



Central Vermont Regional Planning Commission

TRANSPORTATION ADVISORY COMMITTEE

Tuesday March 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>

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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 and February Meeting Notes (*Enclosed; Action*)
- 6:45 3) Review of Governor's budget changes by percentage and review State Construction projects for 2026 (*Enclosed; discussion*) [VTrans Construction Projects](#)
- 6:55 4) Review of TAC Rules and Procedures (*Enclosed; discussion*) Follow up from last month for quick awareness of TAC purview.
- 7:05 5) FHWA RFI (*Enclosed; discussion*) Please review questions before the meeting.
- 7:35 6) TAC Member Round Table
 - a) Local concerns including project updates and other issues
- 7:45 7) Adjourn

Next Meeting: April 28, 2026

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Central Vermont Regional Planning Commission

Transportation Advisory Committee (TAC)

Minutes

Tuesday, January 27, 2025

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Attendees:					
	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 2nd
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 2nd 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



Central Vermont Regional Planning Commission

Transportation Advisory Committee (TAC)

Notes

Tuesday, February 24, 2025

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Attendees:					
	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		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	X	Washington	Peter Carbee
		Jen Devine, Alt			
	Fayston		X	Waterbury	Mike Hedges (Vice Chair)
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Bob A. brought the meeting to order at 6:33 PM.

Roll Call

- Roll was called and there was not a quorum.

Adjustments to the Agenda

- Mike H asked that his presentation on the Governor’s Budget be moved ahead of the discussion of the letter of compatibility request from Montpelier. It was agreed to adjust the sequence of agenda items.

1 **Public Comments**

- 2 • Stephen Whitaker raised concerns about the process of addressing issues like Country
3 Club Road, emphasizing the need for scrutiny regardless of whether an Act 250 permit is
4 filed. He also opined that the January meeting minutes should explicitly reflect certain
5 commissioners' requests for more information before voting on projects.

6 **Staff Announcements**

- 7 • Staff are in the process of scheduling interviews for summer planning tech positions.

8 **Approval of January 2025 Minutes**

- 9 • Robert W requested that January Minutes be corrected to show the correct meeting
10 date.

11 **Presentation: The Governor's Budget for Transportation**

- 12 • Mike Hedges walked the committee through the Governor's requested budget for FY 27
13 and the process by which the budget numbers are determined. He also shared a number
14 of VTrans information resources that could be used to check on project and program
15 area status and priority.

16 **Action: Endorsement of Letter of Compatibility for Montpelier Community
17 Development Block Grant for Disaster Recovery (CBDG-DR) Application**

- 18 • Discussion focused on questions relating to the future development of the Country Club
19 Road site, which is still in the process of specification.
- 20 ○ Potential traffic impacts of the future Country Club Road development were
21 briefly discussed
 - 22 ○ A complaint was made that that the larger Country Club Road project's
23 conceptual nature and the absence of a master plan complicate the review
24 process.
 - 25 ○ Concerns were raised about hypothetical water quality impacts.
 - 26 ○ It was opined that the RPC should insert itself into municipal alternative
27 selection processes.
- 28 • In relation to the project directly at hand reassurance was sought that the Agway
29 driveway would be regraded to satisfy maximum slope standards and be adjusted to
30 align with Country Club Road, if not immediately, at least prior to any future signalization
31 of the intersection.
- 32 ○ Montpelier stated that they would be modifying the driveway grade to meet
33 standard and that the details of driveway location were being investigated and
34 would be reflected in future design documents.

1 **TAC Member Round Table**

- 2 • David E inquired about state assistance for managing phragmites adjacent to roadways.

3 **Adjourn**

- 4 • At 8:19 PM Lee C moved to adjourn Peter C 2nd the motion.
5 ○ Group voted; Motion passed.

