CHITTENDEN COUNTY RPC
Communities Planning Together

Transportation Advisory Committee Agenda

Tuesday, April 2, 2024
9:00 to 10:00 am

This will be a virtual meeting:
https://us02web.zoom.us/j/82462008536?pwd=NVllaWlyZEU2aXRaNHUxZlY5cHoyZz09
Meeting ID: 824 6200 8536
Password: 684952
One tap mobile: +16468769923,,82462008536#,,,,*684952#
Dial by phone: 1-646-876-9923 **Meeting ID:** 824 6200 8536

Agenda

1. Call to Order, Attendance

2. Consent agenda* (2 min)
Please see the attached memo.

3. Minutes of March 6, 2024* (Action Item – 2 min)
Please see attached draft 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. Carbon Reduction Strategy and GHG Transportation Performance Target* (Action – 30 min)
Andrea Wright, VTrans, will share an overview of the State's recently developed Carbon Reduction Strategy required under the federal Infrastructure Investment and Jobs Act (IIJA) Carbon Reduction Program and describe how that work formed the basis for the development of the required statewide greenhouse gas (GHG) Reduction Target. The CCRPC is required to either accept the statewide target for the metropolitan planning area or establish our own target. More information at https://vtrans.vermont.gov/climate/carbon-reduction-strategy.

6. FY25 UPWP Update (Information Item – 20 min)
Marshall Distel, CCRPC staff, will provide an overview of the Unified Planning Work Program (UPWP) process and an update on development of the FY25 UPWP. https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/

7. 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.

8. CCRPC Board Meeting Report (Information Item – 1 min)
In March the Board voted to approve the FY23 single audit, heard an update on the ECOS Plan and public engagement, heard an equity program update, and heard other miscellaneous Director and legislative updates.

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. 121 or evaughn@ccrpcvt.org, at least 5 business days prior to the meeting for which services are requested.

9. **Chair/Members' Items (Information Item – 2 min)**
   - The **Northern Border Regional Commission** has announced availability of $50M in **2024 Catalyst Program** funding for infrastructure (awards up to 1M) and non-infrastructure (awards up to $500,000). Infrastructure broad categories of transportation, basic public infrastructure, telecommunications, and energy. https://www.nbrc.gov/content/Catalyst and program overview
   - **USDOT Funding Resources/Opportunities:**
     - Active Transportation Infrastructure Investment Program (ATIIP) provides $45M for planning, design and construction. Planning and Design grants must have planning and design costs of at least $100,000 to be eligible. Projects seeking Construction grants must have total costs of at least $15 million to be eligible. The deadline for applications is 11:59 p.m. (EST) Monday, June 17, 2024. The required match of 20% could be waived for eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/index.cfm
     - USDOT Safe Streets and Roads for All (SS4A) grant program, NOFO now available with multiple deadlines depending on grant request (April 4 for Planning and Demonstration Grants; May 16 for Implementation Grants, second round for Planning and Demonstration Grants; August 29, final round for Planning and Demonstration Grants). This round includes leftover funds from FY23 so this is good opportunity for new applicants. https://www.transportation.gov/grants/SS4A
     - USDOT Discretionary Grants Dashboard (https://www.transportation.gov/grants/dashboard) provides an overview of discretionary grant opportunities The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities.
     - DOT Navigator https://www.transportation.gov/dot-navigator
     - Rural Opportunities to Use Transportation for Economic Success (ROUTES) https://www.transportation.gov/rural
     - Reconnecting Communities – note that Burlington and South Burlington applied last round, awards not yet announced. This program is more competitive than SS4A. https://www.transportation.gov/grants/rcnprogram
   - **2024 Tier 2 & Tier 3 River & Roads Training Dates**, to view more details visit https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training.

* = Attachment

Next Meeting: Tuesday, May 7, 2024

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CHITTENDEN COUNTY RPC
Communities Planning Together

