



## Central Vermont Regional Planning Commission

### TRANSPORTATION ADVISORY COMMITTEE

Tuesday February 24, 2026, 6:30 p.m.

In-Person: 29 Main St, Suite 4, Montpelier VT, 05062

Join Zoom Meeting via Computer, Tablet or Smartphone:

<https://us02web.zoom.us/j/86220375669?pwd=aXFEYklna0VYeTBORmlhd2tZV3VKdz09>

**Meeting ID:** 862 2037 5669- **Passcode:** 692202

**Dial in via Phone:** +1 929 436 2866

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

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

#### Agenda

- 6:30 1) Meeting Commencement / Verify Recording
  - a) Roll Call
  - b) Adjustments to the Agenda
  - c) Public Comment
  - d) Staff Announcements
- 6:40 2) Approval of January 2026 TAC Meeting Minutes (*Enclosed; Action*)
- 6:45 3) Consider Recommendation of Compatibility for Montpelier Route 2/  
Country Club Road Community Development Block Grant for Disaster  
Recovery (CBDG-DR) application (*Enclosed; Action*)
- 7:05 4) Presentation and Discussion: The Governor's Budget for Transportation
- 7:20 5) TAC Member Round Table
  - a) Local concerns including project updates and other issues
- 7:30 6) Adjourn

**Next Meeting: March 24, 2026**

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**Central Vermont Regional Planning Commission  
Transportation Advisory Committee (TAC)**

**Minutes**

**Tuesday, November 25, 2025**

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<b>Attendees:</b>					
	Barre City			Northfield	Thomas Davis
X	Barre Town	Phil Cecchini			Jeff Schulz, Alt
X	Berlin	Robert Wernecke	X	Orange	Lee Cattaneo
	Cabot	John Cookson	X	Plainfield	Bob Atchinson (Chair)
X	Calais	David Ellenbogen	X	Roxbury	Gerry D'Amico
		Karin McNeill, Alt		Waitsfield	Don LaHaye
X	Duxbury	Alan Quackenbush	X		Alice Peal, Alt
			X	Warren	Jim Crafts
X	E. Montpelier	Adam Stanforth		Washington	Peter Carbee
		Jen Devine, Alt			
	Fayston		X	Waterbury	Mike Hedges (Vice Chair)
	Marshfield	Todd Eaton			Doug Greason, Alt
X	Middlesex	Ronald Krauth	X	Williamstown	Richard Turner
X	Montpelier	Dona Bate	X	Woodbury	Michael Gray
X	Moretown	John Lynch			
				Worcester	Bill Arrand
Staff: Reuben MacMartin, Keith Cubbon, Christian Meyer, Kari Pelletiere Guests: Monica White (GMT), Stephen Whitaker (Public), Marcella Dent (VTrans), Mike Miller (Montpelier Planning), Evan Detrick (VHB), David Stapleton (Moretown Planning), John Brabant (CVRPC Board)					

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Bob A. brought the meeting to order at 6:33 PM.

**Roll Call**

- Roll was called and a quorum was present.

**Adjustments to the Agenda**

- None

**Public Comments**

- Stephen Whitaker objected to the TAC not undertaking a technical review of the proposed development County Club Road.

- 1       • Stephen Whitaker complained that the CVRPC Project Review Committee had not  
2       reviewed the VTrans garage relocation in the Town of Berlin.

3       **Staff Announcements**

- 4       • CVRPC’s new planner, Kari Pelletiere, was introduced to the TAC.  
5       • Summer planning tech job postings are ready and will be going up shortly.  
6       • Deadline for Highway Safety Improvement Program grants is Monday, February 1st.

7       **Approval of November 2025 Minutes**

- 8       • Robert W moved that November Minutes be approved without modification, Rich T 2<sup>nd</sup>  
9       the motion.  
10       ○ Group voted; Motion passed.

