, Sec/Treas | <input checked="" type="checkbox"/> | Moretown | David Stapleton |
| <input type="checkbox"/> | | Vacant | <input type="checkbox"/> | | Joyce Manchester, Alt |
| <input type="checkbox"/> | Barre Town | Alice Farrell | <input checked="" type="checkbox"/> | Northfield | Royal DeLegge |
| <input type="checkbox"/> | | Vacant | <input type="checkbox"/> | | Jeff Schulz, Alt |
| <input checked="" type="checkbox"/> | Berlin | Robert Wernecke | <input checked="" type="checkbox"/> | Orange | Lee Cattaneo |
| <input type="checkbox"/> | | Karla Nuissl, Alt. | <input checked="" type="checkbox"/> | Plainfield | Paula Emery |
| <input checked="" type="checkbox"/> | Cabot | Brittany Butler | <input type="checkbox"/> | | Bob Atchinson, Alt. |
| <input checked="" type="checkbox"/> | Calais | John Brabant | <input checked="" type="checkbox"/> | Roxbury | Jerry D’Amico, Chair |
| <input type="checkbox"/> | | Melanie Kehne, Alt. | <input checked="" type="checkbox"/> | Waitsfield | Don La Haye |
| <input type="checkbox"/> | Duxbury | David Wendt | <input checked="" type="checkbox"/> | | Alice Peal, Alt. |
| <input type="checkbox"/> | | Vacant | <input checked="" type="checkbox"/> | Warren | Alexis Leacock |
| <input checked="" type="checkbox"/> | E. Montpelier | Zoe Christiansen | <input type="checkbox"/> | | Jenny Faillace, Alt. |
| <input type="checkbox"/> | | Clarice Cutler, Alt. | <input checked="" type="checkbox"/> | Washington | Peter Carbee, Vice Chair |
| <input checked="" type="checkbox"/> | Fayston | Andrew McNealus | <input checked="" type="checkbox"/> | Waterbury | Doug Greason |
| <input type="checkbox"/> | Marshfield | Vacant | <input checked="" type="checkbox"/> | Williamstown | Richard Turner |
| <input checked="" type="checkbox"/> | Middlesex | Ron Krauth | <input type="checkbox"/> | | Jacqueline Higgins, Alt. |
| <input type="checkbox"/> | | Mitch Osiecki, Alt. | <input checked="" type="checkbox"/> | Woodbury | Michael Gray |
| <input checked="" type="checkbox"/> | Montpelier | Mike Miller, Alt. | <input checked="" type="checkbox"/> | Worcester | Bill Arrand |
| <input type="checkbox"/> | | Vacant | | | |

6
7 Staff: Christian Meyer, Nancy Chartrand, Will Pitkin, Keith Cubbon, Lincoln Frasca

8 Guests: Stephen Whitaker, Montpelier resident; Melissa Bounty, Central Vermont Economic Development Corp.

9
10 **Call to Order:** Chair D’Amico called the meeting to order at 6:30 pm, a roll call was completed, and a quorum
11 was present.

12 **Adjustments to the Agenda:** It was noted that the Regional Plan Chapter Review on Natural Systems may need
13 to be placed later in the agenda (after the minutes).

14 **Public Comments:** John Brabant shared the news of John Hoogenboom’s recent passing, and a moment of
15 silence was observed in remembrance.

16 Stephen Whitaker, resident of Montpelier, requested the Board of Commissioners direct the Executive Director,
17 who has replaced Charlie Baker on the Vermont Community Investment Board (CIB), to join in a motion for
18 reconsideration of the approval of Montpelier’s Growth Center. Montpelier’s Growth Center application was
19 reviewed at the September 23rd CIB meeting, and he believes it is grossly deficient of statutory requirements.
20 He outlined several items missing from Montpelier’s application, including conformance with the Regional Plan
21 and written description from the RPC of the role of the proposed growth center and neighboring communities.
22 He believes the RPC has been bypassed and that should not happen.
23

1 Significant discussion ensued, and it was concluded that the Board would like to hear more about this topic.
2 Christian Meyer provided background noting the application between City of Montpelier and Community
3 Investment Board is about expanding downtown growth center designation and we have not been asked to
4 make a decision on this.
5

6 It was noted that this is the public comment part of meeting, and we need to decide as a body if we want to
7 discuss any further at a future meeting. There was discussion about the timeline and Christian advised he can
8 confirm whether the Board would need to meet in advance of the next CIB meeting on 10/28. It was requested
9 that staff research further and come back with a timely report to determine if a special meeting of the Board
10 needs to be scheduled.
11

12 Chair D'Amico thanked Stephen for his comments and advised we will take it under consideration.
13

14 **Central Vermont Economic Development Corporation Update:** Chair D'Amico introduced Melissa Bounty of
15 CVEDC. Melissa noted they are working in coordination with CVRPC on Regional Project Prioritization. She
16 noted quite a few municipal applications have been received this year. An info session was held yesterday at
17 Kellogg Hubbard library and there will be another session held virtually tomorrow.
18

19 CVEDC was named statewide technical assistance provider for the BEGAP grant to support businesses and farms
20 flood impacted in 2023 or 2024. If anyone is aware of farms that had physical damage from 2024 flooding,
21 please encourage them to apply – it closes on November 15th. CVEDC has staff available to assist with accessing
22 this grant. There is a significant amount of money available.
23

