



CHITTENDEN COUNTY RPC

Communities Planning Together

Transportation Advisory Committee Agenda

Wednesday, March 2, 2022

9:00 to 10:30 am

This is a virtual meeting only.

Join Remotely:

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

Meeting ID: 824 6200 8536

Password: 684952

One tap mobile: <tel:+16468769923>, [82462008536#](tel:+16468769923), [1#684952#](tel:+16468769923)

Dial by phone: 1-646-876-9923 **Meeting ID:** 824 6200 8536

Agenda

1. Call to Order, Attendance (1 min)

2. Consent agenda* (2 min)

3. Minutes of February 1, 2022* (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. Regional Park and Ride Plan Update (Discussion Item – 30 min)

Marshall Distel, CCRPC, will provide an update and lead a TAC discussion of the vision and goals for this Plan.

6. VPSP2 – Bridges (Information Item – 5 min)

Christine Forde, CCRPC, will provide an update on this year's VPSP2 Bridge program.

7. Transportation Resilience Planning Tool Update (Information Item – 20 min)

Pam Brangan, CCRPC, will provide an update on the Transportation Resilience Planning Tool, a web-based application that identifies bridges, culverts, and road embankments that are vulnerable to damage from floods, estimates risk based on the vulnerability, and criticality of roadway segments, and identifies potential mitigation measures based on the factors driving the vulnerability. <https://vtrans.vermont.gov/planning/transportation-resilience>

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 February the Board met with topics including acceptance of VTrans 2022 statewide safety targets, as reported in the 2021 HSIP Annual Report, for the metropolitan planning area, approval of amendments to the FY20TIP, a

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presentation from Steve Falbel, Steadman Hill Consulting, on the Transit Financing Report, and an update on the transportation climate actions analysis from the I-89 2050 Study.

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

- **Tier 2 Rivers and Roads Training**, May 18 & 19, 8:30am - 4:00pm, Milton Fire station, 47 Bombardier Rd, Milton, VT
- **New VT Culverts web app** is live:
<https://vapda.maps.arcgis.com/apps/webappviewer/index.html?id=2eedb2a33b674abc9926298aa4dd9047>

* = Attachment

Next Meeting: Tuesday, April 5, 2022

Potential Future Agenda Items:

- Title VI and racial equity update
- Traffic calming policies
- Bike lane design guidance
- Bike facility winter maintenance
- Elders and Persons with Disabilities update (June Summit)
- AID grant/ Bluetooth sensors 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
- Regional Transportation Energy Planning
- Transportation Hazard Mitigation Planning
- ECOS MTP Plan (2023) Update
- Coordination with GMT on ADA and Elders & Persons with Disabilities advisory committees
- Regional Transit Funding Model
- E&D, ADA & Medicaid Call Center Feasibility Study
- Regional Park & Ride Plan
- Active Transportation Plan update/Close the Gaps in Regional Bike Facilities
- Chittenden County I-89 2050 Study
- I-89 Interchange Review (Bolton & Milton)
- North Winooski Avenue Parking Management Plan (Burlington)
- Queen City Park Road/Austin Drive Buke and Pedestrian Study
- 2021/2022 Way to Go!
- Greenride Bikeshare
- Richmond Road Path Study Update (Hinesburg)
- 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 – Phase 2 (*Phase 1 Completed*)
- Richmond Village Sidewalks Scoping Study
- VT15 Corridor Pedestrian and Road System Study (Essex)
- City of Burlington School District School Travel Plan and Traffic Control Plan
- Shelburne Bicycling and Pedestrian Connectivity Study
- Winooski Traffic Calming Policy
- Winooski Parking Inventory, Analysis, and Management Plan
- South Burlington Bike/Ped Mapping Phase II
- South Burlington Swift and Spear St. Intersection Feasibility Study (*Completed*)
- Mary Street Sidewalk Feasibility study (South Burlington)
- Kimball Ave Path Feasibility Study for Crossing of Potash Brook (South Burlington)
- Form-Based Code for Williston's Growth Center
- CCRPC Bicycle Count Program Evaluation and Data Analysis
- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT; Bolton, Richmond, Huntington (and a little bit of Jericho, Essex and Williston)
- Westford Town Green Stormwater Treatment Assessment
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 2 (Burlington)
- LPM services for Underhill sidewalk construction on VT 15
- LPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities

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CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, February 1, 2022
TIME: 9:00 a.m.
PLACE: Virtual Meeting via Zoom

Members Present

Amanda Clayton, Colchester
Amy Bell, VTrans
Ashley Atkins, VTrans
Matthew Langham, VTrans
Bob Henneberger, Seniors
Deirdre Holmes, Charlotte
Sam Andersen, GBIC
Barbara Elliott, Huntington
Andrea Morgante, Hinesburg
Sandy Thibault, CATMA
Josh Arneson, Richmond
Ravi Venkataraman, Richmond
Nicole Losch, Burlington
Kurt Johnson, Underhill
Kirsten Jensen, Milton
Bruce Hoar, Williston
Mary Anne Michaels, Rail

Tom Dipietro, South Burlington
Joss Besse, Bolton
Chris Damiani, GMT

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
Chris Dubin, Senior Transportation Planner
Marshall Distel, Senior Transportation Planner
Sai Sarepalli, Senior Transportation Planning Engineer

Guests

Stephen Falbel, Steadman Hill
Costa Pappis, VTrans
Jon Olin

1. Barbara Elliott called the meeting to order at 9:01 AM.

2. Consent Agenda

Item 2a TIP Amendments: BRUCE HOAR MADE A MOTION TO APPROVE THE TIP AMENDMENTS, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.
Item 2b Safety Performance Targets: SAM ANDERSEN MADE A MOTION TO APPROVE THE SAFETY PERFORMANCE TARGETS, SECONDED BY AMY BELL. THE MOTION PASSED UNANIMOUSLY.

