



Transportation Advisory Committee Agenda

Tuesday, June 1, 2021

9:00 to 10:30 am

Remote Access Meeting Only

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

<https://us02web.zoom.us/j/82462008536?pwd=NVllaWlyZEU2aXRaNHUxZlY5cHoyZz09>

Meeting ID: 824 6200 8536

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Agenda

1. Call to Order, Attendance (1 min)

2. Consent agenda* (5 min)

See attached memo.

3. Minutes of May 4, 2021* (Action Item – 1 min)

See attached minutes.

4. Public Comment Period (Information Item)

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

5. Pre-Qualified Consultant Selection* (Action Item – 10 min)

The CCRPC released a Request for Qualifications to select pre-qualified consultants for the next two years, with the option to extend. Staff will present the recommendations of the proposal review committee and ask the TAC to take action.

6. Draft FY2022-2025 Transportation Improvement Program (TIP)* (Action Item – 20 min)

Christine Forde, CCRPC staff, will review the [draft FY2022-2025 TIP](#) and ask the TAC for a recommendation to the CCRPC Board.

7. 2023 Transportation Project Prioritization using VTrans Project Selection and Prioritization System (VPSP2) and Pilot Transportation Equity Screen* (Action Item – 50 min)

CCRPC staff will present the VPSP2 Preliminary Transportation Values from VTrans and CCRPC, as well as an update on applying the pilot transportation equity screen process, and ask the TAC for a recommendation to the CCRPC Board.

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, as amended, the CCRPC will ensure public meetings are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested reasonable accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. *21 or evaughn@ccrpcvt.org, at least 3 business days prior to the meeting for which services are requested.

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

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

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

In May the Board heard a presentation on the Draft VELCO Long Range Transmission Plan, voted to approve the FY22 UPWP and budget, heard an update on the draft VPSP2 Transportation Equity Screen for Regionally Driven Transportation Projects, and heard updates on the CCRPC Equity Leadership Team, I-89 Study, CWSP Rule and Start Up, and the legislative update from the Executive Director.

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

- **VTrans 2021 VTrans Bicycle and Pedestrian Grant Program**

The Vermont Agency of Transportation (VTrans) has issued a grant solicitation for new infrastructure projects that improve access and safety for bicyclists and pedestrians. Materials, information, and recorded pre-application training webinar available at <https://vtrans.vermont.gov/highway/local-projects/bike-ped>.

Applications must be received by 1:00 p.m., June 4, 2021. For more information contact Jon Kaplan at 802-498-4742 or Jon.Kaplan@vermont.gov.

* = Attachment

Next Meeting: Tuesday, July 6, 2021

Potential Future Agenda Items:

- Later
 - Traffic calming policies
 - Bike lane design guidance
 - Local Motion present bike facility winter maintenance based on Montreal learning journey
 - Elders and Persons with Disabilities update (June Summit)
 - AID grant/ Bluetooth sensors update
 - Title VI and racial equity update
 - Burlington School District travel plans for 9 schools



Project List:

- Title VI program participation and Public Participation Plan implementation
- Participation in the Vermont Highway Safety Alliance
- Participation in the State's Rail Council
- Advanced Traffic Monitoring System through FHWA AID grant – Maintenance and Monitoring
- Regional Transportation Energy Planning
- Transportation Hazard Mitigation Planning
- Coordination with United Way on Neighbor Rides and Elders & Persons with Disabilities Program analysis
- Coordination with GMT on ADA and Elders & Persons with Disabilities advisory committees
- Chittenden County I-89 2050 Study
- Winooski Avenue Parking Management Plan (Burlington)
- So. Burlington VT116-Kimball-Tilley Land Use and Transportation Plan (*Completed*)
- Update to South Burlington's Transportation Impact Fee Ordinance
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities.
- 2020/2021 Way to Go! to School
- Greenride Bikeshare
- Congestion Policy Evaluation
- Lower Village Supplemental Scoping Study (Huntington)
- Colchester Ave Protected Bike Lanes and East Ave Intersection Improvements (Burlington)
- CCTV Stormwater infrastructure inspection project (Essex/Essex Junction)
- CCTV Stormwater infrastructure inspection project (Winooski) (*Completed*)
- Essex Tanglewood Drive Shared-Use Path and Stormwater Scoping study
- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT; Bolton, Richmond, Huntington (and a little bit of Jericho, Essex and Williston)
- River/Pleasant Valley Road Bicyclist and Pavement Analysis (Underhill)
- Winooski Transportation Impact Fee Study (*Completed*)
- LPM services for Underhill sidewalk construction on VT 15
- LPM services for Hinesburg – Village South Area Sidewalk on VT 116
- LPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- Property Transportation Plan: Reduce transportation emissions in commercial and affordable multi-unit sectors with Burlington Electric Department and Burlington 2030 District
- Richmond Bike/Ped/Trails Master Plan
- Bridge Street (Richmond) Complete Streets Corridor Study
- Old North End Mobility Audit (Burlington)
- City of Burlington School District School Travel Plan and Traffic Control Plan
- Close the Gaps in Regional Bike Facilities
- CCRPC Bicycle Count Program Evaluation and Data Analysis
- Winooski Parking Inventory, Analysis, and Management Plan
- Development of Performance Parameters for the Shelburne Street Roundabout
- Huntington Bridge Improvement & Maintenance Plan
- South Burlington Bike/Ped Mapping Phase II
- Exit 17 Park & Ride Supplemental Evaluation



CHITTENDEN COUNTY RPC

Communities Planning Together

- Jericho Riverside Village Sidewalk Scoping Study
- Jericho Bolger Hill Road Supplemental Scoping
- South Burlington Multi-site Intersection Scoping
- Williston Route 2A Connector Path Scoping Study

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CCRPC Transportation Advisory Committee

June 1, 2021

Agenda Item 2: Consent Item

FY2021 TIP Amendment

Issues: Make the following change to the FY21 year of the TIP.

Lake Street Sidewalk and Stormwater Management, Burlington (Project BP114, Amendment FY21-52)

Description of TIP Change: Add a new Transportation Alternatives award for a sidewalk on Lake Street in Burlington. Add \$60,988 for preliminary engineering in FY21.

VT15 Multiuse Path, Colchester-Essex (Project BP069, Amendment FY21-53)

Description of TIP Change: Advance \$493,737 in Federal Funds from FY22 to FY21.

Reason for Change: The project is progressing faster than was programmed in the TIP. Funds are available within the fiscal constraint.

Alder Brook culvert (VR2) on VT117

Description of TIP Change: Advance \$769,600 in Federal Funds from FY22 to FY21.

Reason for Change: The project is progressing faster than was programmed in the TIP. Funds are available within the fiscal constraint.