24 CVEDC has received a grant from the Vermont Department of Labor to subsidize internships in the region. They
25 can pay 50% of intern wages. The grant was originally regional but has been extended to be statewide
26 (excluding Chittenden County). If members are aware of a business that could benefit from an intern this fall or
27 spring, direct them to CVEDC.
28

29 It was confirmed that meetings for the Regional Project Prioritization Committee have not been scheduled yet.
30 The application window closes on October 15th, applications will be provided to committee members and a
31 meeting scheduled in November. It was confirmed that Paula Emery, Doug Greason and Mitch Osiecki are the
32 CVRPC Commissioners on the Committee.
33

34 **Municipal Dues:** Christian Meyer provided an overview of the memorandum outlined in the packet outlining
35 the Executive Committee's recommendation to raise dues from \$1.33 per capita to \$1.38 per capita (3.9%).
36

37 Peter Carbee noted he agrees with increase and advised that another organization he is involved in has decided
38 to increase dues by weight of inflation each year, in case the Commission wants to consider that in the future. It
39 was confirmed that 2020 census data is used for the capita. There was inquiry as to whether the increase went
40 to salaries, and it was noted it was hard to say specifically.
41

42 *David Stapleton moved to accept the Executive Committee's recommendation and increase CVRPC's municipal*
43 *dues assessment rate from \$1.33 per capita to \$1.38 per capita for Fiscal Year 2026; seconded by Peter Carbee.*
44 *Motion passed unanimously.*

1
2 **Municipal Aid Agreement Presentation:** Emergency Management Planner Keith Cubbon further reviewed the
3 information as provided in the meeting packet. He noted CVRPC is host to the Regional Emergency
4 Management Committee (REMC), and that each town has two representatives. The REMC requested CVRPC put
5 together a public works mutual aid agreement to allow communities to share assets/equipment with each other
6 in emergencies/disasters. This agreement provides the paperwork a municipality would need to submit to
7 FEMA for borrowing equipment from another town. Tonight is an introduction to this agreement. Christian
8 noted that generally agreements such as these are approved by the Executive Committee, but we wanted to
9 bring this proposed agreement to the full Board of Commissioners to allow for further comment/input. Our
10 bylaws allow us to have such an agreement. The agreement would use the NIMS system for natural disaster
11 reimbursement and would use the FEMA reimbursement tables.

12
13 Discussion ensued including confirmation that this agreement is more public works focused than the current
14 Capital Fire Mutual Aid agreement. Also discussed was potential conflicts between towns; and Keith has not
15 heard of any from other regions, noting that NIMS resources have federally assigned values which helps to
16 clarify rates.

17
18 It was confirmed that this is an optional agreement for towns and would allow a town to cast a wider net than it
19 may currently have with abutting town agreements.

20
21 **Update on Regional Flood Coordination:** Christian Meyer provided an update on how we are addressing flood
22 mitigation region wide. We've met with regional partners, the State, Friends of the Winooski and some active
23 municipalities to try and think about what would be a productive way to begin the conversation at the full basin
24 level with the idea of working towards some type of campaign or engagement process that could help build
25 momentum among municipalities to work towards a shared vision. As an Commission in midst of updating its
26 Regional Plan, it is also beneficial to get input on things we want to consider for our own regional plan and how
27 we want to get involved in flood mitigation as a region. It is an ongoing process and Christian will keep the
28 Board updated and we may have requests for representatives from municipalities in the future.

29
30 **Minutes – (9/10/24):** *Peter Carbee moved to accept the minutes as written, seconded by Doug Greason.*
31 *Motion passed unanimously.*

32
33 **Regional Plan Chapter Review – Natural Systems:** Natural Resources Planner Lincoln Frasca provided an
34 overview of the information included in the meeting packet.

35 It was noted that this updated draft has taken a list of all the things we have in the region and helped to make it
36 into a useful tool. There was discussion on the timeline for comment and it was noted that the Regional Plan
37 Committee is working through chapters, so the sooner comments can be provided, the easier it will be to
38 integrate them. The Regional Plan Committee has been providing input to staff, who are taking that input into
39 consideration for the next draft. If Commissioners provide comments using the same process it would work the
40 best.

41
42 It was requested that comments be sent by email to Community Planner Will Pitkin pitkin@cvregion.com and he
43 will get them to the Committee. It was noted that the next Regional Plan Committee meeting, scheduled for

1 October 15th at 4 pm, will review the housing chapter and also have an Act 250 presentation and begin the
2 comment period on new land use plan and land use map. All commissioners were encouraged to attend.
3

4 **Reports:** Christian Meyer followed up on the National Association of Development Organizations (NADO)
5 survey that was sent out last week. Regional Planning Commissions have been asked to do a self-performance
6 study which NADO is leading. Surveys were sent to all Commissioners and Alternates, as well as municipal
7 officials and we request that you please provide your input.

8 Peter Carbee made note that the Washington Select Board asked that Sam Lash be recognized for her help with
9 MERP and their Planning Commission wanted to thank Niki Sabado for her work on their getting Town Plan
10 completed.

