

REGULAR MEETING AGENDA

Wednesday, April 21, 2021 - **6:00 p.m.**



Remote Access Meeting Only

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When participating remotely, please wait until you are recognized by the Chair before you speak. For each agenda item, the Chair will make sure to ask if anyone participating remotely would like to speak.

- a. Use the "chat" feature, raise your hand if on video, or ask the Chair to request to speak. To ensure everyone is heard, only one person should speak at a time.*
- b. When recognized by the Chair, introduce yourself each time.*
- c. Speak up so everyone in person and on the phone can hear clearly.*
- d. When participating remotely, take steps to avoid background noise, and make sure your microphone/phone is muted when you are not speaking.*

CONSENT AGENDA –

C.1. TIP Amendment*

DELIBERATIVE AGENDA

1. Call to Order; Attendance; Changes to the Agenda (Action; 1 minute)
2. Public Comment Period on Items NOT on the Agenda (Discussion; 5 minutes)
3. Consent Agenda* (MPO Action; 1 minute)
4. Minutes of March 17, 2021 Meeting* (Action; 1 minute)
5. Review Draft FY22 UPWP and Budget* (Discussion; 10 minutes)
6. Electric Vehicles, VTrans – Dan Dutcher and VEIC – Dave Roberts (Discussion; 30 minutes)
7. VPSP2 Initial Review of Potential FY23 Transportation Projects* (Discussion; 10 minutes)
8. TIP Amendment Policy Update* (MPO Action; 10 minute)
9. Equity Leadership Team (Discussion; 5 minutes)
10. Board Development Committee Recommendation for FY22 Nominations* (Discussion; 5 minutes)
11. Chair/Executive Director Report (Discussion; 5 minutes)
 - a. ECOS Annual Report
 - b. I-89 Study Update
 - c. Legislative Update
12. Committee/Liaison Activities & Reports* (Information, 2 minutes)
 - a. [Executive/Finance Committee](#) (draft minutes April 7, 2021)*
 - i. Act 250 Sec 248 letters
 - b. [MS-4 Sub-Committee](#) (draft minutes April 5, 2021)*
 - c. [Transportation Advisory Committee](#) (draft minutes, April 5, 2021)*
 - d. [UPWP Committee](#) (draft minutes March 25, 2021)*
 - e. [Board Development Committee](#) (draft minutes April 7, 2021)*

*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.*

Chittenden County Regional Planning Commission
Meeting Agenda

- | | |
|------------------------------------|--------------------------|
| 13. Future Agenda Topics | (Discussion; 5 minutes) |
| 14. Members' Items, Other Business | (Information; 5 minutes) |
| 15. Adjourn | |

The April 21, 2021 Chittenden County RPC streams LIVE on YouTube here:

https://www.youtube.com/playlist?list=PLIjLFn4BZd2O0I4hJU_nJ9q0I3PdQR0Pp, and will be available on the web, Sunday, March 21, 2021 at 1pm, here: <https://www.cctv.org/search/node/ccrpc>

Upcoming Meetings - Unless otherwise noted, all meetings are held at our offices:

- Transportation Advisory Committee – Tuesday, May 4, 2021, 9am
- Clean Water Advisory Committee - Tuesday, May 4, 2021, ~11am
- CWAC MS4 Subcommittee - Tuesday, May 4, 2021, ~12:30pm
- Executive Committee – Wednesday, May 5, 2021, 5:45pm
- Planning Advisory Committee – Wednesday, May 12, 2021, 2:30pm
- CCRPC Board Meeting - Wednesday, May 19, 2021 6:00pm

Tentative future Board agenda items:

May 19, 2021	FY22 UPWP and Budget Hearing and Action Determine Ranking of Potential Transportation Projects for FY23 Telework trends and forecasts – CATMA?
June 16, 2021	Annual Meeting Election of Officers and Executive Committee members
July 21, 2021	TIP Adoption Committee Member Review
August	No Meeting
September 15, 2021	Board Training Committee Appointments

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Chittenden County Regional Planning Commission

April 21, 2021

Agenda Item C.1: Consent Item

FY2021 TIP Amendments

Issues: Make the following changes to the FY21 year of the TIP. These amendments will change both the FY2021-2024 TIP and the FY2020-FY2023 TIP because the FY2021 TIP has not yet been approved by FHWA.

Rehabilitate/Replace Culverts on US7, Charlotte-South Burlington (Project BR063, Amendment FY21-20)

Description of TIP Change: Add \$10,000 for Preliminary Engineering and \$500,000 for Construction in FY21 for culvert improvements. This project will be funded with 100% COVID Relief funds and is not subject to CCRPC's Fiscal Constraint limit.

Rehabilitate/Replace Culverts on US2, Richmond-Bolton (Project BR064, Amendment FY21-21)

Description of TIP Change: Add \$10,000 for Preliminary Engineering and \$500,000 for Construction in FY21 for culvert improvements. This project will be funded with 100% COVID Relief funds and is not subject to CCRPC's Fiscal Constraint limit.

Railyard Enterprise Project, Burlington (Project HC015, Amendment FY21-22)

Description of TIP Change: Program \$80,000 in federal funds for Preliminary Engineering in FY21 and \$920,000 in federal funds for Preliminary Engineering in FY22. The TIP estimated \$960,000 in federal funds for Preliminary Engineering, so this is a 4% increase in project cost which qualifies as a minor amendment.

Champlain Parkway, Burlington (Project HC001A, Amendment FY21-23)

Description of TIP Change: Reduce the TIP amount in FY21 by \$80,000 and in FY22 by \$920,00 to accommodate the Railyard Enterprise Project listed above. \$4,713,003 remains in this project in FY21 and \$13,220,000 remains in FY22 which is adequate to accommodate anticipated project expenses.

Staff/TAC Recommendation:

Recommend that the TAC approve the proposed TIP Amendments

For more information contact:

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

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
REGULAR MEETING MINUTES
DRAFT

DATE: Wednesday, March 17, 2021

TIME: 6:00 PM

PLACE: REMOTE ATTENDANCE VIA ZOOM MEETING VIDEO

PRESENT:	Bolton:	Sharon Murray	Buel's Gore:	Garret Mott
	Burlington:	Andy Montroll	Charlotte:	Jim Donovan
	Colchester:	Jacki Murphy	Essex:	Elaine Haney
	Essex:	Jeff Carr (Alternate)	Essex Junction:	Dan Kerin
	Hinesburg:	Michael Bissonette	Huntington:	Barbara Elliott
	Jericho:	Catherine McMains	Milton:	Absent
	Richmond:	Bard Hill	St. George:	Absent
	Shelburne:	John Zicconi (6:32 PM)	So. Burlington:	Chris Shaw
	Underhill:	Absent	Westford:	Absent
	Williston:	Erik Wells	Winooski:	Michael O'Brien
	Cons/Env.:	Absent	VTrans:	Amy Bell
	Bus/Ind:	Absent	GMT :	Absent
	Agriculture:	Absent	Socio/Econ/Housing:	Absent

Others:	Matthew Langham, VTrans	Meghan O'Rourke, CCTV
	Kevin Marshia, VTrans	Ben Mumma, University of Scranton

Staff:	Charlie Baker, Executive Director	Regina Mahony, Planning Prgm Mgr.
	Eleni Churchill, Trans. Prgm Mgr.	Amy Irvin Witham, Business Office Mgr.
	Marshall Distel, Trans. Planner	Emma Vaughn, Communications Mgr.
	Bryan Davis, Senior Trans. Planner	Jason Charest, Senior Trans. Planner
	Christine Forde, Senior Trans. Planer	Sai Sarepalli, Senior Trans. Planner
	Dan Albrecht, Senior Planner	

1. Call to order; Attendance; Changes to the Agenda. The meeting was called to order at 6:02 PM by the Chair, Michael O'Brien.
2. Public Comment Period on Items NOT on the Agenda. There were none.
3. Action on Consent Agenda, MPO Business.

The consent agenda included the following requested TIP Amendments:

- Shelburne Street Roundabout, Burlington, Project HP085, Amendment FY21-18; Add \$1,094,354 for preliminary engineering and \$3,112,613 for construction in FY21. The total project cost is \$12,426,967, a 51% increase. The reason for the increase is because the project requires large scale environmental investigations underground to locate, identify, and categorize, contaminated soils and groundwater.

- Champlain Parkway, Burlington, Project HC001A, Amendment FY21-19; Reduce the TIP amount in FY21 to \$4,206,967 to accommodate the Shelburne Roundabout amendment listed above; \$4,793,003 remains in this project for FY21, which is adequate to accommodate anticipated project expenses.

ANDY MONTROLL MADE A MOTION, SECONDED BY DAN KERIN, TO APPROVE THE CONSENT AGENDA ITEMS. THE MOTION CARRIED UNANIMOUSLY BY MPO MEMBERS.

4. Approve Minutes of the February 17, 2021 Board Meeting.

SHARON MURRAY MADE A MOTION, SECONDED BY CATHERINE MCMAINS, TO APPROVE THE FEBRUARY 17, 2021 BOARD MEETING MINUTES, WITH EDITS. MOTION CARRIED UNANIMOUSLY.

- Edit: pg 1 line 39: Update *“accepted”* to accept.
- Edit: pg 2 line 10: Update FY21 to FY22 in the reference to Federal Dollars.
- Edit: pg 3 line 26: Update the word ‘or’ to ‘in’ (*“in this phase of the I-89 Study”*).

5. Warn Public Hearing on FY22 UPWP and Budget for the May Meeting

Charlie noted the Executive Committee, the UPWP Committee, and CCRPC Staff recommends the Board warn for a Public Hearing at the May 2021 meeting for the Draft FY22 UPWP and Budget. JIM DONOVAN MADE A MOTION, SECONDED BY GARRET MOTT, THAT THE BOARD WARN A PUBLIC HEARING FOR THE FY22 UPWP AND BUDGET AT THE MAY 2021 CCRPC BOARD MEETING. MOTION CARRIED UNANIMOUSLY.

6. Town of Westford Plan Approval and Confirmation

Regina said the Town of Westford has a fully updated town Plan for the next 8 years. She referred members to the memo included in the packet. The Town of Westford has requested that the Chittenden County Regional Planning Commission (1) approve the 2021 Westford Town Plan, (2) confirm its planning process, and (3) grant a determination of energy compliance to the 2021 Westford Town Plan. The Plan was adopted by the Selectboard of the Town of Westford on February 25, 2021. As described in the proposed resolution, the PAC has held the required hearing, reviewed the Plan requests, requested a few minor edits (which were incorporated into the Plan) and recommends Board approval at this time. Please note that municipal planning process confirmation, plan approval and determination of energy compliance decisions shall be made by majority vote of the commissioners representing municipalities, in accordance with the bylaws of the CCRPC and Title 24 V.S.A. § 4350(f).

GARRET MOTT MADE A MOTION, SECONDED BY CATHERINE MCMAINS TO APPROVE THE 2021 WESTFORD TOWN PLAN, CONFIRM WESTFORD’S PLANNING PROCESS, AND GRANT AN AFFIRMATIVE DETERMINATION OF ENERGY COMPLIANCE TO THE 2021 WESTFORD TOWN PLAN. MOTION CARRIED UNANIMOUSLY BY MUNICIPAL MEMBERS.

7. Comments on Draft State Rail Plan

Charlie referred members to the Comments on Draft State Rail Plan memo included with the packet and introduced Marshall Distel. Marshall provided an overview of the Draft Vermont State Rail plan as released by VTTrans for public input. The Plan provides a framework for maintaining and enhancing the State’s freight and intercity passenger rail system. CCRPC staff reviewed the Plan and had a few comments on priority policy areas and requested clarifications on other areas of the Plan. In terms of priority, the CCRPC suggested moving the first three projects/initiatives listed below from the second to the first tier and the fourth project listed from the third to the second tier:

- Page #47: Burlington Railyard Enterprise Project (REP) should be elevated to the first priority set since this project was added to the proposed State Capital Program, FY22. Additionally, the note on table 6.1 should be updated to reflect the status of the REP and correct the statement that this project is seeking grant funding.
- Page #47: The Passenger Rail Station improvements should be broken out into individual projects, given the differing timeframes and priorities. Essex Junction improvements should be within the first priority set.
- Page #48: Publicize existing voluntary efforts of railroads and encouraging “freight as a good neighbor” should be moved from the second to the first priority set.
- Page #49: The Burlington to Essex track improvements and connecting the Ethan Allen Express with the Vermonter should be elevated to the second priority set. This connection is necessary to achieve the State’s Energy Plan goal of quadrupling Vermont-based passenger rail trips to 400,000 annual trips.

The requested clarifications include:

- Page #1: Even though we understand why commuter rail is not addressed in the State Rail Plan but included in the Public Transit Plan, it will be helpful to briefly describe the reasons for this.
- Page #21: More details are needed to explain Positive Train Control.
- Page #32: It will be important to reference training first responders with regard to hazardous materials being moved by rail.
- Page #34: For the performance measures listed, are there associated target years related to those not being met?
- Page #38: In table 6.1, connecting the *Ethan Allen Express* with the *Vermonter* should be assigned an ID#. Rather than highlighting this as a complicated issue, it would be beneficial to detail how this would connect Vermont’s eastern and western corridor intercity rail services that would help increase ridership.
- Page #40: In table 6.1, the initiative to explore transit-oriented development (TOD) could use more details. What does municipal support look like? RPCs should be added to as an involved party in these discussions.
- Page #50: The funding discussion could be more robust in terms of detailing opportunities to address the projected rail funding gap. There was a mention of innovative funding approaches in table 6.1, but no details were provided. It would be beneficial to reference the potential of public-private-partnerships.

Jim Donovan stated that the town of Charlotte also reviewed the Draft State Rail plan. They agree with the input from the CCRPC and have a few additional comments and edits to share regarding a concern for the storage of hazardous materials. Jim explained, since railyards are operating and governed under Federal Government regulations, the towns are limited in terms of what they can do about hazardous material storage. Although there is information detailing what to do if a disaster occurs, there is no information outlining disaster prevention measures. Given the extensive costs associated with a clean-up, there needs to be clear information provided on who is responsible for the associated costs; is it the State of Vermont or the Federal Government? Jim provided the following suggested edits:

- In relation to overall safety concerns, to initiate efforts to improve oversight and regulation of hazardous material storage in rail cars outside of rail yards at federal and state levels.
- Page #32: Regarding first responders, clarify which entities are ultimately responsible for bearing costs associated with a hazardous material spill or explosion response.

Garret said he completely agrees with Jim, it makes much more sense to set measures that will prevent a disaster from occurring. He feels rail service should be expanded and encouraged as it is more efficient than trucking. He would also like to see the State Rail Plan work hand in hand with the Public Transit Rail plan in order that everything pertaining to rail is in the same place.

JIM DONOVAN MADE A MOTION, SECONDED BY JACKI MURPHY, TO APPROVE THE COMMENTS AND SUGGESTED EDITS TO THE DRAFT STATE RAIL PLAN. MOTION CARRIED WITH ONE ABSTENTION FROM AMY BELL.

Jeff said he feels the state is making tremendous strides in laying out the groundwork and creating opportunities for railways and we appreciate the advancements that have been made.

John Zicconi joined the meeting at 6:32 PM. He was not present previously, due to a potential conflict of interest regarding the State Rail Plan discussion.

8. VPSP2 Process and Initial Review of Potential FY23 Transportation Projects

Charlie introduced Kevin Marshia, Director of Asset Management at VTrans. Charlie said Christine Forde has been working with VTrans staff on the prioritization process. Kevin shared a PowerPoint presentation on project prioritization with members, VTrans Project Selection and Project Prioritization Process. He explained this process was designed to help create an organized, efficient, and streamlined system to improve on the partnerships and lines of communication between VTrans, Vermont Legislature and the Regional Planning Commissions. The vision statement reads, *"Develop a performance-based, data driven project selection and prioritization framework that maximizes the 'transportation value' delivered to Vermont taxpayers"*

Project objectives include the following:

- Identify and utilize criteria that provide "transportation value" within potential and planned VTrans projects.
- Develop a mechanism for RPC and communities to provide input in the selection and prioritization of transportation projects.
- Provide a defined, consistent, and transparent process for selecting and prioritizing the projects that ultimately make up VTrans Capital Program.

