DATE: Tuesday, April 1, 2025
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Aaron Martin, Essex Bob Henneberger, Older Adults Bruce Hoar, Williston Chris Damiani, GMT Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Holly Francis, Environment Joe Segale, Huntington Jonathon Weber, Local Motion Josh Arneson, Richmond Joss Besse, Bolton Matthew Arancio, VTrans Phillip Peterson, Burlington Sam Andersen, GBIC Sandy Thibault, CATMA Tom DiPietro, South Burlington	Jason Charest, Senior Transportation Planning Engineer Eleni Churchill, Transportation Program Director Marshall Distel, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Julia Ursaki, Burlington Madeline Suender, Burlington Corey Mims, Burlington Ryan Lambert, Winooski Will Hodgson, GMT

1. Call to Order, Welcome + Attendance
   Phillip Peterson called the meeting to order at 9:03 AM.

2. No Consent Agenda this month.

3. Approval of March 5, 2025 Minutes
   SAM ANDERSEN MADE A MOTION TO APPROVE THE MINUTES OF MARCH 5, 2025, SECONDED BY HOLLY FRANCIS. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. FY2026 Unified Planning Work Program (UPWP) Update
   Marshall Distel shared a presentation titled "FY26 UPWP Funding Review." Marshall explained that the information being presented only includes consultant transportation projects. The first slide included charts that show funding from FY20-FY26 by year and category, such as transportation demand management (TDM), water quality, bike/pedestrian, energy, and more. This year, the total budget is about $2.5 million.

   Christine Forde asked if staff time and technical assistance is included in these budget charts. Marshall confirmed no, this is just consultant funding. The next two slides included visual representations of funding by category. Some highlights that Marshall pointed out are that funding

for bike/ped projects has gradually grown, TDM has remained relatively consistent, and more funding has gradually been allocated to Green Mountain Transit (GMT) over the past few years.

The next slide provided a breakdown of UPWP requests from FY20-26 by municipality. Marshall noted that this graph does not reflect the full geographic breadth of CCRPC's work because it does not show technical assistance and data collection work that CCRPC does for all our municipalities with no fee/local match. The final two slides showed UPWP requests by partner organizations and a breakdown of projects by regional, municipal, and partners.

The draft UPWP was approved by the UPWP committee last week and will now go to the Executive Committee, other CCRPC committees, and finally the Board for approval in May. Marshall will be back next month to ask the TAC for a recommendation to the Board to approve the FY26 UPWP.

Sam Andersen asked about United Way's work on the partners slide and why they aren't requesting funds anymore. Marshall explained that United Way used to partner with CCPRC on Older Adults and Persons with Disabilities tasks but moved away from that work and haven't participated for several years.

6. Main Street Construction Updates: Burlington & Winooski

Julia Ursaki and Maddy Suender, City of Burlington, introduced Burlington's Main Street Great Streets project. Julia explained the Great Streets initiative and standards that include lighting, sidewalk widths, bike facilities, parking, and more. The standard provides a common vision for downtown streets, which also makes maintenance easier.

Julia then shared the project schedule and project area. The original project area was Main St. from Battery St. to S. Williard St., but that had to be reduced to the section between Pine St. and South Winooski Ave because of the high cost of construction bids.

Julia explained Main St's current configuration, which includes angled parking, wide travel lanes, and grade issues. The redesign for Main St. includes parallel parking, wide sidewalks, protected bikeways, stormwater treatments, and more. The project also includes significant underground utility work.

Julia explained some of the design and construction challenges. These include concerns from business owners, existing complex utilities, the ravine sewer, and excavations during winter months. However, the city staff is proud of how the public right of way is now distributed more equitably amongst parking, pedestrian zones, green space and bike infrastructure.

Maddy provided a brief history of the ravine sewer under the Main St. project. The ravine sewer was built in the late 1800s and cuts diagonally across the City. The ravine sewer is in decent condition for its age, but it is hindering development in some locations.

Christine asked what the ravine sewer carries. Maddy answered that it carries combined stormwater and sewage.

Maddy showed a photo of the ravine sewer from the Hood Parking lot that shows the differences in materials that the old sewer is made from. Maddy also showed photos of some of the 30 foot trenches that had to be dug to complete work on the most challenging underground sections.

Maddy provided an overview of the public outreach that occurred during the project, including weekly emails, a project website, meeting with business owners, marketing campaigns, social media, and other kinds of advertising. Maddy shared that the main thing people want to hear about are detours and traffic/parking operations impacts.

Sam Andersen thanked Burlington staff for the update. Sam explained that GBIC has heard from businesses that they have experienced severe impacts due to construction delays and that the businesses have now asked for one-way traffic on Main St. Maddy clarified that the contract end date is still November 1, 2026. Some aspects of the project have taken longer than expected, but the project is still progressing on time. The contractor has pivoted to other work when they experience delays with items such as utility work. Sam explained that businesses are concerned about the total lack of access on Main Street.

Holly Francis asked about project phasing. Julia explained that this construction is phase 1 (Pine St to Winooski Ave), then the City is looking for funding to eventually construct the rest of the project. Eleni Churchill asked about interim work and connectivity until the City can fund phase two of construction. Julia explained that transition zones were redesigned so that the transition between new construction and existing conditions makes sense in the interim, such as bike lane striping.

