



CHITTENDEN COUNTY RPC

Communities Planning Together

Transportation Advisory Committee Agenda

Tuesday, February 2, 2021

9:00 to 10:00 am

Remote Access Meeting Only

Please join the meeting from your computer, tablet or smartphone:

<https://us02web.zoom.us/j/82462008536?pwd=NVllaWlyZEU2aXRaNHUxZIY5cHoyZz09>

Meeting ID: 824 6200 8536

Password: 684952

You can also dial in using your phone.

United States one-tap mobile: <tel:+16468769923,,82462008536#,,1#684952#>

New to Zoom? Download the app: <https://www.zoom.us/>

Agenda

1. Call to Order, Attendance (1 min)

2. Consent agenda* (Action Item – 5 min)

See attached memos describing TIP amendments and the recommended CY 2021 Safety Targets.

3. Minutes of January 5, 2021* (Action Item – 1 min)

See attached minutes.

4. Public Comment Period (Information item)

Members of the public are invited to raise issues of interest or concern to the TAC on items not on the agenda.

5. VPSP2 Update (Discussion Item – 30 min)

Staff will provide an update on the prioritization process.

6. TAC Agenda Topics (Discussion Item – 15 min)

Staff will facilitate a discussion for TAC members to consider future agenda topics. See end of agenda for possible topics from staff. Please be prepared to share thoughts about what would be useful for you and your constituents.

7. Status of Projects and Subcommittee Reports (Information Item – 1 min)

See bulleted list on the reverse for current CCRPC projects. TAC members are encouraged to ask staff for more information on the status of any of these on-going or recently completed projects.

8. CCRPC Board Meeting Report (Information Item – 2 min)

In January the Board approved the FY21 UPWP mid-year adjustment, held a public forum for the FY22 UPWP, participated in a discussion of municipal powers led by VLCT, reviewed CCRPC's 2021 legislative policy participation, and heard an update on the hiring of a racial equity consultant.

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC will ensure public meeting sites are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext *21 or evaughn@ccrpcvt.org, no later than 3 business days prior to the meeting for which services are requested.

9. Chairman's/Members' Items (Information Item – 5 min)

- **2021 VTrans Small-scale Bicycle and Pedestrian Grants**

VTrans is soliciting applications for small-scale projects through the Bicycle and Pedestrian Program. Complete applications are due by 1:00 PM on Friday, February 19, 2021. The intent of the Small-scale Bike/Ped grant Program is to improve access and safety for people walking and/or bicycling through the construction of simple physical improvements. Grants are to reimburse construction costs only and will be awarded in the range of \$5,000 to \$75,000. The local share of projects is 50%. For a copy of the VTrans 2021 Small-scale Bicycle and Pedestrian Grant Guide and to access the application materials, visit the VTrans Bike/Ped Program website: <http://vtrans.vermont.gov/highway/local-projects/bike-ped>.

- **Vermont AV-Xchange Forum**

VTrans is hosting an online forum on February 8, 2021, 1:00-2:30 PM, to promote and discuss testing of Automated Vehicles in the State.*

* = Attachment

Next Meeting: Wednesday, March 3, 2021 due to Town Meeting Day

Potential Future Agenda Items:

- March
 - Action item: CCRPC comments on State rail plan recommendations
 - I-89 Corridor study update
- April
 - Beverly Wemple, UVM - Elm St Outfall Stabilization project
- May
 - FY22 UPWP
- Later
 - Local Motion present bike facility winter maintenance based on Montreal learning journey
 - Elders and Persons with Disabilities update (June Summit)
 - AID grant/ Bluetooth sensors update
 - Title VI and racial equity update
 - Burlington School District travel plans for 9 schools

Project List:

- Title VI program participation and Public Participation Plan implementation
- Participation in the Vermont Highway Safety Alliance
- Participation in the State's Rail Council
- Advanced Traffic Monitoring System through FHWA AID grant – Maintenance and Monitoring
- Regional Transportation Energy Planning
- Transportation Hazard Mitigation Planning
- Coordination with United Way on Neighbor Rides and Elders & Disabled Program analysis
- Coordination with GMT on ADA and Elders & Disabled advisory committees
- Chittenden County I-89 2050 Study
- Winooski Avenue Corridor Study (Burlington)
- So. Burlington VT116-Kimball-Tilley Land Use and Transportation Plan
- Railyard Enterprise Project (REP) Supplemental Scoping - *Finalized*
- South Burlington Pedestrian Crossing and Bike Access
- Update to South Burlington's Transportation Impact Fee Ordinance
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities.
- 2020/2021 Way to Go! to School
- Greenride Bikeshare
- Congestion Policy Evaluation
- Lower Village Supplemental Scoping Study (Huntington)
- Richmond Road Intersection Scoping (Hinesburg) - *Finalized*
- Colchester Ave Protected Bike Lanes and East Ave Intersection Improvements (Burlington)
- CCTV Stormwater infrastructure inspection project (Essex/Essex Junction)
- CCTV Stormwater infrastructure inspection project (Winooski)
- Essex Tanglewood Drive Shared-Use Path and Stormwater Scoping study
- Bikeway Connectivity, Pedestrian Safety, and Stormwater Management in the Old North End (Burlington)
- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT; Bolton, Richmond, Huntington (and a little bit of Jericho, Essex and Williston)
- River/Pleasant Valley Road Bicyclist and Pavement Analysis (Underhill)
- Winooski Transportation Impact Fee Study
- LPM services for Underhill sidewalk construction on VT 15
- LPM services for Hinesburg – Village South Area Sidewalk on VT 116
- LPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- Property Transportation Plan: Reduce transportation emissions in commercial and affordable multi-unit sectors with Burlington Electric Department and Burlington 2030 District
- Richmond Bike/Ped Master Plan
- Bridge Street (Richmond) Complete Streets Corridor Study
- Old North End Mobility Audit (Burlington)
- City of Burlington School District School Travel Plan and Traffic Control Plan
- Close the Gaps in Regional Bike Facilities
- CCRPC Bicycle Count Program Evaluation and Data Analysis
- Winooski Parking Inventory, Analysis, and Management Plan

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- Development of Performance Parameters for the Shelburne Street Roundabout
- Huntington Bridge Improvement & Maintenance Plan
- South Burlington Bike/Ped Mapping Phase II
- Shelburne Bicycling and Pedestrian Connectivity Study – *On hold*
- Exit 17 Park & Ride Supplemental Evaluation
- Jericho Riverside Village Sidewalk Scoping Study
- Jericho Bolger Hill Road Supplemental Scoping
- South Burlington Multi-site Intersection Scoping
- Williston Route 2A Connector Path Scoping Study

CCRPC Transportation Advisory Committee

February 2, 2021

Agenda Item 2: Consent Item

FY2021 Transportation Improvement Program (TIP) Amendments

Issues

Make the following change to the FY2021 year of the TIP.

Vermont Railway Switch Replacement, Burlington (Project RR013, Amendment FY21-13)

- › **Description of the TIP Change:** Add \$804,439 in federal FRA Tiger VII grant funds to replace two existing manual switches in Burlington with power switches. This project is not subject to CCRPC's fiscal constraint limit because it is funded with grant funds.

Amtrak Siding, Burlington (Project RR014, Amendment FY21-14)

- › **Description of the TIP Change:** Add a project to the TIP to construct a rail siding in the Burlington rail yard to overnight Amtrak passenger trains. Construction amount for this project is \$1,900,000. This project is funded with 100% state funds and is being added to the TIP as a project with regional significance.

Staff

Recommendation:

Recommend that the TAC approve the proposed TIP amendments.

**For more
information,
contact:**

Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13



CCRPC Transportation Advisory Committee (TAC)

February 2, 2021

Agenda Item 2: Consent Item

Safety Performance Targets for the Metropolitan Planning Area

Background: The Federal Transportation Acts (MAP-21 and FAST Act) placed considerable emphasis on system performance and directed State Departments of Transportation (DOTs), MPOs and Transit Providers to evaluate how well the transportation system is doing. At the national level, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established a Transportation Performance Management (TPM) program, a strategic initiative designed to achieve national transportation performance goals. The intent is to measure progress against the national goals through a reliable data-driven process. FHWA has established measures in the following areas: Safety, Infrastructure Condition (Pavement & Bridges), Congestion, System Reliability (NHS Performance), Freight Movements (Interstate), and Environmental Sustainability. Once the *measures* were established, it was up to state DOTs and MPOs to set quantifiable *targets* to gauge progress towards national goals. The schedule to establish targets, varies by measure. Federal regulations generally have state DOTs set performance targets in various categories (safety, asset condition, system performance, etc.) and then give MPOs another 180 days to either adopt the State targets or establish their own.

