AGENDA | Transportation Advisory Committee Meeting
All materials online at: ccrpcvt.org/transportation-advisory-committee

MEETING DATE: Tuesday, November 3, 2026, 9:00 AM
HOW TO JOIN: This will be an in person meeting with a hybrid option using Zoom.
Join via Zoom: https://us02web.zoom.us/j/82462008536 or
Call in: +1-646-876-9923 | *Meeting ID:* 824 6200 8536

1. Call to Order, Start Transcription, Welcome and Attendance, Group Agreements
2. Public Comment Period (Discussion)
3. Draft Minutes – October 6, 2026* (Action, 2 minutes)
4. TIP Update* (Information, 2 minutes)
5. Elect TAC Chair (Action, 5 minutes)
6. VEIC Countywide Public Charging Plan* (Discussion, 20 minutes)
7. MTP Draft Vision and Goals* (Discussion, 15 minutes)
8. Data/Field Season Update (Information, 15 minutes)
9. UPWP Solicitation/Committee Volunteers (Action, 5 minutes)
10. VTrans Update (Information, 3 minutes)
11. CCRPC Board Meeting Report (Information, 1 minute)

    At their October meeting the Board held a public hearing for and voted to approve the FY2027–2030 Transportation Improvement Program (TIP), voted to certify the MPO transportation planning process, voted to approve the revised TIP amendment process, voted to approve a 0% increase in FY2028 municipal dues, voted to approve the determination that the Lamoille Tactical Basin Plan conforms with the CCRPC Regional Plan, voted to recommend the proposed Regional Priority Project List to the GBIC Board, with an additional request to formally communicate the importance of including and advancing projects from rural municipalities, heard a presentation on the draft Public Participation Plan, discussed the legislative breakfast topics for December, and heard other Executive Director updates.

12. Chair/Members' Items (Information, 2 minutes)
    a. **2026 Vermont Town Road & Bridge Standards:** Reminder for cities/towns to adopt the newest road and bridge standards to maintain a good ERAF match rate. Please send adopted road and bridge standards to David.Hosking@vermont.gov at VTrans District 5.
    b. **VTrans Better Roads Grant – application deadline extended to November 20.** The Vermont Better Roads Program promotes the use of erosion control and maintenance techniques that save money while protecting and enhancing water quality throughout the state. For the most up-to-date information and/or to download a copy of the application, visit the Better Roads page on this website. Contacts: Dan Judkins, 802-595-6184, BetterRoads@vermont.gov, Ross Gouin, 802-595-2381, Ross.Gouin@vermont.gov.
    c. **VTrans Transportation Alternatives Grant (TAP) and Municipal Highway & Stormwater Mitigation Program (MHSMP):** This year more than $4.6 million of TAP grant funding is available for all eligible activities as described in the *Vermont Transportation Alternatives Fall 2026 Application Guide* on the Transportation Alternatives Program webpage. Approximately

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 & ADA Coordinator, at 802-861 or evaughn@ccrpcvt.org, at least 5 business days prior to the meeting for which services are requested.

$1.5 million of MHSMP grant funding is available for eligible stormwater pollution mitigation projects as described in the *Municipal Highway and Stormwater Mitigation Program Guide* on the Municipal Highway and Stormwater Mitigation Program webpage. **Applications are due by December 4, 2026.**

d. **Charge Vermont EV charging grants**: Charge Vermont is offering grants to offset the cost of adding EV charging for employees at workplaces, residents of multi-unit residences, and visitors to public community attractions. Charge Vermont grants could cover about 90%-100% of the cost of installing a Level-1 or Level-2 Charger. See the Charge Vermont funding webpage for more information and to apply.
e. **State of Vermont's Climate Action Office to release climate planning guides for municipalities**: Upcoming webinar will provide background on how the guides were developed, lessons learned from communities piloting the guides, and ways that communities can use these tools for climate planning or other existing planning processes. Register here to join on December 3 at 12pm. For more info contact Marian Wolz, marian.wolz@vermont.gov.
f. **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.
g. **USDOT Discretionary Grants Dashboard:** https://www.transportation.gov/grants/dashboard.