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
- Regional Transportation Energy Planning
- Regional Travel Demand Model On-Call Assistance
- Regional Transportation Options/TDM Plan
- Northwest VT Transit Oriented Development (TOD) Project – RAISE Grant
- I-89 Corridor Monitoring Committee
- Exit 14 Supplemental Scoping Study
- Chittenden County Transportation Survey
- Transportation Sustainability Assessment Tool and Data Dashboard
- Transportation Hazard Mitigation Planning
- Coordination with GMT on ADA and Older Adults & Persons with Disabilities advisory committees
- Milton Downtown Core Master Planning
- Route 116 Crosswalk Improvements – Phase 2 (Hinesburg)
- planBTV: New North End (Burlington)
- PlanBTV Walk Bike Safety Action Plan (Burlington)
- Burlington South End Multimodal Facility and TOD Study
- Burlington Impact Fee Study – Revision & Expansion
- Burlington Property Transportation Plans
- Universal Access to and within Burlington Parks
- Battery Street Corridor Study (Burlington)
- Shelburne St / Home Ave Intersection Scoping (Burlington)
- Northern Waterfront Connectivity (Burlington)
- Cottage Grove, Stanbury Road, and Green Acres Drive Sidewalk Scoping (Burlington)
- VT 127 Shared Use Path Scoping & Feasibility Study (Burlington)
- Public Outreach Study to Determine Transportation & Parking Needs (Charlotte)
- Reimagining and Enabling Charlotte's East and West Villages
- Bike/Pedestrian Bridge over I-89 Connections Study (South Burlington)
- South Burlington Traffic Overlay District Replacement
- South Burlington Active Transportation Plan
- South Burlington City Center Modelling
- Underhill Center Active Transportation Scoping Study
- Winooski Bicycle & Pedestrian Plan – *project complete*
- Lafountain and Dion Street Scoping Study (Winooski)
- Intermodal connections for the Burlington Amtrak service
- Richmond Gateway Feasibility Study
- Cochran Road Scoping and Feasibility Study (Richmond)
- MPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- MPM services for Jericho – Riverside Village Sidewalk project
- MPM services for Richmond – Bridge Street Sidewalk project
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities

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- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT)
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 3 (Burlington)
- Essex Stormwater CCTV Inspection – Phase 3
- Essex Junction Stormwater CCTV Inspection – Phase 3
- Inspection and Inventory of Existing Stormwater System in Winooski (Phase 2)
- Shelburne Stormwater Plan Update and Conceptual Design – *on hold*

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CHITTENDEN COUNTY RPC
Communities Planning Together

CCRPC Transportation Advisory Committee
April 2, 2024
Agenda Item 2: Consent Item

Transportation Improvement Program TIP Amendment

Issues: Make the changes detailed below and shown on the attached spreadsheet (changes are noted in red) to the FY2024 year of both the FY2022-2025 TIP and the FY2024-2027 TIP. The FY2024-2027 TIP has been submitted to FHWA but has not yet been approved. The FY2022-2025 TIP remains in effect.

Champlain Parkway, Burlington (Project HC001, Amendment FY24-28) -- Increase funding for construction from $66,049,627 to $81,619,146 (this total does not include items not eligible for federal reimbursement). This is a 24% increase in construction cost which is defined as a minor amendment according to CCRPC's TIP Amendment Policy. Change funding amounts as shown in the attached table. These changes align funding levels with the current project schedule.

Railyard Enterprise Project, Burlington (Project HC015, Amendment FY24-30) – Change the funding schedule to be consistent with the Transportation Capital Program. Construction is programmed for state fiscal years 2026 to 2029.

Holmes Creek Covered Bridge, Charlotte (Project BR078, Amendment FY24-31). Add additional funds for preliminary engineering in FY2025.

Bayside Intersection Roundabout and Stormwater Improvements (Project HP139, Amendment FY24-32). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in FY2026 and FY2027.

Jasper Mine Road Park-and-Ride, Colchester (Project IN015, Amendment FY24-33). The site for this future park-and-ride lot is being used for staging for the Exit 17 Improvements project. The project will be constructed following the completion of Exit 17.

Prim Road/West Lakeshore Drive Intersection Improvements, Colchester (Project HP118, Amendment FY24-34). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in FY2025 and FY2026.

Severance Corners Intersection Project, Colchester (Project HP110, Amendment FY24-35). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in state fiscal year 2027, 2028 and 2029.

VT2A Improvements, Colchester (Project HP003, Amendment FY24-36). Advance preliminary engineering funds to begin in FY2024.

Resurface VT15, Colchester-Essex (Project HP158, Amendment FY24-37). This project will begin following completion of the VT15 Traffic Signal Replacement project located in the same corridor.

VT15 Traffic Signal Replacement, Colchester-Essex (Project HP155, Amendment FY24-38). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in FY2026 and FY2027.

Resurface US7, Colchester-Milton (Project HP166, Amendment FY24-39). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in state fiscal years 2027 and 2028.

Susie Wilson Road Corridor and Intersection Improvements, Essex (Project HP120, Amendment FY24-40). This project is in scoping. The construction schedule is still to be determined.

