DATE: Tuesday, February 4, 2025
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Aaron Martin, Essex Adam Wechsler, People with Disability Bob Henneberger, Older Adults Bruce Hoar, Williston Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Holly Francis, Environment Joe Segale, Huntington Jonathon Weber, Local Motion Josh Arneson, Richmond Joss Besse, Bolton Lisa Schaeffler, Milton Matthew Arancio, VTrans Phillip Peterson, Burlington Sam Andersen, GBIC Sandy Thibault, CATMA Tom DiPietro, South Burlington Will Hodgson, GMT	Charlie Baker, Executive Director Eleni Churchill, Transportation Program Director Bryan Davis, Senior Transportation Planner Chris Dubin, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Senior Transportation Planning Engineer Marshall Distel, Senior Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Faith Dall, VTrans Marcella Dent, VTrans

1. Welcome + Introductions
   Phillip Peterson called the meeting to order at 9:00 AM followed by a round of introductions.

2. Consent Agenda
   JOE SEGALE MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY CHRIS YUEN. THE MOTION PASSED UNANIMOUSLY.

3. Approval of January 7, 2025 Minutes
   SAM ANDERSEN MADE A MOTION TO APPROVE THE MINUTES OF JANUARY 7, 2025, SECONDED BY SANDY THIBAULT. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. Annual Safety Targets and Regional Safety Action Plan
   Past Federal Transportation Acts (MAP-21 and FAST Act) placed considerable emphasis on system performance and directed State Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO) and Transit Providers to evaluate how well the transportation system is doing. Sai Sarepalli, CCRPC staff, provided an update on statewide safety targets for five performance measures: total number of fatalities, fatality rate, total number of serious injuries,

rate of serious injuries, and total number of non-motorized fatalities and serious injuries. Sai noted that the statewide safety targets for this year (2025) are recommended to remain the same as in the previous year. He also presented a review of the past five years of crash data.

MPOs can either accept state DOT targets or establish their own targets. The CCRPC, as the MPO, recommends following the state targets, which have remained the same the past three years. Note that the state and CCRPC are trying to keep fatalities and injuries lower than the target performance measure (the actual "target" is zero since we don't want any fatalities).

Bruce asked if travel changes during COVID had impacts on crash rates. This is possible and there were some studies conducted outside of Vermont.

Joe asked if there are consequences if the state doesn't meet the targets, such as to MPO funding. Staff said that if states don't use all their safety funds for safety projects, then they would need to use all those funds for safety projects. Vermont currently uses all its safety funds for safety projects but isn't meeting the targets. This could result in more oversight by the Federal Highway Association (FHWA) or evaluating internal processes. Matthew Arancio can provide more information if helpful.

Jonathon asked if there are other safety targets in Chittenden County or if there are other options for more hopeful targets. Will the regional safety action plan be a resource? Eleni notes that the plan's vision statement is for vision zero (meaning zero fatalities) by 2045 and includes measures to reach that target but the advisory committee hasn't yet discussed the draft vision and goals.

CHRIS YUEN MADE A MOTION TO ACCEPT THE 2025 VTRANS STATEWIDE SAFETY TARGETS AND RECOMMEND THAT THE BOARD AGREE TO THE STATEWIDE SAFETY TARGETS FOR THE METROPOLITAN PLANNING AREA. JOE SEGALE SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY.

Christine notes there are six projects in Chittenden County funded through the state's Highway Safety Improvement Program (HSIP) funding. These are designated High Crash Locations and therefore qualify for that funding.

Sai then provided an update on the CCRPC's Regional Safety Action Plan which is in progress. This is a data-driven project working with consultant VHB and guided by a working group. They have developed draft vision and goals and analyzed crash data for various modes (motorized and non-motorized). The vision is for zero transportation-related fatalities and serious injuries by 2045. Next steps are for the working group to review the data analysis and draft vision and goals. After an equity analysis they will prioritize systemic and local safety projects, create an implementation plan, solicit public feedback, and create a draft and final plan.

Chris Yuen asked if the project is impacted by the latest news regarding federal funding. Staff said the plan is part of the MPO's planning funds and does not use federal discretionary funds. This

project will create a list of safety projects and help communities be prepared to apply for funding as it becomes available.