11       **Action: Endorse Recommendations of Project Selection Subcommittee for TPI FFY 26 Funding**

- 12       • Reuben walked the TAC through the process used by the selection subcommittee to  
13       arrive at their set of recommended studies to fund from CVRPC’s FFY 26 TPI budget.  
14       • David Stapleton registered disappointment that Moretown’s proposal had not been  
15       recommended for funding by the Subcommittee.  
16       • Gerry D requested that Staff summarize the proposals to remind TAC of candidate  
17       studies under consideration, which Staff obliged. Proposals were as follows:  
18       ○ Berlin: complete streets/traffic calming study for Crosstown Road from Paine  
19       Tpke N to Paine Tpke S and Berlin Corners area  
20       ○ Marshfield: complete streets scoping for Marshfield Village to create safe paths  
21       between the Marshfield Village Store, Jaquith Public Library, and Private School  
22       ○ Moretown: update to 2012 traffic study for intersection of VT-100 and US-2  
23       looking at roundabout design, bike-ped infrastructure, and wastewater  
24       extension with scenario modeling for various intensities of future development  
25       ○ Plainfield: scoping study for converting abandoned rail line into a new access  
26       point for the village following the impacts of 2024’s catastrophic floods  
27       ○ Williamstown: scoping of sidewalk from Williamstown schools to village core  
28       • TAC engaged in an extended discussion of the relative merits of the Moretown study  
29       proposal.  
30       • Gerry D moved that TAC endorse the recommendations of the Selection Subcommittee  
31       • Robert W seconded, noting that, while disappointed that Berlin was not recommended,  
32       he appreciated and agreed with the process.  
33       • The question was called and roll was taken.

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Barre Town	Phil Cecchini	Yes	Orange	Lee Cattaneo	Yes
Berlin	Robert Wernecke	Yes	Plainfield	Bob Atchinson	Yes
Calais	David Ellenbogen	Yes	Roxbury	Jerry D'Amico	Yes
Duxbury	Alan Quackenbush	Yes	Waitsfield	Alice Peal	Yes
Middlesex	Ron Krauth	Yes	Warren	Jim Crafts	Yes
Montpelier	Dona Bate	Yes	Waterbury	Mike Hedges	Yes
Moretown	John Lynch	Yes	Williamstown	Rich Turner	Abstained
			Woodbury	Michael Gray	Yes

1 With 14 yeas and 1 abstention the motion passed.

2 **Presentations and Discussion: VTrans Development Review Process; Montpelier Country Club**  
 3 **Road Current Status, Ongoing Process, and Preliminary Proposed Improvements to US-2**  
 4 **Intersection**

- 5 • Marcella Dent conditions under which VTrans has standing to review development  
 6 proposals and triggers for requiring Transportation Impact Studies in the VTrans  
 7 process. These trigger conditions being:
  - 8 ○ Act 250 Review
  - 9 ○ Issuance or modification of an 1111 permit for work in State right-of-way
  - 10 ○ New development producing more than 75 new peak-hour vehicle trips
- 11 • Mike Miller and Evan Detrick spoke to the history and current disposition of the Country  
 12 Club Road parcel and preliminary plans for mitigation of future traffic impacts if and  
 13 when development of the site ensues and intensifies.
  - 14 ○ Montpelier intends to seek a letter of conformity for grant funding to make  
 15 intersection improvements at Country Club Rd/US-2, regrade Country Club Road,  
 16 and run water and sewer to the site
  - 17 ○ The city aspires to a full build-out condition with up to 300 new dwelling units  
 18 and is already planning/budgeting for the eventual need to signalize the Country  
 19 Club Rd /US-2 intersection and acknowledges that additional access may be  
 20 necessary
- 21 • A robust discussion was enjoyed by all.

22 **TAC Member Round Table**

- 23 • Mike H offered to present on the Governor's recommended budget for transportation  
 24 while acknowledging the late hour.
  - 25 ○ Several TAC members felt that this would be a good item for February's TAC.

26 **Adjourn**

- 27 • At 8:18 PM Robert W moved to adjourn Lee C 2<sup>nd</sup> the motion.  
 28 ○ Group voted; Motion passed.

1 **Action Items**

- 2 • Governor's Budget to be added to February Agenda

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4 Respectfully submitted by:

5 Reuben MacMartin, Senior Transportation Planner



## MEMO

Date: February 24, 2026  
To: CVRPC Transportation Advisory Committee  
From: Reuben MacMartin, Senior Planner  
Re: TAC Recommendation – Country Club Road/US-2/302 Impacts

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**Action:** Consider a motion to recommend a finding of compatibility with the transportation element of the CVRPC Regional Plan for the proposed application by the City of Montpelier to elevate US Route 2 and regrade Country Club Road for improved access and utility service to 302 Country Club Road.