11 There was significant discussion related to housing targets and when staff will be meeting with municipalities.
12 Christian advised staff are happy to come at any time that is convenient for the town. We are also looking and
13 waiting to see what regional numbers come back at with regard to county wide housing targets, as they appear
14 to be higher at the county level than what we estimated internally. We aren't developing a methodology yet –
15 we are in early stages of preparing for this. It was noted that there is lots of vacant housing in need of
16 rehabilitation and this can become part of the Regional Plan Committee conversation.

17 Will Pitkin expressed appreciation to Regional Plan Committee members for their feedback on the chapters they
18 are reviewing.

19 *Peter Carbee moved to accept the reports as presented, seconded by John Brabant. Motion passed unanimously.*
20

21 **Adjournment:** *Don La Haye moved to adjourn at 7:59 pm; seconded by Lee Cattaneo.*
22

23 Respectfully submitted,
24 Nancy Chartrand, Office Manager



Stephen Whitaker's Motion for Reconsideration of Montpelier Growth Center Expansion

From Stephen Whitaker <whitaker.stephen@gmail.com>
Date Mon 10/7/2024 2:20 PM
To alex.ferrell@vermont.gov <alex.ferrell@vermont.gov>
Cc Christian Meyer <meyer@cvregion.com>

2 attachments (23 MB)

CPR-CIBoard-DRAFT-MeetingMinutes-240923.pdf; 2024.09.23 VCIB Montpelier GCB findings and decision.pdf;

Now comes Stephen Whitaker of Montpelier pursuant to 24 V.S.A. 2793c (d)(8) move for reconsideration of the Vermont Community Investment Board's (VCIB) decision made September 23, 2024 to approve the expansion of Montpelier's Growth Center boundaries.

Petitioner offered both spoken and written comments at the September 23rd meeting and thus has standing to move for reconsideration pursuant to the above cited statute.

The above referenced statutory subsection requires that:

"Any such request for reconsideration shall identify each specific finding of the State Board for which reconsideration is requested and state the reasons why each such finding should be reconsidered."

A review of the draft meeting minutes document that the motion was to approve the decision only, making no mention of the "findings". The so-called findings included in the Board packet prior to the proposed decision by staff were not represented as findings made by or subscribed to by staff **nor were they adopted as findings of the State Board.** Therefore there is no basis to rely upon for meeting the requirement that movant *"identify each specific finding of the State Board for which reconsideration is requested and state the reasons why each such finding should be reconsidered."* The findings preceding the staff's proposed decision are merely a cut and paste from the applicant's submission, whose application is otherwise wholly incomplete and non-compliant with statute.

Missing is an application based upon an approved municipal plan. The 2017 approved plan makes no mention of use of the Country Club property for civic use or

1. written confirmation from CVRPC that the proposal to expand the growth center to include the Country Club property conforms with the regional plan
2. written description from CVRPC of the role of the proposed growth center in the region, and the relationship between the proposed growth center and neighboring communities.
3. statutorily required adopted capital budget and program that includes existing and planned wastewater treatment, water, stormwater, and transportation infrastructure; **public spaces; other infrastructure necessary to support expanded growth center development; and a reference map.**
4. documented existing or planned transportation infrastructure serving the expanded growth center adequate to implement growth center development over the 20-year period;
5. evidence of multi-modal access to the downtown, village center, **or new town center; which shall incorporate, accommodate, and support the use of public transit systems; and shall encompass a circulation system that is conducive to pedestrian and other nonvehicular traffic;**
6. quantification of the type and amount of development and land area needed to support the proposed growth center beyond what is available in the designated downtown, village center, or new town center;
7. evidence of how the expanded growth center shall avoid or minimize the inclusion of important natural resources and identified flood hazard and fluvial erosion hazard areas. If an applicant includes an important natural resource or flood hazard or fluvial erosion hazard area within a proposed growth center, the applicant shall identify the resource or area, explain why the resource or area was included, describe any anticipated disturbance to the resource or area, and describe how the municipality's land use bylaws will avoid or minimize impacts to the resource or area.
8. required maps identifying in the expanded growth center important natural resources, identified flood hazard and fluvial erosion hazard areas, National Register Historic Districts, National or State Register Historic Sites, and other significant cultural and natural resource;
9. required maps identifying in the expanded growth center **the concept plan depicting the character of the streets and public spaces within the expanded growth center, and depicting the size and placement of buildings envisioned in the municipal plan;**
10. required maps identifying in the expanded growth center existing slopes of 20 percent or greater;

11. required maps identifying in the expanded growth center **existing and planned public facilities, including public buildings, public spaces, wastewater and water services, roads, sidewalks, paths, transit centers, parking areas, parks, and schools** within the growth center boundaries.

Movant also relies on prior submitted written comments to call specific attention to many, but not all of the deficiencies of the City of Montpelier's application. The entire universe of deficiencies of the application are the obligation of DHCD/ACCD/VCIB staff to identify and present analysis for, or justification for approval despite the deficiencies. No such rationale was offered by staff.

