



## ***Transportation Advisory Committee Agenda***

***Wednesday, March 8, 2023***

**9:00 to 10:30 am**

**This is a virtual meeting only.**

<https://us02web.zoom.us/j/83303302163?pwd=ekNKdWROVmFRc0VKdnA2WEVlSkRzd09>

**Meeting ID: 833 0330 2163**

**Password: 247918**

**One tap mobile: +13052241968,,83303302163#,,, \*247918#**

**Dial by phone: 1-305-224-1968 Meeting ID: 833 0330 2163**

## **Agenda**

**1. Call to Order, Attendance (1 min)**

**2. Consent agenda\* (2 min)**

See attached consent agenda.

**3. Minutes of January 3, 2023\* (Action Item – 2 min)**

See attached minutes.

**4. Public Comment Period**

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

**5. Regional Intelligent Transportation System (ITS) Projects (Information Item – 30 min)**

Sai Sarepalli, CCRPC, and Derek Lyman and Ryan Knapp, VTrans, will provide updates on various ITS projects including the Bluetooth AID grant project, ITS Management Plan, 511 Traveler Information website, and Advanced Transportation Management Systems (ATMS).

**6. VPSP2 Update (Information Item – 5 min)**

CCRPC staff will present an update on the 2023 VPSP2 program.

**7. FY24 UPWP Update\* (Information Item – 10 min)**

CCRPC staff will present the project requests for the FY24 UPWP.

**8. Complete Streets Reporting\* (Information Item – 10 min)**

CCRPC staff will provide an overview of the need and requirements for annual complete streets reporting.

**9. 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 ongoing or recently completed projects.

**10. CCRPC Board Meeting Report (Information Item – 1 min)**

The Board did not meet in February. In January they held a public forum for the FY24 UPWP, approved the FY23 mid-year UPWP and budget adjustment, approved the updated Active Transportation Plan, and heard brief updates on



the Draft 2023 Metropolitan Plan, draft West Central Vermont Comprehensive Economic Development Strategy, CCRPC equity work, and Legislative Breakfast De-brief and 2023 Priorities.

**11. Chair/Members' Items (Information Item – 5 min)**

- **AARP VT Accepting 2023 Community Challenge Grant Applications:** AARP VT invites local eligible organizations and governments to apply for the [2023 AARP Community Challenge](https://www.AARP.org/CommunityChallenge) grant program. Grants fund quick-action projects that help communities become more livable in the long-term by improving public spaces, transportation, housing, civic engagement, diversity and inclusion. Deadline for applying is March 15, 2023; all project activities must be completed by November 30, 2023. To submit an application, visit [www.AARP.org/CommunityChallenge](https://www.AARP.org/CommunityChallenge).
- **VT Bond Bank's Capital Planning Forum:** An in-person event for governmental units of all sizes and associated professionals to explore Vermont specific best practices in capital planning. April 13, 9 am-4 pm, Barre, VT. Free but space is limited. [Details and registration here](#).

\* = Attachment

***Next Meeting: Tuesday, April 4, 2023***



**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
- Active Transportation Plan update - *Completed*
- Regional Park & Ride Plan - *Completed*
- Chittenden County I-89 2050 Study
- Greenride Bikeshare – *On hold*
- Property Transportation Plan: Reduce transportation emissions in commercial and affordable multi-unit sectors with Burlington Electric Department and Burlington 2030 District
- VT15 Corridor Pedestrian and Road System Study (Essex)
- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT)
- Westford Town Green Stormwater Treatment Assessment – *On-hold*
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 3 (Burlington)
- LPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities
- Multi-Modal Transportation Hub for Taft Corners Feasibility Study (Williston)
- Bolton Municipal Paving Evaluation
- Route 116 Crosswalk Scoping (Hinesburg)
- Richmond Gateway Feasibility Study
- Bike/Pedestrian Bridge over I-89 Study (South Burlington)
- Evaluation of Bicycle / Pedestrian Lighting Needs Along Kennedy Drive (South Burlington)
- Multi-site Crosswalk Assessment: Four Intersections for Connectivity (South Burlington)
- Winooski Bicycle & Pedestrian Plan
- Colchester Middle Road Culvert Replacement Scoping
- Hollow Road and Levensworth Road Town Bridge Feasibility Study (Hinesburg)
- Jericho Corners to Riverside Path Scoping
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 3 (Burlington)
- Essex Stormwater CCTV Inspection - Phase 3
- Essex Phosphorus Control Plan Treatment Practices
- Milton Allen Brook Stormwater/Watershed Assessment
- Shelburne Stormwater Plan Update and Conceptual Designs
- Stormwater Asset Data Update (Williston)