Stakeholder workshops were held to assess the current process and develop evaluation criteria. Participants in the workshops included VTrans, RPC's, state agencies (VDH, ANR, ACCD and VEM), special interest groups (VLCT, VCIL, AARP and AAA), and modal interest groups (Rail Council, Rail Operators, Bike/Ped Groups, Transit providers, and the Vermont Truck and Bus Association).

The following five modes of transportation were factored into the process:

- Highway
- Rail
- Walking Trails and Paths

- Transit
- Aviation

The following eight criteria and corresponding maximum scores were developed:

- Safety = 20 points
- Asset Condition = 20 points
- Mobility/Connectivity = 15 points
- Community = 10 points
- Economic Access = 10 points
- Environment = 10 points
- Resiliency = 10 points
- Health Access = 5 points

The Highway Mode Project selection is set as a two-year pilot; in year one (2021) paving, roadway, traffic, and safety programs will be addressed. In year two (2022) bridge programs will be addressed. The process addresses asset driven and regionally driven projects. There is a nine-step process to identify potential projects. Grant programs, Rail, Aviation, Public Transit are under development. The outline for the project selection process steps and associated timeframes are as follows:

1. VTrans develops programmatic budgets, September 1, to October 31.
2. VTrans performs network level analysis to identify list of potential projects and develops preliminary transportation value for the five VPSP2 criteria, November 1, to February 28.
3. VTrans transmits list of Asset Driven potential projects and associated transportation value to RPC, March 1.
4. RPC to provide transportation value scoring for three VPSP2 criteria for list of Asset Driven potential projects, March 1 to May 31.
5. RPC to identify regionally driven potential projects and works with VTrans to calculate preliminary values for the projects, March 1 to May 31.
6. RPC's transmit list of asset and regionally driven potential projects and associated values to VTrans June 1.
7. VTrans compiles all RPC input and value and identifies list of potential projects recommended for inclusion in the Capital Program, June 1 to July 31.
8. VTrans sends recommended projects to RPC for review, comment and response, August 1 to September 30.
9. VTrans finalizes the list of potential projects that will become projects to be included in the Capital Program.

Jeff asked how we can ensure the CCRPC staff capabilities are being fully utilized; Kevin explained VTrans relies on the CCRPC staff and, together, have a very good working relationship with the RPC. Charlie thanked Kevin for his presentation and reminded everyone we are in the first year of a pilot. Charlie said this is a new level of transparency and we want to make sure the board is aware of how the process looks. We will want to review the list of projects to see how they rank and score. Over the next few months, the Transportation Advisory Committee (TAC) will work on the regionally driven project list. We expect there will need to be some modifications in the overall process. The issue of equity has come up in the legislature, and we hope we can work out the details over the next couple of years. This is the first opportunity we have had to see how to move a project into the

Capital Program. Charlie thanked VTrans for extending this opportunity to us. He explained some of our criteria fall outside of the 8 listed and many of our projects should rank very well in VPSP2. Christine has a list of eligible, potential projects that will be going through with the TAC. Sharon asked to have more details on the criteria; how do the policies we are working with fit into the criteria? Charlie explained, at this stage, we are prioritizing the problems and needs rather than a project, since things are not fully designed, and we are usually a step ahead since we have completed scoping studies. Members discussed and agreed there will be a lot to learn as we move through the pilot.

9. Equity Leadership Team, Member appointments

Mike said we have several members interested in volunteering for the Equity Leadership Team and asked Charlie to provide a brief overview to members. Charlie explained one of the goals in working with our equity consultant, Creative Discourse, is to establish an internal CCRPC Equity Leadership Team to lead the work. This team will consist of five to seven people, made up of three to four Board members, two CCRPC staff (Bryan and Emma) and one person from the Creative Discourse team. We would like to see one Executive Committee member and three more Board members. Mike said current volunteers are himself, Catherine McMains, Justin Rabidoux Don Meals, Jacki Murphy, and Elaine Haney. Mike thanked the volunteers and asked if there is anyone else who is interested, please let him know.

10. Charge to Board Development Committee for FY22 Nominations

Andy Montroll charged the Board Development Committee with developing a slate of officers for FY22. Andy asked anyone who is interested in serving on the executive committee, please contact him or Charlie before our May 2021 board meeting. The nominations will need to be formalized before the June 2021 board meeting.

11. Chair/Executive Director Report

- a) UPWP Update Charlie feels the FY22 UPWP and Budget is in good shape. We have sorted out the staff hours and continue working to refine a few projects with towns. Overall, it looks great. We were able to accommodate almost everything proposed. There is a UPWP Committee Meeting next week.
- b) ECOS Annual Report Charlie said there is an updated version that should be ready before the April Board meeting.
- c) I-89 Board Workshop Charlie said members suggested having a discussion on the specifics of metrics and scoring and he is wondering who is interested in participating in an I-89 Workshop? Various members, including Jeff, Jim, Sharon, Mike, and Chris, expressed interest.
- d) Legislative Update Charlie stated we are currently in the middle of the legislative session. With so much going on, it can be hard to follow, and he appreciates the VLCT and VPA summaries. A couple of interesting items are with the Cannabis Bill; under current law municipalities need to opt in for a retail establishment to open. The proposed bill (S.25) states if the municipality does not specifically vote "no" by March of 2023, the town would need to allow a retail establishment to operate. This is not yet a law, it is still a bill that is being discussed, but this is a significant change in the approach. Charlie said he is not sure if we need to weigh in on this, but he wants to make sure our towns are aware. Charlie said the RPC's have requested a 20% increase in the

1 Regional Planning Grant. Since there has not been an increase to program funding since 2002,
2 there is some support for this, and it is early to know if it will be in the approved budget. Charlie
3 explained Senator Sirotkin continues to work on the Housing Bill that would help incentivize
4 towns to update zoning to encourage housing in smart growth locations. Additionally, the Rental
5 House Registry Bill is moving forward. This would take some responsibilities away from Town
6 Health Officers and shift the work of a statewide inspection system to the Division of Fire Safety.
7 Charlie said the Project Based Tax Incremental Funding (TIF) bill may not move forward, which
8 would likely affect some of our towns, like Westford as they are trying to get community
9 wastewater to the village. There may be low or no interest loan dollars available, but Charlie is
10 not sure how this will look. There are federal funds available from the CARES Act and the
11 American Rescue Plan that just passed in congress, approximately \$197 Million dollars will be
12 distributed across Municipalities; this works out to around \$300 per resident. This will be
13 distributed in two separate phases. There will be specific purposes to address, such as a deficit
14 caused by COVID to cover emergency response efforts. There is a line that allows for necessary
15 investments in water, sewer, and broadband infrastructure. Discussions have been taking place
16 on how RPC's can help towns follow the compliance rules on how these funds can be spent.
17 Charlie asked members to let him know if they have additional questions. He said the first
18 round of funds will need to be distributed within the next 90 days, and then the second round
19 within 9-12 months. Once distributed, the money must be spent by December 2024. Catherine
20 asked about Broadband coverage and gaps. Charlie said we currently have a pretty good map
21 that shows where Broadband works and where it does not, and we have better data about the
22 speed of internet in different locations. Jeff said VPS did a study with Jeff Dunn's group in how
23 to respond to COVID which include how to establish statewide broadband coverage. Charlie
24 said he, Regina, and Pam, have information on this, and they are starting to work with public
25 providers to figure out how the funds can be used to fill in some of these gaps. There will also
26 be some state rescue plan dollars available. Andy stated he is a good resource for this as well
27 and is happy to talk more about this. Jim asked if it is possible to share the detailed information
28 on the broadband coverage with towns, especially where the gaps are. Charlie will follow up on
29 this.
30

31 12. Committee/Liaison Activities & Reports. Mike noted that minutes for our committees were included
32 as links as well as documents within the packet (Executive/Finance Committee, TAC, PAC, MS4 Sub-
33 Committee and CWAC).
34

35 13. Future Agenda Topics. Charlie said the Board Development Committee will present a slate of
36 officers, we will look at the Draft FY22 UPWP and Budget, and Garret had asked for information on
37 Electric Vehicles and gas revenue, so we will work to schedule guest speakers on that topic. Andy
38 asked Charlie to schedule a meeting for members of the Officer Development Committee. Charlie
39 also stated we will adopt the FY22 UPWP and Budget in May
40

41 14. Members' Items, Other business. There were none.
42

43 15. Adjournment. ANDY MONTROL MADE A MOTION, SECONDED BY GARRET MOTT, TO ADJOURN THE
44 CCRPC MARCH BOARD MEETING AT 7:34 PM. MOTION CARRIED UNANIMOUSLY.
45

46 Respectfully submitted,
47 Amy Irvin Witham
48



Chittenden County Regional Planning Commission

April 21, 2021

Agenda Item 7: Discussion Item

2023 Transportation Project Prioritization using VTrans Project Selection and Prioritization System (VPSP2) -- Potential Regionally Driven Projects for Roadway and Traffic & Safety

Issues: VPSP2 Regionally Driven Potential Projects

This item is being provided for information and discussion. Additional information and project scores will be presented at the May Commission meeting.

One component of the new VPSP2 process is a procedure for RPCs to request transportation projects to be added to the Transportation Capital Program. To request Regionally Driven Potential projects RPCs must submit the list of projects to VTrans for scoring using the VPSP2 workbook. VTrans will score five of the eight VPSP2 Criteria and the RPC will score the remaining three criteria. All of the Potential Regionally Driven Projects from all RPCs will compete with all Asset Driven Potential Projects statewide for inclusion in the Transportation Capital Program.

CCRPC's regionally driven projects were identified by reviewing the short- and medium-term projects listed in the most recent Metropolitan Transportation Plan and projects that have recently completed scoping. Twenty-nine projects were identified and screened using a Qualification Sheet that provides a preliminary VPSP2 score. The Qualification Sheet and scoring for all projects is provided as an attachment (*Table is not formatted for printing. On screen enlarging is necessary for review.*) Note that Workbook must be completed for all projects to determine their actual VPSP2 score.

At their April meeting the TAC reviewed the 29 regionally driven projects and discussed the Qualification Sheet score and priorities for each municipality that had a project on the list. They arrived at a recommendation to forward the 12 projects listed below to VTrans for scoring using the VPSP2 workbook. This list includes the four remaining CIRC Alternatives Phase III projects in the categories Roadway or Traffic & Safety that have not yet advanced. The projects are listed in order of Qualification Sheet score from high to low.

- › **South Burlington - US2 Intersection and Roadway Improvements - Dorset to Garden**
- › **South Burlington - US2 Intersection and Roadway Improvements - Garden to VT116**
- › **Winooski - East Allen Street Improvements**
- › **Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements**
- › **Burlington - Main Street Great Street - Battery to Union**
- › **Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III**
- › **Burlington - Colchester Avenue/Prospect Street Intersection Improvements**
- › **Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III**
- › **Essex Jct. Train Station Access and Circulation Improvements**
- › **Williston - Mountain View Road Multimodal Improvements: Old Stage to VT2A - CIRC ALT PHASE III**
- › **Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements**
- › **Essex - North Williston Road Hazard Mitigation - CIRC Alt Phase III**

In addition, there are four Traffic & Safety projects already on the VTrans Asset Driven project list. These projects will also be scored by VTrans and CCRPC as part of the Asset Driven project track. The Asset Driven projects are:

- › **Shelburne - US7/Harbor Road Improvements**
- › **Colchester - Roundabout at Bayside Park Intersection**
- › **St George - VT2A/VT116 Intersection Safety Improvements,**
- › **South Burlington - VT116/Cheesefactory Road Intersection Safety Improvements**
- › **Jericho - VT117/Skunk Hollow Road Intersection Safety Improvements.**

**Additional
Information**

VPSP2 Background

VTrans and RPC partners have been working to revamp the annual project prioritization process to develop a performance-based, data driven project selection and prioritization framework that maximizes the transportation value delivered to Vermont taxpayers as measured by eight criteria identified by stakeholders as important –

- › safety
- › asset condition
- › mobility & connectivity
- › economic access
- › resiliency
- › regional
- › health access

VPSP2 scores are developed cooperatively between VTrans and RPCs using a Workbook developed for this process. VTrans has responsibility for scoring five criteria (safety, asset condition, economic access, resiliency, environment), and RPCs have responsibility for scoring three criteria (connectivity, regional, and health access). RPCs also have the opportunity to see and comment on VTrans scores. CCRPC will present the VPSP2 Workbook and VPSP2 project scores to the TAC in May.

Year one of this pilot will consider projects in the categories of Roadway, Traffic and Safety, and Paving. Year 2 will consider bridge programs.

**TAC
Recommendation:**

The TAC recommended that Staff forward the 12 projects listed above to VTrans for scoring using the VPSP2 Workbook. No recommendations are being made to the Board at this time. TAC recommendations will be provided in May, for the Board's consideration.

Board Action:

None at this time. This item is just for discussion only, action will be taken in May.

**For more
information
contact:**

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VSP2 Scoring for Chittenden County -- CCRPC Qualification Sheet for All Potential Regionally Driven Projects 03/30/2021