3. Approval of December 7, 2021 Minutes

Barbara asked for any changes, which there were none. BOB HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF DECEMBER 7, 2021, SECONDED BY SANDY THIBAUT. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments

No comments from the public.

5. Transit Finance Study

Marshall Distell introduced the Transit Finance Study which analyzed innovative approaches to financing public transportation in Vermont. Consultant Stephen Falbel of Steadman Hill gave a presentation of the study process, alternatives evaluation and recommendations from the study. He noted the presentation has been given to the Senate and House Transportation Committees, as well as the GMT Board of Commissioners, and will be delivered to Central Vermont RPC. The project goal was to find sustainable source of revenue to maintain current service levels and leverage new federal funds to increase transit access for all Vermonters. Currently only a third of Vermont towns are served by a bus route. All Vermont towns have access to demand response service, but there are eligibility requirements. We all pay

1 a little (WAPAL) principle implies an expansion of rural service so that all Vermonters have access to
2 transit service. This differs from the Someone else pays (SEP) principle. Non-riders already pay for
3 transit service through property taxes and transportation fund (T-fund) sources including gas/diesel taxes,
4 purchase and use tax on vehicles, registration and license fees. The total transit funding target amount is
5 \$21 million annually. A new funding source would mostly replace existing transit funding streams and
6 therefore reduce pressure on property taxes and the T-fund. Increasing cost of driving would have
7 marginal impact on transit funding. Conversion to mileage-based fee is anticipated due to fleet conversion
8 to electric vehicles. Taking transit out of T-fund frees up those dollars for other uses. Existing funding
9 sources likely aren't sufficient to maintain even current level of service indefinitely or service expansion.
10 Alternatives considered include sales tax, payroll tax, business revenue, county property tax, income tax,
11 utility fee, property transfer tax, mortgage recording tax. Stephen reviewed the alternative evaluation
12 matrix and scoring, showing the utility fee scoring highest followed by the county property tax.
13

14 Discussion ensued. Sam asked how was the utility fee rate decided, using the \$21 million budget need?
15 Stephen said yes but note that rate would be less for industrial users, this was based on residential and
16 commercial users. Sam could see this being an issue for high electric users so thanks for clarifying.
17 Andrea asked why there wasn't analysis of the cost of transportation that goes everywhere, namely school
18 busses, has anyone looked at what people pay for this through property tax for education, could we bring
19 all public transportation under one umbrella? Stephen said this has been looked at in other reports but not
20 in this particular study. Andrea noted understanding all the problems with this concept but why can't we
21 recognize the possibilities and when will someone look at it in depth. Sandy said that GMT will be
22 reinstating fares in July, the legislature is discussing transit, are any options being considered so fares
23 remain free? Stephen said it's in the hands of legislature to decide. In spite of what the legislature does,
24 GMT may decide it's worthwhile to raise fare revenue so if the legislature provides funding and GMT
25 receives income from fares, then they could expand services. Charlie made two comments: 1. There's a
26 lot of cash flowing right now so I don't expect the legislature to take action this session, but I think it's
27 likely they will take it seriously starting next year because statewide we're going to have an issue drawing
28 down federal funds without more local ability to provide match. 2. With regard to fare free, I wouldn't be
29 surprised if, based on the numbers Stephen shared to make the rest of the state fare free, they could do
30 that but not support Chittenden County to be fare free. Chris Damiani from GMT says their Board
31 approved reinstating fares for the urban system and leaving rural system fare free in Central Vermont, and
32 Franklin and Grand Isle Counties. Kurt asked if any other states besides Oregon have tried the utility tax.
33 Stephen said it's only in the City of Corvallis rather than the state, and he's not aware of any statewide
34 utility fees. Jason asked what offering fare free did to ridership, and what reinstating it might do. Stephen
35 said the pandemic had a greater effect on ridership. Section 20 report from last year looked at research on
36 what happens when you drop fares, historically you see an increase of about 30%. People who used to
37 walk or bike take transit, or current riders take transit more. Most people riding transit were not
38 necessarily getting out of cars. He's not sure how reinstating fares will affect ridership. When fares are
39 reinstated in July, ridership will potentially more likely be impacted by a new COVID variant or
40 something else. Jason asked if the Section 20 report looked into the types of riders who took transit more
41 often when fares were free. Stephen said it was talked about in the report but there's another report from
42 the Transit Cooperative Research Program cited in the Section 20 report which reviewed fare free
43 experiments and talks about those experiences and where new riders came from. [Section 20 of Act 59
44 (2019) of the Vermont Legislature directed the Agency of Transportation to develop a report on methods
45 to increase the use of public transit in Vermont. Section 20 report:
46 <https://legislature.vermont.gov/assets/Legislative-Reports/Section-20-Report-01-07-20-FINAL.pdf>] Joss
47 asked what changes might be required for government structures for transit authorities. Charlie's sense is
48 these different revenue sources wouldn't require different governance structures. Stephen added it partly
49 depends on whether fees are imposed on a statewide or regional basis, and how fee decisions are made in
50 those regions, and who has the authority to decide those amounts. Joss asked who is making questions
51 about routes in different areas with those changes, would there be way for broader participation. Stephen
52 said currently the service providers and state make those decisions as part of two-year grant and service
53 agreements, and they might look at transit development plan, outreach efforts to communities, or other
54 ways. Charlie said *IF* the legislature enacted one of the new revenue sources, and it replaced a current

1 model like GMT's membership model, and in the new model all towns had an equal say, then there may
2 be need for conversation about Board membership, etc.

