DATE: Wednesday, March 4, 2026
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Phillip Peterson (Chair), Burlington Aaron Martin, Essex Alex Demoly, GBIC Chris Damiani, GMT Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Erica Quallen Towle, South Burlington Holly Francis, Environment Joe Segale, Huntington Jon Rauscher, Winooski Matthew Arancio, VTrans Norm Baldwin, Colchester Richard Amore, Local Motion Roger Thompson, FHWA	Charlie Baker, Executive Director Eleni Churchill, Transportation Program Director Taylor Newton, Planning Program Director Ann Janda, Senior Energy Project Manager Bryan Davis, 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: Alex Kubala, Colchester Gillian Nanton, Shelburne Jack Evans, Local Motion Kelly LaVigne, Hoyle Tanner Ravi Venkataraman, Winooski Will Hodgson, GMT

1. Call to Order, Welcome + Attendance, Group Agreements
   P. Peterson called the meeting to order at 9:01 AM and reminded members about the CCRPC group agreements which are included in this month's agenda.
   NORM BADLWIN MADE A MOTION TO APPROVE THE AGENDA, SECONDED BY JOE SEGALE. THE MOTION PASSED UNANIMOUSLY.

2. B. Davis reminded the TAC that volunteer members—those not being compensated by their employer—are eligible to receive a stipend for participating in the TAC. The CCRPC Board recently adopted a new stipend policy which provides details about eligibility and amounts (see page 9 at https://www.ccrpcvt.org/wp-content/uploads/2026/01/CCRPC-Board-Agenda-Packet_January-2026.pdf). For TAC members interested in eligibility for receiving a stipend, please be in touch with Bryan, bdavis@ccrpcvt.org.

3. Consent Agenda
   JOE SEGALE MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY ALEX DEMOLY. THE MOTION PASSED UNANIMOUSLY.

4. Approval of February 3, 2026 Minutes
   JOE SEGALE MADE A MOTION TO APPROVE THE MINUTES OF FEBRUARY 3, 2026, SECONDED BY DEIRDRE HOLMES. THE MOTION PASSED UNANIMOUSLY.

5. Public Comment Period
   No comments from the public.

6. Green Mountain Transit (GMT) Update
   C. Damiani, GMT, gave a presentation to update the TAC on current transit issues. He noted that urban ridership has declined due to service cuts starting in November 2024, and routes with larger service cuts, such as the City Loop and consolidation of Williston/Essex routes, experienced larger ridership losses. One metric they use is tracking service efficiency through ridership per service hour, which has been slightly lower the last six months. GMT is in the process of returning to an urban-only mission by transferring rural service to other providers (Franklin/Grand Isle service to Rural Community Transportation, RCT, and Washington/Lamoille service to Tri-Valley Transit, TVT).

   Other transit providers across the country are facing financial challenges similar to GMT. This is caused by inflationary pressures, temporary funding running out, rural transfer costs, and inflationary impacts to ADA costs. GMT previously responded to financial pressures by reducing service, driver attrition, and eliminating some positions. C. Damiani noted that GMT is dependent on federal funding (~65% operating and >80% capital). New federal authorization is coming this fall but it's unclear what will happen with transit funding. Federal performance awards provide additional funding ($2.2M/yr) to GMT. These awards are based on comparisons with other transit providers nationwide.

   Budget outlook: the FY27 deficit of $560,000 could be covered by changes to the Montpelier LINK route. FY28 deficit of $2.7 million would result in a roughly 30% reduction in current budgeted pay hours. There are concerns about how service changes could impact funding, particularly the federal performance funding but also local funding. They are looking at statute changes that would allow GMT to negotiate the local match outside of the traditional formula assessment.

   G. Nanton asked what methodology was used to determine service reductions. She also asked about the transition to urban-only service. Finally, she asked if there are insights into who will be affected by these changes. C. Damiani replied that state factors were part of the methodology to determine service reductions, in addition to internal analysis. Transit providers statewide are evaluated by VTrans which helps determine which routes are underperforming. For the urban-only mission, GMT is currently studying what it would look like to combine paratransit service with publicly available microtransit service, which is like a public transit version of Uber. This could help provide transit access to more people. C. Damiani said he will answer the third question later in the presentation.

   GMT has five fare categories: school, university, employee sponsored; general public rides (tech enabled); cash ridership; fare cap ridership; and single fare voucher. Since GMT reinstated fares in July 2024, 44% of rides are being paid for by others (i.e., school, university, employee sponsored category). As part of their planning process, GMT is being mindful of how changes to the fare cap could impact certain populations, as well as which routes serve the most vulnerable riders.

C. Damiani pointed out that UVM ridership accounts for about 30% of overall ridership so GMT is tracking potential impacts to service changes. This year's ridership is trending lower than last year. Last fall UVM Medical Center changed to unlimited rides for employees (from a cost-share model) which resulted in people riding more often, in addition to attracting new riders.

GMT plans to launch an open data dashboard and the public will be able to track data. They also recently created a Rider Engagement and Access Council which will provide feedback and ideas to help staff make decisions about service changes. C. Damiani noted that GMT is also working with South Burlington on a signal priority project on Williston Road that would give buses priority.

C. Forde reflected on transit changes and the agency's focus on different types of riders over the years. C. Damiani said the GMT board is currently thinking about ways to focus on types of riders but hasn't made any decisions yet.

P. Peterson asked if Burlington could do 3 things to help transit, what should they be? C. Damiani said transit service sells itself so maintaining routes on high ridership routes, and those that provide rider access, would be the key.

J. Charest asked about the previous College Street shuttle and impacts to UVM ridership. C. Damiani said data shows those riders have shifted to using transit stops on Pearl Street and Main Street. GMT is also able to see where people are accessing transit with changes to other routes as well, such as Williston/Essex.