	Possible Points	Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements	Burlington - Main Street Complete Street - Willard to Spear/East Ave - US2 Section	Burlington - Battery Street Improvements	Burlington - Main Street Great Street - Battery to Union	Burlington - Shelburne Street Improvements - Complete Streets	Burlington - Colchester Avenue/Prospect Street Intersection Improvements	Burlington - Colchester Avenue/East Avenue Intersection Improvements	Colchester - Roundabout at Bayside Park Intersection - ON ASSET DRIVEN LIST	Colchester - VT15/Lime Kiln Road Intersection Improvements	Essex Jct. Train Station Access and Circulation Improvements	Essex - Allen Martin Dr/VT 15 Intersection Scoping
SAFETY 20 Points												
Are there existing high crash locations within the project area?		Y	Y	Y	Y	Y	Y	Y	Yes	Yes		
>> If "Yes", is the project intended to improve safety at existing High Crash Locations?	20	20	20	20	20	20	20	20	20	20		
>> If "No", have any safety issues been identified in a plan or report that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	10										10	10
>> If "No", are there perceived safety issue(s), including bike/ped issue(s), that has not been vetted or quantified that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	5											
Safety Max Points = 20		20	20	20	20	20	20	20	20	20	10	10
ASSET CONDITION - 20 Points												
Is this a new capacity project (Including new sidewalks, paths, park & rides, etc.)?		Very Poor	Very Poor			Very Poor				Fair		Good
>> If "No", Are the assets being improved in generally poor condition? (Interstate/NHS = 20, Principal Arterial = 18, Minor Arterial = 16, Major Connector =14 , Other = 12)	20	No. Principal Arterial	No. NHS	No. NHS	No. Principal Arterial	No. Principal Arterial	No. Minor Arterial	No. Minor Arterial	No. Minor Arterial	No. NHS	NHS	No. Principal Arterial
>> If "No", Are the assets being improved in generally fair condition? (Interstate/NHS = 14, Principal Arterial = 12, Minor Arterial = 10 Major Collector = 8, Other = 6)	14			14	12		10	10	10	14	14	
>> If "No", Are the assets being improved in generally good condition? (Intersate/NHS = 6, Principal Arterial = 4, Minor Arterial = 3, Major Collector =2, Other = 1)	6											4
Asset Condition Max Points = 20		18	20	14	12	18	10	10	10	14	14	4
MOBILITY - 5 Points												
Is the project intended to improve congestion that negatively affects access to jobs or other destinations? (to receive points sidewalk and path projects must be providing an alternative to congested routes)	5	5					5	5	5	5	5	5
Mobility Max Points =5		5	0	0	0	0	5	5	5	5	5	5
CONNECTIVITY - 10 Points												
Is this Project intended to improve inadequate existing connectivity for bicyclists?	2	2	2	2	2	2	2	2	2	2	2	2
>>If "Yes", is the project located on a "High Priority" bicycle Corridor identified by VTrans?	2	2	2			2				2	2	2
>>If "Yes", and not in a "High Priority" Corridor, is the project in a high priority regional bike corridor?	1			1			1	1	1			
Max 4 Points		4	4	3	2	4	3	3	3	4	4	4
Is this Project intended to improve inadequate existing connectivity for pedestrians?												
>>If "Yes", is the project located completely or partially within an area designated as a Downtown, Village Center, New Town Center , Growth Center or Neighborhood Development ?	4			4	4		4				4	
>>If "Yes", and not in a state designated area, is the project located completely or partially within an area that the Regional Planning Commission recognizes as a "Growth Area"?	2	2	2			2		2	2	2		2
Max 4 Points		2	2	4	4	2	4	2	2	2	4	2
Is this Project intended to improve inadequate existing connectivity for transit users?												
>> If "Yes", is the project intended to incorporate transit infrastructure improvements?	2		2	2	2	2					2	
>> If "Yes", does the project connect within an existing transit route?	2	2	2	2	2	2	2	2		2	2	2
Max 4 Points		2	4	4	4	4	2	2	0	2	4	2
Is this Project intended to improve inadequate existing inter-modal connections (park & rides, train stations, bus stations)?												
If Yes, does the project connect to (i.e., provide direct access to) a park & ride?	2											
If Yes, does the project connect to (i.e., provide direct access to) a train station?	2										2	
If Yes, does the project connect to (i.e., provide direct access to) an airport?	2									2		
If Yes, does the project connect to (i.e., provide direct access to) a bus station?	2											
Max 8 Points		0	0	0	0	0	0	0	0	2	2	0
Connectivity Possible Points -- 22, Max Points = 10		8	10	10	10	10	9	7	5	10	10	8
ECONOMIC ACCESS - 10 Points												
Employment	Is the project in a state designated Downtown, Growth Center or New Town Center	9		9	9							
	Is the project in a designated Village Center	7				7					7	
	Is the project in a growth area defined in a Regional Plan or CEDS	5	5	5		5		5	5			5
	Is the project losted within an area not included above but important to the existing or future local or regional economy.	2										
Max 9 Points		5	5	9	9	5	7	5	5	5	7	5
Truck Volume	Annual Average truck trips per day are more than 1,000	2										
	Annual average truck trips per day are 500-1,000	1										
Max 2 Points		0	0	0	0	0	0	0	0	0	0	0
AADT	Average annual daily traffic (AADT) is more than 15,000	4	4			4	4			4		
	AADT is 10,000 - 15,000	3		3	3			3	3			3
	AADT is 5,000-10,000	2										
	AADT is less than 5,000	1										
Max 4 Points		4	4	3	3	4	4	3	3	4	1	3
Economic Access Max Points = 15		9	9	12	12	9	11	8	8	9	8	8
RESILIENCY - 10 Points												
Is the project intended to improve Resiliency of the transportation system by including one of 64 mitigations? (see list)												
>> If "Yes" Is the project location within one of the TRPT watersheds?												
>> If "Yes", enter the criticality and vulnerability scores	10											
>> If "Yes", and not one of the TRPT watersheds access the Vermont Statewide Flood Vulnerability and Risk Map Service to record the VSP2 Flood Resilience Score	10	6	5	3	3	3	5	5	5	5	0	3
Resiliency Max Points = 10		6	5	3	3	3	5	5	5	5	0	3
ENVIRONMENT - 10 Points												
Choose all of the following environmental issues that are proposed to be addressed by your project.												
Wildlife												
The project's primary purpose is to benefit terrestrial wildlife or aquatic organism passage	10											
Project is intended to include design features that would benefit wildlife or aquatic organism passage as a dual benefit	5											
Air Quality/Energy												
Project is expected to support operational efficiency (i.e., less queuing, synchronized signals, added turn lanes)	5	5					5	5	5	5	5	5
Project is expected to include EV charging stations?	5											
Project is expected to address Transportation Demand Management resulting in reduced VMT (i.e., public transit, bike/ped accommodations, park & ride)	5		5	5	5	5					5	
Water Quality												
Project is expected to improve water quality by eliminate direct discharges or untreated runoff to surface waters	2	2		2	2				2	2		2
Project is expected to prevent existing or future erosion	2	2							2	2		
Prejct is expected to reduce impervious footprint by 10 percent or more	2											
Environment Max Points = 10		9	5	7	7	5	5	5	9	9	10	7
COMMUNITY - 10 Points												
Is the project, or the driving need for the project, identified in a regional plan (i.e. corridor study, town/city/regional plan) or does the project or resolution of the need supports the goals identified in a regional plan? [Points for long-term vision]	2	2	2	2	2	2	2	2	2	2	2	2
Has a planning or scoping study been complete by the RPC or municipality.	2	2	2	2	2	2	2	2	2	2	2	2
Has the municipality endorsed the project.	2	2	2	2	2	2	2	2	2	2	2	2
Will this project improve the Town's sense of community (provide for public space, park enhancements, traffic calming, trees, lighting, enhancements, gateway, historic preservation)? Does this project provide opportunities for residents to connect to community resources?	2	2	2	2	2	2	2	2	2		2	
Are there key community facilities located within the limits of the project (schools, senior centers, parks, churches, libraries, municipal bldgs)? [community access portion]	2	2	2	2	2	2	2	2	2	2	2	
Community Max Points = 10		10	10	10	10	10	10	10	10	8	10	6
HEALTH ACCESS - Low Improvement 3 Points (upgrade existing sidewalks, crosswalks, shoulders, bus stop, signals), High Improvement 5 Points (new sidewalk, crosswalk, shoulders, ADA upgrades at intersections, new bus stop, addition of ped phases, new transit route)												
Does the project improve access* to health care facilities?	5		3				3	3				
Does the project improve access* to physical activity facility (senior center, park, trails, school with community recreational program)?	5	5	3	3	3		3	3	5	3		
Does the project improve access* to healthy food destinations (grocery store, health food store, food shelf, school lunch program, low income meals programs).	5					3						
Does the project increase the opportunity for physical activity?	5	5	3	3	3	3	3	3	3			5
*Access improvement includes new or improved sidewalks, crosswalks, shoulders, ADA intersection upgrades, bus stops, intersection pedestrian phases, or transit routes.												
Health Access Max Points = 5		5	5	5	5	5	5	5	5	3	0	5
COMMENTS -- Items not Captured above												
Project Total Score		90	84	81	79	80	80	75	77	83	67	56

VPSP2 Scoring for Chittenden County -- CCRPC Qualification

	Possible Points	Hinesburg - VT116/Charlotte Road Improvements to facilitate Concurrent Signal Phasing	Hinesburg - Richmond Road Intersection Improvements	Jericho - VT117/Skunk Hollow Road Improvements - ON ASSET DRIVEN LIST	Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements	Shelburne Gateway Improvements	Shelburne - US7/Harbor Road Improvements - ON ASSET DRIVEN LIST	South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to Garden Street	South Burlington - US2 Intersection and Roadway Improvements - Garden Street to VT116	Shelburne Road Streetscape and Bike/Ped Improvements - IDX Drive to Queen City Park Road	South Burlington - Airport Drive Extension to Airport Parkway	South Burlington - VT116/Cheese Factory Road ON ASSET DRIVEN LIST
SAFETY 20 Points												
Are there existing high crash locations within the project area?					No							
>> If "Yes", is the project intended to improve safety at existing High Crash Locations?	20	20		20		20	20	20	20	20		20
>> If "No", have any safety issues been identified in a plan or report that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	10		10		10						10	
>> If "No", are there perceived safety issue(s), including bike/ped issue(s), that has not been vetted or quantified that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	5											
Safety Max Points = 20	20	20	10	20	10	20	20	20	20	20	10	20
ASSET CONDITION - 20 Points												
Is this a new capacity project (Including new sidewalks, paths, park & rides, etc.)?		Poor	Major Collector	Good	Fair	Very Poor	Poor	Very Poor	Poor		NA	Fair
>> If "No", Are the assets being improved in generally poor condition? (Interstate/NHS = 20, Principal Arterial = 18, Minor Arterial = 16, Major Connector =14 , Other = 12)	20			NHS	Principal Arterial	NHS	NHS	NHS	NHS	NHS	Yes	Principal Arterial
>> If "No", Are the assets being improved in generally fair condition? (Interstate/NHS = 14, Principal Arterial = 12, Minor Arterial = 10 Major Collector = 8, Other = 6)	14		8		12							12
>> If "No", Are the assets being improved in generally good condition? (Interstate/NHS = 6, Principal Arterial = 4, Minor Arterial = 3, Major Collector =2, Other = 1)	6	4		6								
Asset Condition Max Points = 20	20	4	8	6	12	20	20	20	20	20	0	12
MOBILITY - 5 Points												
Is the project intended to improve congestion that negatively affects access to jobs or other destinations? (to receive points sidewalk and path projects must be providing an alternative to congested routes)	5	5	5				5	5	5	5	5	
Mobility Max Points =5	5	5	5	0	0	0	5	5	5	5	5	0
CONNECTIVITY - 10 Points												
Is this Project intended to improve inadequate existing connectivity for bicyclists?	2		2	2	2	2	2	2	2	2	2	2
>>If "Yes", is the project located on a "High Priority" bicycle Corridor identified by VTrans?	2			2	2	2	2	2	2	2		
>>If "Yes", and not in a "High Priority" Corridor, is the project in a high priority regional bike corridor?	1		1								1	1
Max 4 Points	0	3	4	4	4	4	4	4	4	4	3	3
Is this Project intended to improve inadequate existing connectivity for pedestrians?		No	Yes	No								
>>If "Yes", is the project located completely or partially within an area designated as a Downtown, Village Center, New Town Center , Growth Center or Neighborhood Development ?	4		No				4	4	4			
>>If "Yes", and not in a state designated area, is the project located completely or partially within an area that the Regional Planning Commission recognizes as a "Growth Area"?	2		No		2	2				2	2	
Max 4 Points	0	0	0	0	2	2	4	4	4	2	2	0
Is this Project intended to improve inadequate existing connectivity for transit users?		No	No	No								
>> If "Yes", is the project intended to incorporate transit infrastructure improvements?	2						2	2	2	2		
>> If "Yes", does the project connect within an existing transit route?	2				2	2	2	2	2	2	2	
Max 4 Points	0	0	0	0	2	2	4	4	4	4	2	0
Is this Project intended to improve inadequate existing inter-modal connections (park & rides, train stations, bus stations)?				No	No							
If Yes, does the project connect to (i.e., provide direct access to) a park & ride?	2	2	2									
If Yes, does the project connect to (i.e., provide direct access to) a train station?	2						2					
If Yes, does the project connect to (i.e., provide direct access to) an airport?	2										2	
If Yes, does the project connect to (i.e., provide direct access to) a bus station?	2											
Max 8 Points	2	2	2	0	0	0	2	0	0	0	2	0
Connectivity Possible Points -- 22, Max Points = 10	2	5	4	8	8	8	10	10	10	10	9	3
ECONOMIC ACCESS - 10 Points												
Is the project in a state designated Downtown, Growth Center or New Town Center	9			No				9	9			
Is the project in a designated Village Center	7	7		No			7					
Is the project in a growth area defined in a Regional Plan or CEDS	5			No	5	5				5	5	
Is the project located within an area not included above but important to the existing or future local or regional economy.	2		2	2								2
Max 9 Points	7	7	2	2	5	5	7	9	9	5	5	2
Truck Volume	Annual Average truck trips per day are more than 1,000	2										
	Annual average truck trips per day are 500-1,000	1										
Max 2 Points	0	0	0	0	0	0	0	0	0	0	0	0
AADT	Average annual daily traffic (AADT) is more than 15,000	4					4	4	4	4		
	AADT is 10,000 - 15,000	3	3		3	3						
	AADT is 5,000-10,000	2		2							2	2
	AADT is less than 5,000	1		1								
Max 4 Points	3	1	2	2	3	3	4	4	4	4	2	2
Economic Access Max Points = 15	10	3	4	8	8	8	11	13	13	9	7	4
RESILIENCY - 10 Points												
Is the project intended to improve Resiliency of the transportation system by including one of 64 mitigations? (see list)												
>> If "Yes" Is the project location within one of the TRPT watersheds?												
>> If "Yes", enter the criticality and vulnerability scores	10											
>> If "Yes", and not one of the TRPT watersheds access the Vermont Statewide Flood Vulnerability and Risk Map Service to record the VPSP2 Flood Resilience Score	10	4	1	6	4	1	5	5	5		5	4
Resiliency Max Points = 10	4	1	6	4	1	5	5	5	5	0	5	4
ENVIRONMENT - 10 Points												
Choose all of the following environmental issues that are proposed to be addressed by your project.												
Wildlife												
The project's primary purpose is to benefit terrestrial wildlife or aquatic organism passage	10											
Project is intended to include design features that would benefit wildlife or aquatic organism passage as a dual benefit	5			5								
Air Quality/Energy												
Project is expected to support operational efficiency (i.e., less queuing, synchronized signals, added turn lanes)	5	5				5	5	5	5		5	5
Project is expected to include EV charging stations?	5											
Project is expected to address Transportation Demand Management resulting in reduced VMT (i.e., public transit, bike/ped accommodations, park & ride)	5					5	5	5	5	5		
Water Quality												
Project is expected to improve water quality by eliminate direct discharges or untreated runoff to surface waters	2		2	2								
Project is expected to prevent existing or future erosion	2		2	2	2	2	2				2	2
Project is expected to reduce impervious footprint by 10 percent or more	2											
Environment Max Points = 10	5	4	9	2	10	10	10	10	10	5	7	7
COMMUNITY - 10 Points												
Is the project, or the driving need for the project, identified in a regional plan (i.e. corridor study, town/city/regional plan) or does the project or resolution of the need supports the goals identified in a regional plan? [Points for long-term vision]	2	2	2	2	2	2	2	2	2	2	2	2
Has a planning or scoping study been complete by the RPC or municipality.	2	2	2	2	2	2	2	2	2	2	2	
Has the municipality endorsed the project.	2	2	2	2	2	2	2	2	2	2	2	
Will this project improve the Town's sense of community (provide for public space, park enhancements, traffic calming, trees, lighting, enhancements, gateway, historic preservation)? Does this project provide opportunities for residents to connect to community resources?	2	2	2		2	2	2	2	2	2	2	
Are there key community facilities located within the limits of the project (schools, senior centers, parks, churches, libraries, municipal bldgs)? [community access portion]	2	2					2	2	2	2		
Community Max Points = 10	10	8	6	8	8	8	10	10	10	10	8	2
HEALTH ACCESS - Low Improvement 3 Points (upgrade existing sidewalks, crosswalks, shoulders, bus stop, signals), High Improvement 5 Points (new sidewalk, crosswalk, shoulders, ADA upgrades at intersections, new bus stop, addition of ped phases, new transit route)												
Does the project improve access* to health care facilities?	5							3		3		
Does the project improve access* to physical activity facility (senior center, park, trails, school with community recreational program)?	5						3					
Does the project improve access* to healthy food destinations (grocery store, health food store, food shelf, school lunch program, low income meals programs).	5	3					3	3	3	3		
Does the project increase the opportunity for physical activity?	5		5		3	5	3	3	3	3	3	3
*Access improvement includes new or improved sidewalks, crosswalks, shoulders, ADA intersection upgrades, bus stops, intersection pedestrian phases, or transit routes.												
Health Access Max Points = 5	3	5	0	3	5	5	5	5	5	5	3	3
COMMENTS -- Items not Captured above												
Project Total Score		63	49	55	55	80	96	98	98	84	54	55