**CCRPC Transportation Advisory Committee**

**March 8, 2023**

**Agenda Item 2: Consent Item**

**Transportation Improvement Program TIP Amendment**

**Issues:**

Make the changes listed below to the FY23 year of the TIP. The FY2023-2026 TIP has not yet been approved by FHWA so these changes will apply to both the FY2022-2025 TIP, which remains in effect, and the FY2023-2026 TIP.

**Implementation of Stormwater Best Management Practices in Moorings Stream Watershed, Colchester (Project OT039, Amendment FY23-15)**

**Description of TIP Change:** Move \$259,200 in federal funds from FY24 to FY23.

**Reason for the Change:** The project was awarded a 2018 Transportation Alternatives Program grant (\$295,200) and a 2021 Municipal Highway Stormwater Mitigation Program award (\$72,000). The project is scheduled to begin construction in the summer of 2023.

**Staff Recommendation:** Recommend that the TAC approve the proposed TIP Amendment

**For more information contact:** Christine Forde  
cforde@ccrpcvt.org or 846-4490 ext. 113

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION ADVISORY COMMITTEE  
MINUTES

DATE: Tuesday, January 3, 2023  
TIME: 9:00 a.m.  
PLACE: Virtual Meeting via Zoom

**Members Present**

Amy Bell, VTrans  
Matthew Langham, VTrans  
Chris Jolly, FHWA  
Bob Henneberger, Seniors  
Norm Baldwin, Burlington  
Deirdre Holmes, Charlotte  
Josh Arneson, Richmond  
Adam Wechsler, People with Disability  
Sandy Thibault, CATMA  
Bruce Hoar, Williston  
Jonathon Weber, Local Motion  
Mary Anne Michaels, Rail  
Chris Damiani, GMT  
Tom Dipietro, South Burlington

**Staff**

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

**Guests**

Bill Regan, Charlotte  
Katharine Otto, VTrans

1. Eleni Churchill called the meeting to order at 9:02 AM.

**2. Consent Agenda**

Christine Forde briefly reviewed the items in the agenda memo. Chris Jolly asked if the northbound culvert will be completed under the same federal aid contract as the southbound contract. Matthew Langham says he thinks it will be completed under the same federal aid contract. Jonathon asked if the cost of the southbound culvert cost is about average, and Matthew said yes for this type of project, especially because of the depth.

AMY BELL MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY ADAM WECHSLER. THE MOTION PASSED UNANIMOUSLY.

**3. Approval of December 6, 2022 Minutes**

AMY BELL MADE A MOTION TO APPROVE THE MINUTES OF DECEMBER 6, 2022, SECONDED BY JONATHON WEBER. THE MOTION PASSED UNANIMOUSLY.

**4. Public Comments**

No comments from the public.

**5. Active Transportation Plan Draft Final Plan**

Bryan Davis, CCRPC, gave a presentation on the Active Transportation Plan Draft Final Plan. The consultant Toole Design completed four data/mapping analyses (equity, bicycle network, trip potential, unpaved trails), the results of which were combined with public input and walk/bike projects on the TIP and MTP to create the recommended countywide active transportation network. To facilitate project prioritization and implementation, the project team divided the network into distinct projects and used a project prioritization process based on a common set of criteria that stakeholders agreed upon. To complement the network/engineering recommendations, the consultant team developed a comprehensive set of program and policy recommendations that address the opportunities and needs identified through prior tasks. The plan and supporting memos are available at:

<https://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/>

1 AMY BELL MADE A MOTION THAT THE TAC APPROVE THE CHITTENDEN COUNTY  
2 REGIONAL ACTIVE TRANSPORTATION PLAN AND SEND TO THE CCRPC BOARD FOR  
3 ADOPTION. JONATHON WEBER SECONDED THE MOTION. THE MOTION PASSED  
4 UNANIMOUSLY.