*Attachments

NEXT MEETING: Next meeting: Tuesday, December 1, 2026, 9:00 AM

CCRPC Group Expectations:

1. Be present and ready to actively participate.
2. Engage respectfully, accepting diversity in ability, culture, and perspective.
3. Use accessible language.
4. Focus on interests, not positions.
5. Expect and accept lack of closure.
6. Listen generously and for understanding.
7. In cases of hurt and harm, assume best intent and attend to impact.
8. Take space, make space.
9. Have fun and dare to dream!

DATE: Tuesday, October 6, 2026
TIME: 9:00 AM
LOCATION: In person meeting with virtual option via Zoom
ATTENDANCE:

Members Present:	Staff:
Aaron Martin, Essex Alex Demoly, GBIC Bob Henneberger, Older Adults Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Erica Towle, South Burlington Holly Francis, Environment Jack Evans, Local Motion Laura Wheelock, Burlington Mary Anne Michaels, Rail Matthew Arancio, VTrans Randy Alemy, Colchester Roger Thompson, FHWA Sandy Thibault, CATMA	Charlie Baker, Executive Director Taylor Newton, Deputy Director Ann Janda, Senior Energy Project Manager Anne Nelson Stoner, Outreach & Engagement Manager Bryan Davis, Transportation Planning Program Manager Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Transportation Technical Program Manager Kate McCarthy, Community Development Program Manager Guests: Kelly Lavigne, Hoyle Tanner Lindsay Kahn, Charlotte Marcie Gallagher, Local Motion Matt Langham, Nicole Gadbois, Anna Henes, VTrans

1. Call to Order, Welcome + Attendance, Group Agreements
   B. Davis called the meeting to order at 9:03 AM and reminded members about the CCRPC group agreements which are included in this month's agenda.

2. Consent Agenda
   None this month.

3. Approval of September 1, 2026 Minutes
   R. ALEMY MADE A MOTION TO APPROVE THE MINUTES OF SEPTEMBER 1, 2026, SECONDED BY J. EVANS. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. Elect TAC Chair
   B. Davis, CCRPC, said that the CCRPC bylaws state that "the Chair of the Transportation Advisory Committee shall be a TAC member elected by the TAC or appointed by the Chair of CCRPC." Phillip Peterson from Burlington has served as TAC Chair for several years but is stepping back for now. B. Davis asked the TAC for nominations for a new Chair. Matthew Arancio, VTrans, asked if a VTrans representative could serve as Chair, and B. Davis noted the bylaws don't preclude VTrans being chair.

   M. Arancio said he is willing to serve as chair. THE TAC VOTED UNANIMOUSLY FOR M. ARANCIO TO BE THE NEW TAC CHAIR.

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6. CCRPC Public Participation Plan

AN Stoner, CCRPC, introduced the draft Public Participation Plan (PPP). There are links to the draft PPP and two-page summary in the TAC agenda. As a Metropolitan Planning Organization (MPO), the CCRPC is required to have a PPP. The most recent PPP was adopted in 2014 with some amendments. The PPP sets expectations for public participation by staff and consultants and identifies tools and strategies for meaningful engagement for different types of projects. The draft PPP is in two parts: part one is the PPP with foundations and requirements around participation, and part two is a community engagement toolkit organized in a four-step process that aligns with a general project lifecycle. The framework continues to be based on the IAP2 Spectrum of Engagement. The PPP also includes a Project Impact and Engagement (PIE) worksheet as a tool for project partners to consider what populations should be involved, potential methods to reach them and ask for feedback, etc.