Jon Rauscher introduced Winooski's Main Street Revitalization project. The project is a full street reconstruction including replacement of all utilities and undergrounding of aerial utilities. This has involved a lot of coordination with Green Mountain Power (GMP) and the telecoms. The project includes a 4,000 linear feet, 66 feet wide section of Main Street which means the City has to compromise on what facilities could be included. The total project cost is $28.2 million, which included design, construction, inspection, and more. The construction contract was $22 million, which was a little higher than expected, but the City was able to address this with grants for other aspects of the project. This construction project started as a scoping study with CCRPC in ~2017, and it is expected to be substantially completed after the 2025 construction season.

Jon shared a slide of all the project team and partners, including funders and consultants. The main funding partner is USDA rural development. VTrans has been assisting with outreach since the diverging diamond interchange (DDI) project and the Winooski Bridge project are adjacent to Main St in Winooski.

The profile of the existing streetscape has very wide travel lanes and parking on both sides. The new profile includes one lane of chicane parking throughout the corridor, a northbound bike lane for climbing and bike sharrows on the southbound lane (autos and bikes share the travel lane). It also includes wider sidewalks, street trees and lights, as well as several new crosswalks along the corridor. Additionally, all the utilities will be underground.

The utilities have been a major focus of the project. Jon shared a photo of GMP laying conduit underground.

Jon shared a table that showed the funding breakdown for the project. This includes a $23 million bond, $5.5 million in grants, and more. The USDA financing has a lower interest rate of 3.125%. This means that annual general fund debt will be about $800,000 per year.

In 2024, construction crews worked on water distribution and sanitary sewer work, which is mostly complete. They also began reconstruction south of Spring St and conduit work. In late April 2025, the detour from Main St. will resume.

Jon provided an overview of the City's outreach plan. Winooski has a lot of New Americans, and so the project includes monthly multi-lingual updates. There is also a 24-hour project hotline, email, and more. The project team is also working on an outreach campaign this season to support businesses impacted by the construction.

Sam Andersen asked if the end of the project includes a repave of Main St. Sam also gave kudos to the City for being responsive to issues. Jon explained that the current paving is temporary for winter and will be dug up and repaved.

Chris Yuen asked if there were any issues identified with having trees above underground utilities and sewers. Jon answered yes, urban street trees are challenging and highlighted that the project originally included use of Silva Cells to try to give the trees a better chance to survive. However, the City is not moving forward with that approach since future development of Main Street based on Form Based Code will require buildings to be closer to the road and that might require moving the trees. Jon concluded that the conversation around street trees is ongoing.

7. Roundtable Discussion of 2025 Municipal Projects

Phillip Peterson gave an update of some of the Burlington projects this construction season, including: the Rock Point Bridge; paving five different streets with traffic calming on some of them; and the continuing work on Main Street.

Aaron Martin provided an update on Essex projects, including a $2.2 million stormwater treatment project off Essex Way on the LDS Church lot, and a centerline force main project on Center Rd near Rt 15. This project will begin mid-spring. The Town will also continue with its paving program.

Tom DiPietro gave an update of South Burlington projects, including: paving projects around the City, such as a final section of Dorset St near Kennedy Drive; installing a traffic signal at the intersection of Market St and Hinesburg Rd; constructing a boardwalk in City Center to connect to Trader Joe's area; installing a recreation path in the Garden St. West area in front of Trader Joe's and Healthy Living; and sewer repair on Hinesburg Rd between Williston Rd and Kenndey Dr, which will cause some traffic impacts. Eleni asked about the east-west crossing (Bike/Ped Bridge over I-89) project. Tom said the project is going out to bid in late April, with construction anticipated to start in late summer.

8. 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.

9. CCRPC Board Meeting Report
   In March the Board approved a minor TIP amendment, authorized the Executive Committee to warn a public hearing for the FY26 draft UPWP and Budget, accepted the FY25 Mid-Year Report, approved the Buel's Gore Town Plan, approved the Board and Committee Member Handbook and Code of Conduct, charged the Board Development Committee for FY26 Officer Nominations, heard a presentation on Act 181 Implementation and the first Draft Future Land Use Map, heard an update on the Legislature-Requested RPC Study, and heard outreach and engagement and other Director updates.

10. Chair/Members' Items
    a. **Vermont Department of Environmental Conservation 2025 River & Roads Trainings**: https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training
    b. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance isn't just a legal requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.
    c. **Complete Streets open office hours**: Local Motion's Complete Streets team will have open office hours on the **3rd Tuesday of each month**, 12:30-1:30 PM, where anyone can drop in virtually with questions on how to improve walking, biking, or rolling in their community. Join using Google Meet at meet.google.com/xrq-dtma-dwh or call in at +1 575-912-1614 PIN: 745 527 560#
    d. **USDOT Discretionary Grants:** There is currently uncertainty about discretionary grants until further review by the new administration.
       i. Eliana Fox shared with the committee that the USDOT'S Safe Streets and Roads for All grant program released the Notice of Funding Opportunity for FY25 grants on March 28th. Applications are due June 26, 2025.

The next TAC meeting is scheduled for Tuesday, May 6, 2025, 9:00 AM.

The meeting adjourned at 10:06 am.

Respectfully submitted,
Eliana Fox