Montpelier has requested a letter of compatibility for a funding application to the Community Development Block Grant – Disaster Recovery program. The proposed project includes the following elements:

- New water and sewer lines from the roundabout at US Routes 2 and Route 302 to the intersection of Country Club Road and then up Country Club Road to the site.
- Elevation of US Route 2 by two feet to better match the elevation of Country Club Road at the intersection.
- Complete reconstruction of Country Club Road to lower the grade to a consistent 12% for safer navigation. Adding an uphill bike lane on the east side of the road and a sidewalk on the west side.

Outside of this specific funding request, the project will support the development of up to 300 units of new housing on this City-owned site.

Before considering final action, **Commissioners would like a recommendation from the Transportation Advisory Committee on the highway and traffic impacts of this project.** In weighing this recommendation, TAC members should consider the information presented during the January meeting of the TAC (plans and letter attached) as well as the new information being provide by staff during this meeting and how it compares to the goals and policies of the Regional Plan (many of which have been excerpted herein. Full plan available here: <https://centralvtplanning.org/programs/regional-planning/regional-plan/>).

### *Standard of review*

As required for the application for the Community Development Block Grant – Disaster Recovery program, on behalf of the applicant, the RPC shall provide a written statement “that the project is not at odds with the ongoing regional initiatives.”

The basis for CVRPC’s internal guidance on letters of compatibility has been the statutory definition, as included in 24 V.S.A. § 4302(f). Under said statute, "compatible with" the regional plan means that the project, “as implemented, will not significantly reduce the desired effect of the implementation of the other plan.”

### *Background*

The City of Montpelier is currently in the process of specifying a redevelopment of the Country Club Road site with up to 300 hundred new housing units. As part of this project the City is applying for Community Development Block Grant for Disaster Recovery (CDBG-DR) funding to regrade Country Club road, modify US Route 2, and run water and wastewater lines to the site. The City is seeking a letter of compatibility for this project as part of their grant application.

At the February Board of Commissioners meeting action was tabled on this project until the TAC could make a recommendation. This is a continuation of the project as discussed at the January 27 TAC meeting. This memo provides additional details on the current functioning of US Route 2 and the US-2/302 roundabout. The following analysis was compiled to inform the TAC’s discussion of the City’s request.

### *What is RITIS?*

Developed by the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab), RITIS is a cloud-based analytical suite that fuses data from emergency services, GPS trace data, freight movements, transit operators, and other sources and provided to credentialed users for purposes of monitoring, evaluation, and planning. More information on RITIS sources, methods, and use cases is available at [ritis.org](http://ritis.org).

### *What is Level of Service (LOS)?*

*LOS measures the quality of traffic service and may be determined for each roadway segment on the basis of delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional roadway class. LOS ranges from “A” for the best traffic operation to “F” for the poorest, and is described as follows:*

- *LOS A describes primarily free flow operation at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification.*
- *LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification.*
- *LOS C represents stable operations. Ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both, may contribute to average travel speeds that are about 50 percent of the average free-flow speed for the arterial classification.*

- *LOS D borders on a range in which small increases in flow may cause substantial increases in delay, and hence decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speeds. LOS D is often used as a limiting design criterion*
- *LOS E is characterized by significant delays and average travel speeds of one-third of the free-flow speed or less. LOS E sometimes is accepted as a limiting design criterion when restricted conditions make it impractical to consider a higher LOS.*
- *LOS F characterizes arterial flow at extremely low speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations with high delays and extensive queuing. LOS F is never used as a design standard. It represents a condition that is intolerable to most motorists.*

Source: Illinois DOT: [Elgin-Ohare Final EIS Appendix G](#)

### *What do the Data Show?*

The appended data pulled from RITIS show the operations of US Route 2, including the US Route 2/Route 302 roundabout, for the 2025 average weekday broken into 15-minute time slices.

The plot scaled to “Congestion (%)” shows average speed per 15-minute period as a percent of free-flow speed. By referring to the LOS definitions from Illinois DOT above – which are taken from the Federal Highway Administration’s (FHWA) Highway Capacity Manual (HCM) – we can see that these segments operate at LOS B or above. While episodic or incident-based congestion may occasionally degrade segment and roundabout function to LOS C or below, this is not a frequent enough occurrence to be reflected in the data.