3
4 Kurt asked what kinds of things would be considered with \$5 million for rural expansion? Stephen said it
5 relates to things such as in the Tri Town Study, concept is volunteer based microtransit service, using
6 smartphones and other traditional ways to request a ride. If this is to be part of a climate solution, then we
7 don't want internal combustion engine vehicle driving all over the rural areas to provide rides. Using
8 electric vehicles supported by solar recharging would have a better environmental impact. Since Vermont
9 is so rural, traditional transit service isn't possible or effective.

10
11 The presentation is posted on the [TAC webpage](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2021/12/Final-Funding-Report-11-23-21.pdf) and the full transit financing report is here:
12 <https://studiesandreports.ccrpcvt.org/wp-content/uploads/2021/12/Final-Funding-Report-11-23-21.pdf>.

13 14 **6. Vermont and the Infrastructure Investment and Jobs Act**

15 Costa Pappis, VTrans, presented the highways component of the Infrastructure Investment and Jobs Act
16 (IIJA) and what it means for Vermont. Key transportation provisions are that it provides five years of
17 authorization and funding levels for the next five years, it replaces the previous federal transportation
18 authorization called the FAST Act, and Vermont is anticipated to receive \$1.645B in highway funding
19 over next five years. It increases overall funding by \$570.5 million (53%) over the FAST Act and adds
20 carbon reduction program and resilience formula program but there isn't a lot of information yet since
21 they are new. IIJA includes 26 competitive grant programs (including 20 new ones) worth approximately
22 \$100 billion with a focus on highway and bridge, downtown revitalization, healthy streets, active
23 transportation, carbon reduction, resilience, etc. Since these are new programs, we're waiting for guidance
24 from FHWA. Note that there will likely continue to be a matching fund requirement. Provisions specific
25 for municipal governments include surface transportation block grant program off-system bridge set-
26 aside; general fund bridge program off-system bridge set-aside; and competitive grant programs.
27 Next steps: 1. Congress needs to make appropriations for certain highway programs funded from the
28 Highway Trust Fund. 2. Need US DOT to issue guidance on new programs. Risks in implementation IIJA
29 provisions: still need full Congressional Appropriations since we're still operating under a Continuing
30 Resolution. Also concerns about inflation since transportation is sensitive to labor and commodity prices.

31
32 Matthew Langham clarified that "off-system" means off the federal aid system. Some local bridges may
33 not be on the state system but could be on the federal aid system. Christine said the state is starting year 2
34 of the VPSP2 program which will focus on bridges. We'll likely talk more about this at the next TAC
35 meeting.

36
37 The presentation is posted on the [TAC webpage](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2021/12/Final-Funding-Report-11-23-21.pdf).

38 39 **7. Status of Projects and Subcommittee Reports**

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

42 43 **8. CCRPC Board Meeting Report**

44 The Board did not meet in December. In January the Board reviewed the Equity Assessment Report from
45 consultant Creative Discourse, approved the FY22 UPWP Mid-Year Adjustment and Budget, heard a
46 presentation on Vermont's Climate Action Plan and the draft 2022 Comprehensive Energy Plan, and
47 reviewed the legislative priorities.

48 49 **9. Chairman's/Members' Items**

- 50
51
 - **2021 Complete Streets reporting due by Feb 9**, please send this form for each project to
bdavis@ccrpcvt.org.
 - **VT Walk Bike Summit** scheduled for May 6, 2022 in Middlebury. Call for proposals and award
52 nominations due Feb 4. More information at <https://vtwalkbikesummit.com/>.

53

- 1 • Reminder that **VT Clean Cities Coalition** can perform a free fleet analysis as described by Peggy
2 O'Neill-Vivanco at the December TAC meeting (Peggy.ONeill-Vivanco@uvm.edu). Her
3 presentation is posted [here](#).
- 4 • **Town Highway Structure and Roadway Grant** Program announced, further guidance can be
5 found in the Grant Season Cover Letter. Deadline for grant applications will be **April 15th, 2022**.
- 6 • Marshall announced that the **Park & Ride Plan Update** is getting underway, CCRPC has
7 contracted with RSG to update the plan. During the previous plan CCRPC asked for a TAC
8 representative on the project committee but this time we're proposing that we'll bring plan
9 updates and various approvals to the TAC on a regular basis.

10
11 The next TAC meeting is scheduled for Wednesday, March 2, 2022 due to Town Meeting.

12
13 BRUCE HOAR MADE A MOTION TO ADJOURN, SECONDED BY BOB HENNEGERGER,
14 UNANIMOUSLY APPROVED. THE MEETING ADJOURNED AT 10:17 AM.