VPSP2 Scoring for Chittenden County -- CCRPC Qualification

	Possible Points	St George - VT2A/VT116 Intersection -- ON ASSET DRIVEN LIST	South Burlington - Swift Street/Spear Street Intersection Improvements	Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III	Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III	Williston - Mountain View Road Multimodal Improvements: Old Stage Road to VT2A - CIRC ALT PHASE III	Winooski - Main Street (US7) Revitalization - Transportation, Utility, Stormwater	Winooski - East Allen Street Improvements
SAFETY 20 Points								
Are there existing high crash locations within the project area?								
>> If "Yes", is the project intended to improve safety at existing High Crash Locations?	20	20	20	20	20	20	20	20
>> If "No", have any safety issues been identified in a plan or report that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	10							
>> If "No", are there perceived safety issue(s), including bike/ped issue(s), that has not been vetted or quantified that are intended to be improved by the project? (Can include bicycle, pedestrian, and transit safety issues.)	5							
Safety Max Points = 20	20	20	20	20	20	20	20	20
ASSET CONDITION - 20 Points								
Is this a new capacity project (including new sidewalks, paths, park & rides, etc.)?		Poor		Fair	Fair		Very Poor	Very Poor
>> If "No", Are the assets being improved in generally poor condition? (Interstate/NHS = 20, Principal Arterial = 18, Minor Arterial = 16, Major Connector =14 , Other = 12)	20	Principal Arterial	Minor Arterial	NHS	Yes	Major Collector	NHS	NHS
>> If "No", Are the assets being improved in generally fair condition? (Interstate/NHS = 14, Principal Arterial = 12, Minor Arterial = 10 Major Collector = 8, Other = 6)	14			14				
>> If "No", Are the assets being improved in generally good condition? (Interstate/NHS = 6, Principal Arterial = 4, Minor Arterial = 3, Major Collector =2, Other = 1)	6		3			2		
Asset Condition Max Points = 20	20	18	3	14	0	2	20	20
MOBILITY - 5 Points								
Is the project intended to improve congestion that negatively affects access to jobs or other destinations? (to receive points sidewalk and path projects must be providing an alternative to congested routes)	5			5	5		5	5
Mobility Max Points =5	0	0	0	5	5	0	5	5
CONNECTIVITY - 10 Points								
Is this Project intended to improve inadequate existing connectivity for bicyclists?	2	2	2	5	5	5	5	5
>>If "Yes", is the project located on a "High Priority" bicycle Corridor identified by VTtrans?	2			2	2		2	2
>>If "Yes", and not in a "High Priority" Corridor, is the project in a high priority regional bike corridor?	1	1	1			1		
Max 4 Points	3	3	3	4	4	4	4	4
Is this Project intended to improve inadequate existing connectivity for pedestrians?						Suburban/Rural		
>>If "Yes", is the project located completely or partially within an area designated as a Downtown, Village Center, New Town Center , Growth Center or Neighborhood Development ?	4			4	4		4	4
>>If "Yes", and not in a state designated area, is the project located completely or partially within an area that the Regional Planning Commission recognizes as a "Growth Area"?	2	2	2					
Max 4 Points	2	2	2	4	4	0	4	4
Is this Project intended to improve inadequate existing connectivity for transit users?								
>> If "Yes", is the project intended to incorporate transit infrastructure improvements?	2						2	2
>> If "Yes", does the project connect within an existing transit route?	2					2	2	2
Max 4 Points	0	0	0	0	0	2	4	4
Is this Project intended to improve inadequate existing inter-modal connections (park & rides, train stations, bus stations)?								
If Yes, does the project connect to (i.e., provide direct access to) a park & ride?	2			2				
If Yes, does the project connect to (i.e., provide direct access to) a train station?	2							
If Yes, does the project connect to (i.e., provide direct access to) an airport?	2							
If Yes, does the project connect to (i.e., provide direct access to) a bus station?	2							
Max 8 Points	0	0	0	2	0	0	0	0
Connectivity Possible Points -- 22, Max Points = 10	5	5	5	10	8	6	10	10
ECONOMIC ACCESS - 10 Points								
Employment	Is the project in a state designated Downtown, Growth Center or New Town Center	9		9	9		9	9
	Is the project in a designated Village Center	7						
	Is the project in a growth area defined in a Regional Plan or CEDS	5	5	5				
	Is the project located within an area not included above but important to the existing or future local or regional economy.	2				2		
Max 9 Points	5	5	5	9	9	2	9	9
Truck Volume	Annual Average truck trips per day are more than 1,000	2						
	Annual average truck trips per day are 500-1,000	1						
Max 2 Points	0	0	0	0	0	0	0	0
AADT	Average annual daily traffic (AADT) is more than 15,000	4		4	4		4	4
	AADT is 10,000 - 15,000	3						
	AADT is 5,000-10,000	2	2	2		2		
	AADT is less than 5,000	1						
Max 4 Points	2	2	2	4	4	2	4	4
Economic Access Max Points = 15	5	5	7	13	13	4	13	13
RESILIENCY - 10 Points								
Is the project intended to improve Resiliency of the transportation system by including one of 64 mitigations? (see list)								
>> if "Yes" Is the project location within one of the TRPT watersheds?								
>> if "Yes", enter the criticality and vulnerability scores	10							
>> if "Yes", and not one of the TRPT watersheds access the Vermont Statewide Flood Vulnerability and Risk Map Service to record the VPSP2 Flood Resilience Score	10	3	4	4		4	3	5
Resiliency Max Points = 10	3	3	4	4	0	4	3	5
ENVIRONMENT - 10 Points								
Choose all of the following environmental issues that are proposed to be addressed by your project.								
Wildlife								
The project's primary purpose is to benefit terrestrial wildlife or aquatic organism passage	10							
Project is intended to include design features that would benefit wildlife or aquatic organism passage as a dual benefit	5					5		
Air Quality/Energy								
Project is expected to support operational efficiency (i.e., less queuing, synchronized signals, added turn lanes)	5	5		5	5		5	5
Project is expected to include EV charging stations?	5							
Project is expected to address Transportation Demand Management resulting in reduced VMT (i.e., public transit, bike/ped accommodations, park & ride)	5				5	5	5	5
Water Quality								
Project is expected to improve water quality by eliminate direct discharges or untreated runoff to surface waters	2							
Project is expected to prevent existing or future erosion	2	2				2		2
Project is expected to reduce impervious footprint by 10 percent or more	2							
Environment Max Points = 10	7	7	0	5	10	10	10	10
COMMUNITY - 10 Points								
Is the project, or the driving need for the project, identified in a regional plan (i.e, corridor study, town/city/regional plan) or does the project or resolution of the need supports the goals identified in a regional plan? [Points for long-term vision]	2	2	2	2	2	2	2	2
Has a planning or scoping study been complete by the RPC or municipality.	2		2	2	2	2	2	2
Has the municipality endorsed the project.	2		2	2	2	2	2	2
Will this project improve the Town's sense of community (provide for public space, park enhancements, traffic calming, trees, lighting, enhancements, gateway, historic preservation)? Does this project provide opportunities for residents to connect to community resources?	2	2	2		2	2	2	2
Are there key community facilities located within the limits of the project (schools, senior centers, parks, churches, libraries, municipal bldgs)? [community access portion]	2		2				2	2
Community Max Points = 10	4	4	10	6	8	8	10	10
HEALTH ACCESS - Low Improvement 3 Points (upgrade existing sidewalks, crosswalks, shoulders, bus stop, signals), High Improvement 5 Points (new sidewalk, crosswalk, shoulders, ADA upgrades at intersections, new bus stop, addition of ped phases, new transit route)								
Does the project improve access* to health care facilities?	5							
Does the project improve access* to physical activity facility (senior center, park, trails, school with community recreational program)?	5		3				3	3
Does the project improve access* to healthy food destinations (grocery store, health food store, food shelf, school lunch program, low income meals programs).	5			3	3		3	
Does the project increase the opportunity for physical activity?	5	3	3	3	3	3	3	3
*Access improvement includes new or improved sidewalks, crosswalks, shoulders, ADA intersection upgrades, bus stops, intersection pedestrian phases, or transit routes.								
Health Access Max Points = 5	3	3	5	5	5	3	5	5
COMMENTS -- Items not Captured above								
Project Total Score		65	54	82	69	57	96	98

Data Sources for VPSP2 Qualifications Worksheet

Safety

- › CCRPC ECOS Map, Transportation layer, 2012–2016 High Crash Locations - Intersections, and 2012–2016 High Crash Locations - Segments -- <https://map.ccrpcvt.org/ChittendenCountyVT/>

Asset Condition

- › CCRPC ECOS Map, Transportation layer, National Highway System and Functional Class of Roads -- <https://map.ccrpcvt.org/ChittendenCountyVT/>
- › Pavement Conditions Map -- <https://vtransparency.vermont.gov/>

Connectivity

- › VTrans Bicycle Corridor Priority Map -- http://www.aot.state.vt.us/documents/bikeplan/VTrans_Bicycle_Corridor_Priority_LargeMap_201603_Final.pdf
- › CCRPC Active Transportation Plan Proposed Regional Active Transportation Network, high and medium priority - https://www.ccrpcvt.org/wp-content/uploads/2016/01/OFFICIAL_CCRPC_REVISED-4_13.pdf
- › Vermont State Designation Programs -- <http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>
- › CCRPC Growth Designations, ECOS Map, Built Environment layer, Future Land Uses -- <https://map.ccrpcvt.org/ChittendenCountyVT/>
- › Existing Transit Route – GMT System map - <https://ridegmt.com/>

Economic Access

- › Vermont State Designation Programs -- <http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>
- › CCRPC Growth Designations, ECOS Map, Built Environment tab, Future Land Uses -- <https://map.ccrpcvt.org/ChittendenCountyVT/>

Truck Volume -

<https://vtrans.vermont.gov/sites/aot/files/planning/documents/trafficresearch/AVC2019.pdf>

AADT - <https://geodata.vermont.gov/datasets/VTrans::vt-annual-average-daily-traffic-aadt-2019?geometry=-73.201%2C44.486%2C-73.172%2C44.491>

Resiliency –

- › Vermont Statewide Highway Flood Vulnerability and Risk Map – click on location and scroll to bottom of box – Risk Number
<https://vtrans.maps.arcgis.com/apps/MapSeries/index.html?appid=f8a6527cf53e45a8896b494848b21e4f>
- › Must include one 64 flood mitigations (below)

Flood Mitigation Measures

M2 - Lower road elevation, armor embankment slopes, protect travel surface	M33 - Eliminate road
M3 - Lower structure approach	M34 - Relocate road
M4 - Ensure space for sediment and large wood during design flood	M35 - Eliminate road
M5 - Install larger structures with bankfull width sizing	M36 - Relocate road
M6 - Adjust road alignment	M37 - Eliminate road
M7 - Create flood bench	M38 - Relocate road
M8 - Install placed riprap wall	M39 - Buyout properties served by road through easement
M9 - Reduce space behind guard rail	M40 - Create or reconnect flood bench
M10 - Consider wood and sediment with design flood	M41 - Create or reconnect flood chute
M11 - Increase local armoring size to resist increased shear	M42 - Create or reconnect floodplain
M12 - Fill and repave	M43 - Improve wetland hydrology
M13 - Engineered structures/piles, piers, footings, abutments	M44 - Riparian buffer plantings
M14 - Install scour protection (surface/upper)	M45 - Buyouts and demolitions
M15 - Armor edge of road	M46 - Keep development out of river corridor through land use regulations
M16 - Armor slope	M47 - Modify regulations
M17 - Armored riffles	M48 - River corridor conservation
M18 - Bed armoring	M49 - Develop alternate routes bicycle-pedestrian
M19 - Install bank vegetation	M50 - Develop alternate routes-vehicles
M20 - Install rock toe	M51 - Install temporary bridge or culvert
M21 - Placed riprap wall	M52 - Temporary road closure
M22 - Revegetate edge of road	M53 - Emergency planning classes, videos, fact sheets
M23 - Weirs/Vanes	M54 - Evacuation training
M24 - Armor embankment	M55 - School visits
M25 - Revegetate embankment	M56 - Cross-jurisdictional agreements
M26 - Install new roadbase	M57 - Practice drill
M27 - Concrete top for scour resistance	M58 - Response plan
M28 - Pave gravel road	M59 - Develop continuity of operations plan
M29 - Road reclamation	M60 - Develop emergency communication plan
M30 - De-couple combined sewer/stormwater systems	M61 - Develop traffic management plan
M31 - Improve ditches	M62 - Flood early warning system
M32 - Protect pipes and outfalls	M63 - Video cameras on bridges to monitor flood levels
	M64 - Water level alerts on intelligent roadway signs



Chittenden County Regional Planning Commission

April 21, 2021

Agenda Item 8: Action Item

Proposed Updates to the TIP Amendment Policy

Issues: The Transportation Improvement Program (TIP) Amendment Policy was last updated on September 2, 2011. CCRPC staff propose the following minor changes to the TIP Amendment Policy. The policy is attached with proposed changes shown in redline and strikeout.

1. Remove references to MPO/Assistant Director because this position no longer exists.
2. New Administrative Amendment criteria -- ***Changes to a prior year TIP that match funding amounts in a current TIP that has been adopted by the CCRPC Board but has not yet been approved by FHWA.***

Reason for Proposed Change -- CCRPC typically adopts the TIP each year at the July Commission meeting. The effective date of the TIP is October 1, however VTrans must combine the TIP with the State Transportation Improvement Program (STIP) and receive approval of the document from FHWA. During the lag time between CCRPC approval and FHWA approval the second year of the old TIP remains in effect. TIP amendments may be required to change the second year of the old TIP to match the new TIP. Since the new TIP has already been approved these changes have already been reviewed by the TAC and the Commission and have been subject to a Public Hearing. Adding this criterion as an Administrative Amendment would streamline the process for funding amounts that have already been approved.

3. New Administrative Amendment Criteria -- ***Project cost adjustment of 10% or less from the pre-bid cost estimate to the actual bid price.***

Reason for Proposed Change – VTrans prepares a construction cost estimate before projects are advertised for bid and the TIP amount must match the construction cost estimate. When the project is bid the costs might be slightly different and this would require a TIP amendment. VTrans analyzes all bids before award to determine if the cost is reasonable. CCRPC staff propose that if the bid amount is not more than 10% higher than the pre-bid estimate this TIP change would be Administrative.

Staff/TAC

Recommendation:

Recommend that the Board approve the proposed changes to the TIP Amendment Policy

**For more information
contact:**

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

Chittenden County Regional Planning Commission
Transportation Improvement Program (TIP) Amendment Policy
Updated ~~April 21, 2021~~September 2, 2011

I. TIP Amendment Schedule

Amendment Type	Definition/Process
Project cost \$600,000 or less	
Major Amendment Public Hearing	<ol style="list-style-type: none"> 1. Addition of a new project unless it is a new earmark, grant, or project not subject to CCRPC's fiscal constraint limit. 2. Moving the construction phase of a project that is "ready to go" from the current year to an out year. 3. Cost increase resulting from a significant change in project scope.*
Minor Amendment Consent Agenda item for TAC and Board. Amendment must be available on CCRPC's website 15 days before the board meeting.	<ol style="list-style-type: none"> 1. Change in project cost of more than 25 percent. 2. Addition of a new earmark, grant or project not subject to CCRPC's fiscal constraint limit. 3. Adding funds to an illustrative project, or other project on the TIP without funding, if VTrans agrees to advance the project and if funds are available within CCRPC's fiscal constraint limit. Funding limits will be based on the cost estimates listed in the TIP.
Administrative Amendment approved by CCRPC MPO/Assistant Director or Executive Director with subsequent Board notification and posting on CCRPC's website.	<p>Anything not detailed under Major or Minor including:</p> <ol style="list-style-type: none"> 1. Change in project cost of 25 percent or less. 2. Designating use of regional line items. 3. Change in funding between phases with no change in overall project cost. 4. Moving a project from an out year, or the previous year, to the current year if funds are available within CCRPC's fiscal constraint limit. 5. Adjustments to TIP projects to match grant or earmark award amounts. 6. Removing funds from projects that do not need the funds. <u>7. Typographical changes to the TIP or changes to clarify project details.</u> <u>8. Changes to a prior year TIP that match funding amounts in a current TIP that has been adopted by the CCRPC Board but has not yet been approved by FHWA.</u> <u>7-9. Project cost adjustment of 10% or less from the pre-bid cost estimate and the actual bid price.</u>
Project cost over \$600,000	
Major Amendment Public Hearing	<ol style="list-style-type: none"> 1. Change in project cost of more than 25 percent, unless not subject to CCRPC's fiscal constraint limit. 2. Addition of a new project unless it is a new earmark, grant, or project not subject to CCRPC's fiscal constraint limit. 3. Moving the construction phase of a project that is "ready to go" from the current year to an out year. 4. Cost increase resulting from a significant change in project scope.*

<p>Minor Amendment Consent Agenda item for TAC and Board. Amendment must be available on CCRPC's website 15 days before the board meeting.</p>	<p>Any condition not detailed under Major or Administrative, including:</p> <ol style="list-style-type: none"> 1. Change in project cost greater than 10 percent but not to exceed 25 percent, up to a maximum change of \$1,500,000. 2. Addition of a new earmark, grant or project not subject to CCRPC's fiscal constraint limit. 3. Adding funds to an illustrative project, or other project on the TIP without funding, if VTrans agrees to advance the project and if funds are available within CCRPC's fiscal constraint limit. Funding limits will be based on the cost estimates listed in the TIP. 4. Moving a project from an out year to the current year if funds are available within CCRPC's fiscal constraint limit without taking them from another project that is ready to use them. 5. Designating use of Regional line items.
<p>Administrative Amendment approved by CCRPC MPO/Assistant Director or Executive Director with subsequent Board notification and posting on CCRPC's website.</p>	<ol style="list-style-type: none"> 1. Change in project cost of 10 percent or less, up to a maximum change of \$300,000. 2. Change in funding between phases with no change in overall project cost. 3. Adjustments to TIP projects to match grant or earmark award amounts. 4. Moving funds from the previous year to the current year if funds are available within CCRPC's fiscal constraint limit. 5. Removing funds from projects that do not need the funds. 6. <u>Typographical changes to the TIP or changes to clarify project details.</u> 7. <u>Changes to a prior year TIP that match funding amounts in a current TIP that has been adopted by the CCRPC Board but has not yet been approved by FHWA.</u> 6.8. <u>Project cost adjustment of 10% or less from the pre-bid cost estimate and the actual bid price.</u>
<p>Expedited TIP Amendment</p>	
	<ol style="list-style-type: none"> 1. From time-to-time conditions may arise when a funding opportunity becomes available to CCRPC that would be lost by following the time requirements to process TIP amendments, or an emergency arises requiring immediate expenditure of funds. 2. If such condition arises the CCRPC MPO/Assistant Director or Executive Director may approve TIP amendments in consultation with the Executive Committee. 3. In such cases the full Board and TAC will be notified of the amendment a minimum of 24 hours before the amendment is approved in order to provide comment to the MPO/Assistant Director or Executive Director. 4. Expedited TIP amendments may not take funds from ready to go projects. An informational item will be included on the agenda of the next TAC and Board meetings.