Staff Recommendation: Recommend that the TAC approve the proposed TIP Amendments

For more information contact: Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, May 4, 2021
TIME: 9:00 a.m.
PLACE: Meeting held remotely via Zoom

Members Present

Bryan Osborne, Colchester
Justin Rabidoux, South Burlington
Nicole Losch, Burlington
Amy Bell, VTrans
Matthew Langham, VTrans
Jonathon Weber, Local Motion
Bob Henneberger, Seniors
Jon Rauscher, Winooski
Barbara Elliott, Huntington
Sandy Thibault, CATMA
Kirsten Jensen, Milton
Dennis Lutz, Essex
Dean Bloch, Charlotte
Mary Anne Michaels, Rail
Andrea Morgante, Hinesburg

Wayne Howe, Jericho
Bruce Hoar, Williston
Sam Andersen, GBIC
Chris Damiani, GMT
Josh Arneson, Richmond
Kurt Johnson, Underhill

Staff

Charlie Baker, Executive Director
Eleni Churchill, Transportation 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

None

1. Bryan Osborne called the meeting to order at 9:01 AM and welcomed Sam Andersen from GBIC, who will be the new Business representative as Seth Bowden has taken a new job with a different organization.

2. Consent Agenda

DENNIS LUTZ MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY BRUCE HOAR. THE MOTION PASSED UNANIMOUSLY.

3. Approval of Minutes

Bryan Osborne asked for any changes, which there were none. JUSTIN RABIDOUX MADE A MOTION TO APPROVE THE MINUTES OF APRIL 6, 2021, SECONDED BY BOB HENNEBERGER. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments

None.

5. Draft FY22 UPWP Work Plan and Budget

Marshall Distel, CCRPC staff, described the process to develop the draft FY22 UPWP annual work plan and budget, gave an overview of the funding history in the past few years, noted the availability of FHWA funds for this fiscal year, and highlighted the project categories. Bryan Osborne asked if there is a time limit for CCRPC to spend the FHWA funds from previous years that carried over into the FY22 program. Amy replied the funds need to be spent within four years, and Matthew Langham noted that the oldest funds get spent first so the CCRPC hasn't been in a situation to return any funds. Dennis asked that since it seems all submitted projects will be funded, can towns proceed with moving projects forward? Charlie said yes. Dennis asked if any ARPA (American Rescue Plan Act) funds were included in the FY22 UPWP. Eleni replied no, these are FHWA PL (planning) funds only. Charlie said the MPO isn't getting ARPA funds directly as it goes to towns. He is also having conversations with towns about the

1 additional FHWA funds available in FY22 so they can consider any potential projects to add during the
2 FY22 UPWP mid-year adjustment. DENNIS LUTZ MADE A MOTION FOR THE TAC TO
3 RECOMMEND APPROVAL OF THE FY22 UPWP TO THE CCRPC EXECUTIVE COMMITTEE
4 AND BOARD, SECONDED BY JUSTIN RABIDOUX. THE MOTION PASSED UNANIMOUSLY
5

6 **6. Traffic Impact Studies 101**

7 Jason Charest, CCRPC staff, presented an overview of traffic impact studies, the background and process,
8 and pointed out common issues for which municipal reviewers should be aware. He suggested that if
9 there is sufficient interest, a separate workshop could be planned to go into more detail. Sam Andersen
10 asked if transportation impact fees are one-time fees, and Jason replied yes. He noted the CCRPC is
11 available to towns to help review traffic impacts studies, and that earlier in the process is better rather
12 than waiting until the Act 250 review process. Andrea asked that with the increase in deliveries, is data
13 available on the number of delivery vehicles like UPS, FedEx, and USPS, are they tracked separately than
14 other trucks? Jason said he hasn't seen them tracked separately. Andrea asked that when a town is
15 considering a zoning change, can there be a traffic impact study on the proposed zoning change rather
16 than waiting for a developer to propose a project? Also, could fees be used for traffic mitigation rather
17 than improving impacts to traffic? Jason suggested this would be part of a build out analysis rather than a
18 traffic impact study. Andrea asked if a build out analysis would look at traffic data. Justin noted that video
19 detection software can classify trucks versus cars versus bikes/peds but not necessarily types of trucks,
20 like bread delivery truck versus UPS truck. He also noted that South Burlington worked with the CCRPC
21 to look at what improvements might be needed for expected build out, so yes the CCRPC can help earlier
22 in the process rather than a town being reactive. Dennis said that Essex did a build out process for the
23 Susie Wilson corridor. He said that Essex has different types of impact fees including a weight impact fee
24 and gravel fee. He said the Route 15 and Allen Martin Parkway will eventually need a signal but
25 improvements could also be phased in over time. A signal impact fee would be so high no one would be
26 willing to pay. There's a lot of traffic coming from outside of town so it's not fair to only charge the
27 locals, it's an imperfect process. Jonathon Weber asked if there is treatment and analysis for people
28 bicycling and walking? Jason said that walk, bike and transit are seen as ways to reducing vehicles trips,
29 and reduces the need to do mitigation and pay a fee. Jonathon noted the Burton/Higher Ground study,
30 which wasn't a CCRPC study, didn't talk about walk/bike except to note that no facilities exist. Jason said
31 that project is an example of the CCRPC being in the process too late. He also noted the CCRPC is
32 working with the City on a scoping project for Queen City Park Road near that site. He said that the ITE
33 Trip Generation Manual hasn't yet focused on estimating walk/bike trips and that it will take time to
34 recover from auto-centric planning. Andrea asked if we can use a predictive model to anticipate needed
35 changes like new bus routes so a signal wouldn't be needed, can we predict the future rather than reacting
36 to the past. Bryan Osborne, in reflecting on Act 145, asked if the links in the presentation also include a
37 map of where there are impact fees, and what those fees are? Jason said yes. Amy clarified that those
38 resources only show places where fees have been applied to a project, not just where there is a fee policy
39 in place. Dennis asked what happens to the fees? Matthew replied that they are held in escrow until a
40 project starts, but he isn't sure of the escrow timeframe. Amy said she thinks it's between 6-8 years.
41 Dennis said that fees are being collected for the Route 2A/289 intersection project, what happens to those
42 funds after the 6-8 years when the project is already built and it won't need upgrading again for another
43 20 years. Amy said she isn't sure, Joe Segale at VTrans is a good resource for these questions. Jason said
44 the funds are returned if they're not used.
45

46 **7. VPSP2 Proposed Project List: Transportation Equity Screen**

47 Bryan Davis, CCRPC staff, said that at the April TAC meeting Christine Forde gave a detailed overview
48 of the VPSP2 process and the regional project scoring. The CCRPC hoped to receive VTrans scores on
49 the project list by today's meeting for TAC consideration, but we did not receive those scores. Bryan said
50 that as outlined in the agenda memo for this item, transportation equity is not currently part of the VPSP2
51 criteria, but is necessary to ensure public funds are being allocated to projects that minimize burdens and
52 maximize benefits, particularly to traditionally underserved populations. Between the April and May TAC
53 meetings CCRPC staff engaged in a process to begin to qualitatively evaluate the equity impact of each of
54 the 17 selected projects on people living in and near the project area, as well as people who would use the