5  
6 **6. Status of Projects and Subcommittee Reports**

7 See bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to  
8 ask staff for more information on the status of any of these ongoing or recently completed projects.  
9

10 **7. CCRPC Board Meeting Report**

11 The Board did not meet in December, but some members participated in the Legislative Breakfast held on  
12 12/8. Major topics of discussion included housing, equity, transportation, water and sewer, broadband,  
13 regional dispatch, and more housing.  
14

15 **8. Chair/Members' Items**

- 16 • **FY24 UPWP Solicitation:** materials are available on the [UPWP webpage](#). Please note the focus  
17 on equity with additional questions this year. Please contact CCRPC staff for more information or  
18 assistance  
19 • The Department of Housing and Community Development is pleased to announce the availability  
20 of approximately \$3,600,000 in [Downtown Transportation Fund Grants](#) (DTF) to support  
21 revitalization efforts in Designated Downtowns and eligible Designated Village Centers. The  
22 maximum grant amount is \$200,000 with a 20% match requirement. Applications are due January  
23 31, 2023. Contact Gary Holloway, Downtown Program Manager, [gary.holloway@vermont.gov](mailto:gary.holloway@vermont.gov),  
24 802-522-2444.  
25 • VDH and DHCD invite eligible Vermont communities and residents over 18 years of age to  
26 apply for the [Health Equity and Community Design Technical Assistance \(TA\) Pilot](#) to  
27 support community-led design, placemaking, and healthy equity projects across Vermont.  
28 Approximately 20 to 35 communities will be accepted for in-person and virtual engagement  
29 sessions between December 2022 and October 2023. Visit the Healthy Communities Vermont  
30 website to [learn more](#).  
31

32 The next TAC meeting is scheduled for Tuesday, February 7, 2023.  
33

34 The meeting adjourned at 9:28.  
35

36 Respectfully submitted, Bryan Davis

CCRPC FY21 UPWP -- Draft 2/25/20

#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
Regional Projects									
1	Chittenden County Transportation Demand Management (TDM) Plan	Regional	CCRPC Staff	\$250,000	\$200,000	\$50,000	N/A	Evaluate the TDM recommendations in the I-89 2050 Study and develop a regional TDM plan that is actionable and will help achieve the state and regional transportation and climate goals.	
2	I-89 Corridor Monitoring Committee	Regional	CCRPC Staff	CCRPC PL staff time only			N/A	Form an I-89 Corridor Monitoring Committee to meet annually to monitor the I-89 Implementation Plan.	
3	Exit 14 Supplemental Scoping Study	Regional	CCRPC Staff	\$100,000	\$80,000	\$20,000	N/A	Following the extensive evaluation of Exit 14 in the I-89 2050 Study, conduct a supplemental scoping study to select a preferred alternative for Exit 14.	
4	CCRPC Equity Work	Regional	CCRPC Staff	\$100,000	\$80,000	\$20,000	N/A	Staff recommendation to provide funding for equity work with partner organizations. This project will be led by the Equity Advisory Committee and will involve some form of building capacity and developing civic infrastructure to develop more robust and equitable engagement in transportation related projects.	
5	CCRPC Public Participation Plan	Regional	CCRPC Staff	\$70,000	\$56,000	\$14,000	N/A	With assistance from the Equity Advisory Committee and other partners, the CCRPC will update the federally required Public Participation Plan. This will include updating the CCRPC's stipend policy.	Potential to be completed in house without a consultant.
7	Chittenden County Transportation Survey	Regional	CCRPC Staff	\$60,000	\$48,000	\$12,000	N/A	Complete a county-wide transportation survey that closely follows the questions of the surveys conducted in 2000, 2006, 2012 and 2018. Data from these surveys provide the CCRPC and our partners with valuable insights of travel behavior changes, customer satisfaction with the current transportation system, and future network needs from Chittenden County residents.	Spring 2024 or fall 2024 (FY25)
8	Safety Action Plan	Regional	Municipalities & CCRPC Staff	?	?	?	N/A	This would include the development of plan to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. The Safe Streets and Roads for All (SSRA) Grant Program will allocate \$1 billion for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. Available to implement strategies or projects that are consistent with an existing Action Plan (must have a qualifying Action Plan in place).	This was a request by some municipalities when the Safe Streets and Roads for All Grant was first announced but I don't think we received any request for a regional SAP lately so I am wondering if it is worth pursuing. <b>We will discuss with the TAC at their March meeting.</b>
9	Regional Travel Demand Model On-Call Assistance	Regional	CCRPC Staff	\$30,000	\$24,000	\$6,000	N/A	On-call assistance from RSG on modeling issues and enhancements to the travel demand model.	
10	Shelburne St / Home Ave Intersection Scoping	Burlington & South Burlington	Dayton Crites	\$60,000	\$48,000	\$12,000	N/A	This project will scope the alternative options and select a preferred alternative to improve safety and efficiency at this heavily traveled intersection, as this is identified as a VTrans high-crash location based on 2012-2016 crash records. This project could be completed within approximately one year.	South Burlington staff confirmed support for this project
11	Transportation-Related Water Quality Technical Assistance	Regional	CCRPC Staff	\$25,000	\$20,000	\$5,000	N/A	Provide water quality/transportation technical assistance to Chittenden County Municipalities.	
12	Technical Assistance to Advance ECOS/MTP/TIP Implementation - Local, Regional & State	Regional	CCRPC Staff	\$70,000	\$56,000	\$14,000	N/A	Provide transportation technical assistance to Chittenden County municipalities for plans, projects and initiatives at the local level. Municipal technical assistance includes but not limited to: complete streets evaluation, traffic calming measures, traffic control warrants, speed studies, etc.	
	Regional Totals:			\$765,000	\$612,000	\$153,000	\$0		



