DATE: Tuesday, February 3, 2026
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Phillip Peterson (Chair), Burlington Aaron Martin, Essex Alex Demloy, GBIC Bob Henneberger, Older Adults Bruce Hoar, Williston Danylo Whalen, Colchester Deirdre Holmes, Charlotte Holly Francis, Environment Joe Segale, Huntington Jon Rauscher, Winooski Josh Arneson, Richmond Matthew Arancio, VTrans Mary Anne Michaels, Rail Michael Giguere, Essex Jct Jack Evans, Local Motion Roger Thompson, FHWA Tom DiPietro, South Burlington Will Hodgson, GMT	Charlie Baker, Executive Director Eleni Churchill, Transportation Program Director Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Senior Transportation Planning Engineer Sai Sarepalli, Senior Transportation Planning Engineer Ann Janda, Senior Energy Project Manager Guests: Evan Haugh, VHB Jenn Conley, VHB Gillian Nanton, Shelburne

1. Call to Order, Welcome + Attendance, Group Agreements
   P. Peterson called the meeting to order at 9:02 AM and reminded members about the CCRPC group agreements which are included in this month's agenda. The CCRPC Board approved Alex Demoly, GBIC, as the business representative, taking Sam Andersen's seat.

2. Consent Agenda
   B. HENNEBERGER MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY B. HOAR. THE MOTION PASSED UNANIMOUSLY.

3. Approval of December 2, 2025 Minutes
   J. SEGALE MADE A MOTION TO APPROVE THE MINUTES OF DECEMBER 2, 2025, SECONDED BY J. EVANS. THE MOTION PASSED UNANIMOUSLY. Note the TAC did not meet in January 2026.

4. Public Comment Period
   No comments from the public.

5. Regional Safety Action Plan
   E. Haugh, VHB, gave a presentation on the Regional Safety Action Plan. The project team is requesting the TAC's approval of the plan and recommendation to the Board for adoption since the governing body of the CCRPC must adopt the plan to be eligible for a Safe Streets for All (SS4A) Federal Grants. Another SS4A requirement is that the plan should include a Vision Zero

statement focusing on eliminating transportation related injuries and fatalities with a target date, which for this plan is 2045.

Extensive public input was provided during the plan development, with more than 300 responses to a public survey. Crash history from 2019-2024 shows a fluctuating trend in fatalities and an increase in serious injury crashes. Crash trends mirror those of the state as a whole. The project team split crashes between three different land use types: rural, suburban, and urban/village center; and three different crash types: lane departures, intersections, and vulnerable roadway users. There are a small number of crashes that do not fit these three crash types.

J. Segale asked if the bike and pedestrian crashes all involve vehicles. E. Haugh confirmed, yes, they do.

B. Hoar asked if lane departures are always leaving the road, or if it can mean just crossing the center line. E. Haugh confirmed yes, and many centerline crosses end up leaving the road also.

Lane departure crashes in the region have been caused by impairment, curves, snow/ice, falling asleep, medical events, or evasive action. About half or intersection crashes are at signals and the other half at unsignalized intersections. Pedestrian crashes are usually located at unofficial crossings or mid-block crossings, with many pedestrians failing to yield. There are not a lot of bicycle crashes, half were while riding with traffic and half riding against traffic; many cyclists failed to yield in these crashes. Behavioral factors include unbelted occupants, impairment, and speeding 10+ mph.

There are four overarching strategy categories: policy and process changes, demonstration projects, emphasis area infrastructure, and behavioral. E. Fox shared a map showing the high injury network by roadway class, and draft project recommendations.

E. Haugh provided an overview of behavioral countermeasures, including enforcement and education recommendations.

Grant opportunities include SS4A grants, which have implementation, demonstration, and planning opportunities. If any towns are interested in pursuing these grants, they can use this plan as their action plan and should get in touch with CCRPC to coordinate.

S. Sarepalli shared next steps. These include CCRPC reaching out to municipalities to see if there is interest in pursuing a grant application. TAC members are also encouraged to provide comments on the draft plan.

P. Peterson added that SS4A grants are only guaranteed for the next year. He asked if the regional safety action plan anticipates the future without SS4A grants.

R. Thompson, FHWA, advised that some of these projects can be funded with other pots of money. E. Churchill agreed and added: For SS4A grant applications projects need to be on the high injury network and even though there are many state routes on this network, VTrans (DOTs in general) is not allowed to apply for projects. Additionally, some recommendations can be implemented as part of the next round of paving and maintenance by towns and the state, and there is value in these smaller improvements. M. Arancio agreed, and added that wherever possible, these project recommendations should be added to existing project's scopes of work. In other words, consider low hanging fruit projects in the mid-term. S. Sarepalli added that there are some corridors that are recommended for future study that CCRPC can assist with. TAC members are asked to provide comments on the plan by Friday, February 13.