AN Stoner asked TAC members for feedback on if and how the PPP could be useful for their projects, is anything missing, are there barriers or needs that should be addressed, etc. L. Wheelock noted that this is similar to Burlington's PPP but they have found that the way their PPP is structured triggers different levels of public involvement for some safety-orientated projects and the City struggles with how open-ended the engagement ends up being when a project is truly safety-related.

B. Henneberger asked if CCRPC uses social media or Front Porch Forum (FPF). AN Stoner said CCRPC uses FPF but not social media. It takes a lot of time and work. B. Davis noted that CCRPC could use social media as a forward-facing tool but would still require staff time to manage. D. Holmes was also interested in the use of FPF and social media. There was a recent project in Charlotte with a lot of conversation on FPF but staff questions about to what extent should the Town use those comments as public input and how much value they add.

AN Stoner talked about how to use the PPP to reach and engage people and populations who historically haven't been included or involved. Community liaisons are an effective way to engage with those populations, and these liaisons can be compensated. The goal is to have a final draft by the end of October, with a Board vote in January.

7. TIP Amendment Policy

C. Forde, CCRPC, said CCRPC is recommending revisions to its Transportation Improvement Program (TIP) Amendment Policy to provide a clearer distinction between TIP amendments and administrative modifications, and to align the process more closely with the federal framework in federal regulations (23 CFR Part 450). The policy also clarifies the public participation process and establishes a more structured expedited amendment process.

C. Forde asked for TAC feedback on whether 15% or 25% would be a more appropriate cost threshold to determine the type of amendment (public hearing or standard). CCRPC is also trying to maintain transparency for all parties (public, TAC, Board).

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MA Michaels asked if we should also be looking at why costs are increasing, not just the cost or percent threshold to separate amendment types. B. Henneberger asked if the TIP could be indexed every year to keep up with regular cost increases and inflation.

C. Yuen talked about the principle of a public hearing rather than focusing on a cost/percentage threshold, meaning: is there an opportunity for public sentiment to change the course of a project, and if not then it doesn't matter, but at what point—and it could be 25%—should the public have an opportunity to reevaluate project priorities. C. Forde also noted the optics of CCRPC changing the percentage and/or dollar amount that could be significant in the public's eye.

R. ALEMY MADE A MOTION THAT THE TAC APPROVE 25% AND $1 MILLION AS THE THRESHOLDS DISTINGUISHING AN ADMINISTRATIVE MODIFICATION FROM A STANDARD AMENDMENT. C. YUEN SECONDED. THE MOTION PASSED UNANIMOUSLY.

8. MTP Draft Vision and Goals

B. Davis, CCRPC, said the CCRPC is updating the Metropolitan Transportation Plan (MTP). The MTP is the region's principal long-range transportation plan that sets the regional transportation vision and goals, must be updated every five years, and is a fiscally constrained document. The current MTP was approved in May 2023, and with adoption of a new MTP due in 2028, a full draft is anticipated for Fall 2027.

Part of the update includes reviewing and updating the MTP vision and goals. B. Davis reviewed the 2023 MTP vision and goals, the vision and/or goals of recent CCRPC plans, and an overview of recently adopted MTPs from other regions. The TAC discussed different options presented in the agenda packet.

H. Francis is interested in the accessibility of the MTP and how much information people can hold in their brain. She suggested consolidating topics/goals. M. Arancio said options 1 and 3 seem to be consistent with federal language. A. Janda said that fuel prices are a disruption and transition to EVs can help. B. Henneberger said people will ask how much does all this cost, people feel like they're already paying too much. S. Thibault likes simplicity of language. The reference to transportation investments seemed different across the options and she agreed people will wonder how things get funded. J. Evans suggested separating "sustainable" and "resilient" in option 1, and to include "sustainability." M. Arancio said that MTP vision language is important in the adjudication of project eligibility and determining if CCRPC projects are consistent with MTP.

B. Davis said he will provide an updated version for comment by email in a couple of week, then he will bring this topic and discussion to the Long Range Planning Committee at their November meeting.