CCRPC FY21 UPWP -- Draft 2/25/20

#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
Municipal Project Requests									
1	planBTV: New North End )	Burlington	Meagan Tuttle	\$200,000	\$160,000	\$40,000	N/A	The Comprehensive Plan’s Future Land Use Map identifies the North Avenue corridor as an area to grow. The plan further identifies the need for a detailed plan for this part of the city that considers land use, development, transportation and demographic influences along this important corridor, and the corridor’s connectivity to the adjacent residential neighborhoods. This plan will build off of work completed in this part of the city before, including the 2015 North Avenue Corridor Study, and provide direction on how to prioritize tens of millions of dollars of identified capital investments as the neighborhood evolves to be denser, and more walkable and transit accessible.	The first phase of the project was approved in FY23 (\$75,000) but was deferred to FY24. TN 2.14.23 - talked to MT on 2.10.23. Will budget for full project (\$200K) in FY24.
2	Northern Waterfront Connectivity	Burlington	Samantha Dunn	\$30,000	\$24,000	\$6,000	N/A	This project will continue the recent investments in Burlington’s northern waterfront. It will engage the community and adjacent landowners to scope the alternatives, identify opportunities and constraints, and identify the preferred alternatives and cost estimates to fill gaps in the sidewalk and path network for improved connections to the northern waterfront. The primary focus areas will be connections over the Battery Park escarpment and filling the gap between destinations near the Community Sailing Center, The FRAME, A-Dog Skatepark, and Waterworks Park. This will dovetail with design work for the second phase of The FRAME and build off the Waterfront North Access Scoping Study from 2009 to engage new landowners and refresh information since the significant redevelopment of the northern waterfront.	
3	Cottage Grove, Stanbury Road, and Green Acres Drive Sidewalk Scoping	Burlington	Dayton Crites	\$50,000	\$40,000	\$10,000	N/A	This project will work with a consultant to develop a scoping report to facilitate development of sidewalks within the New North End of Burlington, VT. The project will consult the community to scope and select preferred designs for sidewalks on at least one side of three city streets: Cottage Grove, Stanbury Road, and Green Acres Drive. This project could be completed within one year and result in a summary report that can be used to move community supported, preferred sidewalk designs towards construction funding.	
4	Universal Access to and within Burlington Parks	Burlington	Sophie Sauvé	\$50,000	\$40,000	\$10,000	N/A	This project will assess all of Burlington’s parks to identify ADA-related deficiencies that create barriers for access to each park and to specific destinations within each park. It will also review best practices, community partners, and recommend strategies that can bridge transportation barriers to parks for people with limited mobility. This assessment may not include all parks, as some have recently been redeveloped. This assessment will be integrated with Burlington’s ADA Transition Plan for sidewalks, traffic signals, and municipal buildings.	Access to parks is eligible, within parks is recreational and not eligible. <b>We will check with the City to see if they still want to proceed with this project.</b>
5	127 Shared Use Path Scoping & Feasibility Study	Burlington	Sophie Sauvé	\$150,000	\$120,000	\$30,000	N/A	This project will complete scoping for new access points to and from the 127 path, assess the feasibility of widening the path, and assess the crash history of vehicles from SR 127 striking the fence that separates the roadway from the path.	
6	Property Transportation Plan	Burlington/ BED	Jennifer Green	\$6,750	\$5,400	\$1,350	N/A	Burlington Electric Department (BED) and the Burlington 2030 District (BTV 2030) are seeking to reduce vehicle miles travelled and transportation emissions in Burlington's commercial and affordable multi-unit sectors via the continued development and implementation of customized Property Transportation Plans (PTP). PTPs provide BTV 2030 property owner members a summary of findings and opportunities to reduce transportation emissions. UPWP funding will bolster and hone the PTP template, survey distribution and analysis, engagement, outreach and follow-up with property owners and managers. It will also support two educational events.	Total request is for \$13,500, but split over two fiscal years. Previous phase was proposed in FY22 then carried over into FY23. Bryan provided a couple of property transportation plans and the survey developed by RSG.