1 transportation facility. The general outline of the Equity Screening Process is included in the agenda item
2 memo. Bryan acknowledged there is room for improvement in this process and staff offers this as a
3 starting point to developing a transportation equity screen. CCRPC is working with Mark Hughes of
4 Vermont Racial Equity Association as well as the Transportation Equity Coalition assembled by Old
5 Spokes Home to identify and integrate improvements into this screening process. Based on their
6 feedback, as well as input from the TAC, the CCRPC will re-screen the projects before presenting the
7 VPSP2 project recommendation at the CCRPC Board meeting. The floor was opened for discussion.
8

9 Bryan Osborne asked if there are no points as part of the current scoring, then how will it work to
10 potentially change the priority order of projects? Dennis asked how it will be used to rank regional versus
11 local projects, which is more important? Andrea agreed that this is late in the process for this type of
12 screen, noted this pilot round of VPSP2 is for roadway, traffic and safety projects, and that it's important
13 to look at the bigger context. Bryan Osborne asked if the state is doing this screen as well. Bryan Davis
14 noted that there is language in the Transportation Bill for the state and all RPCs to develop and engage in
15 transportation equity screening, and all parties would work together. Dennis noted the number of projects
16 screened as "high," "medium" and "low," and he's not sure this screen would change the order but going
17 forward would like to better understand and see how those ratings are defined, explain why some are
18 high, medium, low. Charlie acknowledged Dennis's question about wanting more description of why a
19 project would get more "points," as he thinks eventually points will be assigned as part of this screen.
20 Incorporating points may change the point range and max points, and we don't necessarily need to stay
21 with a 100-point system. Another issue is that we're used to doing things this way and that we haven't
22 looked at the bigger picture of where we're doing projects, for example in white, suburban towns because
23 those communities are the most vocal, and we may not be addressing projects in other areas. Bob
24 suggested that we also look at data about percent of population isolated because of age, and Bryan noted
25 that yes, there is other data to be considered, and racial data should be disaggregated as well. Andrea
26 would like a better understanding of the exact criteria being used, for example a recommended
27 "improvement" may mean more traffic so it would have impacts on a community or certain populations.
28 Kirsten said they hear more complaints from some neighborhoods, there may be complaints from other
29 areas, but we're not hearing them so they don't get addressed. She also said there are UVM faculty
30 working on similar issues who might be interested in the CCRPC's work and be able to provide input into
31 the process. Jonathon asked for an example of a "low" positive impact project, and Bryan said staff
32 identified the Williston Mountain View Road Bicycle/Pedestrian Facilities project as having a low
33 positive impact based on factors such as majority housing type (single family), not a very diverse
34 population in the project area, it's not a current high crash location, there's no existing transit service, it
35 has a high opportunity index as defined by HUD (e.g., area has high home ownership, very low poverty,
36 moderate job access, moderate school proficiency), the proposed improvement (widening shoulders to
37 create new bike lanes) may not provide the level of comfort and safety to attract new cyclists, etc. Dennis
38 asked if equity is already included in some of the VPSP2 criteria, or could it be added to and change the
39 point value of existing criteria like "mobility and access." Christine noted that equity isn't included in the
40 current VPSP2 criteria. Charlie said equity would likely become its own criteria. Jonathon suggested that
41 equity could be used as a multiplier effect on the existing criteria. Andrea asked why the Route 2A/116
42 project is ranked as high positive? Charlie said because of the number of low-income residents in the area.
43 Christine said that project hasn't been scoped yet so screening could change based on additional
44 information. Bruce asked why are there zero points for mobility for the Mountain View Road project?
45 Christine said we could revisit that scoring. Bryan Osborne asked VTrans staff if they are having internal
46 discussions and if they are thinking of numeric values? Amy said that's where they will probably end up,
47 but they haven't had conversations yet, they need to get the right people at the table. Charlie said CCRPC
48 will help VTrans, and that the transportation bill has equity language in it but it hasn't passed yet. As part
49 of the T-bill a report with recommendations about how to incorporate equity into transportation project
50 decisions would be due to the legislature by January 15, 2022.
51

52 **8. Request for RFQ Reviewers**

53 Marshall Distel, CCRPC staff, noted that the CCRPC released a Request for Qualifications to solicit
54 consulting firms interested in being pre-qualified to work on CCRPC project, and he is asking for one

volunteer to help review the 20 proposals received so that a recommendation could be brought to the June Board meeting. Nicole Losch volunteered.

9. 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.

10. CCRPC Board Meeting Report

In April the Board recognized the life and sudden passing of Marty Illick, a long-time CCRPC Board member and passionate advocate for the Lewis Creek watershed and beyond. She is already missed. The Board reviewed the draft FY22 UPWP, heard a presentation from VEIC and VTrans on electric vehicles, reviewed the initial VPSP2 project list, approved updates to the TIP amendment policy, learned of appointments to the Equity Leadership Team, reviewed nominations for FY22 Board Leadership positions, and heard Executive Director updates.

11. Chairman's/Members' Items:

- **VTrans 2021 VTrans Bicycle and Pedestrian Grant Program**

The Vermont Agency of Transportation (VTrans) has issued a grant solicitation for new infrastructure projects that improve access and safety for bicyclists and pedestrians. Materials and information at <https://vtrans.vermont.gov/highway/local-projects/bike-ped>. Applications must be received by 1:00 p.m., June 4, 2021. A pre-application training webinar will be offered on April 27. For more information contact Jon Kaplan at 802-498-4742 or Jon.Kaplan@vermont.gov.

- **Way to Go! Spring Challenge May 1-16**

Spring is here, so it's a great time to Get Up and Go! Take the challenge to walk, bike, roll, bus, or carpool May 1-16. Whether you're getting healthy, supporting a clean, green Vermont, or doing your part to battle pollution, you can earn points to win awesome prizes. Learn more and sign up here <https://www.connectingcommuters.org/waytogo/>.

- Bryan Davis reminded the TAC that the CCRPC is working with the UVM Transportation Research Center to understand progress made on the 2017 Regional Active Transportation Plan, and that he sent around a survey link for towns to indicate types of projects being planned or constructed. Survey link: https://qualtrics.uvm.edu/jfe/form/SV_5oQFYjCSJhyiggS

The next TAC meeting is scheduled for Tuesday, June 1.

BRUCE HOAR MADE A MOTION TO ADJOURN, SECONDED BY BOB HENNEBERGER, APPROVED UNANIMOUSLY. The meeting adjourned at 10:42 AM.