9. TAC Survey Follow Up

B. Davis, CCRPC, said he has been participating on behalf of the CCRPC in a TAC working group with RPCs statewide. This group is learning about how each other's TACs function, who their

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members are, relationship to RPC bylaws, and to make recommendations on how TACs can be more effective in their roles. Part of this effort included a survey of existing TAC members; the survey is included in the TAC packet. Thanks to those who filled out the survey. B. Davis thought it would be helpful to hear from CCRPC TAC members about:

- What's been rewarding about participating in the TAC?
- What's been frustrating or disappointing?
- What are suggestions for making TAC participation more rewarding and productive?

He asked TAC members to email him with any thoughts or comments, bdavis@ccrpcvt.org.

10. CCRPC Board Meeting Report
    At their September meeting the Board heard a presentation on and warned a public hearing for the FY2027-2030 TIP, discussed the revised TIP amendment process, voted to approve the regional demographic forecast, voted to approve Board committee appointments, discussed the draft FY26 year-end financials and audit governance letter, and heard other Executive Director updates.

11. Chair/Members' Items
    a. **VTrans Transportation Alternatives Grant (TAP) and Municipal Highway & Stormwater Mitigation Program (MHSMP):** This year more than $4.6 million of TAP grant funding is available for all eligible activities as described in the *Vermont Transportation Alternatives Fall 2026 Application Guide* on the Transportation Alternatives Program webpage. Approximately $1.5 million of MHSMP grant funding is available for eligible stormwater pollution mitigation projects as described in the *Municipal Highway and Stormwater Mitigation Program Guide* on the Municipal Highway and Stormwater Mitigation Program webpage. **Applications are due by December 4, 2026.**
    b. **AARP VT Winter Placemaking Grants** of up to **$4,000** will support creative projects that make public spaces more welcoming, accessible, and engaging during Vermont's coldest months. Whether it's a gathering space, winter activity, lighting project, or other community enhancement, AARP wants to help communities create opportunities for connection and reduce social isolation. **Application Deadline: October 9, 2026, at 5:00 p.m**. Learn more and apply: **https://livabilityvt.secure-platform.com/a**
    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**.

C. Forde noted an update of the All Hazards Mitigation Plan will start soon, TAC will be kept in the loop.

The next TAC meeting is scheduled for Tuesday, November 2, 2026, 9:00 AM.
The meeting adjourned at 10:36 am.

Respectfully submitted,
Bryan Davis

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CCRPC Transportation Advisory Committee Meeting Memo
11/03/26
Agenda Item 4: Transportation Improvement Program Update

Administrative Modification Notice

The following administrative modifications have been made to the FY27 year of the Transportation Improvement Program (TIP). No action is required; this information is being provided for informational purposes only.

I-89 Paving, Colchester-Swanton Northbound Lanes (Amendment FY27-01, Project IM 089-3(85)) – Remove $4,548,000 for Construction in FY27 and $1,129,859 for Construction in FY28. All construction funds were obligated in FY26 via August Redistribution*. Removing excess funds is defined as an Administrative Modification under CCRPC's TIP Amendment Policy.

I-89 Paving, Colchester-Swanton Southbound Lanes (Amendment FY27-02, Project IM-089-3(86)) – Remove $4,454,000 for construction in FY27 and $1,113,393 for constriction in FY28. All construction funds were obligated in FY26 through August Redistribution*. Additional funds are not needed. Removing excess funds is defined as an Administrative Modification under CCRPC's TIP Amendment Policy.

Resurface VT2A, St. George-Williston (Amendment FY27-03, Project STP PS26(7)) - Increase federal funds for construction from $4,437,378 to $5,406,691, an increase of 22%. Add the additional funds in FY27. This change is defined as an administrative modification according to CCRPC's TIP Amendment Policy.