6. VTrans State Design Standards Update

This is an update of the Vermont State Design Standards (VSS) to better align Vermont's guidance for planning and design of our transportation system with modern principles of multimodalism and active transportation, safety, accessibility, and context-based solutions that best support the unique needs of Vermont's communities. Key updates include enhancing guidance for multimodal transportation options, prioritizing Vermont specific context-sensitive designs, and integrating environmental stewardship and resilience.

Matthew Arancio, VTrans, explained the current guidance was published in 1997 and the technical design documents provide uniform guidance and direction on roadway design and other pieces of infrastructure. It needs updating to keep pace with national best practices for effective transportation infrastructure for all Vermonters. The Multimodal Development and Delivery (M2D2) study with Smart Growth America in 2015 laid the groundwork for this current update, which will respond to future land use changes with a context-based design approach. VHB is the consultant with Toole Design as subcontractor, and the project is being guided by a Stakeholder Advisory Group and Technical Working Group. The team reviewed 120 state design and other guides, as well as "precedent" guides from other municipalities and states, and hosted four public meetings in the fall to gather additional input. This is a three-phase project, currently in phase 1 to conclude this April. Now is a great time to provide feedback. Phase 2 will focus on content development and review of the guide (draft completed by January 1, 2026) and phase 3 will be implementation and training.

Note the new name (multimodal) rather than "state standards." Matthew provided graphic examples of the context-based approach and the guide's approach to the future land use contexts as directed by Act 181.

Phillip notes that Burlington has had to adapt current VTrans standards to their urban context and is curious if this current update will address those adaptations. Matthew said that while the new guide will be context-sensitive, there still may be scenarios that require adaptations.

Joe likes the proposed framework and asked if the new guide will address intersections, which is where roadways become complex. Matthew responded yes.

Sam asked and Matthew confirmed that VTrans is coordinating with RPCs on how the new guide will match the new mapping required in Act 181.

Chris asked if the VTrans guide will reference the NACTO guide which could open the door for more municipalities to reference and use NACTO in their planning and design work. Matthew will keep this in mind as VTrans works on the chapter related to the urban context.

Adam asked if there is guidance to design streets to be safer for people with disabilities. Matthew said the process resulted in modal hierarchy based on context, for example in areas where people using different modes are prioritized over vehicles. Adam asked if there are examples from other

communities that we could look to for innovative solutions. Matthew said VTrans will continue to look for those examples and facilities that benefit those and other users. Phillip notes some previous issues with Class 1 paving projects and pedestrian ramps and what is included/allowed. Matthew notes that individual projects dictate what is possible rather than a blanket approach for say, paving projects. VTrans welcomes additional design coordination.

Project website: https://vtrans.vermont.gov/highway/VSDSUP

7. Annual Complete Streets Reporting
   Bryan Davis, CCRPC, gave an overview of the complete streets reporting requested of cities/towns each year. This is an outcome of Act 34 passed in 2011 requiring that VTrans and all cities/towns consider complete streets principles in all projects. The information provided by cities/towns to RPCs is compiled by VTrans and shared in a report to the legislature each spring. Bryan expressed gratitude to TAC members and their staff for providing this information during a busy time of year. Remember that paving projects count as in "compliance." More information about complete streets is available on the CCRPC Complete Streets webpage or you can email bdavis@ccrpcvt.org with questions.

   Note Local Motion is hosting complete streets office hours (https://www.localmotion.org/webinars) and there are webinar recordings available (https://www.localmotion.org/webinars) related to this topic.

8. Legislative Priorities Update (discussed prior to agenda item #6)
   Charlie Baker, CCRPC Executive Director gave a high-level overview of the impact of new federal policy changes on funding. State and MPO formula funds are unaffected and work will continue until we hear differently. For discretionary grant projects we are trying to get confirmation of current directives. Litigation is likely. Charlie gave credit to VTrans staff for their help and guidance as they seek their own federal direction. Matthew agreed and appreciates the partnership and will continue to be responsive with new information. Uncertainty about future federal grants looms larger. The State transportation committee drafted the new capital program. Political dynamics at the state level are more balanced this year. Charlie asked TAC members if there's anything they would like us to pay attention to.