VT117/North Williston Road Intersection Improvements, Essex (Project HP121, Amendment FY24-41). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to take place in state fiscal years 2026 and 2027.

VT128 Culvert BR1 Carrying Alder Brook, Essex (Project BR060, Amendment FY24-42). Delay construction funding from FY2024 to FY2025 to match the current project schedule.

VT15/Sand Hill Road Intersection Improvements, Essex (Project HP082, Amendment FY24-43). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to begin in the fall of 2026.

Crescent Connector, Essex Junction (Project HC014, Amendment FY24-44). This project had funds in previous years of the TIP that were not obligated. Funds are needed in FY2024 to complete the project.

Resurface VT128, Essex-Fairfax (Project HP167, Amendment FY24-45). This project is in design. The exact construction schedule is yet to be determined.

BR15 on Browns Trace over Mill Brook, Jericho (Project BR066, Amendment FY24-46). The project cost estimate has been updated.

US7/Middle Road/Railroad Street, Milton (Project HP007, Amendment FY24-47). Change the funding schedule to be consistent with the Transportation Capital Program. Construction is anticipated to begin in the summer of 2025.

Resurface VT2A, St. George-Williston (Project HP168, Amendment FY24-48). This project is in design. The exact construction schedule is yet to be determined.

VT15 Improvements, Weaver Lane to Florida Avenue, Winooski (Project HP171, Amendment FY24-49). Improvements at VT15/East Spring Street are being advanced as mitigation for the Winooski Bridge project.

Winooski Circulator Improvements, Winooski (Project HP113, Amendment FY24-50). This project was completed in 2016. It made several safety improvements at the Winooski Circulator. The contractor filed a complaint in Vermont Superior Court and was awarded a settlement. A total of $528,000 is needed to cover the settlement, VTrans attorney fees, staff time, and project overruns. These funds will come from Regional project OT017 Modifications and Overruns.

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

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

Proposed FY24 TIP Amendments – April 2024

Number	CCRPC Identifier	Project Name	FY24 Federal Funds	FY25 Federal Funds	FY26 Federal Funds	FY27 Federal Funds
FY24-28	HC001A C/1	Champlain Parkway - Home Avenue to Kilburn Street, Burlington	~~$19,302,234~~ $12,085,687	~~$5,320,428~~		
FY24-29	HC001A C/2	Champlain Parkway - I-189 to Home Avenue and Kilburn Street to Main Street, Burlington	~~$300,000~~ $5,329,623	~~$5,889,610~~ $11,918,195	~~$5,958,762~~ $12,904,381	~~$4,277,724~~ $6,500,000
FY24-30	HC015	Railyard Enterprise Project, Burlington	$1,040,000	$618,000	~~$1,400,388~~ $1,029,850	~~$5,579,420~~ $4,000,000
FY24-31	BR078	Holmes Creek Covered Bridge, Charlotte	$60,000	$180,000		
FY24-32	HP139	Bayside Intersection Roundabout and Stormwater Improvements, Colchester	$70,000	~~$206,000~~	~~$2,970,520~~ $1,000,000	$2,000,000
FY24-33	IN015	Jasper Mine Road Park-and-Ride, Colchester	$100,000	$118,450	~~$1,007,855~~	
FY24-34	HP118	Prim Road/West Lakeshore Drive Intersection Improvements, Colchester	~~$2,640,000~~ $250,000	$1,000,000	$1,640,000	
FY24-35	HP110	Severance Corners Intersection Project, Colchester	$525,000	$180,250	$742,630	~~$3,221,640~~ $1,000,000
FY24-36	HP003	VT2A Improvements, Colchester	$200,000	$200,000	~~$220,000~~ $120,000	
FY24-37	HP158	Resurface VT15, Colchester-Essex	$138,380	~~$515,000~~	$1,000,000	$1,492,809
FY24-38	HP155	VT15 Traffic Signal Replacement, Colchester-Essex	~~$600,000~~ $235,000	$1,030,000	$1,474,995	
FY24-39	HP166	Resurface US7, Colchester-Milton	$112,000	$115,360	~~$1,726,296~~	$764,909
FY24-40	HP120	Susie Wilson Road Corridor and Intersection Improvements, Essex	$264,000	~~$710,700~~	$732,021	$647,979
FY24-41	HP121	VT117/North Williston Road Intersection Improvements, Essex	$40,000	$32,967	~~$1,858,717~~ $1,400,000	$352,019
FY24-42	BR060	VT128 Culvert BR1 Carrying Alder Brook, Essex	~~$460,000~~ $24,000	$460,000		
FY24-43	HP082	VT15/Sand Hill Road Intersection Improvements, Essex	$30,000	$20,600	~~$530,430~~ $250,000	~~$1,717,966~~ $1,000,000
FY24-44	HC014	Crescent Connector, Essex Junction	~~$4,000,000~~ $5,552,300			
FY24-45	HP167	Resurface VT128, Essex-Fairfax	$48,000		~~$2,347,220~~ $1,500,000	~~$1,136,436~~ $1,000,000
FY24-46	BR066	BR15 on Browns Trace over Mill Brook, Jericho	~~$205,455~~ $105,455	$412,000	~~$1,697,440~~ $1,150,144	
FY24-47	HP007	US7/Middle Road/Railroad Street, Milton	~~$150,000~~ $250,000	~~$2,060,000~~ $500,000	~~$4,373,827~~ $2,121,603	$3,500,000
FY24-48	HP168	Resurface VT2A, St. George-Williston	$200,000		~~$1,455,555~~	~~$642,523~~
FY24-49	HP171	VT15 Improvements, Weaver Lane to Florida Avenue, Winooski	~~$60,000~~ $150,000	$150,000	$1,000,000	
FY24-50	OT017	Modifications and Overruns	~~$500,000~~	$500,000	$500,000	$500,000
	HP113	Winooski Circulator	$528,222			