**CCRPC FY21 UPWP -- Draft 2/25/20**

#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
7	Transportation Workforce Development Needs Assessment	Burlington	Gillian Nanton				N/A	This needs assessment is the foundation of a larger workforce development project, Towards a Safer Downtown Burlington, that awaits funding (applied through the USDOT Reconnecting Communities Pilot 2022). This project is primarily youth-focused and will identify the barriers to quality employment opportunities and identify strategies to remove those barriers with local workforce training. An Advisory Committee will guide the effort and will include representatives of local government, non-profit partners that support youth development, employers, businesses, and key training institutes or agencies.	This is not eligible for PL funds. Other federal transportation funds are eligible but need to be capital-type funds. Vtrans may program funds in TIP for training programs with capital (STP) funds. Should connect City with Vtrans staff working on this.
8	Coordinated Short Term Bicycle and Pedestrian Counts Workplan	Burlington	Dayton Crites	CCRPC PL staff time only			N/A	This is a request for technical assistance to develop an Active Transportation Count Methodology for the City of Burlington. The City proposes working with CCRPC staff to review existing count data, findings from the 2021 CCRPC Bicycle Count Data Analysis and Count Program Design Strategies report, and City and CCRPC traffic count resources (MioVision cameras and other counter technology) to develop a workplan that can guide ongoing counts throughout the City of Burlington to better understand city wide transportation mode split between driving, walking, and bicycling.	
9	Traffic Modeling of Shelburne Street	Burlington	Dayton Crites	CCRPC PL staff time only			N/A	This project will require technical assistance from CCRPC staff to update traffic data and traffic models for Shelburne St. The purpose is to obtain current traffic data and projections as Burlington prepares for a future corridor study, following completion of the Champlain Parkway project.	
10	Reimagining and Enabling Charlotte's East and West Villages	Charlotte	Larry Lewack	\$85,000	\$68,000	\$17,000	N/A	Charlotte shall build upon its recent state designation of two village centers via a 'deep dive' into its land use regulations to identify and remove zoning barriers to enable higher density development (including affordable housing) in the two historic villages of this rural community. With help from consultants, the town will develop a shared vision for more vibrant and diverse village centers. This element (Phase I) will entail extensive outreach and engagement with town residents via public meetings, surveys, and design charrettes to identify shared "smart growth" goals, desired housing types, and amenities.	Charlotte has match via a Bylaw Modernization Grant (BMG). The application has been revised to include a stronger transportation nexus.
11	Public Outreach Study to Determine Transportation & Parking Needs	Charlotte	Deirdre Holmes	\$12,000	\$9,600	\$2,400	N/A	This is envisioned as a public outreach study to determine the needs, interests and concerns of townspeople, town organizations and businesses around the creation of transportation options besides the privately-owned vehicle. As part of this study, we also wish to discuss parking challenges in the West Village, and explore viable options for expanding modes of mobility in town. We expect the study to consist of various forms of public outreach, including several community charrettes and workshops run by an outside consultant. The outcomes of this study will help inform planning, design and investment decisions as the Town aims to meet the transportation needs of all residents, and reduce carbon emissions from the transportation sector with options which are less fossil fuel dependent.	
12	GIS Services	Essex Junction	Regina Mahony	100 hours of non-PL CCRPC staff hours requested			\$6,000	With the separation of the Town and the City, the City will no longer have in house GIS services. This request is for GIS assistance from CCRPC to help fill this gap until we have an in-house GIS solution. We are aware of specific needs; but anticipate other needs may come up over the course of the year.	