* The significance of a requested project scope change will be determined by the staff and Executive Director, in consultation with the affected municipality and/or agency

Notes:

The ~~MPO/Assistant Director or~~ Executive Director may designate an Administrative Amendment as a Minor or Major Amendment, or a Minor Amendment as a Major Amendment if additional review is desired.

For the purpose of the TIP, “project” is defined as a combination of all related individual TIP line items that, when grouped together under the CCRPC project number, make up an independent and stand-alone project.

Cost increases shall be evaluated cumulatively over the entire federal fiscal year.

II. Project Advancement Guidelines

Project advancement will adhere to the following guidelines:

1. If a specific project cannot meet its intended time schedule, the first option will be for another project in the same category to be substituted within the limits of fiscal constraint;
2. If a specific project cannot meet its intended time schedule, another project regardless of category, will be considered as a substitute (within the limits of fiscal constraint) provided it has been identified in the VTrans’ Capital Program and Project Development Plan; and
3. If there are no CCRPC projects ready for implementation, the TIP will be amended accordingly.

The CCRPC’s TIP fiscal constraint level may be adjusted during the fiscal year due to revisions to VTrans federal and state funding projections, CCRPC revisions to TIP project/program schedules and budgets, and/or other events. In the event of a mutually-agreed upward adjustment in the TIP fiscal constraint level for a particular fiscal year, the above project advancement guidelines will apply.



CCRPC Board Meeting

April 21, 2021

Agenda Item 10: Information Item

Report on Nominations for FY22

From: Andy Montroll, Board Development Committee Chair

The Board Development Committee met on April 7th and recommends the following the slate of officers for FY2022.

- Catherine McMains, Chair
- Chris Shaw, Vice-Chair
- John Zicconi, Secretary/Treasurer
- Jacki Murphy, At-large for Towns over 5,000
- Bard Hill, At-large for Towns under 5,000
- Mike O'Brien, Immediate Past Chair

The Election of Officers will occur at the CCRPC Board's Annual Meeting on June 21, 2021. The bylaw provisions regarding election of Officers and the Executive Committee are as follows (please note that Article VII, Section C. specifies the inclusion of the Immediate Past Chair as a member of the Executive Committee):

ARTICLE VII. OFFICERS & EXECUTIVE COMMITTEE

A. Election of Officers and Executive Committee

The Chittenden County Regional Planning Commission shall annually elect three officers, a Chair, Vice-Chair, and Secretary/ Treasurer. In addition, the Chittenden County Regional Planning Commission shall annually elect two municipal Board members to the Executive Committee. One municipal Board member of the Executive Committee shall represent a community of 5000+ population; the other, a community of less than 5000 population, based on information from the latest census or population estimate completed by the US Census Bureau.

The Board Development Committee shall render its report of nominations to fill ensuing vacancies prior to the June meeting. The Board Development Committee may nominate one or more candidates for each office. Candidates may also be nominated from the floor.

The officers of the Chittenden County Regional Planning Commission shall be elected by a two-thirds majority of the Board members present and voting pursuant to 24 V.S.A. § 4343(b). The results of the voting shall be announced at the June meeting of each year. In the event a majority for any office is not reached, the top two vote getters will have a run-off election and the Chittenden County Regional Planning Commission will continue to vote until a majority is reached.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
JOINT EXECUTIVE & FINANCE COMMITTEE MEETING MINUTES
DRAFT

DATE: Wednesday April 7, 2021
TIME: 5:45 PM
PLACE: Remote Attendance via ZOOM Meeting
PRESENT: Mike O'Brien, Chair Catherine McMains, Vice Chair
John Zicconi, Treasurer Bard Hill, At Large <5000
Andy Montroll, Immediate Past Chair Chris Shaw, At Large >5000
Jeff Carr, Finance Amy Bell, VTrans.
STAFF: Charlie Baker, Executive Director Regina Mahony, Planning Mgr.
Eleni Churchill, Transportation Program Mgr. Forest Cohen, Senior Business Mgr.
Bryan Davis, Senior Planner Amy Irvin Witham, Business Office Mgr.
Emma Vaughn, Communications Mgr.

OTHERS:

1. Call to Order, Attendance. The meeting was called to order at 5:46 PM by the Chair, Mike O'Brien.
2. Changes to the Agenda, Members' Items. Mike stated there is one change to Agenda item 11, there is no Executive Session this evening.
3. Approval of March 3, 2021 Executive Committee Meeting Minutes
CATHERINE MCMAINS MADE A MOTION, SECONDED BY ANDY MONTROLL, TO APPROVE THE MARCH 3, 2021 EXECUTIVE COMMITTEE MEETING MINUTES, WITH ONE EDIT. MOTION CARRIED UNANIMOUSLY.

- Edit: Page 2, line 1, update the word "is" to "has"

Per the Chair, Mike O'Brien, the meeting will begin with the financial portion of the meeting, to review and discuss the FY22 UPWP and Budget.

4. DRAFT FY2022 UPWP and Budget Review

Charlie referred members to the Draft FY22 UPWP and Budget documents included with the packet. Charlie began with an overview of the income side of the budget and explained there are a few items highlighted in yellow to indicate their pending status. He explained there is extra money slated for the Regional Planning Grant due to a proposed \$75,000 additional one-time funding for each RPC in FY22. This is a significant investment and recognizes the demands on RPCs due to a variety of initiatives being advanced by the legislature. Charlie said we booked some, but not all of this, as we are waiting to see if it will be included in the budget. Jeff asked if this requires any offset? Charlie explained no, these would simply be additional funds. Charlie said there is also \$150,000 slated to come from the American Rescue Plan Act, to be distributed over the next two years between RPCs. This is about \$13,000 to be used in assisting municipalities in complying with federal requirements for these funds. We are still waiting to see if this is finalized. Another pending line is from Department of Environmental Conservation (DEC) for starting up the clean water service provider. This money is approved, but we are not yet under contract. This will happen in the next

1 month or two. The last pending item is the All Hazards Mitigation Plan, we are waiting to see if the
2 consultant doing this work will subcontract with us.

3
4 A new addition was the Elderly & People with Disabilities Summit, which covers direct expenses for
5 staff time. A few items are not continuing into the FY22 budget as they will be completed this fiscal
6 year and they are colored pink.

7
8 There is \$3000 in funding from United Way, continuing the regional prevention partnership work on
9 tobacco and alcohol. Charlie explained the budget is smaller on the income side; Operating
10 revenue is at \$2,312,799 and Consultant revenue is \$2,664,279. Charlie moved on to the expense
11 side; he explained Direct Projects are down from \$3,268,107 in FY21 to \$2,664,279 in FY22. Forest
12 noted that this does not yet include carryforward dollars. Salaries are budgeted at 3.15% and
13 benefits are estimated at 3.48%, but these always have a higher estimate as we cannot predict what
14 health care costs will be. Otherwise, we tried to hold the budget steady. Jeff Carr asked, since so
15 many people are working from home, if any considerations about reconfiguring the office space or
16 renegotiating the rent have been made. Charlie explained that we are not sure yet about our space
17 needs, we need to wait for the fall to see how things change, also we currently have a lease. Jeff
18 feels like now is a good time to ask for concessions from the landlord. Members discussed. Charlie
19 agreed, this would be a good conversation to have with Redstone.

20
21 Amy Bell asked if the transit fare and revenue study is included. Charlie and Forest will double-
22 check this. In this study, we are working with GMT and VTrans to look at fare free transit and
23 revenue possibilities to reduce the burden on property taxes. Jeff asked about the Burlington
24 impact fee project; how do we structure an impact fee on bike and pedestrians? Eleni explained we
25 are not sure yet, we need to figure out how this might work. Chris Shaw said there are national
26 averages that can be looked at, it would be based on trips, but we are not sure how to calculate
27 these yet. Eleni said she will look at this further. Members discussed.

28
29 Charlie explained the overall budget ends up at about negative \$20,000, but we have stopped the
30 \$100K swings that were occurring due to indirect rate changes. We are trying to be conservative in
31 the budgeting and hopefully will be able to get closer to a balanced budget during the year. Jeff
32 asked that the fund balance be highlighted so that our municipalities do not get concerned; Charlie
33 explained that at the bottom right corner there is a chart that lists the Cash Balances (\$444,921) as
34 of March 31, 2021. He explained over the next few weeks we will be working to make minor edits
35 to the UPWP deliverables and confirming the budget. Charlie thanked the UPWP Committee for all
36 the work and noted how the availability of extra Federal Highway funds made the job much easier.

37
38 With the financial portion of the meeting being over, Jeff Carr excused himself at 6:17 PM. Andy
39 said he would like to provide an update on the progress made by the Board Development
40 Committee. Charlie said we can add this as a discussion under Agenda item 8a.

41
42 5. Act 250 & Section 248 Applications

43 a. Bolton Valley Resort; Bolton; #4C0436-32A

44 Regina referred members the Act 250 permit letter to be submitted to the District Coordinator
45 for the construction of approximately 7.2 miles of new lift service mountain bike trails at Bolton
46 Valley Resort, 4302 Bolton Access Road, Bolton Vermont. The Town of Bolton has determined
47 that local development review is not required. Regina said CCRPC finds the project is in
48 conformance with the Planning Areas of the 2018 Chittenden County ECOS Plan. Regina added

that it is likely the state will look at the proposal from a stormwater management perspective. The comments are based on information currently available and the CCRPC may have additional comments as the process continues.

JOHN ZICCONI MADE A MOTION, SECONDED BY ANDY MONTROLL, TO APPROVE THE LETTER AS PRESENTED TO RACHEL LOMONACO, DISTRICT COORDINATOR. MOTION CARRIED UNANIMOUSLY.

Mike asked why there is only a sentence describing the Rural Planning Area, when the proposal is in both the Rural and Village Planning areas. Regina agreed this could be confusing and will add a clarifying sentence for consistency with the Village Planning Area.

6. TIP Amendment Policy Update

Eleni referred members to the Memo and TIP Amendment Policy documents included with the packet. She explained these are very minor changes and the policy document includes the edits in red. The Transportation Improvement Program (TIP) Amendment Policy was last updated on September 2, 2011. The CCRPC staff have proposed minor changes to the policy and recommend approval from the Board. The changes included:

- Remove references to MPO/Assistant Director because the position no longer exists.
- New Administrative Amendment criteria:
 - **Changes to a prior year TIP that match funding amounts in a current TIP that has been adopted by the CCRPC Board but has not yet been approved by the FHWA.** The reason for the proposed change is CCRPC typically adopts the TIP each year at the July Commission meeting. The effective date of the TIP is October 1, however, VTrans must combine the TIP with the State Transportation Improvement Program (STIP) and receive approval of the document from FHWA. Between the time of the CCRPC and the FHWA approval, the second year of the old TIP remains in effect. TIP amendments may be required to change the second year of the old TIP to match the new TIP. Since the new TIP has already been approved, changes have already been reviewed by the Transportation Advisory Committee (TAC), the Commission and have been subject to a Public Hearing. Adding this criterion as an administrative amendment would streamline the process of funding amounts that were previously approved.
 - **Project cost adjustment of 10% or less from the pre-bid cost estimate to the actual bid price.** The reason for the proposed change is that VTrans prepares a construction cost estimate before projects are advertised for bid and the TIP amount must match the construction cost estimate. When a project is bid, the costs might be slightly different, which requires a TIP Amendment. VTrans analyzes all bids before award to determine if the cost is reasonable. The CCRPC staff is proposing the TIP change be considered administrative if the bid amount does not exceed 10% more than the pre-bid estimate.

JOHN ZICCONI MADE A MOTION, SECONDED BY CHRIS SHAW ,TO RECOMMEND THE BOARD ACCEPT THE CHANGES AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

7. Racial Equity Update – Committee Appointments

1 Mike explained the committee appointments have been made and include himself, Justin Rabidoux,
2 Elaine Haney, Jacki Murphy, and CCRPC Staff, Bryan Davis, and Emma Vaughn.

3
4 8. Chair/Executive Director Report

5 a. Charlie said Andy will provide an update from the Board Development Committee. Andy stated
6 the Board Development Committee recently met to develop a slate of officers for FY22. Mike is
7 stepping down from his role as Chair but stays on as Immediate Past Chair. The committee
8 recommended the following slate of officers:

- 9
10 • Catherine McMains, Chair
11 • Chris Shaw, Vice-Chair
12 • John Zicconi, Secretary/Treasurer
13 • Jacki Murphy, At-large for Towns >5000
14 • Bard Hill, At-large for Towns <5000
15 • Mike O'Brien, Immediate Past Chair
16

17 b. Legislative Update

18 Charlie explained there are RPC specific budget monies being discussed, the first is the \$75,000
19 Regional Planning Grant, and the second is the \$13,000 in American Rescue Plan Act
20 funds. There are also conversations about Brownfield's funding, with \$1 million to be
21 distributed statewide to RPCs for assessments. This is good because the funding we have has
22 just about run out. The Rental Registry Bill continues to be discussed; this would take some
23 responsibilities away from Town Health Officers and shift this work of a statewide inspection
24 system to the Division of Fire Safety. There is also a bill called Better Places, that would
25 encourage Bylaw updates; this bill should have money attached to it and would help to
26 encourage housing in the right places. The House Natural Resources Committee is also taking
27 up Act 250 Amendments again. Finally, the Transportation Bill has a couple of things happening,
28 including transportation modernization, which means adding climate initiatives and investments
29 in electric vehicles and charging stations, as well as looking at other modes of transportation,
30 and ways to address equity in transportation decision making.
31

32 9. Draft CCRPC Board Meeting Agenda.

33 Charlie reviewed the May Board agenda with members. He reminded everyone Garret Mott asked
34 about Electric Vehicles (EV's) and said David Roberts and Daniel Dutcher from VTrans are invited to
35 join the meeting to talk about EV's. Charlie said we need to warn for the Draft FY22 UPWP and
36 Budget vote that will take place at our May Board meeting. He stated the Board will vote on the
37 Equity Leadership Team and Board Development recommendations. Eleni asked members if the
38 agenda should include the list the TAC is sending out to VTrans for scores. She explained this is not
39 the VPSP2 ranking, it is only a list of projects to be considered by TAC in May. Mike said yes, we
40 should include the list. Charlie explained the list will be attached to the TAC Minutes and will be in
41 the Board Packet regardless of whether it is added as an agenda item or not. John wanted to ensure
42 the VTrans presentation on EV's will include information on charging stations.
43

44 10. Other Business: John Zicconi stated he will be out of state and not in attendance for the next
45 Executive Committee meeting to be held in May.

46
47 11. Executive Session: There was none.