Respectfully submitted, Bryan Davis

CCRPC Transportation Advisory Committee

June 1, 2021

Agenda Item 5: Action Item

Consultant Selection – Planning, Engineering and Environmental Services

Issues: A Request for Qualifications (RFQ) was released on March 26, 2021 for Planning, Engineering and Environmental Services. The CCRPC seeks to select qualified and innovative contractors to provide a range of services to the CCRPC for a two-year period. However, contracts may be extended for up to two additional one-year periods. The program will commence in July 2021 and extend through June 30, 2023, with possible extensions to June 30, 2024 and June 30, 2025. The CCRPC will be selecting qualified contractors for six topic areas:

- Project Development (Scoping) Projects & Technical Assistance Studies
- Transportation Planning/Corridor/Area Wide Studies
- Water Quality Project Assessment, Concept Plans, Design, and Construction Management
- Energy/Climate
- Public Transportation Studies
- Bicycle and Pedestrian Studies

The RFQ was advertised via the Vermont Planners Association and the Vermont Institute of Transportation Engineers email lists, the Vermont Bid System website and was sent to the CCRPC's consultant list. RFQ documents were also posted on the CCRPC's website. Proposals were due on April 23rd, 2021.

The CCRPC received twenty proposals in response to this RFQ from the following consultants:

Consultants:

- AECOM
- Aldrich + Elliot
- ARUP
- The Clark Group
- DuBois & King
- Dunskey Energy Consulting
- Fitzgerald Environmental
- FluidState Consulting
- Hoyle Tanner
- McFarland Johnson
- RSG
- SLR
- Stantec
- Steadman Hill
- Stone Environmental
- SWCA
- Toole Design
- VHB
- Watershed Consulting
- WSP

A selection committee consisting of staff from the CCRPC, Green Mountain Transit (GMT), the Vermont Agency of Transportation (VTrans) and members of the CCRPC's Transportation Advisory Committee (TAC) and Clean Water Advisory Committee (CWAC) reviewed consultant qualifications. The selection committee included: Nicole Losch – TAC; Annie Costandi – CWAC; Ross MacDonald – VTrans; Chris Damiani – GMT; Marshall Distel, Eleni Churchill, Chris Dubin, Melanie Needle, Jason Charest, Christine Forde, and Dan Albrecht – CCRPC.

The committee selected the following firms by topic area to recommend for approval:

**Committee
Selection:**

Project Development (Scoping) Projects & Technical Assistance Studies

- Stantec
- VHB
- DuBois & King
- WSP
- RSG
- Toole Design

Transportation Planning/Corridor/Area Wide Studies

- VHB
- Stantec
- DuBois & King
- WSP

Water Quality Project Assessment, Concept Plans, Design, and Construction Management

- Watershed Consulting
- Fitzgerald Environmental
- Stone Environmental
- VHB
- Hoyle Tanner
- DuBois & King
- SLR

Energy/Climate

- Dunskey Energy Consulting
- VHB

Public Transportation Studies

- Steadman Hill
- Stantec

Bicycle and Pedestrian Studies

- Toole Design
- Stantec
- DuBois & King
- VHB
- Hoyle Tanner

Staff Recommendation: Staff recommends that the TAC approves the selected consultants (listed above), as recommended by the selection committee, for Planning, Engineering and Environmental Services.

Staff contact: Marshall Distel; mdistel@ccrpcvt.org



Chittenden County Transportation Advisory Committee

June 1, 2021

Agenda Item 6: Action Item

FY2022-2025 Transportation Improvement Program

Issues:

Federal regulations require the Chittenden County Regional Planning Commission (CCRPC), as the designated Metropolitan Planning Organization (MPO) for Chittenden County, to develop and maintain a Transportation Improvement Program (TIP). The TIP contains funding information for transportation projects proposed to spend federal transportation funds in Chittenden County. Projects must be listed in the TIP to spend federal transportation funds. The TIP includes all modes of transportation including highways, bicycle and pedestrian facilities and transit.

The TIP covers a four-year period and it must be fiscally-constrained. It is typically updated every year with the assistance of the Transportation Advisory Committee (TAC), the Vermont Agency of Transportation (VTrans), Green Mountain Transit (GMT) and Burlington International Airport.

The TIP lists federal funding amounts in the federal fiscal year when they are expected to be needed. It should be noted that the TIP is a planning and not a budget document. The TIP represents the intent to construct or implement a specific project and the anticipated flow of federal funds. Funds correspond to the following project development phases:

- Scoping – a process that develops safe and effective alternatives based on documented rationale that meet the stated purpose and need while minimizing environmental impacts
- Preliminary Engineering – detailed design of the preferred alternative
- Right-of-Way - process of determining if land rights are needed for construction and negotiation of appropriate compensation
- Construction

The Draft Fiscal Year 2022–2025 Transportation Improvement Program is provided as a [separate attachment](#).

Staff

Recommendation:

Recommend that the TAC ask the board to warn a public hearing for their July meeting for the FY2022–2025 TIP; and that the board approve the TIP.

**For more
information
contact:**

Christine Forde
802-238-2261 or cforde@ccrpcvt.org



Chittenden County Regional Planning Commission

June 1, 2021

Agenda Item 7: Action Item

2023 Transportation Project Prioritization using VTrans Project Selection and Prioritization System (VPSP2) and Transportation Equity Screen

Issues

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
- environmental
- 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.

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

This item is considering Chittenden County projects identified through VTrans asset management systems (Asset Driven Projects) and projects identified by CCRPC through our planning process and endorsed by the TAC (Regionally Driven Projects).

The list of Asset Driven (separated into the categories Paving, Roadway, and Traffic & Safety) and Regionally Driven projects is attached to this memo with VPSP2 scores calculated using the VPSP2 Workbook. Also attached is a table providing all inputs used to score projects in the Workbook. These can also be downloaded from the [TAC webpage](#). Staff will provide more detail on project scoring at the June TAC meeting.

All Asset Driven and Regionally Driven projects identified statewide will be sorted by VPSP2 score and prioritized by VTrans for input into the FY23 Capital Program. CCRPC will have an opportunity to review and comment on that list in September.

Transportation equity is not currently a VPSP2 criteria but is necessary to ensure public funds are being allocated to projects that minimize burdens and maximize benefits, particularly to traditionally underserved populations. CCRPC created a pilot transportation equity screening process to incorporate equity into the VPSP2 process to ensure that underserved populations equally benefit from, and are not disproportionately harmed by,

investments in transportation infrastructure. The transportation equity screening process considered a variety of factors including race, linguistic isolation, and income below the poverty level, to identify project areas with higher numbers of underserved populations. The process also considered the extent to which the type of infrastructure improvements might either positively (e.g., improving safety, walkability) or negatively (e.g., new facility construction, road widening) impact adjacent populations. Please refer to the [May 4 TAC agenda item 7 memo](#) for a more complete description of the pilot transportation equity screen process.

We asked for assistance in this pilot transportation equity screen from Mark Hughes of Vermont Racial Equity Association, and his report is attached. Based on his suggested VREA Equity Ratings (page 5), we have applied two different scoring scenarios for TAC members to understand and discuss potential changes in project rankings with equity scores, as shown in the VPSP2 Transportation Values spreadsheet.

We acknowledge there is much room for improvement in this process and offer this as a starting point to developing a transportation equity screen. Ultimately this process needs to be quantifiable, replicable statewide, and not personally subjective. This process also serves as a starting point for VTrans to create a transportation equity framework as required by the legislature.