15
16 Respectfully submitted, Bryan Davis



Chittenden County Park & Ride and Intercept Facility Plan Update

TAC Meeting

March 2, 2022

Presentation Outline

- Process
- Previous Park and Ride Plan (2011)
- Tasks
 - Review Vision & Goals
- Schedule
- Next Steps

Process & Roles



2011 Park & Ride Study



Chittenden County Park-and-Ride & Intercept Facility Plan

Adopted
June 15, 2011

DATA ■ ANALYSIS ■ SOLUTIONS

Proposed Vision

In the future, a comprehensive network of safe and accessible Park & Ride and Intercept facilities will allow for seamless, multimodal transportation connections for the benefit of residents, employees and visitors of Chittenden County. The network will enhance mobility for all users; support economic development; improve access to public transportation; and reduce single occupancy vehicle travel in support of transportation-related energy goals outlined in the 2018 ECOS Plan.

Proposed Goals

Safety, Accessibility and Efficiency: Provide safe and efficient access for all users of all abilities. Integrate facilities seamlessly into the overall transportation system.

Mobility: Increase mobility options for all travelers, with a specific focus on underserved or overburdened populations.

Environmental Sustainability: Reduce VMT and GHG to achieve transportation-related climate goals.

Economy: Support economic access by reducing the need for parking within the urban core and providing multimodal options to employees commuting into Chittenden County.

System Preservation: Preserve and maintain existing facilities to reduce long-term maintenance costs and support a safe and enjoyable travel experience.

Existing Conditions

Update existing facilities GIS and attributes

FIGURE 1: CONCEPT ARCGIS ONLINE SITE

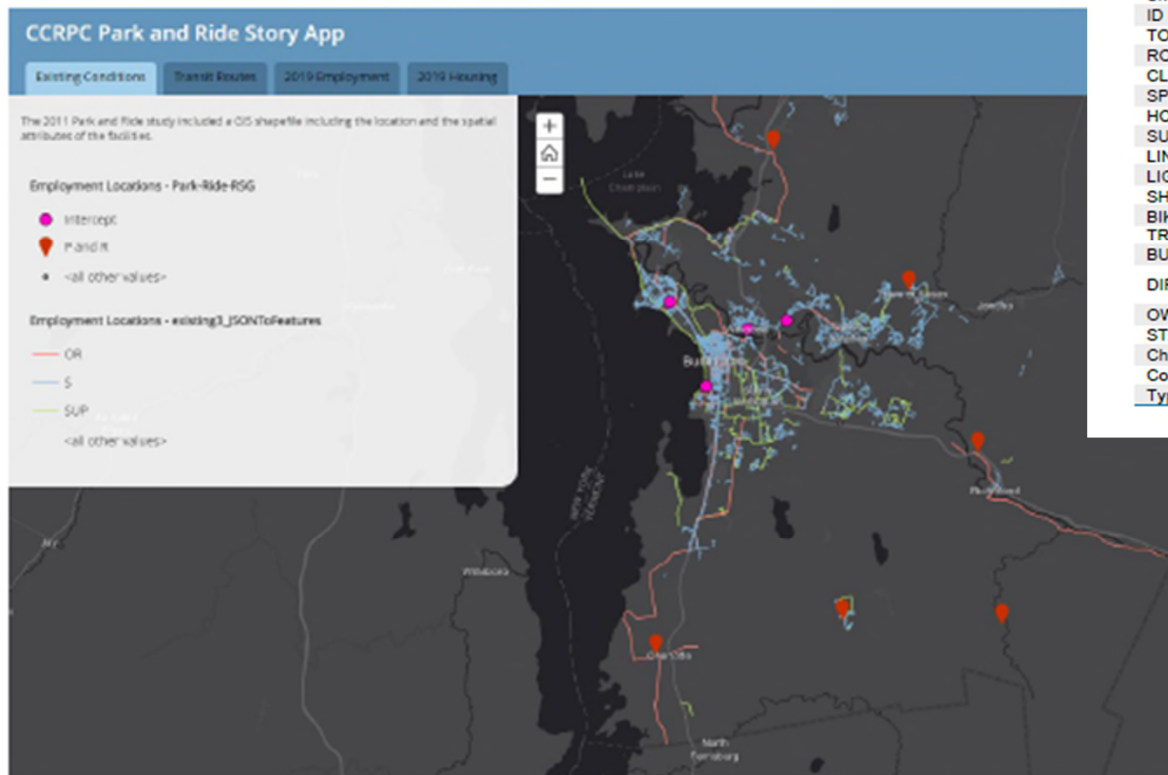


TABLE 1: 2011 PARK AND RIDE FACILITY ATTRIBUTES

Shape	Point
ID	2
TOWN	GEORGIA
ROUTE	TH 31
CLASS	2
SPACES	43
HC_SPACES	1
SURFACE	PAVED
LINED	YES
LIGHTING	YES
SHELTER	NO
BIKE_RACK	NO
TRANSIT	YES
BUILT_REBU	1996
DIRECTIONS	ON SKUNK HILL RD OFF US 7 NORTHEAST OF I-89 EXIT 18
OWNER	STATE
STATUS	OPEN
Chit_Shed	1
Corridor	North
Type	P and R

Source: <https://rsq.maps.arcgis.com/apps/MapSeries/index.html?appid=22c4c70f6f174ddb9edb881b9a7ff9ff>

Commute Patterns

Compare and synthesize the various sources of commute data to define a reliable estimate