Safety Measures and Targets

Targets for the Safety Measures tabulated below are established every year by VTrans, in collaboration with the CCRPC. The TAC and the Board have reviewed and accepted these targets beginning with the first statewide safety targets established in the summer of 2017 and reported to FHWA in the Highway Safety Improvement Program (HSIP) report. The CCRPC is asked again to review and take action on the statewide targets set in the 2020 HSIP report.

Under federal regulations the CCRPC can either:

1. Accept the state targets for each performance measure and support them through programming; or
2. Define their own quantifiable targets for the MPO area.

The CY 2021 statewide safety measures and targets are listed below:

VTrans Safety Performance Measures	2020 Targets (5 Year Averages)	2021 Targets (5 Year Averages)
Number of Fatalities	58	58
Fatality Rate (Fatalities per 100M VMT)	0.82	0.82
Number of Serious Injuries	275	275
Serious Injury Rate (Serious Injuries per 100M VMT)	3.70	3.65
Total Number of Non-motorized Fatalities and Serious Injuries	36	36

Staff Recommendation: *The TAC recommends that the CCRPC Board accepts the VTrans statewide safety targets as reported in the 2020 HSIP Report for the metropolitan planning area.*

The factors considered to reach this recommendation are listed below:

1. The regional level data on fatalities and injuries fluctuates (sometimes wildly) from year to year making it difficult to establish a clear, reasonable data-driven target.
2. There are no practical policy or financial consequences for the CCRPC to set regional targets.
3. Safety is important and the CCRPC is committed to incorporate the federal safety performance measures into the ECOS/MTP report (together with other transportation measures) and track and report regional safety data annually as part of the ECOS Scorecard.
4. The CCRPC will have an annual opportunity to set safety targets for the MPO area, if it so chooses.

Staff contact: Eleni Churchill, echurchill@ccrpcvt.org

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, January 5, 2021
TIME: 9:00 a.m.
PLACE: Meeting held remotely via Zoom

Members Present

Bryan Osborne, Colchester
Justin Rabidoux, South Burlington
Nicole Losch, Burlington
Amy Bell, VTrans
Matthew Langham, VTrans
Jonathon Weber, Local Motion
Josh Arneson, Richmond
Bob Henneberger, Seniors
Chris Damiani, GMT
Bruce Hoar, Williston
Jon Rauscher, Winooski
Barbara Elliott, Huntington
Dennis Lutz, Essex
Dean Pierce, Shelburne
Sandy Thibault, CATMA
Kirsten Jensen, Milton
Andrea Morgante, Hinesburg
Chris Jolly, FHWA
Seth Bowden, GBIC
Ashley Bishop, VTrans

Dave Allerton, Milton
Katherine Sonnick, Jericho
Mary Anne Michaels, Rail
Joss Besse, Bolton
Larry Lewack, Charlotte
Richard Watts, Environment

Staff

Charlie Baker, Executive Director
Eleni Churchill, Transportation Program Manager
Bryan Davis, Senior Transportation Planner
Christine Forde, Senior Transportation Planner
Chris Dubin, Senior Transportation Planner
Jason Charest, Senior Transportation Planning Engineer
Sai Sarepalli, Senior Transportation Planning Engineer
Marshall Distel, Transportation Planner

Guest

Joe Segale, VTrans

1. Bryan Osborne called the meeting to order at 9:02 AM.

2. Consent Agenda

Bryan Osborne asked if the \$12.6 million in CMAQ funds is typical, and Matthew Langham replied yes it's similar to previous years but noted that the actual amount is closer to \$12.3 million because of some takedowns. He also noted that CMAQ and STP funds are interchangeable because our region is in air quality attainment. ANDREA MORGANTE MADE A MOTION THAT THE TAC APPROVE THE PROPOSED TIP AMENDMENTS AS PRESENTED IN THE AGENDA ITEM MEMOS, SECONDED BY DENNIS LUTZ. THE MOTION PASSED UNANIMOUSLY.

3. Approval of Minutes

Bryan Osborne asked for any changes, which there were none. DENNIS LUTZ MADE A MOTION TO APPROVE THE MINUTES OF DECEMBER 1, 2020, SECONDED BY JUSTIN RABIDOUX. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments

None. Andrea asked if the CCRPC's online calendar could include Zoom and other meeting links to make it easier for the public to participate virtually. CCRPC staff will follow up on this request.