**CCRPC FY21 UPWP -- Draft 2/25/20**

#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
13	TOD Planning – RAISE Grant	Essex Junction	Regina Mahony					Essex Junction is interested in engaging in Transit-Oriented Development (TOD) Planning to further develop our compact, connected, and walkable city. Given Essex Junction’s Amtrak station improvement project, Five Corners Design plan, and excitement around visioning for the new city, Essex Junction is well suited for this project. Also, while CCRPC aided in updating the Land Development Code last year, this did not include visual elements. This project will complete the transition from the Design Five Corners concepts to the Land Development Code, by galvanizing folks around a more specific vision and codifying it. Also, the Transit Oriented Development zoning district on Pearl Street could use some significant improvements to achieve the goals of multi-modal travel.	This will be funded by the Northwest Vermont TOD RAISE grant.
14	Stormwater Pipe CCTV Inspection Phase 3	Essex Junction	Chelsea Mandigo	\$50,000	\$40,000	\$10,000	N/A	Phase 3 of this project would consist of hiring a consultant to televise the stormwater pipes in the selected areas. Results would be consolidated into a pre-existing PACP standards condition and replacement report created in Phase 1. Phase 1-3 data would be used to develop a schedule framework for slip-lining or replacement of deficient pipes for capital/operational planning.	
15	Official Map for Essex Town Center Mix Use Districts	Essex	Katherine Sonnick	CCRPC PL staff time only			N/A	Essex completed a master plan for the Essex Town Center area (ETC Next) in 2021. Among the recommendations in the plan is for the Town to pursue State designations for this area. The first designation that the Town will pursue is Village Center for historic Essex Center, followed by a Neighborhood Development Area extending from the village center and finally, a New Town Center (NTC) designation for the Mixed-Use North and South areas (see attached map). Among the requirements for the NTC designation, is an Official Map. The project proposal is for the CCRPC staff to assist the Town in developing an Official Map for this area of approximately 125 acres.	
16	Route 116 Crosswalk Scoping - Phase Two	Hinesburg	Todd Odit	\$20,000	\$16,000	\$4,000	N/A	Follow up on 2014 Vermont Route 116 Corridor Study recommendations to evaluate design options and provide cost estimates for improvements to seven crosswalk areas. See projects 2,3,7 in Table 5.1 (page 50) from the 2014 study. Phase one is wrapping up via a FY23 UPWP project to assess two existing crosswalks and one intersection. Phase two will assess three existing crosswalks and one intersection in need of a new crosswalk. The three existing crosswalks could use enhancements to improve pedestrian safety – e.g., colored/textured materials, rapid flashing beacons. The one intersection lacking a crosswalk is unsignalized, and needs planning and design work to assess safe pedestrian crossing options.	CCRPC staff reached out to the Town recommending a budget increase. <b>The municipality agreed to keep the budget as is and reduce the number of crosswalks evaluated.</b>
17	Cochran Road Corridor Study	Richmond	Josh Arneson	\$50,000	\$40,000	\$10,000	N/A	The project area for the Cochran Road Corridor Study encompasses the entirety of Cochran Road, from the Bridge Street/Cochran Road intersection to the intersection of Route 2 in Jonesville. A corridor study will focus on the 2.8-mile middle segment of Cochran Road. A more detailed scoping study will be performed on the western and eastern ends with higher village/population areas. The Cochran Road Corridor Study also will evaluate and recommend permanent traffic calming measures along the length of Cochran Road	
18	South Burlington Walk/Bike Master Plan	South Burlington	Erica Quallen	\$75,000	\$60,000	\$15,000	N/A	The Walk/Bike Master Plan is a one-year, city-wide effort assessing the existing state of the City’s bicycle and transportation network (i.e., shared use paths, bike lanes, sidewalks, etc.) and establishing a multi-year plan for improving the network’s connectivity and accessibility for all residents. The goal of this project is to make a detailed plan that accompanies the City’s Comprehensive Plan to further our goal of increasing active transportation for reasons of sustainability, equity, and public health, amongst others. The creation of a Walk/Bike Master Plan has been recommended by the City’s Bicycle and Pedestrian Committee, was made as a formal recommendation in the 2022 South Burlington Climate Action Plan and will involve a robust public engagement process.	