12. Adjournment: ANDY MONTROLL MADE A MOTION, SECONDED BY CHRIS SHAW TO ADJOURN THE MEETING AT 6:38PM. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,
Amy Irvin Witham

DRAFT

April 8, 2021

Rachel Lomonaco
District Coordinator
111 West Street
Essex Junction, VT 05452

RE: Bolton Valley Resort in Bolton, Application #4C0436-32A

Dear Ms. Lomonaco,

The Chittenden County Regional Planning Commission's (CCRPC) Staff and Executive Committee have reviewed this Act 250 application for the construction of approximately 7.2 miles of new lift-served mountain bike trails at Bolton Valley Resort. The project is located at 4302 Bolton Access Road in Bolton, Vermont. The Town of Bolton has determined that local development review of the project is not required.

CCRPC offers the following comments on the proposed project:

The proposed project is located primarily within the Rural Planning Area, and partially within the Village Planning Area, as defined in the Chittenden County Regional Plan, entitled the *2018 Chittenden County ECOS Plan*. CCRPC finds the proposed project to be consistent with the Planning Area for the following reasons:

1. The Rural Planning Area is identified in the Plan as an area that is generally not planned for growth, yet allows for low density commercial development provided that the development is "compatible with working lands and natural areas." The proposed project strives to avoid conflict with existing natural resources on site and therefore Strategy #2 of the Plan.

Therefore, CCRPC finds the proposed project to be in conformance with the Planning Areas of the *2018 Chittenden County ECOS Plan*.

Due to the detailed level of development review in most Chittenden County municipalities, and the environmental permit reviews at the Vermont Department of Environmental Conservation, CCRPC focuses its Act 250 reviews on the type of proposed land use and the Planning Areas section of the *2018 Chittenden County ECOS Plan*. The CCRPC also focuses its review on transportation-related issues, where appropriate, in accordance with the Metropolitan Transportation Plan, which is within the *2018 Chittenden County ECOS Plan*.

These comments are based on information currently available; we may have additional comments as the process continues. Please feel free to contact me should you have any questions.

Sincerely,

Charlie Baker
Executive Director

Cc: CCRPC Board
Certificate of Service

CERTIFICATE OF SERVICE

I hereby certify on this 8th day of April 2021, a copy of the foregoing letter concerning Act 250 Land Use Permit Application #4C0436-32A, was sent by U.S. mail, postage prepaid to the following individuals without email addresses and by email to the individuals with email addresses listed.

BVR, LLC
c/o Lindsay DesLauriers
4302 Bolton Access Road
Bolton, VT 05477
Imdboltonvalley@gmail.com

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Craig Keller/Jeff Ramsey/Christopher Clow
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FOR YOUR INFORMATION
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Monique Gilbert/Pam Loranger
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Linda Bullard/Department of Libraries
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NRCS, District Conservationist
Natural Resources Conservation Service
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Ethan Tapper, County Forester/FPR
John Gobeille & Toni Mikula/ANR-Dept. of Fish & Wildlife
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Seven Days/Classified Ad Section
255 South Champlain Street, PO Box 1164
Burlington, VT 05402
classifieds@sevendaysvt.com

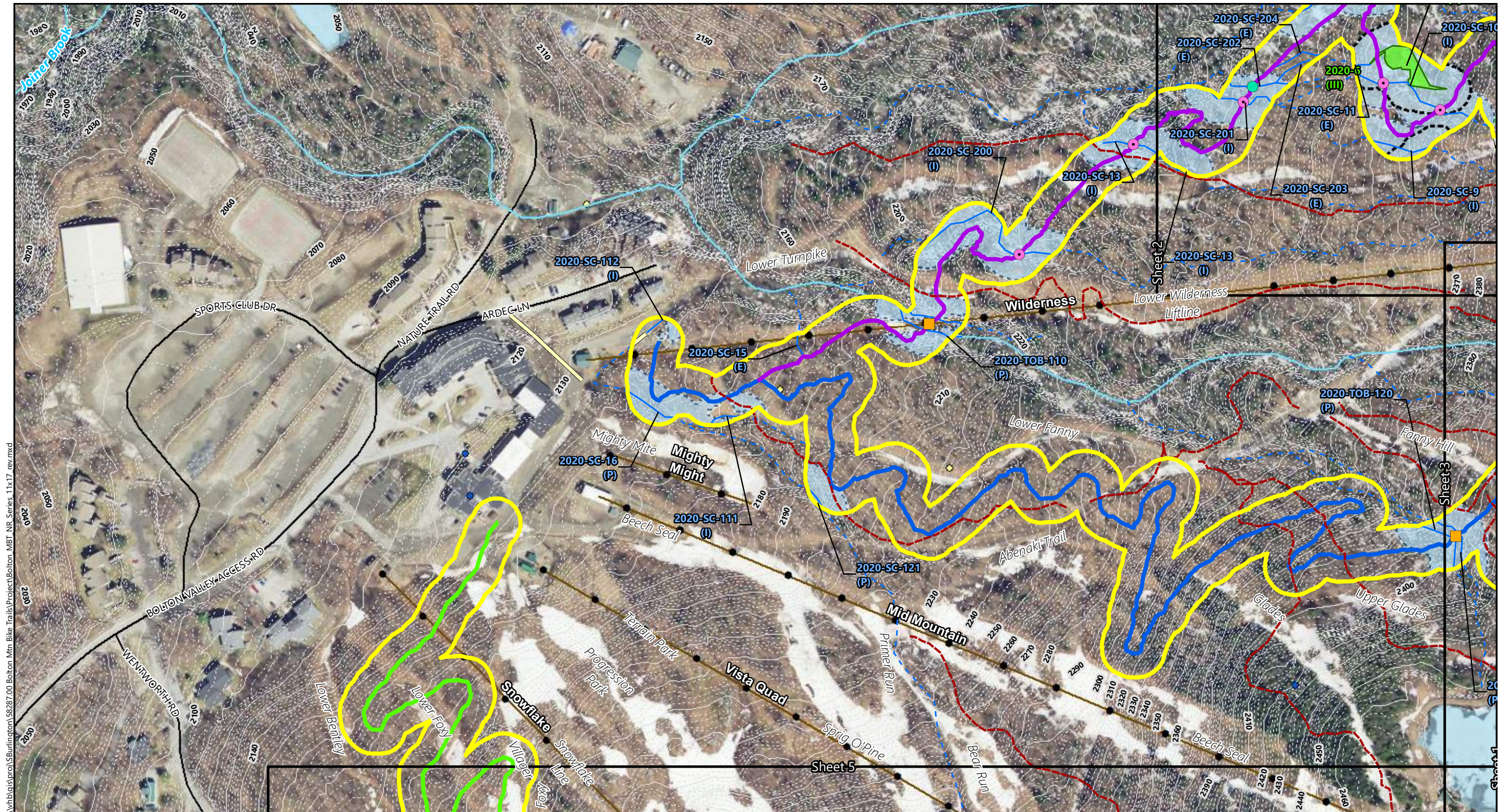
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kim.jones@greenmountainpower.com

Vermont Gas Systems
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Burlington, VT 05402
efficiency@vermontgas.com

Efficiency Vermont
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Burlington, VT 05401
pics@veic.org

Michael Barsotti, Water Quality Director
Champlain Water District
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South Burlington, VT 05403
mike.barsotti@champlainwater.org

Dated at Winooski, Vermont, this 8th day of April, 2021

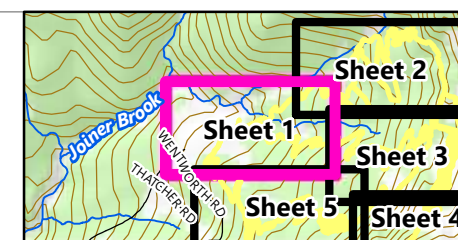


Proposed Mountain Bike Trails Legend (Gravity Logic/Bolton)			
Green - Beginner (6' width, avg grade 5.3% grade)	NR Study Area (VHB)	Observed Culvert (VHB)	VSWI Wetland (ANR)
Purple - More Advanced (up to 5' width, 7% grade)	Delineated Wetland (Proposed Class) (VHB)	Proposed Blasting Area (VHB)	Deer Wintering Area (ANR)*
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Bolton Valley Resort - Proposed Mountain Bike Trails

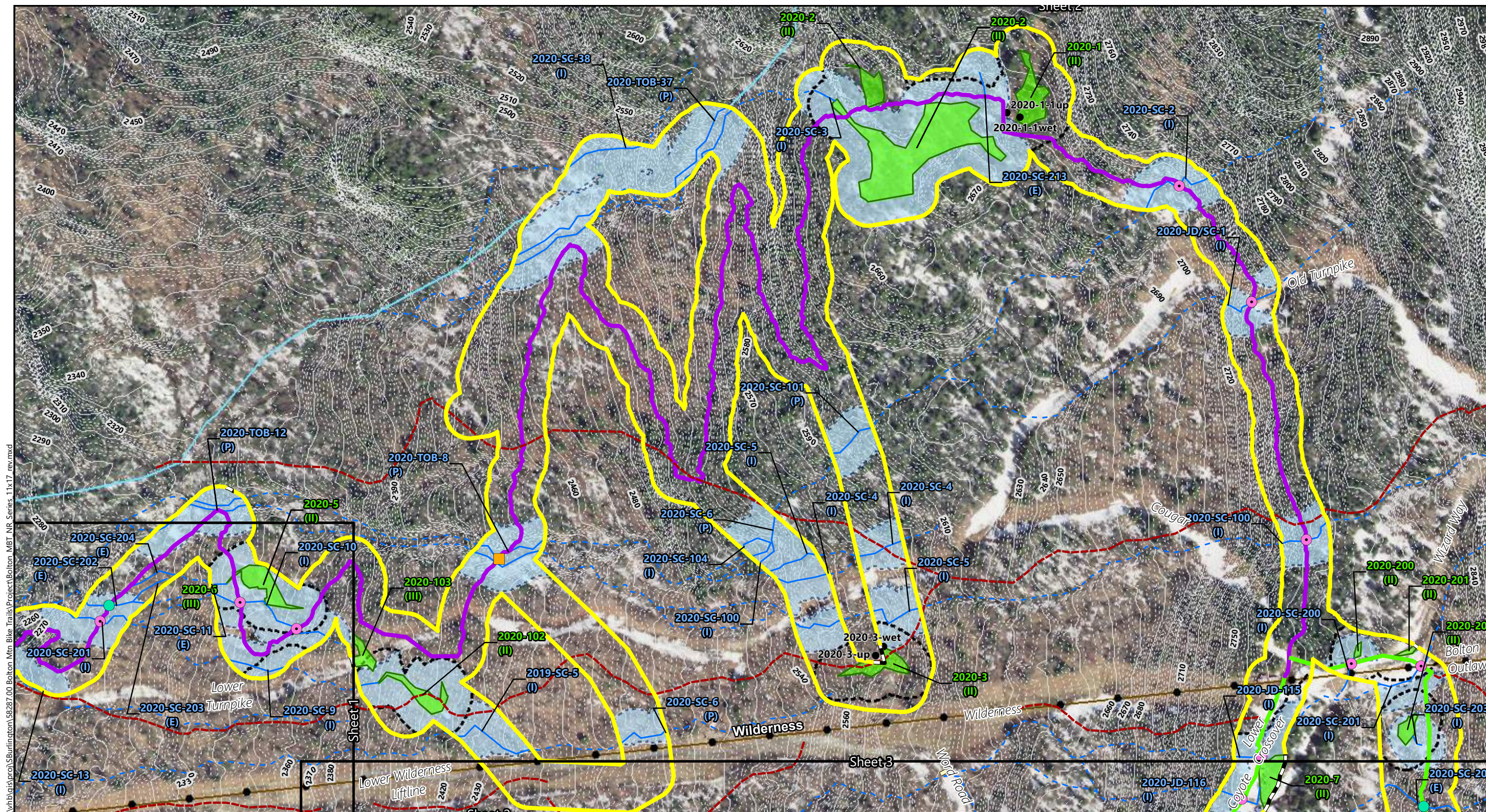
Bolton, Vermont

VERMONT
ACT 250 District Commission # 4
Application #:
4C0436-32A
*Feature not located within map extent
Exhibit #: **010**



Natural Resources Map Series Sheet 1 of 5

Sources:
Background Imagery by VCGI (Collected in 2018)
ANR (Vermont Agency of Natural Resources - Various Dates)
FWD (Vermont Department of Fish & Wildlife - Various Dates)
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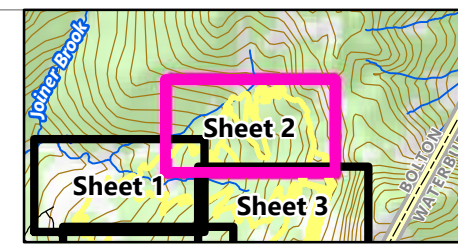


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Bolton Valley Resort - Proposed Mountain Bike Trails

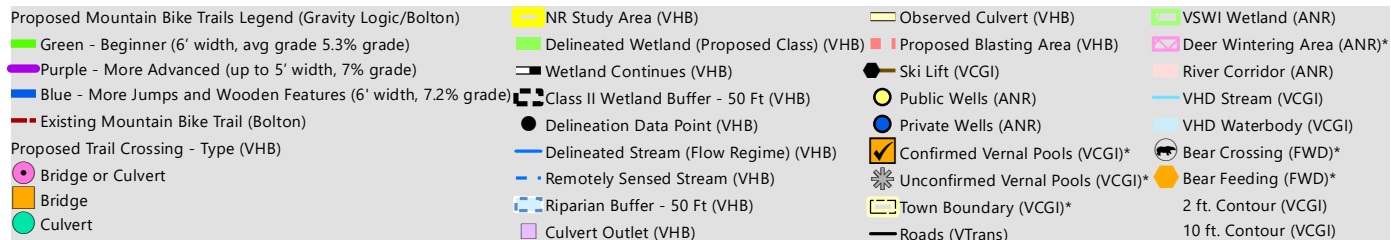
Bolton, Vermont

VERMONT
ACT 250 District Commission # 4
Application #: 4C0436-32A
Date Received: 8/21/20

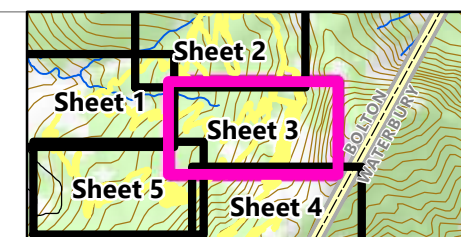


Natural Resources Map Series Sheet 2 of 5

Sources:
Background Imagery by VCGI (Collected in 2018)
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Bolton (2020)
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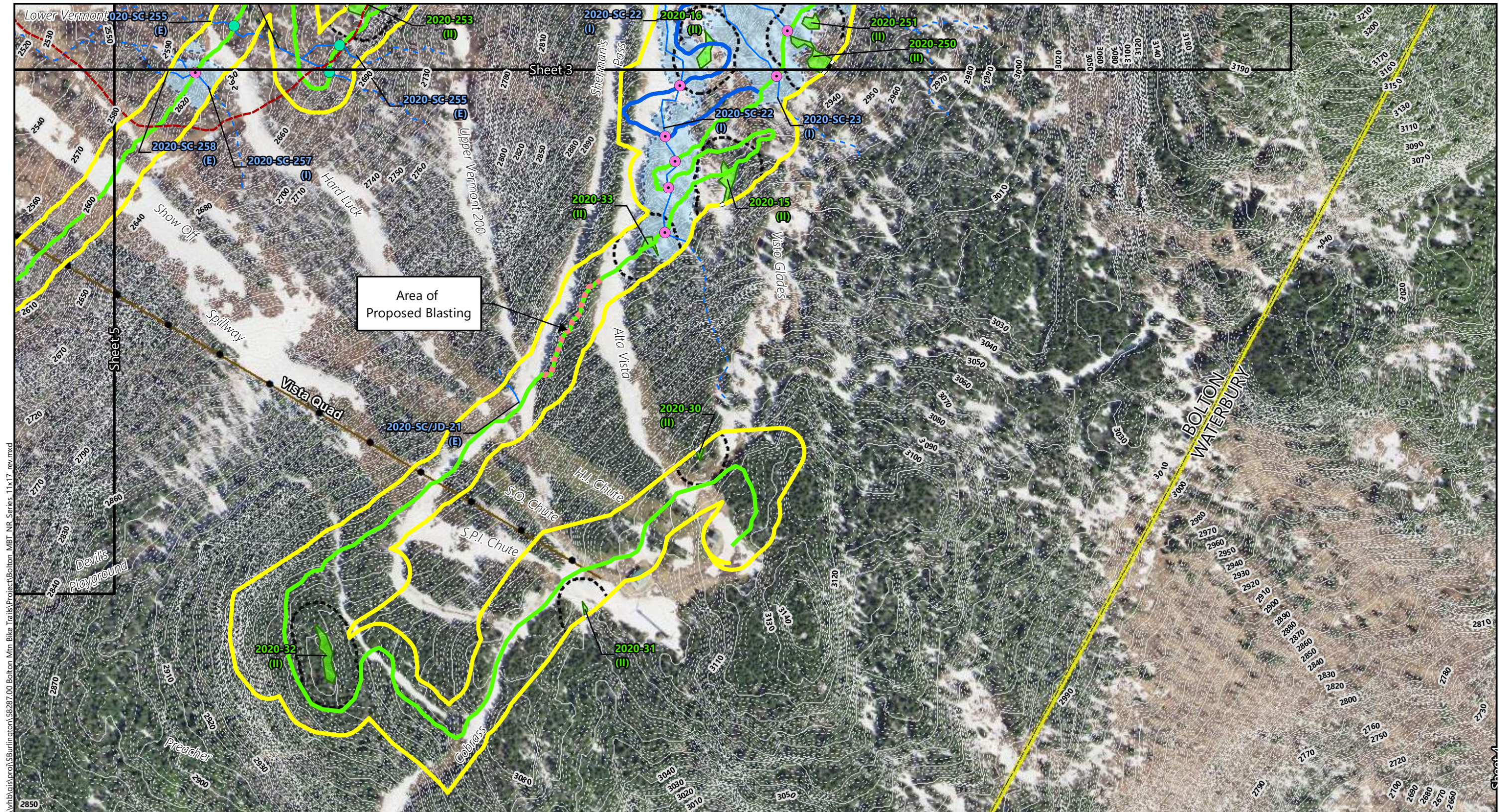