G. Nanton asked about the status of GMT's electric fleet. C. Damiani said they have about 6-8 out of 50+ buses that are electric. He reported that issues with electric buses have been fixed and they are back on the road.

7. Transportation Resiliency Planning Update

J. Segale, TAC, and C. Forde, CCRPC, provided an update on transportation resiliency planning work. C. Forde noted this is part of the CCRPC's work plan in response to recent damage to infrastructure and how to determine locations that could benefit from work to make them more resilient. Joe was hired as a consultant for this project; he previously worked for VTrans starting right after Tropical Storm Irene and helped with early resilience work. This two-phased project is to identify and prioritize projects and have those plans ready to apply for potential grants.

Phase 1 is underway and will develop a prioritization method with municipal input. J. Segale reviewed the prioritization criteria and gave an overview of the transportation resilience planning tool, an online resource to determine roadway vulnerability to severe weather impacts. There is also a "reducing repeat damage" tool but at this point there is a lack of data for this tool. Their analysis also includes a social vulnerability index, planned growth areas, hydrologically connected road segments, and medium/high priority road segments and structures.
The project will next identify repeat damage sites on local roads, perhaps through a road foreman meeting. Chris Dubin, CCRPC, will be reaching out to municipalities to schedule this event.

K. LaVigne, Hoyle Tanner, noted that she ran into an issue with FEMA with a town that didn't have updated town standards, so she encourages municipalities to review and update their codes and standards to ensure they're up to date.

P. Peterson said Burlington did a slope stability study a few years ago and shared data to inform the database that Joe is building: https://www.burlingtonvt.gov/858/Slope-Stability-Reports.

C. Baker noted that the State is tracking municipalities' efforts to meet increased match percentage requirements under the Emergency Relief and Assistance Fund. Town and Bridge Standards are one of the four requirements for increased funding assistance from the State. You can see more about ERAF here - https://floodready.vermont.gov/find_funding/emergency_relief_assistance#community. You can click on "What has my community done?" link to dig deeper and answer the question as to whether your town has adopted the latest Road and Bridge Standards (and whether the State is aware of that). Please let us know if this works or if we need to provide feedback to the State.

8. Electric Vehicle Charging Funds/Site Locations

A. Janda, CCRPC, gave an update regarding $13 million remaining in electric vehicle (EV) charging funds from VTrans through the federal National Electric Vehicle Infrastructure (NEVI) grant program. VTrans will be looking for site hosts (via a survey to show interest that will be released in a couple weeks) to work with approved EV charging vendors to respond to a request for proposals (RFP) that will be released at the end of March/early April.

A. Janda has been contacting potential municipal site hosts based on the CCRPC's EV charging planning work. Winooski and Williston are listed as priorities, but VTrans is open to any sites that are "shovel ready." BED is prequalified with VTrans as a vendor and site host, and they plan to respond to the RFP. There is no cost to the site host (the vendor pays the 20% match), but they will have to work out a site host agreement with the vendor and give up 4-5 parking spaces for publicly available charging. More information is available at https://vtrans.vermont.gov/climate/charging/nevi.

J. Segale asked if VTrans clarified what they mean by shovel ready, and if projects need to go through the NEPA process. A. Janda replied that we'll have to get this information from VTrans, and R. Thompson added that projects will need to go through NEPA.

9. Future Agenda Topic Discussion

B. Davis, CCRPC, suggested moving this item to April to have more time for discussion. Staff works with partners to prepare agenda items that are timely and/or likely of interest to the TAC. To make sure CCRPC is being responsive to current issues and making the most of our time together, he invited TAC members to think about topics of interest for future meetings to discuss in April.

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
    In February the Board voted to adopt the Regional Safety Action Plan, voted to adopt the Regional Transportation Options (TDM) Plan, voted to adopt the Community Liaison Policy, heard outreach and engagement updates, and other Executive Director/Chair updates.

12. Chair/Members' Items
    a. **NBRC Timber for Transit**: This program invests in projects that showcase advanced wood products in transportation infrastructure. NBRC is seeking projects that will deliver feasibility/planning/engineering for timber structures, as well as "implementation" projects that construct transportation and transportation adjacent structures that utilize advanced materials like mass timber, glue laminated timber, etc. Pre-applications due 2/27, more details on **this webpage**, and examples of previous projects are available on **this webpage**.
    b. **Animating Infrastructure Grants**: Animating Infrastructure Grants from VT Arts Council support projects that integrate public art into community infrastructure. Grants range from $1,000 to $15,000. Up to $5,000 will be awarded for design grants and up to $15,000 will be awarded for implementation grants. Vermont 501(c)(3) nonprofit organizations, educational institutions, and municipalities are eligible to apply. Project pitches due 3/9. Visit the **grant webpage** for more details.
    c. **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**.
    d. **USDOT Discretionary Grants Dashboard:** **https://www.transportation.gov/grants/dashboard**.

M. Distel, CCRPC, said that development of the FY27 Unified Annual Work Program (UPWP) continues and he will provide a more thorough update at the April TAC meeting.

C. Baker reminded the TAC that Eleni is retiring at the end of June and asked folks to please share the job announcement for her position: https://www.ccrpcvt.org/about-us/news/jobs/

P. Peterson reported that Burlington's planBTV is moving forward, as is the Main Street Multimodal Study. C. Yuen said Essex Junction has a couple of projects in process, including Park Street which lacks north/south bike infrastructure. The City is looking for feedback about parking changes to accommodate an active transportation facility.

The next TAC meeting is scheduled for Tuesday, April 7, 2026, 9:00 AM, which will be a hybrid meeting. We look forward to those who can meet at CCRPC's office in Winooski.

The meeting adjourned at 10:21 am.

Respectfully submitted,
Bryan Davis