CCRPC FY21 UPWP -- Draft 2/25/20

#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
19	Underhill Center Active Transportation Corridor Study	Underhill	Nick Atherton	\$80,000	\$64,000	\$16,000	N/A	This proposal is for a scoping study to examine routes, budgets, and timelines for a sidewalk, path and/or other active transportation infrastructure that connects the Underhill Central School with the rest of the village and its many important places for Underhill residents and visitors. Such a study should be completed within 1 fiscal year, and therefore would not require phasing.	This project is more similar to a bike/ped study than a corridor study.
20	Housing Supportive Bylaw Amendments	Williston	Matt Boulanger	50 hours of non-PL CCRPC staff hours requested			\$3,000	We are requesting CCRPC assistance to 1) help the Planning Commission to determine defined goals for housing, 2) evaluate various regulatory strategies with respect to their modeled or demonstrated effectiveness in meeting the goals for housing, 3) assist the town to develop draft bylaw amendments determined to have high potential to help Williston achieve its housing goals.	
Municipal Totals				\$858,750	\$687,000	\$171,750	\$9,000		
Partner Requests									
1	Improving Food Access and Equity Through Carsharing	CarShare VT	Annie Bourdon	\$63,650	\$50,920	\$12,730	N/A	Lack of transportation poses a major barrier for people experiencing food insecurity, which is at an all-time high in Vermont. This project aims to: 1) collaborate with food access organizations to conduct outreach about MobilityShare as a resource for food insecure community members; 2) utilize our service to enable partners to deliver food to residents who cannot drive themselves, including by volunteer drivers; and 3) explore opportunities to use our technology and systems to allow inter-agency sharing of existing fleets for food distribution, creating more efficiency and cost savings across the emergency food network. Importantly, the proposed project coincides with CarShare VT's return to Winooski where food access is limited, especially for residents with low incomes.	
2	Engaging and Connecting Vermonters, Underserved & Diverse Populations to Existing Transit Options--FY24 Phase II	Net Zero Vermont and Vermont Clean Cities	Debra Sachs, Peggy O'Neil-Vivanco	\$67,650	\$54,120	\$13,530	N/A	Walk to Shop is multi-year, multi-layered project that is aligning with several partners, to encourage, incentivize and support greater mobility independence, access to transit, to food and to basic necessities using a shopping trolley. While we are pleased to be ahead of schedule in results and outcomes FY23, the demand for convenient, affordable TDM options continues to be significant as we coordinate with a growing number of partners and projects. Phase 2 builds upon the progress that was achieved during the current FY.	FHWA/VTrans - need to move this towards a more sustainable funding source in the future. Okay for FY24.
3	Regional TMA / TDM Program Support	CATMA	Sandy Thibault	\$110,000	\$88,000	\$22,000	N/A	With support of UPWP FY24 funds, CATMA will continue advancing TDM in our region to reduce congestion, lower vehicle emissions, improve mobility and maximize the efficiency of our transportation system. Our focus will be to: Maintain our Regional Mobility Center service, a centralized location for transportation information, data, trip planning, tools, resources and support for commuters, employers, developers, municipalities and partners; Engage, participate in and support local and regional projects and initiatives that include TDM; Plan, organize and host a 2023 Transportation Summit; Grow, educate and support CATMA's Network of transportation coordinators through outreach, communications and resources, meetings/events and networking; Implement a newly designed membership structure with updated brand, content and collateral for business outreach and membership recruitment.	
4	Local Motion Bike/Ped Planning	Local Motion	Christina Erickson	\$119,818	\$95,854	\$23,964	N/A	Area of work 1: Walk/Bike Technical Assistance Area of work 2: Active Transportation Encouragement and Education Area of work 3: Cultivate Learning Networks to Promote Walking and Biking	FHWA - PL funds cannot be used to purchase e-bikes as an ongoing process. Was okay for a demonstration/educational program. Concern about using PL funds for implementation.