According to the HCM 2000 two-lane two-way highways have a single-direction capacity of 1,700 passenger car equivalents (pce) per hour. The table below shows how average peak hour volumes from 2025 count data (from VTrans TCDS) compared to this theoretical directional capacity.

River St				E Montpelier Rd			
Northbound		Volume	V/C (Theoretical)	Northbound		Volume	V/C (Theoretical)
AM Peak	11:45-12:45	542	0.32	AM Peak	11:45-12:45	535.5	0.32
PM Peak	16:30-17:30	579	0.34	PM Peak	16:30-17:30	513.5	0.30
Southbound				Southbound			
AM Peak	11:45-12:45	559	0.33	AM Peak	11:45-12:45	496	0.29
PM Peak	16:30-17:30	738	0.43	PM Peak	16:30-17:30	683	0.40

From the table above the highest volumes of traffic are recorded southbound on River Street during the PM peak hour (16:30-17:30).

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) the highest rate of new peak hour trip production is 0.99 trips per unit in the PM peak for single-family detached housing. While contradictory to the vision outlined in the “Montpelier Country Club Road Site Actionable Plan,” which calls for a mix of housing types, including multi-family and townhouses, for the following calculations staff will assume 100% single family detached housing to represent a high-end estimate of trip generation.

Taking this high-end rate of trip generation and rounding it up to 1 for ease of calculation (+300 pce) and recognizing the southbound PM peak on River Street has the highest volume segment, we would estimate a new top-end PM peak volume of 1,038 pce between 16:30 and 17:30 on an average weekday. This translates to a V/C ratio of 0.61, which is below the V/C of 0.80 associated with LOS D conditions. This level of congestion is in line with the Regional Plan, which identifies a peak-hour LOS D being the acceptable condition for urban facilities.

### *What does the Regional Plan say?*

#### **Transportation Element:**

**Goal 1, Policy 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.

**Goal 2:** To preserve and maintain the existing transportation system.

**Goal 2, Policy 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).

**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.

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

**Goal 4, Policy 3:** Ensure adequate mobility for all segments of the population, including residents who cannot or do not use private automobiles.

**Goal 5, Policy 6:** Promote a transportation system that encourages concentrated development, allows greater access to residences, employment, and services, and facilitates car pooling, bus and rail service, and non-motorized travel.

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

**Goal 6, Policy 1:** Encourage the appropriate scale and design of streets, highways, and other transportation infrastructure to serve local traffic, destination traffic, and through traffic.

**Goal 6, Policy 4:** Promote projects that limit the conflicts between the motor vehicle traffic stream, pedestrians, and the rail system.