Bolton, Vermont



Natural Resources Map Series
Sheet 3 of 5

Sources:
Background Imagery by VCGI (Collected in 2018)
ANR (Vermont Agency of Natural Resources - Various Dates)
FWD (Vermont Department of Fish & Wildlife - Various Dates)
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Bolton Valley Resort - Proposed Mountain Bike Trails

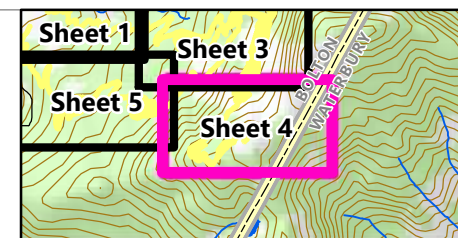
Bolton, Vermont



ACT 250 District Commission # 4
Application #:
4C0436-32A

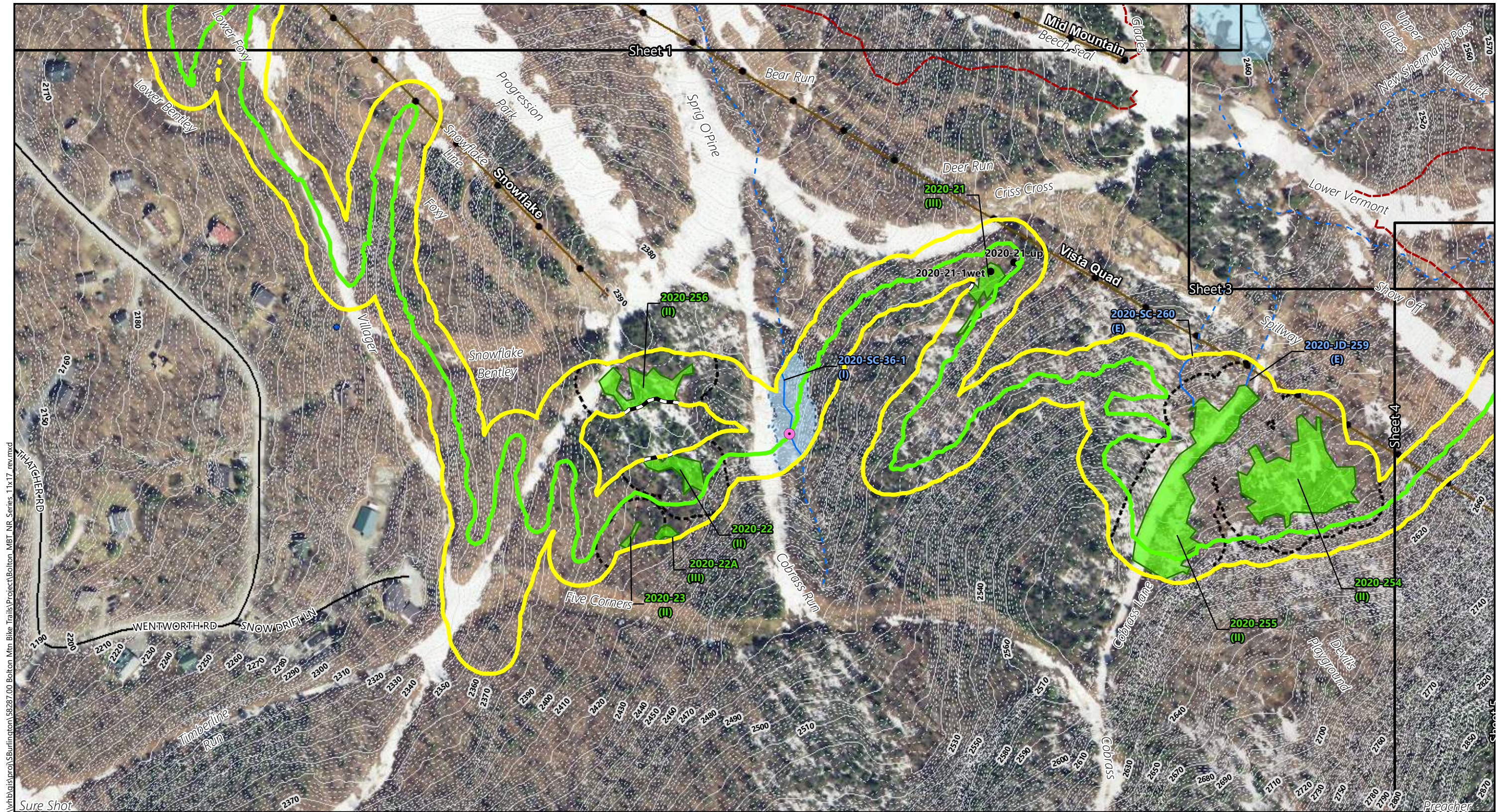
*Feature not shown within map extent

Date Received: 8/21/20



Natural Resources Map Series Sheet 4 of 5

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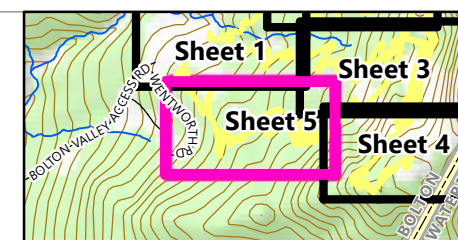


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Bolton Valley Resort - Proposed Mountain Bike Trails

Bolton, Vermont

VERMONT
ACT 250 District Commission # 4
Application #:
4C0436-32A
Exhibit # **014**
Date Received: **8/21/20**



Natural Resources Map Series Sheet 5 of 5

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Background Imagery by VCGI (Collected in 2018)
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VHB (2019-2020)

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
MS4 SUBCOMMITTEE
OF CLEAN WATER ADVISORY COMMITTEE – **DRAFT** MINUTES

DATE: **Tuesday, April 6, 2021**
SCHEDULED TIME: 12:15 p.m. to 1:30 p.m.
PLACE: ONLINE via Zoom
DOCUMENTS: Minutes, documents and presentations discussed and a video recording accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Burlington: James Sherrard	Burlington Airport:	Williston:
Colchester: Karen Adams	Milton: Dave Allerton, Kirsten Jensen	Winooski: Ryan Lambert
Essex: Annie Costandi, co-chair	Shelburne: Chris Robinson	VAOT: Jennifer Callahan
Essex Junction: Chelsea Mandigo, co-chair	South Burlington: Tom DiPietro, Dave Wheeler	Univ. of VT: Lani Ravin
DEC: Christy Witters		
Other Attendees: Winooski NRCD: Kristen Balschunat; DEC: Karen Bates; Pluck: Dave Barron		
CCRPC Staff: Dan Albrecht (via phone), Regina Mahony, Sai Sarepalli		

1. Call to Order, Changes to the Agenda and Public Comments on Items not on the agenda:

The meeting was called to order at 12:17 p.m. No public comments were made.

2. Review and action on draft minutes of March 3, 2021

After a brief recap by Annie Costandi, *Chelsea Mandigo made a motion, seconded by Dave Allerton to approve the minutes of March 3rd as drafted. No further discussion. MOTION PASSED.*

3. Recruitment of members to review proposals for Social Marketing Services

Annie Costandi explained that the social marketing services contract is up on June 30th, and it can't be extended. An RFP was put out on March 19th. Proposals are due this Friday. Annie Costandi asked for two more volunteers to help Annie, Chelsea and Dan with review of the proposals. Kirsten Jensen and Karen Adams volunteered.

4. Schedule www.rethinkrunoff.org review date for member input

Annie Costandi explained that Dave Barron sent an email a couple of weeks ago with a google doc where he was requesting feedback on the website. He has not received that many comments on the google document. Annie Costandi stated that we are going to host an open zoom meeting so members can provide Dave Barron with more direct feedback. Dave Barron added that this will likely take place in the last week in April. Dave Barron stated that it is a larger scale discussion on where we want to take the site. It is the fifth year of the site, and we have been pushing the action side of things more. The site has been adjusted every year, but it may be time to re-think things a bit more. Dave Barron will send out a doodle poll to schedule the meeting. Members can also reach out to Dave directly if that is more convenient. Most of the comments received on the google doc so far are straight forward, and Dave has been incorporating those edits.

5. Budget Update: See attached memo from Dan Albrecht

Annie Costandi stated that the purpose of this agenda item and memo is to inform the discussion on the Adopt-A-Drain program, which is next on the agenda. There is a \$61,000 account balance; and an expected \$47,000 in expenses which also includes funds accrued to help pay for a new survey in 2023. Therefore, there is a surplus of approximately \$14,000.

6. Decision on joining, budget allocation and member contributions to join Adopt-A-Drain program, <https://regions.adopt-a-drain.org/>

Chelsea Mandigo stated that there was a discussion about this at the last meeting, and the Committee was largely divided on whether to join the Adopt-A-Drain program or not. The concept discussed at the last

1 meeting was that costs for the start-up could be split between municipalities and the overall Rethink Runoff
2 budget and that some of the existing surplus could be used if members agreed. There were few people still on
3 the call at that point during the last meeting, so it would be helpful to have a more thorough discussion of this.
4 Chelsea Mandigo stated that it would be helpful to know where each municipality stands on this.

5 Chelsea Mandigo - Essex Junction is for this. Have some residents interested in this type of project.

6 UVM, Lani Ravin – Have a Department that addresses this for them already; therefore they would not
7 benefit from this. UVM would want to understand what this means for their financial contribution. Open to
8 alternatives. Lani stated that she does not have a set agenda in mind; but she needs to defend the \$6,000 annual
9 ask each year and wants to understand if UVM's contribution is subsidizing other work that they are directly
10 benefiting from.

11 Kristen Balschunat – stated that the issue at hand is for the municipalities that are interested, should they go
12 in on this separately or is there enough interest to do it collectively.

13 VTrans, Jenn Callahan – same issue as Lani Ravin; and not sure about using the surplus for this. Jenn
14 Callahan asked if this would be an annual expense? Kristen Balschunat said that the funding would only be
15 used for the initial \$250 set-up cost per municipality, and for exercising option #4 which funds setup costs and
16 printed materials. The cost would not be as great in future years.

17 DEC, Christy Witters – stated that this seems like more of a traditional MS4 program. So not a good fit for
18 UVM, VTrans and the Airport. So perhaps the municipalities that want to participate can do it out of the
19 traditional MS4 funding.

20 Burlington, James Sherrard – stated that we've been doing rain barrel workshops, etc that UVM, VTrans
21 and the Airport have not necessarily directly benefitted from all along. However, we are all collectively
22 benefiting from this work and its benefits to the Lake. This brings up a larger issue if the non-traditional
23 organizations don't want to support these types of programs. Seems like we can use a portion of the surplus –
24 doesn't have to be all or none. Burlington is very interested in this program.

25 UVM, Lani Ravin – agrees that UVM is in the program for the benefit of the larger community. But
26 perhaps if we have such a large surplus perhaps the dues can be reduced?

27 So. Burlington, David Wheeler – stated that So. Burlington is on the fence because they already have staff
28 that do this work. It doesn't rise to a top priority of what they'd like their residents to do. It seems better to
29 have the street sweeper do this work, and not incentivize residents using plastic trash bags to collect and weigh
30 the debris. It is also not clear if the City would be able to get phosphorus reduction credit for this work.

31 Winooski, Ryan Lambert – stated that Winooski is on board with this at \$0.05 per resident. Winooski's
32 DPW is currently responsible for street sweeping but they only go out every so often so this could help clean
33 out the catch basins in the in between. Ryan Lambert stated that he doesn't think they'd ask residents to weigh
34 the debris. Ryan Lambert also added that Winooski would support pay structure #3 because it is paperless, and
35 he doesn't believe the mailings would provide much benefit. Yard signs are also tough in Winooski because
36 they wouldn't be allowed in the ROW and may not be that effective if not right next to the drain.

37 Pluck, David Barron – added that part of the benefit of the program is to actually get people involved and
38 aware of the issues.

39 DEC, Karen Bates provided this comment in the chat - I see Dirt washing off landscaped residential
40 property in south Burlington into storm drains. This program could remind people of what shouldn't go down
41 drains.

42 Milton, Dave Allerton – Milton would be in favor of this because they don't have a street sweeper and have
43 limited staff capacity to keep the drains cleaned out.

44 Kristen Balschunat indicated that Christine Dougherty emailed from Williston and indicated that it would
45 not be a good fit for Williston; and that Chris Robinson emailed that he would only be in favor if completely
46 run by Stream Team staff because they don't have staff to run the program. It seems like there is some support
47 for this from the Town's who'd like help with street cleaning, and education; and others that have this work
48 covered.

49 Chelsea Mandigo stated that it seems clear that there isn't consensus on this being a MS4 initiative; given
50 that it is possible to use the surplus for the municipalities that are interested? David Barron suggested that
51 perhaps the surplus should be used for a program that would cover all of the partners. James Sherrard
52 expressed concern about making a decision about surplus and splitting it up. Dan Albrecht clarified that there

are 12 members, 9 municipal and 3 non-traditional. Dan Albrecht stated that he'd discourage voting today on how to divide up the surplus because that is part of a much larger discussion.

Jenn Callahan - added that this is either a program in the Stream Team work or not. If it isn't then it would be awkward to use the funding for that. We are all benefitting; but if it isn't part of this program then we shouldn't use this money for it.

Tom DiPietro – stated that he'd prefer the money that was put into the program be used for the program. Perhaps we should have a larger conversation about what would be a good use of the money; rather than just talk about this one program. He's unclear where this program came from.

James Sherrard – suggested that perhaps a municipality could opt to not do their next round of the rain barrel work and instead do this.

Chelsea Mandigo stated that it was the Village's turn to do the rain barrel project and wanted to create a program similar to this instead. Then they realized that Adopt-A-Drain already exists as a formal program. Burlington was interested too, and they thought that it might have more common interest. Kristen Balschunat stated that they can certainly help a Town do adopt a drain work rather than the rain barrel work; but they have limited funds and so they'd need to know if funding was available from the Rethink Runoff budget. Since it is April, Kristen Balschunat stated that she needs some direction to get started on programming for this summer.

Chelsea Mandigo suggested that perhaps we need to have a discussion on the surplus next year; and then talk about the Adopt-a-drain program as an option within the Rethink Runoff program. Burlington, Essex & Essex Junction are interested in moving forward on this program and so perhaps they work with Kristen on this directly. All three of them are project towns this year. Kristen Balschunat could help them with that, but it would be more efficient to roll out a county-wide program.