Applicant City of Montpelier makes repeated reference to the so-called "Actional Master Plan" for the Country Club Road but conspicuously fails to mention that the document, prepared by White & Burke, was never adopted by the City Council, which merely "accepted" the document with many reservations, referring to it as a "working discussion draft" or an "actual plan" as in the motion to accept the document. Nor is the document in question anything close to a municipal plan, nor was it reviewed by the CVRPC, nor was there any decision made to pursue any five story development on eight acres nor a 12 acre set-aside for recreation. All of those decisions were to follow the specified next steps for due diligence, none of which have yet been completed nor even begun by issuance of an RFP!. These included analysis of hydro-geology, prime ag soils delineation, wetlands, slopes, flood zones, protected flora and fauna and most importantly, the problem of access and egress other than Route 2 with a railroad siding, which might require one or more new roads costing tens of millions of dollars across land which is not under the city's control and for which no agreement has been reached to accomodate a new road and under what terms. No road design, approval nor adopted Capital Budget includes such conceptual roads, first notice to Montpelier citizens of which appears in the defective and incomplete application and as reported by the Montpelier Bridge.

A comment was made repeatedly by ACCD staff (Jake Hemmerick) that the Board's proposed decision in the Montpelier case is relying on precedent established by prior decisions of the Board yet no such precedents were cited in the proposed decision nor in the staff memo introduction preceding the cut and paste of the applicant's irrelevant flotsam and jetsam. I repeat: the applicants findings are not and were **not the findings of staff nor were they made the findings of the Board.**

Additionally, the Board is not a quasi-judicial body under Vermont law as are the Public Utility Commission, the Green Mountain Care Board and the Natural Resources Board. As such, there is no role for precedent as might have been established in prior

decisions under the *Stare Decisis* doctrine. The discovery of this misunderstanding may indeed call into question any number of other decisions made by the Board which may have been based upon the misunderstanding that the Board's decisions constitute precedent or "*settled law*".

The Board should reconsider and reject the application by the City of Montpelier for expansion of the Growth Center boundaries due to an incomplete municipal plan and the many missing elements of the application as detailed in the requirements of statute found in 24 V.S.A. 2793c.

Respectfully submitted this 8th day of October, 2024, by,

Stephen Whitaker
Montpelier, Vermont

Central Vermont Regional Planning Commission Committee & Appointed Representative Reports, October 2024

Meeting minutes for CVRPC Committees are available at www.centralvtplanning.org.

EXECUTIVE COMMITTEE (Monday of week prior to Commission meeting; 4pm) [10/8/24 & 11/4/24]

- Authorized Executive Director to sign the advanced notice to proceed and the grant agreement for the Department of Public Safety FY2024 Emergency Management Planning Grant, Weston Sampson Brownfields Amendment #1 (300-302 Granger Road), Agency of Commerce & Community Development – FY25 Regional Planning grant, Mount Ascutney Regional Commission Brownfields Assessment subgrant agreement, Two Rivers Ottauquechee Regional Commission Planning Commission – Planning and Facilitation Services for the Resilience Initiative for Vermont Empowerment and Recovery (RIVER) contract amendment, and City of Barre – Northern Borders Regional Commission Catalyst Grant – Local Development District contract.
- Accepted the August and September 2024 unaudited financials.
- Authorized the Executive Director to set employer health insurance contribution up to 100% of the cost of the MVP HDHP Gold 3 plan for employees and family members.
- Moved to maintain employee choice of available plans and 50% payment in lieu of benefit for employees who opt out of CVRPC coverage.

NOMINATING COMMITTEE (February - April; scheduled by Committee)

- Did not meet.

PROJECT REVIEW COMMITTEE (4th Thursday, 4pm)

- Did not meet.
- Staff prepared memo to committee summarizing noteworthy new and ongoing Act 250 and Section 248 applications.

REGIONAL PLAN COMMITTEE (1st Tuesday, 4pm) – (10/15/24)

- Staff presented summary of reforms to Act 250 and the State Community Investment Program (formerly the State Designation Program) in Act 181 and other recent legislation.
- Staff reviewed with committee the first draft of Housing chapter.
- Regional Plan Committee members provided preliminary feedback on Housing chapter and goals and strategies crosswalk from old and new goals/strategies for the new regional plan.]
- Next meeting scheduled for November 19th @ 4 pm.

MUNICIPAL PLAN REVIEW COMMITTEE (as needed; scheduled by Committee)

- Did not meet.

TRANSPORTATION ADVISORY COMMITTEE (4th Tuesday; 6:30 pm)

- The committee discussed FFY24 budget burn rates by program area for TPI to clarify FFY25 Agreement amounts by program area.
- The committee discussed priority bridges by town, with several added to CVRPCs list for prioritization updates. Several members committed to speaking with their road crews and reviewing the VTtrans bridge reports online to develop a set of priority bridges for their town.

CLEAN WATER ADVISORY COMMITTEE (2nd Thursday, 4pm)

- Did not meet.
- Next meeting is scheduled for 14 November 2024.

- Meeting topic: *Floodplain Mapping, River Corridor Bylaws & Hazard Mitigation Funding*
- Guest speakers:
 - Ned Swanberg, DEC - Regional Floodplain Manager
 - Lisa Kolb, VT Emergency Management

BROWNFIELDS ADVISORY COMMITTEE (3rd Thursdays 10-10:30am)

- Did not meet in October.