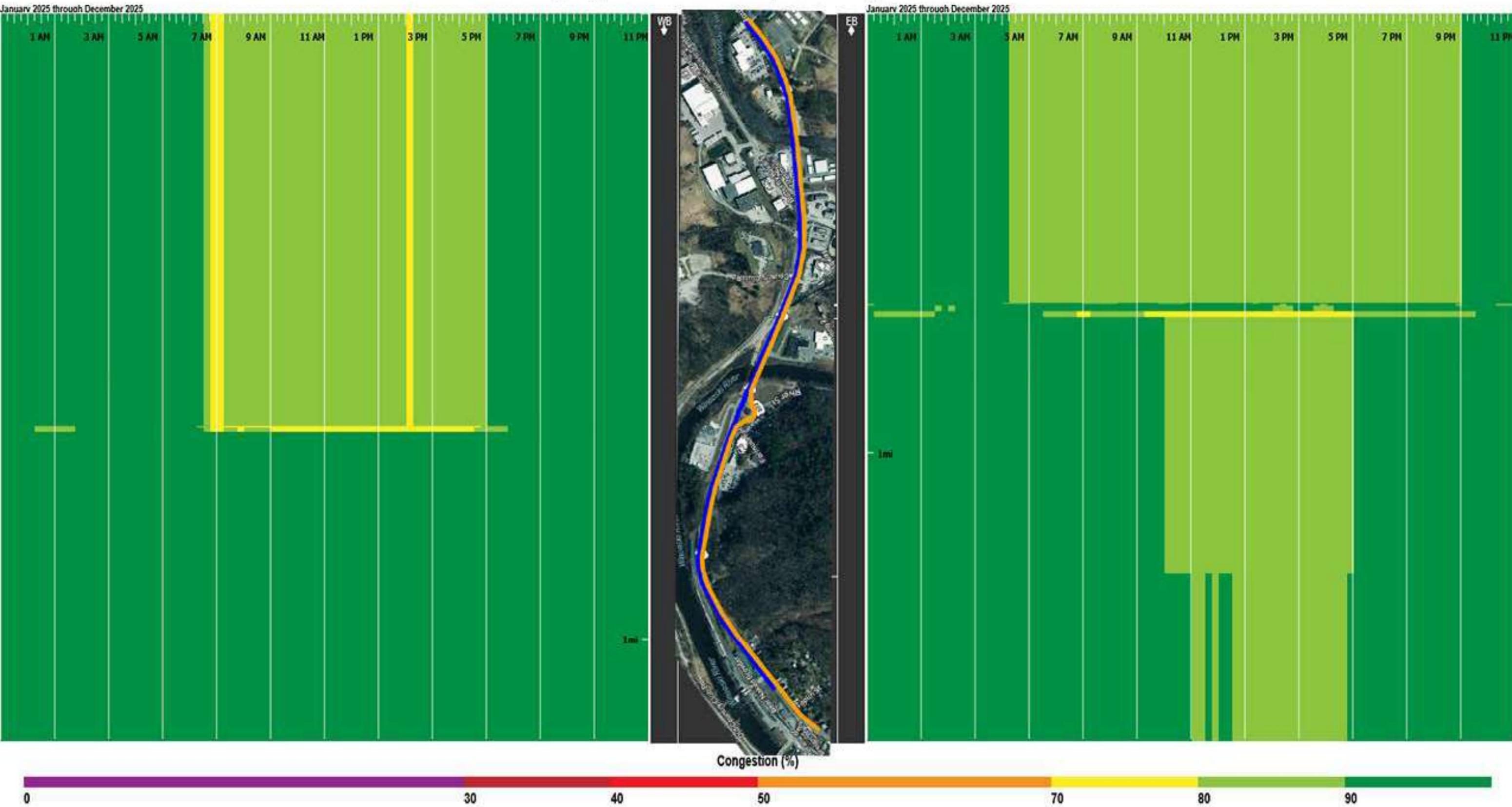
**Goal 8:** To promote a Regional transportation system that preserves and enhances residential and economic development potential in growth areas.

**Goal 8, Policy 1:** Provide transportation system improvements at locations where they will or can serve growth areas.

**Goal 8, Policy 3:** Encourage transportation system improvements that renew and improve downtowns, growth areas, and neighborhoods.

