

FY2024 UPWP Committee - Meeting 1 (Virtual Meeting via Zoom)

January 26, 2023

Members Present:

Chris Shaw, Board, Committee Chair
Michael Bissonnette, Board
Jaqueline Murphy, Board
Katharine Otto, VTrans
Matthew Arancio, VTrans
Chris Jolly, FHWA
David Wheeler, CWAC
Annie Costandi, CWAC
Kurt Johnson, TAC
Barbara Elliot, TAC
Charles Dillard, PAC

Forest Cohen, CCRPC
Taylor Newton, CCRPC
Marshall Distel, CCRPC

Others:

Annie Bourdon, CarShare VT
Jonathon Weber, Local Motion
Jamie Smith, GMT
Clayton Clark, GMT
Greg Rowangould, UVM TRC
Debra Sachs, Net Zero Vermont
Phil Hammerslough, Net Zero Vermont
Stuart Lindsay, Walk to Shop
Peggy O'Neill-Vivanco, Vermont Clean Cities
Sandy Thibault, CATMA

Staff:

Charlie Baker, CCRPC
Eleni Churchill, CCRPC
Amy Irvin Witham, CCRPC

1. Welcome & Introductions

Chris Shaw opened the meeting at 5:30 p.m. and brief introductions were made.

2. Orientation to the UPWP Process & Format (based on ECOS Plan)

Marshall Distel provided a brief overview of the UPWP process and detailed how the UPWP Committee will be assisting with the development of the FY24 CCRPC Work Program. MPOs are required to assemble an annual UPWP to outline how federal planning funds from FHWA and FTA will be allocated. Each year, beginning in November, the CCRPC solicits UPWP planning project requests from municipalities, partner organizations and the public. The primary role of the UPWP Committee will be to assist the CCRPC in reviewing the project requests to determine which projects should be funded as part of the FY24 UPWP.

Kurt Johnson inquired about available funding for FY24 UPWP requests. Chris Jolly provided some details about the federal apportionment that is provided to CCRPC each year. He anticipates that CCRPC will receive between \$400,000 and \$600,000 from FTA and another \$2.2 million from FHWA. There will also potentially be carryforward funds from FY23 that will be available for FY24. Charlie Baker outlined additional funding from local match requirements, VTrans and municipal dues. In the coming weeks, CCRPC will collaborate with FHWA and VTrans to refine the total funding available for FY24.

3. GMT Transit Planning Tasks

Jamie Smith outlined GMT's transit planning tasks that have been underway in FY23, which include: the Transit Strategic Plan, a Richmond Transit Study, Technology Upgrades, a Fare Policy

Study, the Remix Software Launch and a Ridership Analysis.

Jamie also provided some details on ridership trends over the past few years. While GMT ridership has started to rebound from pandemic lows, it is still about 21% below pre-pandemic levels. The routes that are taking the longest to rebound are not the local routes, but rather the commuter and LINK routes. The ridership on these routes remains about 51% below pre-pandemic levels.

Jamie then described the anticipated planning projects for FY24, which will include the following focal areas:

Service Planning, Capital Projects Planning, National Transit Database work and a Ride Check, which includes a boarding and alighting sampling of all routes. Individual initiatives within these focal areas will include a Systemwide Microtransit Feasibility Study, the continued promotion of the Transit Financing Study, a Service Equity Evaluation, GMT's 50th Anniversary celebration and an AmeriCorps VISTA Outreach Project.

Jamie also provided some highlights on the launch of the Remix Software, which is an innovative transit planning program that will help GMT design and evaluate service enhancements. It will also feature an on-the-spot equity analysis, public-facing communication tools and the ability to pull other data sets in to strengthen the integration of transit and infrastructure.

Following the overview presentation, there were several questions raised.

Michael Bissonnette asked about the proportion of GMT's program that is dedication towards the rural areas of Chittenden County. Jamie replied that the UPWP funding for GMT is dedicated to the urban system.

Charlie asked for clarification on GMT's planning for the urban and rural systems. Jamie outlined how there are eight urban member communities at GMT, which include: Burlington, South Burlington, Winooski, Williston, Essex, Hinesburg, Milton and Shelburne.

Chris Shaw inquired about current ridership and whether any routes were back to pre-pandemic levels. The Williston route is already back to pre-pandemic levels, as well as the core four routes in Burlington.

4. Presentations from Partner Organizations

CATMA – Sandy Thibault presented on behalf of CATMA. Sandy started out her presentation by highlighting the growth of CATMA as membership-based, transportation management association (TMA) serving Chittenden County. CATMA is one of two TMAs in Vermont and one of about 175 TMAs in the country and now has 96 members in our regional Transportation Coordinator Network.

Sandy provided an overview of CATMA's 2022 transportation impact, highlighting fuel savings, GHG emissions reduced, and VMT avoided. Sandy also shared an update on initiatives from FY23 including the advancement of the Regional Mobility Center as a service, innovative tools and resources that have been developed, an update on the website and the digital platform and

highlights from the Transportation Coordinator Network and business outreach.

For FY24, CATMA will continue to advance the Regional Mobility Center service, grow the Transportation Coordinator Network and implement a newly designed membership structure to enhance membership recruitment.