B. HOAR MADE A MOTION TO APPROVE THE REGIONAL SAFETY ACTION PLAN AND RECOMMEND TO THE BOARD FOR ADOPTION, SECONDED BY J. SEGALE. THE MOTION PASSED UNANIMOUSLY.

6. Annual Safety Targets

S. Sarepalli shared a presentation with the annual Safety Performance Targets with the TAC. There are five performance measures established by the Federal Highway Administration (FHWA): Number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number non-motorized fatalities and serious injuries.

Each state has its own targets. VTrans establishes statewide targets and CCRPC can either accept those targets or establish their own targets specific to the metropolitan area. CCRPC opts to accept VTrans' targets and that is the motion before the TAC today.

The targets have been the same since 2023 and are not changing in 2026. Compared to New Hampshire and Maine, Vermont's targets are proportionally similar and those states are also seeing rising numbers of fatalities and serious injuries.

G. Nanton asked why fatalities in Maine and New Hampshire are nearly double that of Vermont's and the answer is likely due to higher population and bigger urban areas.

J. EVANS MADE A MOTION TO RECCOMEND THAT THE CCRPC BOARD ACCEPTS THE 2026 VTRANS STATEWIDE SAFETY TARGETS FOR THE METROPOLITAN PLANNING AREA, SECONDED BY B. HENNEBERGER. THE MOTION PASSED UNANIMOUSLY.

7. VTrans Funding Opportunities

Matthew Arancio, VTrans, provided an overview of the following grants and shared that VTrans just updated their "Show Me the Money" guide.

- Road Paving Grants
- Small-Scale Safety Grant
- Municipal Highway Grant program
- Bicycle/Pedestrian Grant program
- Transportation Alternative Program (TAP)

- Town Highway Bridge Program

H. Francis asked if other state agencies have similar guides for grant funding. M. Arancio is unsure.

Ann Janda asked if there is a list of deadlines for grant applications. M. Arancio will follow up.

C. Baker shared CCRPC's webpage list of funding opportunities (https://www.ccrpcvt.org/funding-opportunities/).

E. Fox noted that the deadline for VTrans' Small Scale Safety grant program has been extended to Friday, February 6th.

8. FY27 UPWP Development
   E. Churchill, CCRPC, gave an update on development of the FY27 Unified Annual Work Program (UPWP), which is the CCRPC's annual work plan. Applications were due January 23, and applications received from our municipalities and partners totaled more than $2.7 million. The process is overseen by a UPWP Committee comprised of members from the Board, TAC, PAC, VTrans, FHWA, and GMT. The Committee meets three times. The first meeting was January 30, and the second meeting will be held sometime later in February.

   G. Nanton asked about the second UPWP committee meeting date. There is a poll out now and the date has not been determined yet, but it will be posted publicly once the date is finalized.

9. Annual Complete Streets Reporting
   E. Fox, CCRPC, reminded TAC members that each year, on behalf of VTrans, RPCs statewide request that municipalities provide complete streets forms (fillable pdf) for any transportation/road projects that went out to bid or were constructed during calendar year 2025. This is to meet the requirements of Act 34, passed in 2011. Bryan Davis will send out an email with more details to Town staff with forms in February with a "please respond" by mid- to late-March. Please contact Bryan at bdavis@ccrpcvt.org with any questions in the meantime.

10. FY26 UPWP Transportation Projects
    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. See the full FY26 UPWP at https://www.ccrpcvt.org/wp-content/uploads/2025/06/FY26_UPWP_Adopted_20250521.pdf.

11. CCRPC Board Meeting Report
    The CCRPC hosted its annual Legislative Breakfast in December. In January, the Board held a public hearing for the Draft ECOS Regional Plan, made two committee appointments, approved the FY2026 Budget and Mid-Year Adjustment, approved the updated Stipend Policy and heard outreach and engagement updates, and other Executive Director/Chair updates.

12. Chair/Members' Items

a. **VTrans Small Scale Safety Grants**: more details coming soon from VTrans Safe Systems Section but generally: $1.5 million to be available for quick build, low-cost safety improvements such as signage, striping, guardrail, rumble strips, fixed object removal. Max award of $50,000 per applicant which can be used for multiple projects.
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 is not just a legal requirement, it is about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.
c. **USDOT Discretionary Grants Dashboard:** https://www.transportation.gov/grants/dashboard.
d. P. Peterson shared that the Main St Multimodal Study local concerns meeting is this Wednesday, February 4th, replacing the Walk/Bike committee's usual meeting. He also shared a podcast link for Burlington's 2050 Plan, a new public engagement tool.

The next TAC meeting is scheduled for Wednesday, March 4, 2026, 9:00 AM, to avoid conflict with Town Meeting Day.

The meeting adjourned at 10:11 am.

Respectfully submitted,
Eliana Fox