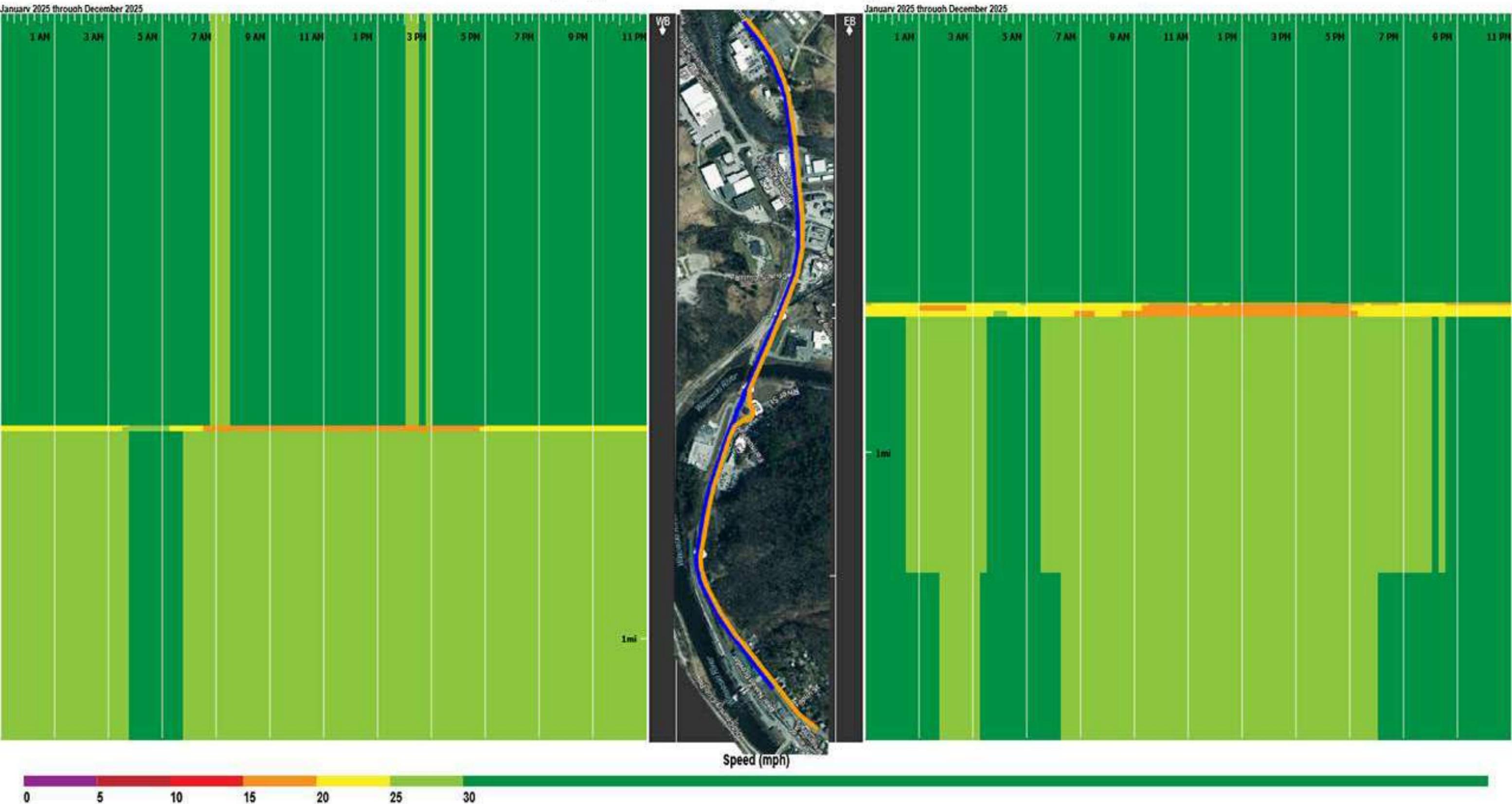
# Congestion for RIVER ST bearing east to E MONTPELIER RD bearing east and E MONTPELIER RD bearing west to RIVER ST bearing west using

Averaged by 15 minutes for January 2025 through December 2025



# for RIVER ST bearing east to E MONTPELIER RD bearing east and E MONTPELIER RD bearing west to RIVER ST bearing west using IN

Averaged by 15 minutes for January 2025 through December 2025





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## Request for a letter of consistency

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**From** Michael Miller <MMiller@montpelier-vt.org>

**Date** Mon 2/2/2026 3:18 PM

**To** Christian Meyer <meyer@cvregion.com>

**Cc** Janet Lee <janet@greenmountainprofessional.com>; Laurie Kozar <laurieannekozar@gmail.com>; Matthew Jelacic <mjelacic@montpelier-vt.org>

Hi Christian,

The City of Montpelier is in the process of applying for a Community Development Block Grant - Disaster Recovery (CDBG-DR) application to bring necessary utilities to the Country Club Road (CCR) site to facilitate housing development. The money from the grant will be used only within the rights of way of East Montpelier Road (US-2) and Country Club Road. The grant will require the development of an, as of yet, unidentified number of Low to Moderate Income (LMI) units (but likely to be around 24 new units) on the city owned parcel at 203 Country Club Road. This application requires a certification from the Regional Planning Commission that the project is consistent with the regional plan. This includes an assessment of how the project relates to the pre-disaster community development needs of the area. I will briefly describe the project and give some highlights of how the project is consistent with the goals of the regional plan.

Project summary.