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#	Project	Partner	Source	Total Cost	PL	Match	Land Use \$	Description	Comments
5	Transportation Sustainability Assessment Tool and Data Dashboard	UVM TRC	Gregory Rowangould	\$90,477	\$72,382	\$18,095	N/A	This one-year project will develop a new data dashboard for tracking household level changes in vehicle miles traveled (VMT), greenhouse gas emissions (GHGs) and vehicle fleet characteristics (e.g., fuel economy, fuel type, EVs, etc.) at a high level of spatial detail (e.g., census blocks) across Chittenden County. An assessment tool will also be created that enables CCRPC, municipalities and other regional stakeholders to evaluate baseline conditions, measure progress towards GHG emission reduction targets, and evaluate factors that contribute to different rates of progress in different communities.	
6	Chittenden County SOV Commuter Reduction Program - phase 1 of 2	UVM	Richard Watts	\$25,000	\$20,000	\$5,000	N/A	This program reduces single-occupancy vehicle (SOV) use by 200 commuters within and commuting into Chittenden County. A combination of one-time incentives, student labor and strategic marketing enables 200 people to drive less and use sustainable transportation options for at least two days a week for a period of six months. Building on the success of a just completed VTrans MTI funded project in which 98 commuters switched commute days to non-SOV options, the program will lead to long-term behavior change -- increasing the number of Chittenden County commuters using non-SOV modes, such as cycling, walking, public transportation, telecommuting or carpooling.	The UPWP Committee asked that previous participants of this initiative be surveyed to evaluate if their transportation mode change was sustained before providing funding for this project.
7	Transit Planning	GMT	Jamie Smith	\$442,340	\$353,872	\$88,468	N/A	Transit Planning conducted by GMT in Chittenden County.	
Partner Totals				\$918,935	\$735,148	\$183,787	\$9,000		
		TOTAL:	\$2,542,685	\$2,034,148	\$508,537				
Est. Total Fed \$ Available :				\$2,200,000	\$2,200,000				
Amount Over/Under:				\$165,852					

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## MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

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**Town:**

**Road:**

**Project Description:**

**Name of Municipal Official:**

**Position:**

**Date:**

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Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

**Please complete only one of the three sections.**

**1) Compliance** – Please select all Complete Streets principles and practices that have been incorporated into the project.

- |  |  |
|--|--|
| <input type="checkbox"/> Sidewalks: installation, repair, ramps, railing, etc. | <input type="checkbox"/> Pavement Improvements: replacement, repair, etc.      |
| <input type="checkbox"/> Crosswalks: installation, repair, markings, etc.      | <input type="checkbox"/> Shoulder Improvements: widen with new pavement.       |
| <input type="checkbox"/> Lighting: street or pedestrian scale.                 | <input type="checkbox"/> Bike/Shared Use: paths, lanes, etc.                   |
| <input type="checkbox"/> Signals: pedestrian features.                         | <input type="checkbox"/> Public Transit: bus stops, bus pullouts, kiosks, etc. |
| <input type="checkbox"/> Streetscaping: benches, bulbouts, landscaping, etc.   | <input type="checkbox"/> Other (please describe):                              |

**2) Exemption** – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.  
Indicate project scope below.
- |   |   |
|---|---|
| <input type="checkbox"/> Crack sealing  | <input type="checkbox"/> Culvert replacement                          |
| <input type="checkbox"/> Emergency repairs  | <input type="checkbox"/> Guardrail replacement                        |
| <input type="checkbox"/> High risk rural road (HRRR) projects   | <input type="checkbox"/> Ledge/slope projects                         |
| <input type="checkbox"/> Pothole repair   | <input type="checkbox"/> Preventative maintenance, bridge maintenance |
| <input type="checkbox"/> Roadside mowing  | <input type="checkbox"/> Road/shoulder sweeping                       |
| <input type="checkbox"/> Shim/leveling projects   | <input type="checkbox"/> Sign replacement                             |
| <input type="checkbox"/> Traffic signal equipment upgrades  | <input type="checkbox"/> Other miscellaneous maintenance activities   |
| <input type="checkbox"/> Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.) |   |
- ☐ C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

**3) Non-Compliance** – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

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