   On the RPC side there is a draft state omnibus bill related to housing and Act 181 that we should be paying attention to. RPC staff statewide are trying to talk to town planning staff to discuss land uses and related mapping. All RPCs are working on this and new maps should be available by the end of next year. There's also a new housing target released with a significant number of new homes (45,000) in Chittenden County. Charlie would also appreciate feedback on other items in the housing bill such as the appeals process and infrastructure to support housing growth and water/wastewater systems. The state is trying to make more funding mechanisms available. There's concern about the state's ability to get funding into the hands of municipalities.

   Bruce agreed that infrastructure like water and wastewater is needed to support new housing, but the permitting process for those facilities is a challenge and has been a roadblock in the past. Charlie agreed and said RPCs are bringing this point up. There is also Department of

Environmental Conservation (DEC) Bond Bank work for fire districts and to support rural water systems.

Phillip said Burlington is trying to further develop the New North End but there are limited ways to access that area, and additional funds may be needed to implement their current planning project's (planBTV: New North End) recommendations.

Charlie said there will be a regional project in the CCRPC's FY26 UPWP for flood recovery work and being responsive with our communities.

He noted GMT faces a $500,000 transit funding gap this year but there will be a $3 million gap next year. Transit service changes will impact people with disabilities due to reductions in the GMT service area which impacts Americans with Disabilities Act (ADA) service. Marshall said GMT will grandfather in folks who use the service but new individuals would not be able to access service. More information about GMT reductions and plan is available at: https://ridegmt.com/service-reductions/.

Will Hodgson, GMT planner, said the Jeffersonville Commuter was eliminated last fall, and service on other routes is being reduced. In March the St Albans and Milton commuter routes will be combined into one route rather than being two parallel routes. The Montpelier LINK service will be reduced beginning in March.

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 January the Board held a public forum for the FY26 Unified Planning Work Program (UPWP), voted to approve the FY2025 mid-year UPWP and budget adjustment, discussed the Draft Board and Committee Member Handbook and Code of Conduct, reviewed the Draft Bylaws, voted to approve the Policy Priority List, and heard equity work update and other Director updates.

11. Chair/Members' Items
    a. **Downtown Transportation Fund Grant Program**: the Downtown Transportation Fund (DTF) supports revitalization efforts in Designated Downtowns and eligible Designated Village Centers. The program invests in public infrastructure including streetscaping, parking, rail, and bus facilities, bicycle and pedestrian safety, utilities, street lighting, and wayfinding signage. Eligible entities include Designated Village Centers within Chittenden County that have completed a comprehensive downtown/village center/community area planning process with public input, comparable to the Better Connections Program. **Application Deadline: February 17, 2025, 5:00 p.m.** Please note the application includes a preliminary project review by Historic Preservation, which **must be submitted at least 30 days in advance** of the application deadline. Contact Natalie Elvidge at Natalie.Elvidge@vermont.gov.

b. **AARP Community Challenge grant**: AARP Vermont invites local eligible non-profit organizations and governments to apply for quick-action projects that help communities become more livable by improving public places, transportation, housing, digital connections, and more. AARP Community Challenge is accepting applications across three different grant opportunities. All projects must be consistent with AARP's mission to serve the needs of people 50 and older along with other eligibility criteria. More information at aarp.org/communitychallenge. **Deadline: March 5, 2025, 5:00 p.m.**
c. **Complete Streets open office hours**: Local Motion's Complete Streets team will have open office hours where anyone can drop in virtually via Google Meets. Their office is open to anyone with questions on how to improve walking, biking, or rolling in their community. Complete Streets office hours are on the **3rd Tuesday of each month**, 12:30-1:30 PM. Join using Google Meet at meet.google.com/xrq-dtma-dwh or call in at +1 575-912-1614 PIN: 745 527 560#
d. **FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program** to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. $1.4 billion in contract authority over five years (FY22 – FY26). https://www.fhwa.dot.gov/environment/protect/
e. **USDOT Discretionary Grants**: There is currently uncertainty about discretionary grants until further review by the new administration.

Adam asked about the AARP challenge grant. Bryan and Jonathon noted they are available to help with an application or as needed.

The next TAC meeting is scheduled for Wednesday, March 5, 2025, 9:00 AM to avoid Town Meeting Day.

The meeting adjourned at 10:28 am.

Respectfully submitted,
Bryan Davis