What the TAC is being asked to do?

- **Approve the project scores and provide comments to VTrans on scores and the methodology.**
- **Consider the equity screening preliminary scores and ranking and provide comments to VTrans**
- **Ask the CCRPC Board to accept the VPSP2 project scores and comments and submit to VTrans for their use.**

For more information contact:

Christine Forde
cforde@ccrpcvt.org

Attachments:

[VPSP2 Transportation Value Scores](#)
[VPSP2 Workbook Project Inputs](#)
[VREA Equity Review of Regionally Driven Capital Projects](#)

2021 VTrans VPSP2 -- Preliminary Transportation Values for CCRPC Projects

Potential Project	Safety	Asset	Mobility/ Connectivity	Economic Access	Resiliency	Environment	Regional	Health Access	Transportation value	Ranking based on Transportation Value
Asset Driven Potential Paving Projects and Slab Removal Projects										
St. George - Williston - VT2A Paving	10	17	4	10	6	10	5	5	67	1
Colchester - Essex - VT15 Paving	9	17	4	10	5	10	5	5	65	2
Colchester - Milton - US7 Paving	6	17	4	10	6	10	5	5	63	3
(Colchester) Milton - Georgia - US7 Slab Removal	6	17	4	10	8	7	5	5	62	4
Hinesburg - South Burlington - VT116 Paving	6	17	4	8	6	10	5	5	61	5
Williston - US2 Slab Removal	5	17	4	10	6	7	5	5	59	6
Essex - Fairfax - VT128 Paving	3	12	4	10	6	7	5	5	52	7
Potential Roadway and Traffic & Safety Projects: Asset Driven and Regionally Driven										
Shelburne - US7/Harbor Road	20	15	8	10	5	10	10	5	83	1
South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to VT116	20	13	8	10	5	10	10	5	81	2
Winooski - East Allen Street Improvements	20	13	8	10	5	10	10	5	81	2
Essex Jct. Train Station Access and Circulation Improvements	20	13	8	10	4	10	10	5	80	3
Burlington - Main Street - Battery to Union Multi-modal Streetscape Improvements	20	13	8	10	3	10	10	5	79	4
Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements	20	7	8	10	6	10	10	5	76	5
Colchester - Bayside Roundabout	20	17	2	6	5	10	10	5	75	6
Burlington - Colchester Avenue/Prospect Street Intersection Improvements	20	7	8	10	5	10	10	5	75	6
Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III	20	13	6	10	4	10	5	5	73	7
St. George - VT2A/VT116	20	15	4	7	4	10	5	3	68	8
Jericho - VT17/Skunk Hollow Road	20	15	4	3	6	10	5	3	66	9
Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements	8	13	4	10	4	10	7	5	61	10
Williston - Mountain View Road Multimodal Improvements: Old Stage Road to VT2A - CIRC ALT PHASE III	5	13	4	8	5	10	5	5	55	11
South Burlington - VT116/Cheesefactory Road	3	17	4	3	4	10	5	3	49	12
Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III	0	0	4	10	6	10	7	5	42	13
Essex - North Williston Road Hazard Mitigation - CIRC Alt Phase III	0	7	4	3	4	7	5	3	33	14

Preliminary Transportation and Ranking Including Equity

Equity Score - Proposal #1	Transp. Value & Proposed Equity Scores #1*	Ranking with Equity Score #1	Equity Score - Proposal #2	Transp. Value & Proposed Equity Scores #2**	Ranking with Equity Score #2
Paving and Slab Removal Projects					
No Equity Screening was applied to these Projects					
Roadway and Traffic & Safety: Asset Driven and Regionally Driven Projects					
0	83	4	0	83	4
0	81	5	0	81	5
10	91	1	20	101	1
0	80	6	0	80	6
5	84	3	10	89	3
10	86	2	20	96	2
0	75	7	0	75	8
0	75	7	0	75	8
0	73	8	0	73	9
5	73	8	10	78	7
0	66	9	0	66	11
5	66	9	10	71	10
0	55	10	0	55	12
0	49	11	0	49	13
0	42	12	0	42	14
0	33	13	0	33	15

* Higher Positive Impact: 10 points; Medium Positive Impact: 5 points; Lower Positive Impact: 0 points

**Higher Positive Impact: 20 points; Medium Positive Impact: 10 points; Lower Positive Impact: 0 points

2021 VTrans Project Selection and Prioritization (VPSP2) -- Project Input Data for CCRPC Projects

	S1	S2	S3	S4	S5	S8	S9	S10	A1	A2	A3	A4	A5a.	A5b.	A5c.	M3a	M3b	M4a	M4b
Potential Project	# of Intersections	Project Length	Weighted Avg AADT	Existing shoulder width	Proposed shoulder width	Segment Fatal	Segment Injury	Segment PDO	Customer Service Level	Is this a new asset or a new capacity project?	Right time: <=5 yrs.	Right time >= 5 yrs.	Does this project replace?	Does this project rehabilitate?	Does this project preserve?	Does the project enhance or improve connectivity for bicyclist/pedestrian?	If yes is it on a high priority bike corridor?	Does project enhance or improve connectivity for transit users? (on transit route and include infrastructure)	If yes does the project incorporate transit improvements? (bus shelter, bus turnout, bike racks, sidewalks, transit parking)
CCRPC Potential Paving Projects	Project Geometry					Safety Data			Asset Condition										
St. George - Williston - VT2A Paving	46	7.92	14144	3		0	64	415	2	NO	YES	NO	NO	YES	NO	Yes	Yes	NO	NO
Colchester - Essex - VT15 Paving	8	1.93	24875	2		0	26	80	2	NO	YES	NA	NO	YES	NO	YES	Yes	NO	NO
Colchester - Milton - US7 Paving	11	5.1	8164	3		0	32	75	2	NO	YES	NA	NO	YES	NO	YES	Yes	NO	NO
Hinesburg - South Burlington - VT116 Paving	34	7.76	4940	4		0	34	166	2	NO	YES	NA	NO	YES	NO	YES	Yes	NO	NO
Essex - Fairfax - VT128 Paving	30	11.62	3242	5		1	19	57	4	NO	YES	NO	NO	YES	NO	Yes	Yes	NO	NO
CCRPC Potential Roadway Projects	Project Geometry					Safety Data			Asset Condition										
(Colchester)Milton - Georgia - US7 Slab Removal	48	8.566	11411	4		1	46	260	2	No	YES	NO	NO	YES	NO	YES	Yes	NO	NO
Williston - US2 Slab Removal	21	4.471	9300	3		0	11	75	2	No	YES	NO	NO	YES	NO	YES	Yes	NO	NO
CCRPC Potential Traffic & Safety Projects	Project Geometry					Safety Data			Asset Condition										
Shelburne - US7/Harbor Road	1	0.1	9322	4		0	7	38	3	No	YES	NO	NO	YES	NO	YES	Yes	Yes	Yes
Colchester - Bayside Roundabout	1	0.1	9577	2.5		0	3	9	2	No	YES	NO	NO	YES	NO	YES	No	NO	NO
St. George - VT2A/VT116	1	0.1	7090	3		0	3	3	3	No	YES	NO	NO	YES	NO	YES	Yes	NO	NO
Jericho - VT17/Skunk Hollow Road	1	0.1	3699	2		0	5	3	3	No	YES	NO	NO	YES	NO	YES	Yes	NO	NO
South Burlington - VT116/Cheesefactory Road	1	0.1	5019	7		0	1	4	2	No	YES	NO	NO	YES	NO	YES	Yes	NO	NO
CCRPC Potential Regionally Driven Projects	Project Geometry					Safety Data			Asset Condition										
South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to VT116	3	0.5	27984	2	2	0	22	272	2	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Winooski - East Allen Street Improvements	10	0.73	16752	2	4	2	20	123	2	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Essex Jct. Train Station Access and Circulation Improvements	3	0.047	10316	0	2	0	0	18	2	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Burlington - Main Street - Battery to Union Multi-modal Streetscape Improvements	7	0.6	8947	0	2	0	21	265	2	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements	2	0.04	11850	0	2	0	19	112	5	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Burlington - Colchester Avenue/Prospect Street Intersection Improvements	2	0.047	11192	0	4	0	5	40	0	No	No	No	No	Yes	No	Yes	Yes	Yes	Yes
Williston - Exit 12 Stage 3 - Diverging Diamond Interchange CIRC ALT PHASE III	2	0.1	13180	2	4	0	12	108	2	No	No	No	No	Yes	No	Yes	Yes	No	No
Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements	3	0.3	16103	4	4	0	7	11	2	No	No	No	No	Yes	No	Yes	Yes	No	No
Williston - Mountain View Road Multimodal Improvements: Old Stage Road to VT2A - CIRC ALT PHASE III	8	2.3	5213	0	4	0	7	18	2	No	No	No	No	Yes	No	Yes	Yes	No	No
Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III	0	0.2	19350	2	4	0	8	99	2	Yes	No	No	No	No	No	Yes	Yes	No	No
Essex - North Williston Road Hazard Mitigation - CIRC Alt Phase III	0	0.17	6000	4	4	0	0	1	0	No	No	No	No	Yes	No	Yes	Yes	No	No