FIGURE 3: WHERE DO PEOPLE WORK

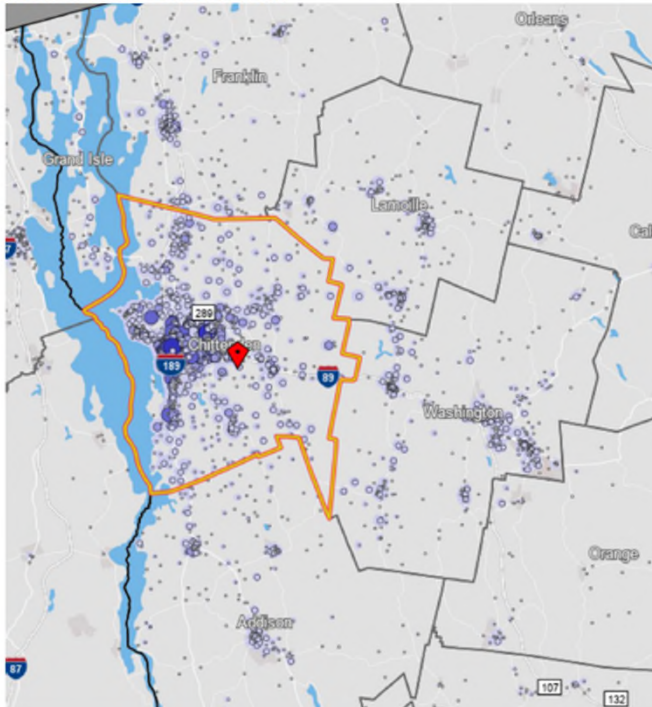
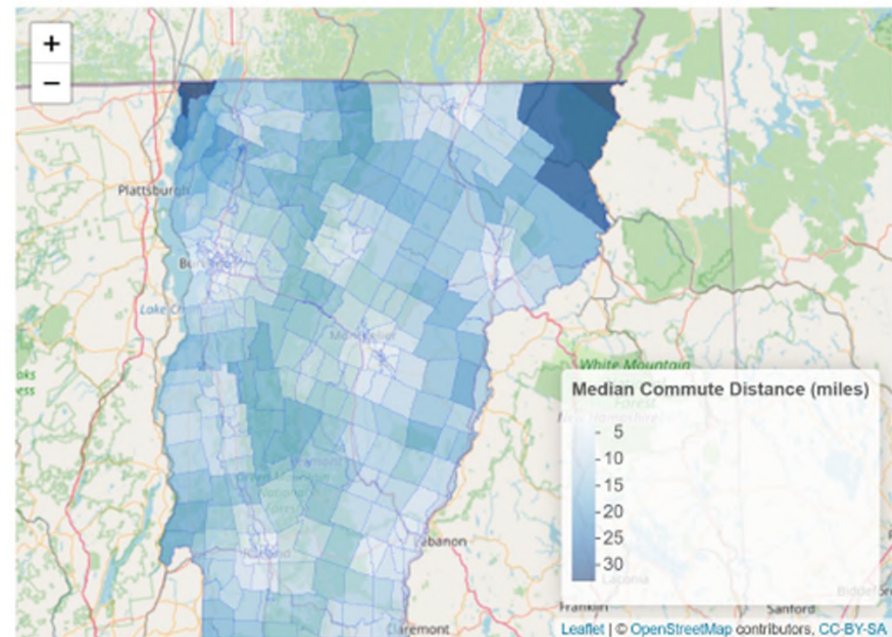


FIGURE 2: MEDIAN COMMUTE DISTANCES BY MUNICIPALITY

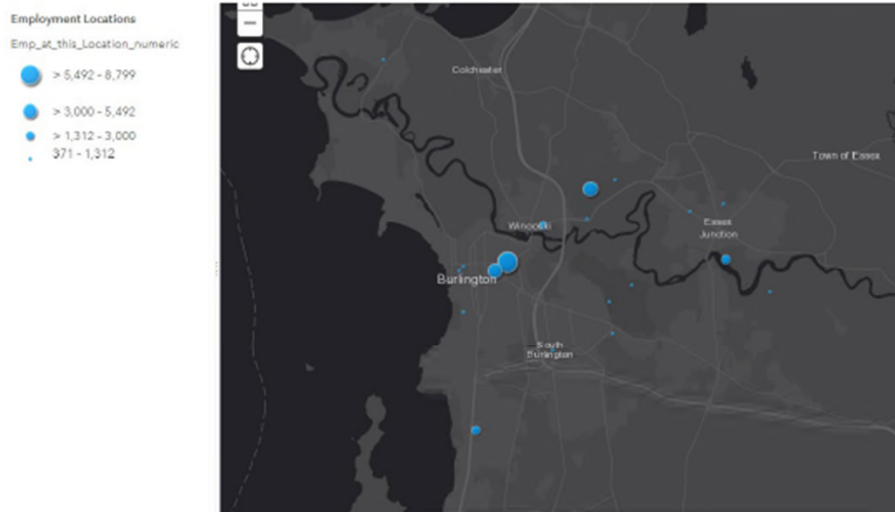


Source: LEHD Origin-Destination Employment Statistics (LODES)