5. Racial Equity Consultant Selection

Bryan Davis, CCRPC staff, provided an update on the CCRPC's RFQ process in late fall 2020 to select a racial equity consultant and shared the staff and Executive Committee's recommendation outlined in the agenda memo. The consultant will provide a draft scope of work this week, but generally they are

1 expected to help provide training to CCRPC staff and Board, review CCRPC policies and plans through a
2 diversity, equity and inclusion (DEI) lens, and help facilitate a regional equity forum to build shared
3 understanding, create a space for diverse thought and co-creation, and create momentum for change.
4 Dennis noted that some cities/towns have been doing some of this work already and cautioned against
5 duplicating existing efforts. Bryan noted the preferred consultant is based locally and we are aware of
6 some local efforts, so we will strive to connect and expand on existing DEI work as a shared opportunity
7 for the entire County. DEAN PIERCE MADE A MOTION THAT THE TAC APPROVE CREATIVE
8 DISCOURSE AS THE PREFERRED RACIAL EQUITY CONSULTANT AND THAT STAFF
9 ENGAGE IN CONTRACT NEGOTIATIONS. THE MOTION WAS SECONDED BY BRUCE HOAR
10 AND APPROVED UNANIMOUSLY.
11

12 **6. VTrans Proposed Congestion Policy Update**

13 Joe Segale, VTrans, gave a [presentation](#) on the Agency's consideration of using volume to capacity ratio
14 (V/C) as a congestion measure rather than the current level of service (LOS) congestion policy
15 framework. There are several reasons for considering this change including: allow for more congestion in
16 villages, downtowns, growth centers and other areas planned for growth; shift emphasis from road
17 capacity to multimodal improvements and TDM strategies; V/C ratio is a more effective measure to
18 assess roadway capacity than LOS; simplify the traffic impact assessment process, especially for small
19 developments. Using V/C meets Act 250 Criterion 5 language. VTrans proposes V/C thresholds for three
20 different land use types: high access, high mobility, and balanced access and mobility. VTrans has not
21 adopted V/C as policy so are seeking feedback. Bryan Osborne is happy to see this consideration. He
22 asked that if this policy allows for more congestion, will planned projects that address congestion be
23 delayed even further? Joe replied that there's still a need for forecasting to anticipate when projects need
24 to be completed. Dennis said he also likes this policy change but has some concerns. The intersection of
25 Susie Wilson and Kellogg roads has a current V/C ratio of about 1.0, so would VTrans decide not to fund
26 improvements because it's not over 1.0. With this intersection as an example, Dennis asks if the proposed
27 V/C thresholds are the right ones. Andrea asked at what point to signals and roundabouts come into play,
28 and asked how does the public learn that congestion is okay? Joe said his current outreach is focused on
29 transportation partners rather than the public, but perhaps the RPCs and others could help with the public
30 education. He noted that V/C would be used as an initial screening process and that roundabouts and other
31 improvements would be considered in a next step to develop alternatives. Andrea said the public needs to
32 understand that improvements include changes for walking and biking, not just vehicles. Eleni agreed and
33 noted that Joe's slide with the chart showing potential mitigation measures could add roundabouts. Bryan
34 asked that when VTrans collects fees from Transportation Improvement Districts (TID), do developers
35 then get a "pass?" Joe replied that developers would still pay an impact fee for their projects. Bryan asked
36 that if a project reaches a point of failure, might Act 250 deny other projects. Joe responded that once a
37 developer pays their impact fee, a project can move forward. Bryan asked if a project takes longer to be
38 completed, does that lower the developer's impact fee? Joe replied no, it's not dependent on when a
39 project is completed, it's based on the impacts, but note that a project may start later depending on when
40 the congestion threshold is reached. Bryan asked if there might be impacts to development patterns using
41 V/C ratio, meaning would developers pursue projects in less congested areas. Joe responded they haven't
42 done that sort of analysis. Dean Pierce asked if VTrans has adopted a standard reference for V/C in
43 different settings. Joe said nothing is adopted yet but V/C would use the same analysis as LOS outlined in
44 the Highway Capacity Manual. He will think of a simpler analysis process for towns and developers to
45 use though. Justin asked how we can convey to the public what V/C "means." People generally
46 understand LOS A, B, C etc. because it's simple. Joe suggests saying something like an intersection is at
47 85% capacity, which people could understand. Jonathon asked if there is an assessment of mitigation
48 measures and whether there is a type of point structure assigned. Joe responded that a project needs to
49 show how the improvement strategies impact traffic, but there aren't points involved and he noted that
50 assessing non-auto modes is less specific. Sandy asked if there is guidance in the TDM manual, and Joe
51 said that document does provide some guidance on estimated percent reductions. The TAC reviewed the
52 slide showing the LOS – V/C chart showing speed and traffic volumes. Comments were made about the
53 correlation of LOS to V/C, the chart doesn't show the length of time congestion occurs, and that it doesn't

convey roadway safety and context. Bryan Osborne asked if using V/C, which allows for more congestion, would impact our air quality attainment status. Jason Charest noted impacts to air quality as more vehicles on the road are electric.