6 **Action Items**

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8 Respectfully submitted by:

9 Reuben MacMartin, Senior Transportation Planner

	FY 26	FY27 Gov. Budget	% change	
TH Bridges	37,793,405	30,278,382	80.12	
TH Structures	7,200,000	7,394,400	102.7	
Municipal Mitigation				
Better Back Roads	6,893,000	6,143,000	89.12	
VT Local Roads	481,452	481,452	100.00	
Town Highway Aid	30,418,736	31,240,042	102.70	
Town Highway non-federal disasters	1,150,000	1,150,000	100.00	
TH Class 2 Roadway	8,600,000	8,832,200	102.70	
Public Transit	52,695,234	57,855,147	109.79	
Policy Planning	15,047,615	13,922,850	92.53	
State Paving	102,907,857	148,200,421	144.01	
State Highway Bridges	77,872,921	84,963,305	109.11	
Traffic Safety	45,834,796	53,883,774	117.56	
Interstate Bridges	45,544,891	51,302,678	112.64	
Transportation alternatives	6,471,054	4,514,362	69.76	



MEMO

Date: March 19, 2026

To: Transportation Advisory Committee

From: Keith Cubbon, Planner

Re: 2026 FHWA Request for Information

⊗ **ACTION REQUESTED:** *Review and discussion*

Background:

The CVRPC Staff are planning to submit comments and would like to include comments and input from the Transportation Advisory Committee. Federal Highway Works Administration has requested comments and information on challenges that are facing rural transportation infrastructure. Comments are due by April 23. Questions are below

A. Identifying Unmet Needs in Rural Transportation

1. What challenges and opportunities do rural areas face related to the following:

(a) infrastructure conditions (e.g., age of infrastructure or equipment, bridge closures or postings, weather resiliency).

(b) usage (e.g., frequency or availability of public transportation, freight transportation, pedestrian walkways and shoulders).

(c) safety (e.g., transportation-related injuries and fatalities, roadway departure, at-grade rail crossings, railroad trespassing, wildlife, transportation of hazardous materials, motorcycle and all-terrain vehicle safety, experiences of nonmotorized road users, post-crash care).

(d) technology (e.g., broadband, cellular coverage, backup for GPS time and navigation, automated vehicles, drones, digital infrastructure).

2. What types of infrastructure projects, services, or technology are most needed in rural communities to meet national transportation priorities such as safety and economic competitiveness? What types of projects or services do rural communities find most challenging to fund? What are barriers to funding these projects?

3. How could improved multimodal passenger and freight transportation, including road, rail, transit, aviation, maritime, pipelines, and other forms of transportation—better contribute to the economic competitiveness of rural communities? What industries (including tourism) are most in need of these improvements?
4. What data has been used to inform rural transportation decision making and grant development, and what additional data would have been helpful but was nonexistent or difficult to access?
5. How can rural communities better engage with Federal, Tribal, State, and regional entities—such as other Federal agencies, State DOTs, regional planning organizations, and metropolitan planning organizations—to maintain and upgrade local transportation?

B. Addressing Unmet Needs Through DOT Grants and Resources

1. ROUTES supports rural and Tribal stakeholders through development of technical assistance resources and opportunities, such as toolkits, dashboards, peer exchanges, webinars, and newsletters. (See <https://www.transportation.gov/rural> for more information on ROUTES activities.) What additional resources or direct technical assistance could ROUTES provide to support rural communities? Of the existing resources ROUTES provides, what is most useful?
2. What challenges do rural communities face when applying for DOT grants and financial assistance (e.g., project prioritization, eligibility requirements, data needs, funding match)? What challenges do rural communities encounter after being awarded a DOT grant or financial assistance (e.g., project grant agreements, environmental analyses, permitting, reporting requirements, workforce availability, weather, inflation)?
3. What types of technical assistance would be effective for navigating the Federal grant process, including pre-award activities, project delivery, and project evaluation?
4. How do the definitions of “rural” across DOT grant programs ^[1] reflect the reality of rural communities? How do these definitions influence the allocation of rural funding?