Major Generators of Park and Ride Demand

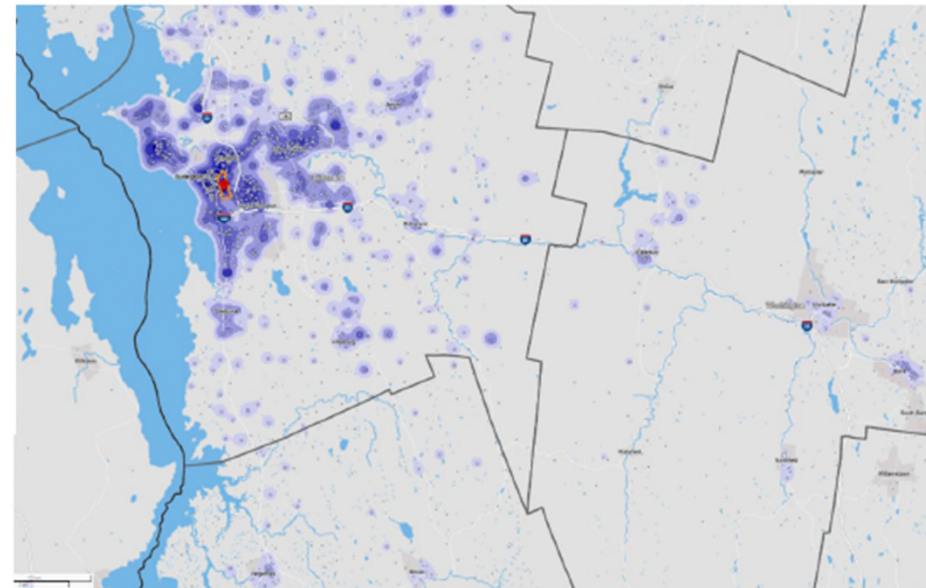
Collect and analyze relevant data on significant places of employment and residential uses throughout Chittenden County and Northwest Vermont.

FIGURE 7: LARGE EMPLOYMENT LOCATIONS (GREATER THAN 350)



Source: RSG analysis of the 2016 Employment Data

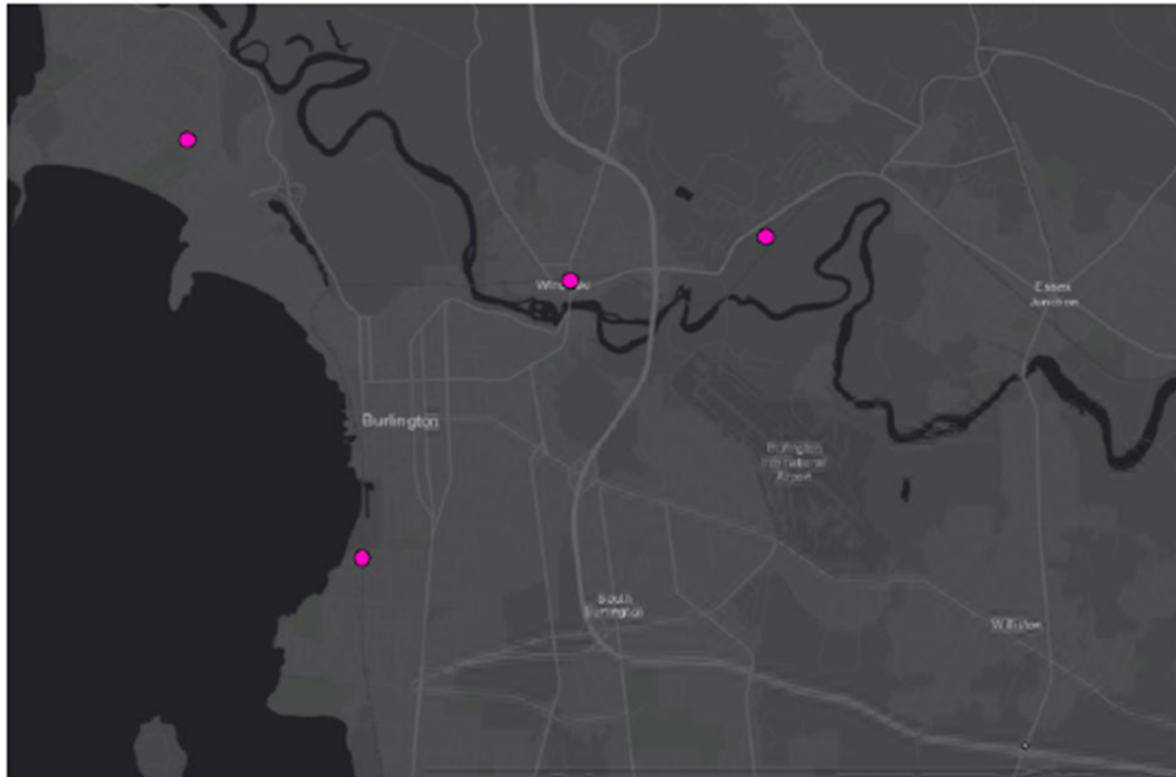
FIGURE 6: UVM AND UVM MEDICAL EMPLOYEE RESIDENTIAL LOCATIONS



Intercept Facility Investigation

Identify new Intercept facility locations taking into account existing needs and emerging modes/technologies

FIGURE 8: INTERCEPT FACILITIES FROM THE 2011 PLAN



Prioritization

Revisit the prioritization process, include new or amended measures, and reevaluate the complete set of facilities

- Cost Estimates
- Safety/Security and land use compatibility/regulatory issues
- Potential joint development opportunities or public/private partnerships
- High-level screen of environmental and right of way impacts
- Next steps
- Possible Funding Sources

Table 35: Prioritization of Existing Facilities in Chittenden County

Chittenden County Facility	Existing Deficiencies					Score
	Poor visibility from Arterial	High Crash Location	Congestion	> 85% Parking Occupancy ¹	Poor Access for Transit Vehicles	
Points Assigned if Relevant	5	5	5	20	15	
Points Assigned if Not Relevant	0	0	0	0	0	
Richmond/Exit 11	0	5	5	20	15	45
North Ave-DMV	5	5	0	0	0	10
Charlotte-CITGO	0	5	0	0	0	5
Gilbane Lot	5	0	0	0	0	5
Hinesburg Village	0	0	5	0	0	5
Huntington Village	0	5	0	0	0	5
Essex/VT 15&VT 128	0	0	0	0	0	0
Exit 17/Colchester	0	0	0	0	0	0
Underhill/Pleasant Valley Rd	0	0	0	0	0	0