7. Federal Aid Funding and Highway Legislation

Chris Jolly, FHWA, provided an update on the federal transportation budget and implications for Vermont and local towns. Congress reauthorized the FAST Act in September effective FY21 (10/1/20 to 9/30/21). Vermont's FY21 federal-aid apportionment is about \$222 million, broken out as follows:

National Highway Performance Program (NHPP)	\$124.1
Surface Transportation Block Grant (STBG)	\$62.1
Highway Safety Improvement Program (HSIP)	\$12.2
Rail Crossing	\$1.2
Congestion Mitigation & Air Quality (CMAQ)	\$12.6
National Highway Freight Program	\$7.6
Metropolitan Planning (PL)	\$2.2

The recently passed "COVID Relief" legislation provided the remaining funding for FY21 as well as new funding for the Scenic Byways Program. Under the Coronavirus Response and Relief Supplemental Appropriations part of the bill, \$9.8 Billion from the general fund was provided for STBG activities and certain revenue losses associated with VTrans operations. This is 100% funding and it's estimated that VTrans should get about \$50 million. Discretionary Programs including BUILD (Better Utilizing Investments to Leverage Development) and INFRA (Investment For Rebuilding America) are funded through FY21. Chris noted that a new multiyear Highway Bill is needed to replace the FAST Act for FY22 which starts October 1, 2021. It's unclear if there will be an additional infrastructure stimulus bill in addition to the typical federal-aid highway program.

8. Status of Projects and Subcommittee Reports

See the project list on the back of the agenda. TAC members are encouraged to contact CCRPC staff with any questions.

9. CCRPC Board Meeting Report

There was no Board meeting in December.

10. Chairman's/Members' Items:

- **FY22 UPWP program** materials posted at <https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>. UPWP requests are due on January 22 with adoption planned by the CCRPC Board in May 2021.

The next TAC meeting is scheduled for February 2.

DEAN PIERCE MADE A MOTION TO ADJOURN, SECONDED BY DENNIS LUTZ, APPROVED UNANIMOUSLY. The meeting adjourned at 10:27 AM.

Respectfully submitted, Bryan Davis



CCRPC Transportation Advisory Committee

February 2, 2021

Agenda Item 4a: Action Item

FY2021 Transportation Improvement Program (TIP) Amendments

Issues

Make the following change to the FY2021 year of the TIP.

Rail Crossing Safety Improvements – College Street, Burlington (Project RR006, Amendment FY21-16)

Description of TIP Change: Add \$671,479 in federal Section 130 Rail Grade Crossing funds for construction to the TIP in FY21. The approved TIP has \$900,000 in FY21 for this project. The new total would be \$1,571,479 which is a 59.7% increase in total project cost (including design costs). Section 130 Rail Grade Crossing funds are not subject to CCRPC's fiscal constraint limit.

Reasons for the TIP Change: The construction cost estimate was revised to include the items listed below:

- Increased traffic control to accommodate large volume of pedestrians
- Removal and resetting of brick pavers within VTrans right of way
- Full depth reconstruction of the crossing surface
- Active warning railroad signal system to includes gates
- Soil management
- Removal and resetting of tracks

Need for Expedited Change: There are TIGER IV grant funds associated with this contract that have to be expended by October 1, 2021. The TIGER IV funds are for the Burlington Train Station Platform which has been combined with this project under one contract. VTrans is on a timeline to bid this project on February 10th. If that date is missed there won't be another opportunity until early March – which could send project completion past the deadline for obligation of Federal Rail Administration grant funds.

Staff

Recommendation:

Recommend that the TAC approve the proposed TIP amendment.

For more information, contact:

Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

Vermont AV-Xchange Forum

Partnering for a safer, prosperous, and inclusive mobility future

FEBRUARY 8, 2021 1:00-2:30PM EST

Join a discussion focused on promoting the testing of Automated Vehicles

Click [here](#) for more information and to register.



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