2021 VTrans Project Selection and Prioritization

[illegible]

2021 VTrans Project Selection and Prioriti

	EA5	EA6	R1	R2	E1	E2	E3	E4	E5	E6	E7	E8
Potential Project	Annual average truck trip scoring	AADT scoring	Vulnerability score	Mitigations	Dual benefit for wildlife or aquatic organism passage?	Primary benefit for wildlife or aquatic organism passage?	Design incorporate potential for EV charging stations? (does the project include parking locations where EV could be added)	Design supports operational efficiency? (less queuing, synchronized signals, added turn lanes)	Design features address Transportation Demand Management (TDM)? (more efficient route, public transit, bike/ped accommodations)	Include installation of stormwater features beyond required by permit?	Eliminate direct discharge?	Prevent future or existing erosion? (increase culvert size)
CCRPC Potential Paving Projects			Resiliency		Environment							
St. George - Williston - VT2A Paving	1	4	6	YES	YES	No	No	NO	YES	NO	NO	YES
Colchester - Essex - VT15 Paving	2	3	5	YES	YES	NO	NO	NO	YES	NO	NO	YES
Colchester - Milton - US7 Paving	1	1	6	YES	YES	NO	NO	NO	YES	NO	NO	YES
Hinesburg - South Burlington - VT116 Paving	0	1	6	YES	YES	NO	NO	NO	YES	NO	NO	YES
Essex - Fairfax - VT128 Paving	0	1	6	YES	YES	No	No	NO	NO	NO	NO	YES
CCRPC Potential Roadway Projects			Resiliency		Environment							
(Colchester)Milton - Georgia - US7 Slab Removal	1	4	8	YES	YES	No	No	NO	No	NO	NO	YES
Williston - US2 Slab Removal	1	1	6	YES	YES	No	No	NO	No	NO	NO	YES
CCRPC Potential Traffic & Safety Projects			Resiliency		Environment							
Shelburne - US7/Harbor Road	1	0	5	YES	NO	NO	NO	YES	YES	NO	NO	YES
Colchester - Bayside Roundabout	0	1	5	YES	NO	NO	NO	YES	YES	NO	NO	YES
St. George - VT2A/VT116	1	1	4	YES	NO	NO	NO	YES	YES	NO	NO	YES
Jericho - VT17/Skunk Hollow Road	0	1	6	YES	NO	NO	NO	YES	YES	NO	NO	YES
South Burlington - VT116/Cheesefactory Road	1	0	4	YES	NO	NO	NO	YES	YES	NO	NO	YES
CCRPC Potential Regionally Driven Projects			Resiliency		Environment							
South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to VT116	2	3	5	Yes	No	No	No	Yes	Yes	No	No	Yes
Winooski - East Allen Street Improvements	2	3	5	Yes	No	No	No	Yes	Yes	No	No	Yes
Essex Jct. Train Station Access and Circulation Improvements	1	4	4	Yes	No	No	Yes	Yes	Yes	No	No	Yes
Burlington - Main Street - Battery to Union Multi-modal Streetscape Improvements	1	1	3	Yes	No	No	Yes	Yes	Yes	No	No	Yes
Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements	1	4	6	Yes	No	No	No	Yes	Yes	No	No	Yes
Burlington - Colchester Avenue/Prospect Street Intersection Improvements	1	4	5	Yes	No	No	No	Yes	Yes	No	No	Yes
Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III	2	4	4	Yes	No	No	No	Yes	Yes	No	No	Yes
Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements	2	3	4	Yes	No	No	No	Yes	Yes	No	No	Yes
Williston - Mountain View Road Multimodal Improvements: Old Stage Road to VT2A - CIRC ALT PHASE III	0	1	5	Yes	Yes	No	No	No	Yes	No	No	Yes
Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III	2	3	6	Yes	No	No	No	Yes	Yes	No	No	Yes
Essex - North Williston Road Hazard Mitigation - CIRC Alt Phase III	0	1	4	Yes	Yes	No	No	No	No	No	No	Yes