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Wednesday, March 6, 2024
TIME: 9:00 a.m.
PLACE: Virtual Meeting via Zoom

Members Present
Bryan Osborne, Colchester
Aaron Martin, Essex
Chris Yuen, Essex Junction
Chris Damiani, GMT
Erica Quallen, South Burlington
Jacqui DeMent, FHWA
Jonathon Weber, Local Motion
Julia Ursaki, Burlington
Lisa Schaeffler, Milton
Mary Anne Michaels, Vermont Rail System
Matthew Arancio, VTrans
Sam Andersen, GBIC

Staff
Eleni Churchill, Transportation Program Manager
Christine Forde, Senior Transportation Planner
Chris Dubin, Senior Transportation Planner
Eliana Fox, Transportation Planner
Jason Charest, Senior Transportation Planning Engineer
Sai Sarepalli, Senior Transportation Planning Engineer
Bryan Davis, Senior Transportation Planner
Marshall Distel, Senior Transportation Planner
Chris Dubin, Senior Transportation Planner
Pam Brangan, GIS Data & IT Manager

Guests
Faith Dall, VTrans
Jim Cota, VTrans

1. Bryan Osborne called the meeting to order at 9:02 AM.

2. Consent Agenda
SAM ANDERSEN MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY AARON MARTIN. THE MOTION PASSED UNANIMOUSLY.

In the chat Christine shared:
Essex – Jericho Culvert Bundle - Regional Concerns Meeting, 1) Essex Junction Meeting -- main conference room at the Town Offices, Monday, March 18, 2024, 6:30 PM-7:30 PM, 2) Jericho Meeting -- Town Hall., Thursday, March 21, 2024, 6:30 PM-7:30 PM, I don't think meetings have been set for Essex or Charlotte.

3. Approval of February 6, 2024 Minutes
CHRIS YUEN MADE A MOTION TO APPROVE THE MINUTES OF FEBRUARY 6, 2024, SECONDED BY LISA SCHAEFFLER. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments
No comments from the public.

5. Class 1 Town Highway Reclassification Study
Sai Sarepalli, CCRPC, and David Saladino, VHB, shared the results of a study that investigated the feasibility of reclassifying a section of US 2 in Williston as a Class 1 Town Highway, describing reclassification opportunities and constraints for the State and local municipalities. View the final report here.

David explained that two goals of the study were to look at opportunities to generally encourage reclassification of State highways to Class 1 Town Highway, and specifically to examine the feasibility of reclassifying US 2 through Taft Corners in the Town of Williston to a Class 1 Town Highway.

David presented a statewide scan to identify where the Class 1 Town Highways are located and their correlation to population. He shared a map that ranked municipal property value per person, suggesting it could be a proxy for ability to pay for maintenance responsibilities on Class 1 Town Highways. The study also includes a chart showing a comparison of maintenance responsibilities between State highways and Class 1 Town Highways.