WINOOSKI BASIN WATER QUALITY COUNCIL (3rd Thursday, 1pm)

- Awarded funding to three proposals:
 - Lamoille County NRCD – Upper Little River Project Development
 - CVRPC – Berlin (Dog River & Steven’s Branch) Project Development
 - CVRPC – Marshfield Road Gully Stabilization Final Design (Calais)
- Reviewed two proposals:
 - Vermont Land Trust – Roland Stream Crossing Implementation
 - CVRPC – Waitsfield Floodplain Restoration Project Development
- Next meeting scheduled for 21 November 2024

VERMONT ASSOCIATION OF PLANNING & DEVELOPMENT AGENCIES (VAPDA)

- Participated in October meeting. Agenda included:
 - Coordination on Statewide RPO study currently being completed by NADO
 - Statewide coordination on statewide contracts
 - Discussion on group insurance options.

COMMUNITY INVESTMENT BOARD – VAPDA Representative

The executive director participated in the October 28 CIB meeting as a representative for VAPDA. The agenda included approval of an adjustment to the boundary of the Waterbury downtown designation, new neighborhood development designation in Highgate, a boundary adjustment to the neighborhood development area in Rutland, and reconsideration of a motion to amend the boundary of the Montpelier growth center (staff recused themselves from the final action).

VERMONT ECONOMIC PROGRESS COUNCIL

No Central Vermont activity.

GREEN MOUNTAIN TRANSIT

The GMT Board of Commissioners met to discuss and act on several items:

- Participated in rural service and financial analysis meeting.
- Participated in GMT governance committee to review capital budget policy, refund policy, and governance rule.
- Participated GMT Special Board of Commissioners meeting to act on labor relations and procurement policy.
- Participated in GMT Board of Commissioners meeting. The board moved to initiate initial services reductions per the service reduction plan, adjust the ADA Fares, and adjust the budget.

CENTRAL VERMONT ECONOMIC DEVELOPMENT CORPORATION

- Staff participated in CVEDC’s annual meeting.

MAD RIVER VALLEY PLANNING DISTRICT

- Staff were not available to participate.

Central Vermont Regional Planning Commission

P: 802-229-0389

Staff Report, October 2024

cvrpc@cvregion.com

Staff are in the office Monday - Friday. Due to telework schedules, please schedule in-person meetings in advance.

COMMUNITY DEVELOPMENT

Contacts: Eli Toohey, toohey@cvregion.com, Niki Sabado sabado@cvregion.com & Will Pitkin, pitkin@cvregion.com, unless otherwise noted.

Municipal Planning & Plan Implementation:

- Prepared guidance materials for municipalities on regional plan future land use maps and reforms to zoning and state designations in recent legislation (Act 181 of 2024, Act 121 of 2024, Act 47 of 2023). (Niki, Will)
- Accessory Dwelling Unit site visits for Accessory Dwelling Unit Design Assistance Program. (Eli, Niki)
- Barre City
 - Community Tree Planting Grant Application (Lincoln)
 - Corresponded with Chittenden County RPC and the VT League of Cities and Town Municipal Assistance Center regarding federal requirements for grant.
 - Collaborated with Friends of Mathewson Playground and Barre City staff to finalize application.
 - Barre Housing Task Force (Eli & Brian)
 - Attended Housing Task Force meeting to discuss the results of the infill analysis.
 - Prepared interactive map of infill analysis data layers and results (Brian).
 - Reset project and finalized consultant scope for Barre TOD Planning Study (Reuben, Niki)
- Berlin – Reviewed SE Group existing conditions analysis for Riverton TOD Planning Study (Reuben)
- Cabot – Met with VT Department of Housing and Community Development representative, Cabot zoning administrator, and representatives of the Cabot selectboard and planning commission to discuss zoning and subdivision bylaw updates and state designation program. (Will)
- Middlesex – Met with Listers to discuss parcel boundary updates (Brian).
- Montpelier – Drafted letter of support for Recreation Economy for Rural Communities grant application. (Lincoln)
- Northfield – Scheduled consultant charrette and coordinated preliminary visit for consultant team member for TOD Planning Study (Reuben, Niki)
- Plainfield
 - Participated in Housing Steering Committee meeting and shared funding options and steps. (Eli, Niki)
 - Met with Plainfield Planning Commission Chair and other stakeholders to discuss zoning updates and state designation programs (Niki, Will)
 - Participated in select board meeting on the community visioning process complementary to ongoing planning work the municipality is engaged in. (Christian)
- Penn Planning Studio for Climate/Flood Resilience in Barre City, Montpelier, and Plainfield (Reuben, Keith, Niki)
 - Regional data assistance
 - Barre City site visit/walking tour
 - Preliminary findings meeting at State Rotunda

Regional Planning and Implementation:

- Revised Transportation chapter for 2025 Regional Plan based on input from Plan Committee and stakeholders (Reuben)
- Participated in VLCT's Annual Town Fair – Participated in Keynote on Climate Resilience by Jim Cantore, Four Key Takeaways from Act 181, Young Municipal Leaders, Municipal Finance Questions, Legislation Effects on Property Tax and Lessons from Slate Ridge. (Eli and Niki)
- Reviewed VT Housing Finance Authority's housing targets and refined methodology for municipal disaggregation of housing targets within Central Vermont. (Christian, Eli, Niki, Will, Pamela)
- Refined housing targets methodology and capacity data. (Eli, Niki, Will, Pamela)
- Updated Regional Plan Housing chapter. (Eli)
- Met to determine housing targets methodology. (Eli, Will, Niki, Pamela)
- Presented to the Board on Natural Systems chapter second draft and goals / strategies crosswalk. (Lincoln)
 - Incorporated commissioner feedback into chapter text.
- Participated in the following trainings and meetings:
 - UVM's Water Connects Webinar Series, "Flood Resilience and Equitable Recovery in VT: Mobility, Housing, and Community Connection." (Lincoln)
 - Vermont Trails & Greenways Council regional coordination meeting with Lamoille County RPC (Lincoln)
 - Swift Current - VT Floodplain Management Drop-In Discussion. (Will)
 - VT DEC Rivers & Roads Tier 2 training. (Will)
 - FEMA Flood Resilience Webinar (Will)
 - Economic Development Administration workshop in Hardwick. (Christian)
- Staying Connected Initiative's Fall Placed-Based meeting, "Reconnecting the Greens" and the proposed "Sharkeyville" I-89 wildlife crossing in Waterbury. (Lincoln, Brian)
- Participated in Thriving Communities Learning series on integrating the arts into public works projects. (Eli)
- Participated in check-in meeting with members from Representative Balint's team on regional priorities. (Christian)
- Working with state, regional, municipal and non-profit partners plan a Winooski Basin wide resilience workshop. (Christian)

Economic Development: (Contact Eli Toohey, toohey@cvregion.com and Christian Meyer, meyer@cvregion.com)

- Conducted Regional Project Prioritization outreach to all municipal planning commissions, economic development staff and select boards of application and process for Regional Priority Projects. (Eli)
- Co-hosted Regional Project Prioritization public meetings with Central Vermont Economic Development Corp (CVEDC) (Eli)
- West Central VT Economic Development District (EDD) Program Staff Meeting agenda setting. (Eli)
- Participated in the Community Development Block Grant (CDBG) learning event at Vermont College. (Eli)

Brownfields: (Contact Eli Toohey, toohey@cvregion.com)

- Received proposals for Brownfields EPA Coalition Assessment and Revolving Loan Fund Grants.
- Updated Brownfields Site list for active and potential projects in our region.
- Check in with DEC and CVSWMMD on the Phase II Supplemental.
- Staff met with Board representative to review scoring of EPA Brownfields Grant application. (Eli and Lincoln)
- Participated in EPA Brownfields Coalition Assessment and Revolving Loan Fund Kick off meeting.
- Received proposal for Phase II 203 Country Club Road, Montpelier (SMS Site # 2022-5116).

EMERGENCY MANAGEMENT & HAZARD MITIGATION

Contact Keith Cubbon, cubbon@cvregion.com, unless otherwise noted.

Local/Regional Planning:

- Met with Montpelier staff, Barre City Council, Agency of Transportation staff, Department of Environmental Conservation staff, along with engineering consultant SLR for Resilience Initiative for Vermont Empowerment and Recovery (RIVER) projects discussions to determine final projects lists. (Keith, Will)
- Attended Green Mountain Power Marshfield #6 dam exercise. (Keith, Christian)
- Attended and hosted location for Vermont Emergency Management (VEM) Binary Blizzard exercise.
- Provided ERAF funding information to Middlesex, Roxbury, and Plainfield.
- Middlesex – received and reviewed Vermont Emergency Management’s required revisions for 2024 Local Hazard Mitigation Plan. (Will)
- Waitsfield, Barre City, Waterbury – received Vermont Emergency Management’s required revisions for 2024 Local Hazard Mitigation Plan. Have worked on edits for all and resubmitted Waitsfield and Cabot.
- Worcester – received and reviewed Vermont Emergency Management’s required revisions for 2024 Local Hazard Mitigation Plan. (Lincoln)
- Emergency Watershed Protection Program
 - Middlesex (Lincoln & Brian):
 - Corresponded with the Natural Resources Conservation Service, engineer, and selected contractor to discuss timing of budget increase request.
 - Presented at two Selectboard meetings advising on next steps for funding construction phase.
 - Corresponded with Road Foreman to designate disposal site at town gravel pit.
 - Prepared request for additional funding to cover engineer change order.
 - Marshfield (Eli & Brian):
 - Distributed Bid Documents.
 - Provided a contractor recommendation to the Marshfield Selectboard.
 - Supported Marshfield select board and Town Clerk in getting contract materials from contractor.
 - Woodbury (Brian):
 - Met with Natural Resources Conservation Service and town representative to complete site visits to properties affected by the July 2024 storm.

TRANSPORTATION

Contact Reuben MacMartin, macmartin@cvregion.com or Keith Cubbon, cubbon@cvregion.com, unless otherwise noted.

Field Services:

- Completed 2 traffic studies on Rt 12 in Worcester
- Pulled 5 pedestrian counters on Cabot Trails

Public Transit:

- See Committee Report for participating in GMT Board of Commissioners work

Municipal Assistance:

- Drafted contract for Road Erosion Inventory in Marshfield
- Drafted signage plan for Adamant Village in Calais
- Produced copy of Valley Base Map for Warren Conservation Commission

- Assisted Waitsfield in coordinating with VTrans regarding Meadow Road Bridge and options for repair, replacement, management, and enforcement

Regional Activities:

- Held TPI meeting
- Held Fall Road Foreman meeting
- Held Fall O&D Mobility Committee meeting
- Kicked off Mad River Path VT-100 Shared Use Path Corridor Study
- Drafted RFP for Safe Streets and Routes for All (SS4A) Regional Safety Action Plan
- Participated in quarterly State Travel Demand model update meeting
- Coordinated with VTrans on restarting demonstration projects
- Participated in GHG Policy Analysis TAC Meeting and 2025 Climate Action Plan Cross-Sector Committee Meeting focused on transportation (Sam)
- Participated in Staying Connected Initiative meeting focused on the development of a wildlife corridor under I89 in the Waterbury / Richmond area (Brian and Lincoln)

NATURAL RESOURCES

Contact Brian Voigt voigt@cvregion.com and Lincoln Frasca frasca@cvregion.com, unless otherwise noted.