2021 VTrans Project Selection and Prioriti

	E9	E10	E11	E12	R1	R2	R3	R4	H1	H2	H3
Potential Project	Project design gains credit towards TMDL load allocations?	Greater than 10% reduction in impervious footprint?	Project preserve a cultural resource (i.e. historic bridge)?	Project mitigate impacts to cultural resources?	Project identified in regional plan or does need support goals identified in a regional plan?	Municipality engagement in project planning?	Will project improve sense of community? (public space, space to gather, park enhancements, traffic calming, trees, lighting, gateway)	Key community features (schools, senior centers, parks, churches, libraries, municipal buildings)	Is project enhancing access to health care facility or physical activity facility? (senior center, park, trails, school with community recreational program)	Is project enhancing or improving health access to healthy food destinations? (grocery store, health food store, foodshelf, school lunch program, low-income meals program)	Is project increasing the opportunity for physical activity?
CCRPC Potential Paving Projects					Regional				Health Access		
St. George - Williston - VT2A Paving	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
Colchester - Essex - VT15 Paving	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
Colchester - Milton - US7 Paving	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
Hinesburg - South Burlington - VT116 Paving	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
Essex - Fairfax - VT128 Paving	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
CCRPC Potential Roadway Projects					Regional				Health Access		
(Colchester)Milton - Georgia - US7 Slab Removal	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
Williston - US2 Slab Removal	NO	NO	NO	NO	YES	YES	NO	NO	LOW	LOW	LOW
CCRPC Potential Traffic & Safety Projects					Regional				Health Access		
Shelburne - US7/Harbor Road	NO	NO	NO	NO	YES	YES	YES	NO	LOW	LOW	LOW
Colchester - Bayside Roundabout	NO	NO	NO	NO	YES	YES	YES	YES	HIGH	NONE	LOW
St. George - VT2A/VT116	NO	NO	NO	NO	YES	YES	NO	NO	NONE	NONE	LOW
Jericho - VT17/Skunk Hollow Road	NO	NO	NO	NO	YES	YES	NO	NO	NONE	NONE	NONE
South Burlington - VT116/Cheesefactory Road	NO	NO	NO	NO	YES	YES	NO	NO	NONE	NONE	LOW
CCRPC Potential Regionally Driven Projects					Regional				Health Access		
South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to VT116	No	No	No	No	Yes	Yes	Yes	Yes	Low	Low	Low
Winooski - East Allen Street Improvements	No	No	No	No	Yes	Yes	Yes	Yes	Low	Low	Low
Essex Jct. Train Station Access and Circulation Improvements	No	No	No	No	Yes	Yes	Yes	Yes	Low	Low	Low
Burlington - Main Street - Battery to Union Multi-modal Streetscape Improvements	No	No	No	No	Yes	Yes	Yes	Yes	Low	Low	:Low
Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements	No	No	No	No	Yes	Yes	Yes	Yes	Low	No	Low
Burlington - Colchester Avenue/Prospect Street Intersection Improvements	No	No	No	No	Yes	Yes	Yes	Yes	Low	Low	Low
Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III	No	No	No	No	Yes	Yes	No	No	No	No	High
Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements	No	No	No	No	Yes	Yes	Yes	No	No	No	High
Williston - Mountain View Road Multimodal Improvements: Old Stage Road to VT2A - CIRC ALT PHASE III	No	No	No	No	Yes	Yes	No	No	High	No	High
Williston - Exit 12 Stage 2 - New Grid Streets and VT2A Intersection - CIRC ALT PHASE III	No	No	No	No	Yes	Yes	Yes	No	No	No	High
Essex - North Williston Road Hazard Mitigation - CIRC Alt Phase III	No	No	No	No	Yes	Yes	No	No	No	No	Low

*Equity Review of Regionally
Driven Capital Projects
(Chittenden County Regional
Planning Commission)*

Mark Hughes | Principal Consultant & Chief Strategist
VERMONT RACIAL EQUITY ASSOCIATION, LLC | 222 RIVERSIDE AVE #12 BURLINGTON, VT 05401



Vermont Racial Equity Association

Transformational • Data-driven • Programmatic • Outcomes-based

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E-mail cbaker@ccrpcvt.org

May 25, 2021

Dear Charlie,

The Vermont Racial Equity Association (VREA) is pleased to submit this Report to the Chittenden County Regional Planning Commission (CCRPC) in response to a request to review the CCRPC *Draft* Transportation Equity Screen. We share your vision in your Regional ECOS Plan of a “healthy, inclusive, and prosperous future for Chittenden County” and agree that it is not achievable without addressing the systemic racism and inequities in our community.

We understand that this CCRPC work is centered in a response to statewide/community desires for transformation within state and agency organizations culminating with the recent Burlington Declaration of Racism as a Public Health Emergency. We applaud your expressed commitment. We recognize this project’s potential for becoming a model for Vermont Planning Regions, Regional Councils, Councils of Governments, Regional Planning and Development Agencies, Metropolitan Planning Organizations and other Regional Organizations nationwide to turn to as they respond to public demands for justice and forge anti-racist pathways. Building upon CCRPC’s expressed commitment to operationalizing anti-racist practices, VREA has a demonstrated commitment to elevating voices and efforts of leaders, movers and shakers and community members.

We believe together we can move CCRPC forward and our collective desire to intentionally transform the commission into an anti-racist organization will come to fruition. VREA welcomes this opportunity to partner with CCRPC to expand upon this work. Thank you for an opportunity to partner with you in this work.

Sincerely,

Mark A. Hughes
Director,
Racial Equity Association

I. PROJECT UNDERSTANDING

The Chittenden County Regional Planning Commission (CCRPC), a municipally developed and State designated regional planning commission and metropolitan planning organization for the Chittenden County region has engaged the Vermont Racial Equity Association (VREA), an interdisciplinary multi-lingual, minority and veteran owned equity consulting firm to provide a targeted review of the CCRPC *Draft* Transportation Equity Screen.

This request is in response to unprecedented national racial reckoning and CCRPC seeks to partner with a consultant to tackle inequities in all facets of their work, learning from those whose stories need to be elevated, and acknowledging, confronting and seeking to dismantle the systemic racism that damages communities. This is a critical time in our country. As our communities engage in a call to action across the country, CCRPC is aligning with these efforts to defeat racism within county and city government. As part of this initiative, CCRPC now seeks a review of some preliminary work CCRPC has initiated internally to add an equity component to their evaluation and prioritization of seventeen (17) potential regional transportation projects for the FY23 VTrans Capital Program.

Tasks requested included:

1. Review the equity scores for projects relative to each other.
2. Provide recommendations to any changes in how these projects should be scored in this first round of prioritization.
3. Provide advice about how to use the equity score either as a screen or as a number of points added to the project scoring so as to ensure that equity gets proper consideration in this process and influences the ranking properly.

Follow-on work will include the review of background research and providing recommendations for addressing equity in future project prioritization.

II. EQUITY SCORE REVIEW

Scope

The equity review provided by VREA is limited to Chittenden County Potential **Regionally Driven** Projects provided within the draft CCRPC *Draft* Transportation Equity Screen. Seventeen (17) projects were identified in the CCRPC *Draft* Transportation Equity Screen. There are twenty-nine (29) projects on the list of Chittenden County Potential Regionally Driven Projects. The evaluation of the criteria for adding to Regionally Driven projects or determining which projects were included in the *Draft* Transportation Equity Screen are beyond the scope of this engagement. VREA reviewed the Metropolitan Transportation Plan to identify equity priorities, project timelines and project statuses.