The CDBG-DR grant will provide approximately \$5M in funding to complete the infrastructure upgrades to 203 Country Club Road. This will include:

- New water and sewer lines from the roundabout at Routes 2 and 302 to the intersection of Country Club Road and then up Country Club Road to the site.
- Improvements to the roadway of Route 2 to elevate the road 2 feet to better match the elevation of Country Club Road at the intersection.
- Complete reconstruction of Country Club Road to lower the grade to a consistent 12% for safer navigation. Adding an uphill bike lane on the east side of the road and a sidewalk on the west side.
- The housing development is yet to be determined and is not funded by the grant. A request for proposals (RFP) process is ongoing with prospective developers where the city has expressed a desire for up to 300 units with a number them being required for LMI (to meet grant requirements). This development **may** result in a need for a traffic signal at the intersection of US-2 and Country Club Road. The cost of that signal is accounted for in a proposed future CHIP application and is not a part of this grant application.

We would not expect that the improvements of the infrastructure and roadways will result in any negative regional impacts. The future housing development that the infrastructure will enable is the only part that could result in any regional impact. Within that, the only impact that we believe the project could have would be to traffic in the area as the infrastructure and municipal services are all provided locally and not regionally. Towards that end, the future developer will be required to provide a traffic impact study to quantify any impacts to service and safety and demonstrate their project will not have an undue adverse effect upon traffic in the area. These will be mitigated, or the project will need to be reduced so as to not result in any undue adverse impacts.

Regional impacts.

We would point out that on page 1-5 that the plan has a compatibility statement that states "*There was a conscious effort in the writing of this Plan not to usurp the authority or*

*planning functions of Central Vermont's municipalities. This is made clear in the Plan's purpose statement, and elsewhere, in policies which support local initiatives and offer Commission assistance in the realization of the same. Furthermore, the Regional Planning Commission does not believe there are any significant conflicts between this Plan and any municipal plan that has received the approval of this Commission. Should a conflict arise between this Plan and a municipal plan approved by this Commission, such conflict should generally be resolved at the most locally appropriate level. As such, the municipal plan should take precedence on impacts that are local in scope, while the Regional Plan should prevail where "substantial Regional impact" may result. Individual projects may have aspects that fall under either jurisdiction." We believe a majority of the impacts will only be local in effect and that there will be no significant regional impacts.*

An environmental assessment has already been completed during the planning phase which identifies natural resources on the property which will need to be avoided by the developer. The City has robust local controls over environmental standards that exceed state requirements in many aspects. The overall CCR project will increase housing in the Central Vermont Regional which is critical today. It will utilize sewer and water utilities that currently operate at about 50% capacity. The site will be provided with access to sidewalks and a regional shared use path in multiple locations. It will also include access to a new U-32 trail that will connect the high school in East Montpelier to College Street.

Most impacts from this project will be positive for the city and region. If you have questions or recommendations the city is available to respond. Thank you very much for the consideration. Our application is due February 27<sup>th</sup> so we would need to have any letter before that time.

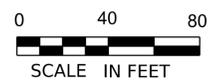
Sincerely,

Mike Miller

Mike Miller, AICP CFM  
Planning Director  
City of Montpelier  
(802) 262-6269



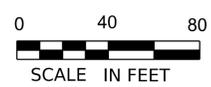
ALTERNATIVE 4a - CENTER COUNTRY CLUB ROAD IN R.O.W. & RAISE US-2



PROJECT NAME:	MONTPELIER COUNTRY CLUB RD
PROJECT NUMBER:	59253.00
FILE NAME:	z59253_bdr_alt4a.dgn
PROJECT LEADER:	E.P. DETRICK
DESIGNED BY:	R.M. O'BRIEN
LAYOUT SHEETS ALTERNATIVE 4a (1 OF 2)	
PLOT DATE:	9/18/2025
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	T.D. BURT
SHEET	1 OF 4



ALTERNATIVE 4a - CENTER COUNTRY CLUB ROAD IN R.O.W. & RAISE US-2



PROJECT NAME:	MONTPELIER COUNTRY CLUB RD
PROJECT NUMBER:	59253.00
FILE NAME:	z59253_bdr_alt4a.dgn
PROJECT LEADER:	E.P. DETRICK
DESIGNED BY:	R.M. O'BRIEN
LAYOUT SHEETS ALTERNATIVE 4a (2 OF 2)	
PLOT DATE:	9/18/2025
DRAWN BY:	R.M. O'BRIEN
CHECKED BY:	T.D. BURT
SHEET	2 OF 4