Tactical Basin Planning Assistance:

- Corresponded with guest panelists and prepared outreach materials for November Clean Water Advisory Committee;
 - Ned Swanberg, DEC - Regional Floodplain Manager
 - Stephanie Smith, VT Emergency Management - State Hazard Mitigation Officer
- Distributed solicitation email to fill vacancy for one Clean Water Advisory Committee municipal representative.
- Participated in the following meetings:
 - Vermont Dam Taskforce Meeting hosted by Vermont Natural Resources Council
 - Floodplain Manager's Drop-In, "FEMA Swift Current Funding Opportunity"

Clean Water Service Provider (CWSP):

- Reviewed CWSP forms and began update process to reflect current policies and increase accessibility.
- Reviewed Master Agreement status for all pre-qualified project implementors and engineering firms.
- Participated in UVM Water Connects Seminar Series: "Restoring Wetlands to Mitigate Flooding and Improve Water Quality in Lake Champlain."
- Winooski River Basin Water Quality Council:
 - Awarded funding for two project development proposals and one final design proposal.
 - Reviewed one project development proposal and one implementation proposal.
- Met with other CWSPs to discuss project types, procurement and project adoption.
- Met / corresponded with the following regional partners:
 - Vermont Land Trust: Discussed Richmond culvert project eligibility with DEC staff.
- Met / corresponded with the following municipalities:
 - Berlin – Discussed potential culvert replacement project opportunities with municipal staff.
 - Burlington – Facilitated meeting with Burlington Parks & Recreation Department and North Lake CWSP to introduce CWSP program and identify project opportunities on park lands.
- Participated in the following Department of Environmental Conservation meetings and trainings:
 - Project Verification field training in South Burlington & Richmond

604b:

- The 604b grant administered by the Rutland Regional Planning Commission ended 15 December 2023. Additional funding is anticipated in FY25.

FEMA Map & Flood Bylaw Updates:

- No activity this month

Water Quality Project Development:

- Waitsfield - Corresponded with Conservation and Planning Commission to finalize Floodplain Restoration Project Development proposal. Submitted proposal to Basin Water Quality Council for review.
- Berlin - Riparian Planting and Culvert Replacement Project Development:
 - Notified Conservation Commission of funding approval.
 - Corresponded with Friends of the Winooski & Basin Planner regarding culvert assessments.
 - Prepared Request for Proposals for Engineering Services

Stormwater Projects:

- Upper Winooski Stormwater Implementation (Calais): Met with DEC staff to discuss contract amendment.
- Marshfield Road Gully Stabilization Final Design (Calais): Notified town staff of funding approval.
 - Conducted site visit to assess eligibility of culvert replacement.
 - Prepared Request for Proposals for Engineering Services.

CLIMATE & ENERGY

Contact Sam Lash, lash@cvregion.com unless otherwise noted.

Municipal Energy Resilience Program (MERP)

- Provided ongoing support (technical assistance, community engagement, town outreach) for mini grant use and assessment report edits/conversations

Implementation Phase: opened 8/27/24 (to all 9/11/24) closed 9/27/24

Summary: all 20 eligible municipalities applied for a total of over \$6.5million in projects across 39 municipal buildings (focused on building envelope & fuel switching)

- Fielded inquiries regarding lack of award notification (still pending: no communication or updates regarding timeline have been received from BGS)
- Coordination and outreach regarding alternative funding sources for MERP identified projects

Municipal Planning and Implementation

- Provided technical assistance to Worcester including energy mapping and school parcel potential follow up VT Fish & Wildlife, siting guidance and coordination with planning commission & future land use, and drafting plan
- Followed-up on municipal project development included thermal energy networks (Plainfield & Northfield), attended REV 2024 Annual Conference sessions on Renewable Energy & Affordable Housing, Future of Hydropower in VT, etc.
- Conducted outreach and support for Windowdressers community builds and town insert acquisition (Montpelier/Barre City, MadRiver+, Duxbury)
- Reviewed SOW for next phase of the Climate Pollution Reduction Grant Funding- focused on integrating a climate framework into existing municipal planning processes and additional support for energy planning
- Reviewed feedback on Orange's plan and began edits.
- Reviewed new [VT Bond Bank Energy Efficiency and Renewable Energy Program](#) for Municipalities ahead of meeting (USDA RESP loan program) and future outreach