The team identified cost estimates for operations and maintenance if the Town took over the roadway as a Class 1 Town Highway. For this 1.7-mile section of US 2, the estimated cost would be around $36,000 per year, but the State would contribute approximately $12,000, reducing the Town's cost to $23,000. Additional labor costs would bring the total to about $24,000 per year. The study considered different scenarios that could affect the local capital responsibilities depending on whether the State retained maintenance of signals, striping, or both. The State would bring the roadway to a "state of good repair" before it was reclassified.

David described the characteristics of the roadway and noted that Williston passed a Form Based Code which included a typology for the roadway. There are some streetscape elements that would not be permitted in the State right of way.

Sam asked to what extent the Town was receptive. David responded that the Town decided not to pursue reclassification mainly due to the additional financial responsibility.

Jonathon noted that a lot of the design considerations are based on the curb offset, likely to accommodate plowing, and asked if there is an opportunity to consider other plowing options. David said they did look at the curb offset but they didn't reach a point where the Town was interested in taking over plowing responsibilities. David also noted that his team is working with the State on updating their design standards so could be another opportunity to explore that option.

Jim Cota, VTrans District 5, pointed out that their plow trucks are 13.5 feet wide with the plow wing down, so they prefer the 15-foot curb line. It's also challenging to plow if you have to turn around to plow additional lanes, like turn lanes, and it can get expensive if traffic continues to pack down snow. He noted in some cases it makes sense for the State to retain or take on some responsibilities but not in others. A Town may also need to add a new garage or bay to accommodate an additional plow if they took over plowing responsibilities.

Bryan Osborne asked where the project team got the cost information for the estimates. They came from the State and other sources, as well as professional judgement and accounting for inflation. Bryan noted an estimated cost for Colchester to take over State highways would be double his current total budget. David noted the challenges in estimating the benefits of changing land uses and recouping some of those additional costs.

Erica asked if there was consideration for a short-term change to VTrans compensating per lane mile, rather than centerline mile? For Williston Road in SB, it is ~2 miles of centerline, but ~8 miles of lane miles. David said this didn't come up but is a consideration and those miles can add up quickly.

6. <u>Shelburne Bike Parking Survey Tool</u>

Pam Brangan, CCRPC staff, shared a survey tool she developed for the Town of Shelburne to collect information on bike parking. This is an example of a technical assistance project available for your city/town. This project was borne out of a local task force to improve walk bike conditions, which included looking at bike parking in Town. She used ESRI Survey123 to create the survey which allowed people to input different aspects, location, and add photos. The Town will use the information to identify which racks should be replaced and locations where bike parking is needed.

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Jonathon asked how long the tool will stay open, Pam isn't sure how long the task force would like to keep it open. He's interested in how other communities may use this type of tool for bike parking mapping and management.

Eliana asked if the survey fields are editable after someone uploads information. Pam confirmed is possible but may have been disabled currently.

7. FY25 UPWP Update

Marshall Distel, CCRPC staff, provided an overview of the Unified Planning Work Program (UPWP) process and an update on the status of the FY25 UPWP. He noted that CCRPC will have enough planning funds to support all of the requests but we haven't evaluated if we'll have enough staff capacity to manage all of them. We will bring the draft FY25 UPWP to the TAC in April and then to the Board in May. He noted we received more data requests from municipalities than is typical, so we'll also need to determine staff and intern capacity to complete the requests. View the UPWP webpage here.

8. Complete Streets Reporting

Bryan Davis, CCRPC staff, provided an overview of the need and requirements for annual compete streets reporting. He shared the form sent to municipalities and explained the different sections. The timing of the request can be challenging since it coincides with preparations for Town Meeting Day. Matthew Arancio agreed and said VTrans will consider this as the complete streets reporting shifts to other staff internally.

9. Status of Projects and Subcommittee Reports

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

In February the Board heard a presentation about the Vermont Futures Project from Executive Director Kevin Chu, was updated on the annual federal transportation funding spent in Chittenden County and the state's capital program, received an update on board and committee appointments, discussed the draft code of conduct, heard an equity program update, and heard other miscellaneous Director updates.