1. Based on highest value of observed counts

Table 24: Criteria and Scoring Overview for New Park-and-Ride and Intercept Facilities

Category	Criteria	Max Score by Facility Type	
		Park & Ride	Intercept
Demand	Annual Average Daily Traffic (AADT)	10	10
	Level of Transit Service	10	10
	Bicycle or Pedestrian Connections	8	10
Location	Interstate/Arterial Access	5	5
	Activity Center/Services	2	Not Used
Readiness	Site is Identified	3	3
	Land is acquired or otherwise available	6	6
	Confirmed Public/Private Partnership Opportunities	6	6
	State and Local Permits Acquired (PLACE HOLDER)	0	0
Totals		50	50

Implementation Plan

Description of Facility, Location, Possible Time Frame, Project Lead, Project Partners, Cost Estimates, Funding Sources

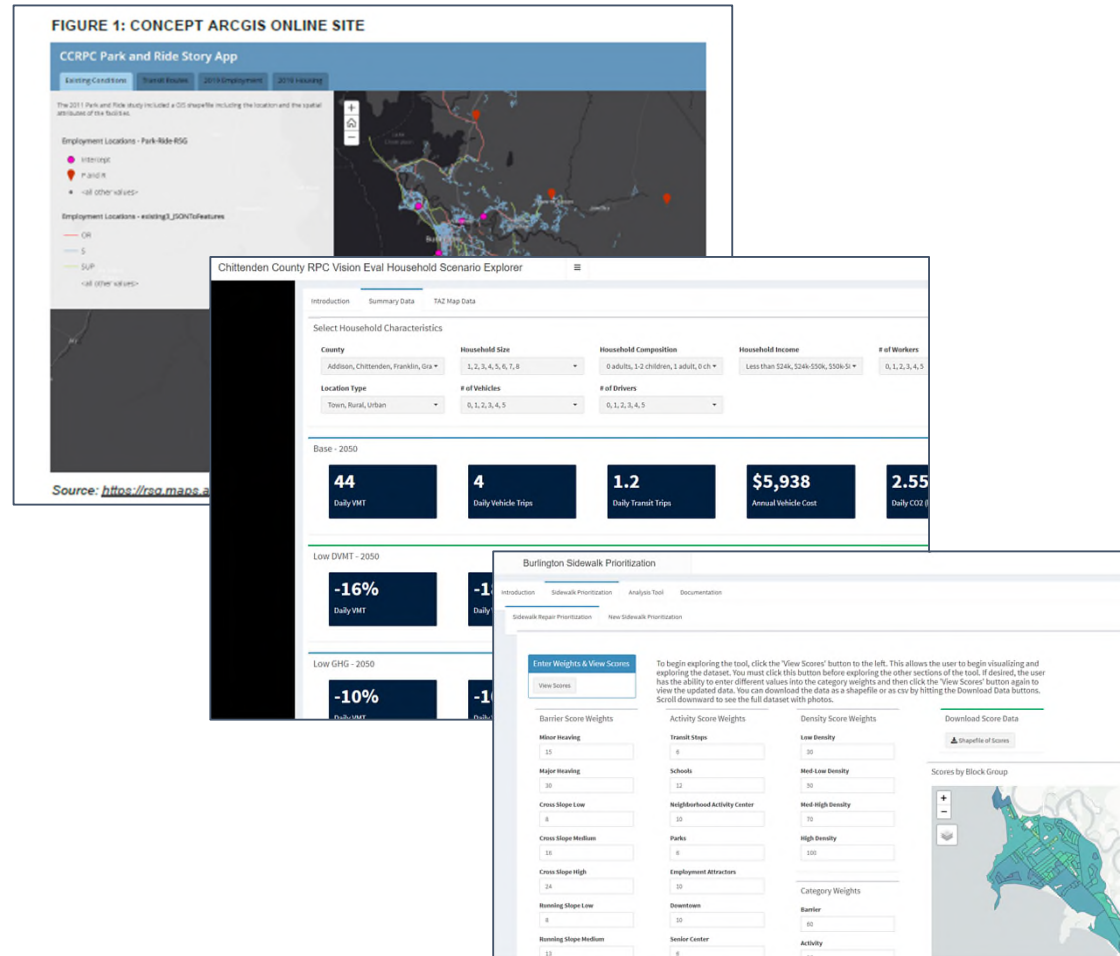
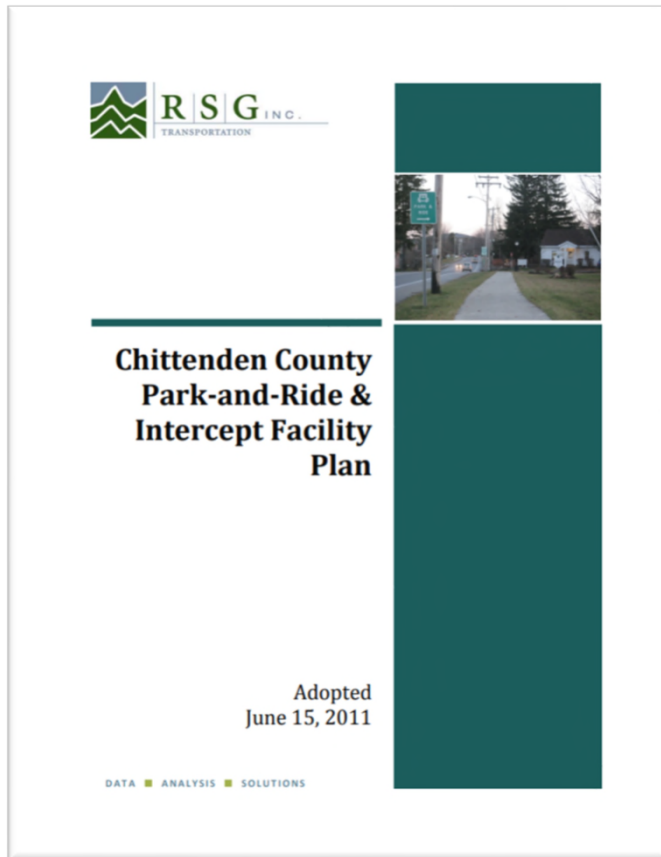
Table 40: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (E-Evaluation Phase; I-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options ¹	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
1	1	Williston	I-89 Exit 12	Complete scoping study and build new facility.	170	\$50,000	VTrans	\$2,329,000	FED	E	I			VTrans	Town of Williston
2	26	Williston	Taft Corners	Conduct a feasibility analysis of locations along Boxwood St.	60	\$15,000	CCMPO	\$240,000	VMPRG, MUN	E, I				Town of Williston	CCMPO
3	6	Shelburne	Shelburne Village	Verify parking spaces are available; ask CCTA for a Link Express stop. Designate on-street parking along Church Street as a park-and-ride with appropriate signs and lane markings. Conduct a pilot test.	25	\$1,000	CCMPO	\$1,250	MUN	E, I				Town of Shelburne	CCMPO, CCTA
4	30	Milton	Municipal Office, Bombardier Road	Formalize existing unofficial lot.	20	Not Applicable	Not Applicable	\$80,000	VMPRG, MUN	I				Town of Milton	CCTA
5	29	Williston	Municipal Offices in Village	Monitor parking use. If parking exceeds available spaces, re-submit VMPRG application and build new facility.	30	\$0	Williston	\$120,000	VMPRG, MUN	E	I			Town of Williston	CCMPO
6	9	Essex	VT 15 & Allen Martin Drive	Implementation is dependent on finding a sustained source of funding for the lease at Simons Store. If that issue is addressed, VMPRG can be used to build facility.	50	Not Applicable	Not Applicable	\$200,000	VMPRG, MUN		E	I		CCMPO	Essex Town, VTrans