Following Sandy's presentation, Chris Shaw asked about e-bikes and how that has impacted CATMA's TDM efforts. Sandy outlined CATMA's role with the greenride bikeshare system (currently on hold) and the RFP that is out revamp the system.

Chris Jolly asked for details about the membership structure. Sandy outlined the current membership fee structure being based on the number of employees for each employer. With growth and expansion in the region, CATMA will seek to reassess how the membership fee is evaluated.

Local Motion – Jonathon Weber provided an overview of Local Motion's UPWP request, which is centered around building walk/bike capacity and culture in Chittenden County. The core areas of work were outlined, which include Technical Assistance for municipalities and walk/bike committees, Education through Everyday Bicycling Workshops, E-bike promotion and Learning Network events.

For the Technical Assistance task, Local Motion will support local walk/bike committees and municipalities with walk/bike expertise. This also includes coordinating infrastructure demonstration projects, responding to citizen requests, administering a community walk/bike survey, and project participation and engagement.

Johnathan also shared several examples of the assistance that Local Motion provided to municipalities within the past year and then provided highlights on the e-bike lending library, demo events, Everyday Bicycling Workshops and the Learning Network.

Key changes for FY24 include continuing to deepen technical assistance work as a result of new staff supported by UPWP funding in FY23, as well as the potential to support a new walk/bike group in Winooski. Local Motion will now also be offering e-bike lending library programs to communities throughout the county.

Following Jonathon's presentation, Chris Shaw asked for more details on how the e-bike lending library works. Any resident can participate in this program and there is no application process required.

Chris Jolly asked about e-bike maintenance. Jonathon explained how there is quite a bit of maintenance needed to keep these bikes in good condition. Local Motion has a staff mechanic who is able to provide the maintenance.

UVM TRC – Greg Rowangould gave the UPWP Committee an overview of the proposed work to develop a Transportation Sustainability Tool and Data Dashboard. This tool would evaluate progress on sustainable transportation and GHG mitigation in Chittenden County. The TRC currently has real data for every vehicle in Chittenden County every year through vehicle inspection reports and vehicle registration records, which provide odometer readings, registered

street addresses, vehicle attributes, fuel efficiency, etc. TRC now has data for 189,151 households, which includes 310,661 vehicles.

Through the combination of vehicle data and census data, TRC can evaluate sustainability metrics across income brackets, race/ethnicity and community types. The TRC's proposal for FY24 would be to create a data dashboard to allow people to access these data for planning purposes and to track trends over time. This would ultimately be a planning tool and a performance tracking tool that could also be used for scenario analyses.

Net Zero Vermont – Deb Sachs and Peggy O'Neill-Vivanco presented on the Walk to Shop Trolley Project, which aims to close the mobility equity gap and expand walkable communities.

Deb and Peggy provided an overview of the project team from FY23 and the overall relationship of the project to the CCRPC's ECOS goals. The portable shopping trolley is a practical solution that makes it possible to carry groceries safely with ease. The overall demand for the walkable shopping trolleys has exceeded the original FY23 target metrics. As of December 2022, 345 trolleys have been distributed, 17 projects partners have been established, 26 events have been participated in and one user survey has been developed.

Peggy highlighted the equity principles and the outreach and engagement conducted as part of the project, as well as what has been learned from communicating with residents from a wide array of socioeconomic backgrounds.

Deb provided a snapshot of what's next in terms of community engagement, targeted outreach events and marketing for the initiative. Data will be synthesized and distributed in a report later this year.

CarShare VT – Annie Bourdon presented on CarShare VT's FY24 funding request. The organization was founded in 2008 with a mission to provide a convenient, affordable, and reliable alternative to private vehicle ownership. It is the first nonprofit carsharing operator in northeastern U.S. and remains one of a handful of independent providers in North America. There are currently 1,100 members sharing 23 vehicles in Burlington.

Annie described the impact of CarShare VT. In 2022, 76% of members reported shedding or opting not to purchase a vehicle, while 86% of members reported that they were a part of a zero or one vehicle household. Membership in the MobilityShare program has quadrupled since 2020 and members have collectively reduced VMT by 1.6 million miles. Annie also highlighted a series of equity benefits from carsharing.

For FY24, CarShare VT is proposing to focus on improving food access and equity through carsharing. CarShare VT will collaborate with food access organizations to conduct outreach about MobilityShare as a resource for food insecure community members. Opportunities will also be explored to use CarShare VT's technology to allow inter-agency sharing of existing fleets for food distribution, creating more efficiency and cost savings across the emergency food network.

Following Annie's presentation, Chris Shaw asked about the difference between CarShare VT and an organization like ZipCar. While Carshare VT is a community-based non-profit organization, ZipCar is owned by a for-profit organization that does not provide community carsharing, rather

carsharing for small organizations or on specific college campuses.

5. Next Steps & Adjourn

UPWP Committee members are expected to scan through the applications and project spreadsheet to identify questions or concerns related to the applications. CCRPC staff will review the applications with VTrans and FHWA to confirm program eligibility. The next meeting is scheduled for 2/23 at 5:30 PM.

The meeting was adjourned shortly before 7:30 p.m.

Respectfully submitted,

Marshall Distel