Lastly, Kristen Balschunat stated that she believes this is where the municipalities stand on the program:

	Interested	Not Interested	Unsure/Maybe
Burlington	X		
Essex	X		
Essex Junction	X		
Milton	X		
Williston		X	
Winooski			X
So. Burlington		X	
Shelburne			X
Colchester	X		

7. Discontinuance of Additional Flow Monitoring, see 3/18 email from Witters

Christy Witters discussed an email that she sent where the state decided that Flow Monitoring is no longer a requirement for MS4s. The flow monitoring doesn't seem to be producing results that they were hoping for. She heard from Winooski that they would be interested in continuing with flow monitoring. Christy would like to know if there is interest from others; and if so whether the state would hold the contract as they've done in the past. Ryan Lambert stated that Winooski is interested in continuing but it does depend on the cost to the City. He added the instrumentation is already in place and it doesn't seem like a bad idea to keep this data point especially to help figure out changes to rain events and drought. Also, it is a helpful control data point.

[Kristen Balschunat left the meeting.]

Tom DiPietro stated that So. Burlington does have some interest in continuing to monitor some watersheds but not all – would be interested in Potash. Part B to this is that they've put so many projects in and they'd like to see how that is reflected in the flow modeling. Christy Witters stated that the current model is not the easiest to use, and only one person can run it. They are interested in upgrading the model but it is a matter of funding.

Jenn Callahan stated that she would be interested in the modeling conversation. They are okay with discontinuing flow monitoring, but would like to know more about the long-term plan. Are we only going to rely on biomonitoring? Christy Witters stated that ultimately the biomonitoring is the main factor in the permit. DEC/ANR is going to have a bigger conversation about overall stream health because biomonitoring isn't the best indicator for all of the impairments/stressors. Jenn Callahan added an interim indicator to help us

1 know if we are doing the right projects would really be helpful, especially because changes in the
2 biomonitoring really takes a long time to see if there are improvements or not. Christy Witters will keep the
3 MS4 Committee posted on these conversations and will provide an update at the next meeting.

4
5 There was a discussion about the MOU and when this will expire. Christy will talk to Dave and Blain about
6 this and figure out the latest information and can continue the conversation at the next MS4 meeting.

7
8 **8. Updates**

9 None

10
11 **9. Items for May 4th meeting agenda**

- 12 1) Media contracts
13 2) Consider two-year extension to WNRCD Contract
14 3) Discussion about the surplus and how it could be used.
15 4) Check in on stream health/flow monitoring discussion.

16
17 **10. Adjournment**

The meeting was adjourned at 1:27 p.m.

18
19 *Respectfully submitted, Regina Mahony*
20

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, April 6, 2021
TIME: 9:00 a.m.
PLACE: Meeting held remotely via Zoom

Members Present

Bryan Osborne, Colchester
Nicole Losch, Burlington
Amy Bell, VTrans
Matthew Langham, VTrans
Jonathon Weber, Local Motion
Bob Henneberger, Seniors
Jon Rauscher, Winooski
Barbara Elliott, Huntington
Robin Pierce, Essex Junction
Sandy Thibault, CATMA
Kirsten Jensen, Milton
Chris Jolly, FHWA
Dennis Lutz, Essex
Dean Bloch, Charlotte
Dave Allerton, Milton
Mary Anne Michaels, Rail
Andrea Morgante, Hinesburg
Katherine Sonnick, Jericho
Bruce Hoar, Williston

Staff

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

Guests/Public

Laura Jacoby, Old Spokes Home
John Jackman, Hoyle Tanner
Jon Olin, Hoyle Tanner
Gustave Sexauer, City of Burlington DPW

1. Bryan Osborne called the meeting to order at 9:00 AM.

2. Consent Agenda

BARBARA ELLIOT MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY NICOLE LOSCH. THE MOTION PASSED UNANIMOUSLY.

3. Approval of Minutes

Bryan Osborne asked for any changes, which there were none. BOB HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF MARCH 3, 2021, SECONDED BY DENNIS LUTZ. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments

Laura Jacoby, Executive Director of the Old Spokes Home, asked about including underserved populations in project planning and adding equity as part of the VPSP2 scoring process. She has an example to share with the CCRPC. Charlie noted that the VPSP2 agenda item memo should have included information that the CCRPC and VTrans are working to develop a transportation equity screening tool to be used as part of the project prioritization process.

5. Asset Management Roundtable Discussion

Chris Dubin, CCRPC staff, introduced John Jackman from Hoyle Tanner who presented an example asset management strategy from DEC's Drinking Water Asset Management Program as a foundation as how communities can scale an asset management platform, and showed an example of a community in New Hampshire that has a comprehensive asset management system. Andrea asked who enters the data into the online system. John said that in some cases operators carry tablets and can enter information in the field,

1 create work orders, and so on. Departments tend to have their own work flows, and higher level
2 management like directors access the dashboard but don't get into the system details. Andrea asked how
3 much data entry adds to an employee's time. The TAC then held a roundtable discussion of how
4 Chittenden County municipalities are addressing asset management with information provided by
5 Winooski, Colchester, South Burlington and Burlington. Bryan Osborne said that Colchester has
6 completed condition assessments for most asset classes over the past 10 years, and the next step is to
7 enhance the existing asset management relationship with the CCRPC and work to develop in-house
8 capability. Jon Rauscher said that Winooski implemented a software system (NexGen) for all DPW
9 divisions but isn't using the full functionality of the software. They mainly use the system to track service
10 requests and selected work order tasks but not for risk assessment. They tend to push data into ArcGIS
11 and are looking at how to make the data useful for City Council and others. Justin Rabidoux said that
12 South Burlington Public Works uses MicroPaver for road asset management and Dude Solutions for
13 tracking of work orders, citizen requests, etc. They use GIS for stormwater and utilities. The City just
14 hired a Physical Plant Director who will propose asset management solutions in the next couple of
15 months. The Planning and Zoning office is looking into Permitting Workflow software that would
16 become the entry point for applicants to submit materials, staff to review/comment, public to access, etc.
17 Gustave Sexauer said that Burlington is beginning an implementation of a CMMS/EAM software and
18 taking an inventory of their GIS-based asset inventories to prepare for moving data to a cloud-hosted
19 server. The City will use the new CMMS/EAM software to track work against assets and record regularly
20 updated condition ratings which will allow them to better track lifecycle costs and business risk exposure
21 while providing better data for making capital planning decisions. Chris Dubin noted that we don't have
22 much information from rural towns but they typically have fewer resources for these systems. Andrea
23 asked TAC members to value all assets that can be categorized including street trees and public park
24 lands.

25 26 **6. Proposed Project List from VPSP2**

27 Christine Forde, CCRPC staff, referred the TAC to the agenda item memo. She reviewed the VPSP2
28 prioritization process and presented the Potential Regionally Driven Projects list. As a starting point, staff
29 is recommending the TAC select 10 projects, no more than 1 per town, that score 80 or higher to submit
30 to VTrans for inclusion in the State's Transportation Capital Program. Christine noted this prioritization
31 process happens every two years and that CCRPC is open to changing those criteria, they were created as
32 a starting point. Discussion ensued. Andrea asked that the TAC consider more than one project per town
33 if they are important enough. Dennis asked if there are more projects that aren't included on this list, and
34 Christine noted this is the list of asset driven VTrans projects and CCRPC's regionally driven projects,
35 but towns may have more local projects. Dennis pointed out that this list has a lot of inner core projects
36 but doesn't seem to include rural communities. Christine noted the list doesn't include bridges in this
37 round and she's not aware of other rural projects that aren't on the list. Charlie said that paving is another
38 category and another list, as in the long-term project in the Metropolitan Transportation Plan. The current
39 list is short- and medium-term projects. Bruce asked for more consideration or weighting of projects that
40 were part of the Circ Alternatives process given the governor's commitment at the time. Bryan said that if
41 we look at projects with scores less than 80 we could include other towns in the list of 10 to submit.
42 Dennis said the Essex Allen Martin project doesn't need to be included in this list since the Town is doing
43 some work in the near term. He suggested we consider two projects for Burlington and two for South
44 Burlington, then one project for other towns. Charlie pointed out that this strategy could align with the
45 CCRPC Board's MPO voting differences which are based on population. Bryan asked if there was an
46 update on the Circ Alternatives projects, and Charlie noted that the phase 3 projects are part of this
47 process, the other phases are already in the capital program. Dennis asked if CCRPC could work with
48 VTrans to identify where the Susie Wilson corridor project is as part of this process. Andrea asked if cost
49 is factor to help understand the value of a project, perhaps more smaller projects could be completed.
50 Charlie noted this exercise is to prioritize need, and cost will be a factor. Bryan noted that the Bayside
51 project is a priority but the Lime Kiln project is not. Jon noted that VTrans is paving Route 15 so it
52 doesn't need to be on the list, and Main Street is already in process. East Allen is a priority for Winooski.
53 Nicole said that the Colchester/Riverside project would likely be tied to the Winooski River bridge

replacement so it could come off the list, but include the Colchester/Prospect intersection. The western Main Street project is moving forward by the City. Amy Bell suggested keeping the Colchester/Riverside project on the list since bridges will be scored next year and could include the Winooski River bridge. This could present an opportunity to coordinate the projects. Robin said that Amtrak station is a priority for Essex Junction. Charlie asked about VT 116/Charlotte Road, and Andrea replied it's a priority but there are questions about how the VT 116/CVU signal will affect the corridor. Bruce noted the Williston projects are in priority order: DDI, Grid Street, Mountain View. Jonathon Weber asked if it would be possible to see the total scores for each of the 8 criteria, which Christine will share. Dennis suggested that towns review and comment on the project list this week. Charlie reiterated that staff is working on a transportation equity screening process to be shared at the May TAC meeting.

7. 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.

8. CCRPC Board Meeting Report

In March the Board warned a public hearing for the FY22 UPWP and Budget at their May Meeting, approved the 2021 Westford Town Plan, confirmed Westford's planning process, and granted an affirmative determination of energy compliance to the 2021 Westford Town Plan, approved the comments and suggested edits to the VTrans Draft State Rail Plan, heard a presentation from VTrans on the VPSP2 Process and Initial Review of Potential FY23 Transportation Projects, asked for volunteers to serve on the Equity Leadership Team.

9. Chairman's/Members' Items:

- The Future of Rural Transit project is looking for a partner school Supervisory Union and community in Vermont to study the feasibility of introducing combined public transit and school transportation using electric buses. A brief application due April 16 is now available for completion by interested Supervisory Unions. The Application and background information can be seen on the EAN website in the Resources section of this webpage: <https://www.eanvt.org/events-and-initiatives/future-rural-transit/>.
- **AARP Community Challenge Grant Program:** AARP Vermont invites community organizations and local governments to apply for the [2021 Community Challenge](#) grant program, *now through April 14*. Grants fund quick-action projects that can range from several hundred dollars for small, short-term activities to several thousand or tens of thousands for larger projects. The Community Challenge is open to 501(c)(3), 501(c)(4) and 501(c)(6) nonprofits and government entities. Other types of organizations will be considered on a case-by-case basis. The application deadline is 8:00 p.m. ET, April 14, 2021, and all projects must be completed by November 10, 2021. To submit an application and view past grantees, visit www.AARP.org/CommunityChallenge.

Bryan Davis said that VTrans is planning to release their bike/ped grant materials on April 14 with a due date of June 4 and asked if there are concerns with that timeline, which there were none.

The next TAC meeting is scheduled for Tuesday, May 4.

ROBIN PIERCE MADE A MOTION TO ADJOURN, SECONDED BY BRUCE HOAR, APPROVED UNANIMOUSLY. The meeting adjourned at 10:43 AM.

Respectfully submitted, Bryan Davis



FY2022 UPWP Committee - Meeting 3 (Virtual Meeting via Zoom)

March 25, 2021

Members Present:

Catherine McMains, Committee Chair
Sharon Murray, Board
John Zicconi, Board
Chris Damiani, GMT
Jaqueline Murphy, Board
Amy Bell, VTrans
Chris Jolly, FHWA
Ravi Venkataraman, CWAC
Karen Adams, CWAC

Justin Rabidoux, TAC
Dean Pierce, PAC

Staff:

Charlie Baker, CCRPC
Eleni Churchill, CCRPC
Amy Irvin Witham, CCRPC
Regina Mahony, CCRPC
Marshall Distel, CCRPC

1. Welcome & Introductions

Committee Chair Catherine McMains opened the meeting at 5:32 p.m. and introductions were made.

2. Review and approval of UPWP Committee Minutes – Meeting #2 (Action)

Jaqueline Murphy made a motion, seconded by Dean Pierce to approve the February 25, 2021 UPWP Committee meeting minutes. John Zicconi abstained from the vote.

3. Review of Draft FY 2022 UPWP (starting with land use projects)

Regina Mahony provided an overview of the FY22 land use project requests, which included requests from Bolton and South Burlington.

Sharon Murray asked about the local funding from Bolton for the land use requests and noted that it looked like \$3,000 in the UPWP. Regina stated that the UPWP includes the funding that they committed to for the tasks we can include.

Eleni Churchill then moved on to the transportation projects.

Jericho staff asked that the Official Map project be put on hold until the mid-year adjustment. CCRPC staff will reach back out to the Town to confirm interest/availability later on in FY22.

After the new transportation projects were reviewed, Regina gave an overview of the pending All-Hazards Mitigation Plan work for FY22.

Water quality projects were then briefly reviewed.

Charlie Baker gave an overview of the Municipal Public Safety Resource Inventory, which came as a request from the VT Legislature.

4. Review breakdown of MPO consultant funding for FY 2018 – FY 2022

Marshall Distel shared some graphics and tables to provide an overview of MPO consultant funding from FY 2018 – FY 2022.

For FY 18 - FY 20, CCRPC allocated about \$1.25 million for consultant-funded transportation projects. For FY 21, it was about \$1.4 million, and for FY22, \$1.5 million is proposed for consultant-funded transportation projects.

Marshall also provided a breakdown of funding by project category (bike/ped, roadway, TDM, water quality, ITS, energy, other) and funding for regional, municipal, and partner projects.

John Zicconi asked about the UVM TRC request and whether CCRPC staff would be able to use the data that are developed from their project. Eleni replied that some staff members are enthusiastic about the project and that the data could be helpful for future transportation modeling work.

John asked about the increase in available PL funds over the past few fiscal years and what we should expect in the coming years. Chris Jolly said that it is likely that increases in federal funding will be coming in across the board in the future.

John encouraged CCRPC staff to reach out to municipalities to convey the potential increase in funding so that more federal planning dollars are put to use in Chittenden County.

Charlie replied that staff would do that keeping in mind that there are some limitations with regards to CCRPC staff time and match, particularly for regional projects where match is funded through municipal dues.

5. Recommendation to advance FY 2022 UPWP to the Executive Committee and Board (Action)

John Zicconi made a motion, seconded by Justin Rabidoux, to advance the FY 2022 UPWP to the Executive Committee and Board.

6. Next Steps & Adjourn

Charlie described how the draft will be reviewed and cleaned up over the next six weeks in conjunction with the budget. The Board will hold a public hearing at their May meeting and will then vote on the FY 2022 UPWP and the Budget.

Ravi Venkataraman made a motion, seconded by Karen Adams to adjourn the meeting. Catherine adjourned the meeting at 6:30 p.m.

Respectfully submitted,

Marshall Distel

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
Board Development Committee
Draft Meeting Minutes

Date: Wednesday, April 7, 2021
Time: 5:30 p.m.
Place: via remote meeting

Members present: Andy Montroll (Chair), Catherine McMains and Jeff Carr. Charlie Baker, staff

1. Committee Chair, Andy Montroll opened the meeting at 5:33 pm.
2. No changes to the agenda.
3. Jeff Carr moved to approve the May 20, 2020 Board Development Committee Minutes as drafted. Catherine seconded, and the motion carried unanimously.
4. There was discuss about efforts to solicit Executive Committee appointments. Jeff Carr moved to recommend the following slate of officers to the Board for FY22:

Catherine McMains, Chair
Chris Shaw, Vice-Chair
John Zicconi, Secretary/Treasurer
Jacki Murphy, At-large for Towns >5,000
Bard Hill, At-large for Towns <5,000
Mike O'Brien, Immediate Past Chair

5. There was discussion about holding board education/training sessions in the fall or whenever we can meet in person. Catherine noted that equity will also be a topic.
6. Jeff moved to adjourn. Catherine seconded. Meeting was adjourned at 5:42 pm.

Respectfully submitted,

Charlie Baker
April 7, 2021