Regional Energy Planning and Implementation

- Reviewed proposed energy developments' conformance with regional plan and corresponded with Project Review Committee chair. (Sam & Will)
- Reviewed new PUC rules 5.100, 5.400, 5.500, and 2.100 and implications for town responsibilities, project review committee, and regional plan
- Attended Renewable Energy VT's Annual Conference including sessions on renewable energy tax incentives, modular & manufactured home projects, renewable energy workforce development, FERC plenary, etc.
- Reviewed Energy Action Network's 2024 Annual Progress Report Emissions, Energy, Equity, and the Economy; conducted outreach to discuss figure alignment for regional and municipal enhanced energy plans and data and methodology differences.
- Reviewed state uptake of IRA tax credits and noted outreach gaps.
- Coordinated with Public Service Department on Act 174 process and recommendations for amendment.
- Participated in thermal energy network (TEN) meeting (community thermal networks).
- Guest-lectured in UVM Alternative Energies Course on energy planning, key issues, and paths to careers
- **Energy Efficiency & Conservation Block Grant:** facilitated transfer from County Courts back to RPC for application on behalf of Washington County; prepared and submitted application for formula grant (\$77,100) for mobile solar generators to be deployed in municipal buildings & facilities to address barriers to fuel switching & improve energy reliability
- **Regional Plan 2025 update:**
 - Ongoing drafting and review in preparation for the first review with the Regional Plan Committee
- **Vermont Climate Council Climate Action Plan Update:** participating as member of Just Transitions Subcommittee & Cross-Sector Mitigation Liaison: includes subcommittee and working group (thermal/buildings) meetings, coordination, and hosting Buildings & Thermal Public Stakeholder Input Session
- **Hot Weather Preparedness Planning:** Internal planning
- **Municipal Vulnerability Indicators Tool:** Prepared training on Municipal Vulnerability Indicators Tool with Climate Action Office (ANR) at Municipal Day 11/1/24.
- **Professional Development:** attended New England Women in Energy inaugural Vermont panel (GMP, PSD Commissioner, and ISO-NE)

GIS – Geographic Information System Mapping

Contact Brian Voigt, voigt@cvregion.com, unless otherwise noted.

- Attended Northeast Arc Users Group Meeting (28 – 30 October)
- Attended Enterprise Geospatial Consortium meeting to discuss aerial photo acquisition
- Prepared Local Hazard Mitigation Plan maps (land cover, residential development, critical facilities, transportation facilities and flood hazards) for Waterbury (along the Route 2 / Winooski River corridor).
- Cabot: prepared ecological resources map for Municipal Plan update.
- Marshfield: continued development of trail map.
- Warren: discussed zoning district boundary updates with municipal staff.

OFFICE & ANNOUNCEMENTS

Office:

- Obtained quotes from vendors for updated phone system
- Continued work with auditor on FY24 CVRPC audit
- Conducted orientation for new Assistant Planner Pamela Sonn

- Coordination of CY25 health care coverage options
- Facilitated optional employee funded insurance coverage (accident, life, critical illness) through VLCT WISE program

Upcoming Meetings:

CVRPC meetings currently offer remote access unless otherwise noted. Meeting access information is provided on agendas at www.centralvtplanning.org.

November

Nov 4	4 pm	Executive Committee
Nov 11		Office Closed - Holiday
Nov 12	6:30	Board of Commissioners
Nov 14	4 pm	Clean Water Advisory Committee
Nov 19	4 pm	Regional Plan Committee
Nov 21	10 am	Brownfields Advisory Committee
Nov 21	1 pm	Winooski Basin Water Quality Council
Nov 26	6:30 pm	Transportation Advisory Committee
TBD		Project Review Committee
Nov 28 & 29		Office Closed – Holiday

December

Dec 2	4 pm	Executive Committee Meeting
Dec 3	4 pm	Regional Plan Committee
Dec 10	6:30 pm	Board of Commissioners
Dec 19	10 am	Brownfields Advisory Committee
Dec 19	1 pm	Winooski River Basin Water Quality Council
TBD	6:30 pm	Transportation Advisory Committee
TBD	4 pm	Project Review Committee
Dec 25		Office Closed – Holiday

RECENT CVRPC NEWS HEADLINES

Click on a week to read more about the headlines listed. *To receive Weekly News via email, sign up on our [website](http://www.centralvtplanning.org).* Visit CVRPC's web site at www.centralvtplanning.org to view our blog and for the latest publications and news.

October 4, 2024

- Request for Proposals - Brownfields Phase II Environmental Site Assessment
- CVRPC Seeks Part-Time Finance Manager
- Deadline approaches for this year's Regional Project Priority List
- GMT Draft Service Reduction Public Meetings
- 2024 State Government Municipal Day
- Vermont Urban and Community Forestry 2025 Grant Program
- VTrans Better Roads Category A Grants
- Vehicle Electrification Project Funding

- 2025 FPR Recreation Grant Opportunities

October 11, 2024

- Generations Vermont - Community Meetings
- CVRPC's Accessory Dwelling Unit (ADU) Design Assistance Program Update
- CVRPC Regional Plan Update
- [Applications Open for VCRD's Climate Catalysts Innovation Fund](#)
- EPA New England Announces Healthy Communities Grant Program Now Accepting Applications

- 2024 Annual Progress Report for Vermont | Energy Action Network

October 25th

- 2025 Recreational Trails Program (RTP)
- Better Places Grants
- Act 250 Temporary Exemptions: Act 181
- VHFA 2024 Statewide Housing Conference
- NDA Technical Assistance Funding Still Available for Central Vermont region
- Regional Plan Update