Background

The *Draft* Transportation Equity Screen consists of a “general equity” rating using an impact benefits approach derived from the Augustina Krapp Transportation Equity Project Prioritization Criteria. The following framework was created by CCRPC:

- Higher positive ranking: Address safety problems, results in reduced noise, air or pollutant impacts, mitigates community cohesion or other social impacts; mitigates cumulative impacts, or improves accessibility to employment, education, healthcare, and other essential services for Environmental Justice (EJ) communities
- Medium positive ranking: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities
- Lower positive ranking: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities
- Neutral: neither positive nor negative impacts to EJ communities.

The Opportunity Index (which includes data on poverty rate, school proficiency, homeownership rate, unemployment and job access), a component of the CCRPC ECOS Map Viewer was considered in the development in the *Draft* Equity Screen.

Current Equity Ratings

Equity rating:

Higher Positive Impact

1. Winooski - East Allen Street Improvements
2. Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements
3. Burlington Main Street Great Streets
4. St George - VT2A/VT116 Intersection
5. Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements

Equity rating:

Medium Positive Impact

1. South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to Garden Street (Williston Rd network study phase II)
2. South Burlington - US2 Intersection and Roadway Improvements - Garden Street to VT116
3. Shelburne - US7/Harbor Road Improvements
4. Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III
5. Burlington - Colchester Avenue/Prospect Street Intersection Improvements
6. Colchester – Roundabout at Bayside Park Intersection
7. Essex Junction Train Station Access and Circulation Improvements

Equity rating:

Lower Positive Impact

1. Williston Exit 12 New Grid Streets
2. Williston Mountain View Road Bicycle/Pedestrian Facilities
3. Essex North Williston Rd Hazard Mitigation – CIRC Alt Phase III

Equity rating:

Neutral Impact

1. South Burlington – VT116/Cheesefactory Road
2. Jericho – VT117/Skunk Hollow Road Improvements

Methodology

Using the *Draft* Equity Screen, the projects were given further review with emphasis on what we understood to be the presence of EJ communities in the project areas. Additional consideration was given to the reviewer's understanding of the project areas given personal knowledge and the lived experience (EJ communities). We agree that the Screen methodology provides latitude for broad discretion in the evaluation of the proposed Regionally Driven Projects. The structure of the *Draft* Equity Screen evaluation criteria made it difficult to provide an evaluation given the process divided, grouped and ranked various benefits, forcing the evaluator to choose between four rankings, thus **prioritizing the importance of equity in various categories** (i.e., safety over that of the repair of roadways and bridge). These considerations are already addressed at a higher level on the VTrans Asset Driven approach and are difficult to navigate in an equity discussion. Challenges also exist in with the *Draft* Equity Screen model applied given its inability to measure harm or take into consideration that by definition, a neutral ranking necessitates an equity offset. We **subjectively** considered the projects from a location benefits AND burdens based-approach. The outcome of our review is as follows:

VREA Equity Ratings

Equity rating: High Impact

Assigned Points - 20

1. Winooski - East Allen Street Improvements
2. Burlington - Colchester Avenue/Riverside Avenue Intersection Improvements

Equity rating: Medium Impact

Assigned Points – 10

1. St George - VT2A/VT116 Intersection
2. Milton - US7/ Racine/ Legion/ Bartlett/ West Milton Road Improvements
3. Burlington Main Street Great Streets

Equity rating: Low Impact

Assigned Points - 0

1. South Burlington - US2 Intersection and Roadway Improvements - Dorset Street to Garden Street (Williston Rd network study phase II)
2. South Burlington - US2 Intersection and Roadway Improvements - Garden Street to VT116
3. Shelburne - US7/Harbor Road Improvements
4. Williston - Exit 12 Stage 3 - Diverging Diamond Interchange - CIRC ALT PHASE III
5. Burlington - Colchester Avenue/Prospect Street Intersection Improvements
6. Colchester – Roundabout at Bayside Park Intersection
7. Williston Exit 12 New Grid Streets
8. Essex Junction Train Station Access and Circulation Improvements
9. South Burlington – VT116/Cheesefactory Road
10. Jericho – VT117/Skunk Hollow Road Improvements=
11. Williston Mountain View Road Bicycle/Pedestrian Facilities
12. Essex North Williston Rd Hazard Mitigation – CIRC Alt Phase III

II. RECOMMENDATION

Capital Project Equity Scoring

Discussion

Using this model, as a screening tool is problematic in that the discretion, informed by personal biases will consistently produce unreliable and inconsistent outcomes, creating distrust in the process. To avoid placing a heavier priority on any given equity benefit or causing them to offset one another, equal weight should be given to them and a maximum equity score prescribed. It must also be understood that a neutral rating of a project, as a result the project presenting no benefit or burden does not negate the objective to address historic and insidious inequities associated with transportation project prioritization. To adequately address these inequities it is recommended to offset all neutral projects (and any project placing a burden on EJ communities). The following is recommended:

Proposed Scoring Model

A possible approach to leverage invested in the existing *Draft* Equity Screen work would involve using a scoring system as follows: Add an additional two (2) points for each area in which a project benefits an EJ community, up to a total of ten (10) points total. Subtract a one (1) point from any project that is evaluated as being EJ neutral. Subtract four (4) points for each instance where a project places negative (burden) on an EJ community. Subtract three (3) points for each additional instance the project causes a EJ community burden up to a total of minus ten (10) points.

Location benefits-based criteria for equity project scoring (+2)

- Address safety problems in reduced noise, air or pollutant impacts
- Mitigate community cohesion or other social impacts
- Mitigate cumulative impacts, or improves accessibility to employment, education, healthcare, and other essential services
- Add/improve vehicle, bicycle, transit, or pedestrian connectivity
- Repair roadways or bridges, or streetscapes

Neutral impact scoring (-1)

Location burden-based criteria for equity project scoring (-4)

- Negative impacts to traffic conditions in the neighborhood
- Significant right-of-way acquisition

III. CONCLUSIONS

CCRPC's effort to incorporate an equity review into the Regional Capital Project proposal process is a small step in the right direction. VREA views this work as what can be seen as a short-term tactical approach as Vermont begins its first steps towards transportation equity policy. VREA urges the CCRPC to begin the earnest work in investing in the implementation of a Transportation Equity Program. This work will inform the equity component of the Capital Project selection process and lay the groundwork to enable CCRPC to conduct the consistent MPO community engagement required in all activities related to EJ/Title VI and LEP communities.

CCRPC is encouraged to leverage guidance provided by the Center for Urban Transportation Research, Project number 18-03, for the Center for Transportation, Equity, Decisions, and Dollars (CTEDD), Integrating Equity into MPO Project Prioritization.

VREA is honored to partner with CCRPC in developing equity criteria for the Regionally Driven Capital Project selection process. We welcome the opportunity to work with CCRPC to further refine and expand this process across all phases of the Capital Project selection process. It is our hope that this work will ultimately enable us to partner in the development and deployment of a Transportation Equity Program, unparalleled by any Vermont Planning Region, or any other Region, Agency or Organization nationwide.