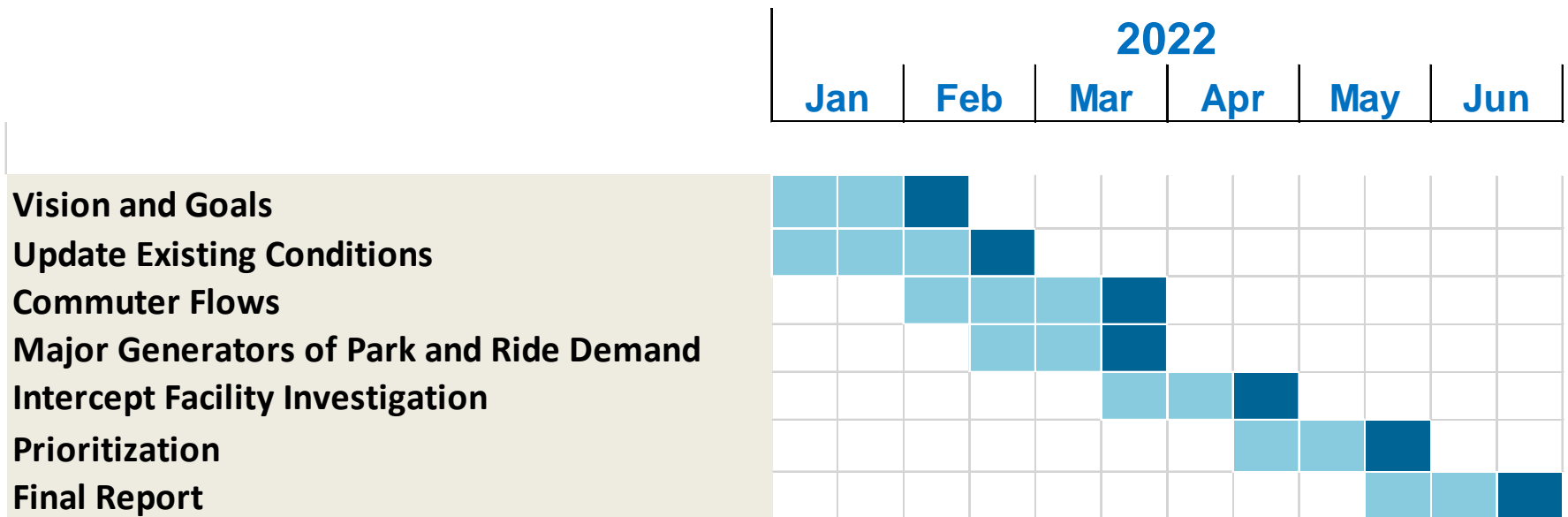
Deliverables

Updated Final Report

Web-based Tools



Schedule & Next TAC Update



Next plan update to the TAC will be in May