11. Chair/Members' Items

- The **Northern Border Regional Commission** has announced availability of $50M in **2024 Catalyst Program** funding for infrastructure (awards up to 1M) and non-infrastructure (awards up to $500,000). Infrastructure broad categories of transportation, basic public infrastructure, telecommunications, and energy. https://www.nbrc.gov/content/Catalyst and program overview
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  - USDOT Discretionary Grants Dashboard (https://www.transportation.gov/grants/dashboard) provides an overview of discretionary grant opportunities The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities.
  - DOT Navigator https://www.transportation.gov/dot-navigator
  - Active Transportation Infrastructure Investment Program (ATIIP), NOFO expected later this winter https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/index.cfm
  - Rural Opportunities to Use Transportation for Economic Success (ROUTES) https://www.transportation.gov/rural

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    - Reconnecting Communities – note that Burlington and South Burlington applied last round, awards not yet announced. This program is more competitive than SS4A. https://www.transportation.gov/grants/rcnprogram
- **2024 Tier 2 & Tier 3 River & Roads Training Dates**, to view more details visit https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training.
- **Walk to Shop follow up:** in February the TAC heard a presentation on the Walk to Shop shopping trolley program. The program team is available to: 1) provide technical assistance and guidance; 2) create connections to partners and resources; 3) direct community engagement; and 4) bring awareness and access to shopping trolleys as a tool and amenity for choice riders and transit dependent residents. More information is attached, and visit https://www.netzerovt.org/walk-to-shop/.

Matthew Arancio, VTrans, introduced Faith Dall who joined the VTrans planning coordinator team from the State right of way section.

The next TAC meeting is scheduled for Tuesday, April 2, 2024.

LISA SCHAEFFLER MOVED TO ADJOURN, SECONDED BY AARON MARTIN. THE MOTION PASSED UNANIMOUSLY.

The meeting adjourned at 9:50 AM.

Respectfully submitted, Bryan Davis

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CHITTENDEN COUNTY RPC
Communities Planning Together

CCRPC Transportation Advisory Committee (TAC)
April 2, 2024
Agenda Item #5 – Action Item

Carbon Reduction Strategy and GHG Transportation Performance Targets

Background:

In 2023 the Federal Highway Administration created a greenhouse gas (GHG) performance measure as part of a Transportation Performance Management system or program. The GHG performance measure is the percent change in tailpipe Carbon Dioxide (CO_2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. The GHG Final Rule applies to all State Departments of Transportation (DOT) and metropolitan planning organizations (MPO). The Federal Infrastructure Investment and Jobs Act (IIJA) created the Carbon Reduction Program (CRP) to provide federal funding to invest in projects and programs that reduce carbon emissions and to develop a Carbon Reduction Strategy (CRS) to help meet the GHG performance measure.

Carbon Reduction Strategy & GHG Transportation Performance Targets

VTrans developed a CRS with two objectives: 1) meet the federal requirements to describe how to cost effectively implement the Carbon Reduction Program funds and support the reduction of transportation emissions of the State, and 2) support the State requirements for GHG emissions reduction as laid out in the Global Warming Solutions Act (GWSA).

VTrans created a baseline forecast for transportation emissions, developed a methodology for evaluating the effect of the Capital Program on GHG emissions, and developed the CRS to recommend programs, project types, and policies that could be implemented to meet the requirements.

Following the analysis of the potential effectiveness of different strategies to meet State and Federal requirements, VTrans finalized their Carbon Reduction Strategy and submitted it to FHWA in November 2023. The table below outlines where VTrans intends to invest approximately $32 million anticipated to be received from the US DOT as part of the Carbon Reduction Program:

Project Type	Target %	Approximate Funds Available FY22-26	MT GHG Reduced (2030)
Bicycle and pedestrian projects, including Complete Streets, shared-use paths, bike lanes, and sidewalks, prioritized within designated smart growth locations (town and village centers)	33%	$9-10 million	130
Transit and micromobility services and incentives (e.g., microtransit, shuttles, e-bike incentives)	33%	$9-10 million	1,200
Fleet conversion, including conversion of transit buses and/or AOT heavy equipment to electric and/or other zero emission technology, and supporting infrastructure	33%	$9-10 million	530

Upon completion of the Carbon Reduction Strategy, VTrans established their initial GHG performance target of -4% for the 2022-2025 period. This was submitted to FHWA in February 2024.

Under federal regulations the CCRPC, as the region's MPO, has 180 days to either: 1) Accept and contribute to the accomplishment of the state GHG performance target, or 2) Define its own quantifiable targets for the MPO area.

Staff Recommendation: ***The TAC recommends that the Board accept VTrans's greenhouse gas performance target of -4% for the 2022-2025 period and support staff in their efforts to contribute to the accomplishment of the target.***

Staff contact: Jason Charest, jcharest@ccrpcvt.org, Bryan Davis, bdavis@ccrpcvt.org