Contact

Christine Forde – cforde@ccrpcvt.org, 802-861-0119

**August Redistribution is an annual federal process that reallocates leftover highway funding to projects that are ready to move forward immediately.*

Agenda Item 6

MEMORANDUM

To: CCRPC Technical Advisory Committee
From: Dave Roberts, VEIC
Date: October 26, 2026
Subject: FY2027 Electric Vehicle Planning Support

Purpose and Overview

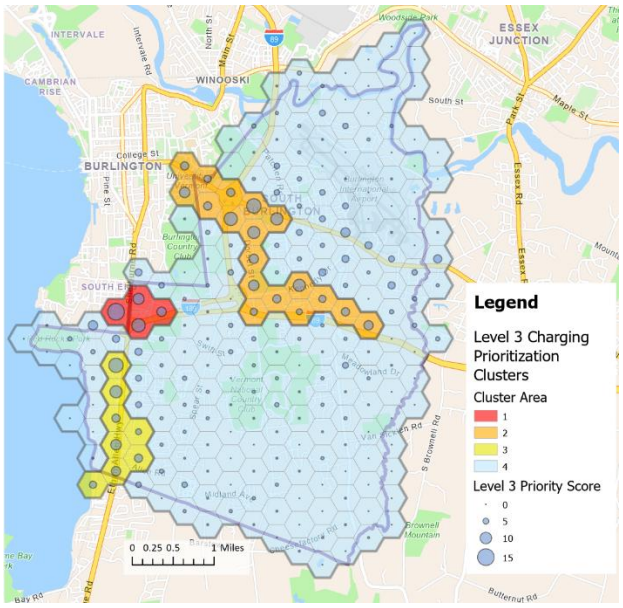
VEIC is supporting CCRPC in advancing transportation electrification in the region through three distinct work areas over the next year: (1) a county-wide plan for ***public*** electric vehicle charging, (2) on-call technical assistance for municipalities, and (3) outreach and guidance on public charging management and driver etiquette.

These activities will identify current and future charging needs, help communities act on local priorities, and improve the availability and reliability of public charging in Chittenden County.

1. County-wide Public EV Charging Plan

Building on recent public charging plans for South Burlington and Winooski, VEIC will assess the current public charging network, forecast charging needs through 2035 and 2050, and identify priority areas for future investment. The work will include:

- **Existing conditions:** Map existing and known planned public charging stations and summarize available information on DC fast charging utilization and reliability.
- **Future conditions:** Forecast county EV ownership through 2035 and 2050, present three possible EV adoption scenarios with the highest scenario supporting the regional enhanced energy plan targets, and estimate where charging is likely to occur and the number and type of public EV charging needed using the US Dept of Energy's **EVI-Pro Lite** charging infrastructure planning tool.
- **Charging prioritization:** Employ a GIS analysis to identify current and future gaps in public charging availability. Criteria will include proximity to multiunit, rental, and affordable housing; existing service gaps;



Example of South Burlington 2026 Prioritization Results

three-phase electric service; employment centers, and regional destinations; retail services with amenities; and other PAC- and outreach-informed factors as data and budget allow.

- **Engagement and reporting:** Coordinate with CCRPC through regular updates, two TAC meetings, and two PAC meetings to gather feedback on the plan's scope and development.

Key outputs: Existing and future conditions analyses; charging-priority spreadsheets, presentation materials, and an ArcGIS geodatabase; and a concise final report.

2. On-call Municipal EV Assistance

VEIC will provide flexible, as-needed technical assistance to Chittenden County municipalities throughout the FY2027 contract period while funding remains available. Potential support includes reviewing EV-related policies, assessing fleet electrification opportunities, advising on charging implementation, and supporting outreach or education. Assistance will generally be capped at 15 VEIC labor hours per municipality; additional support may be provided beginning in January 2027 if budget remains or when a request would benefit multiple communities. Requests for assistance must come through municipal staff.

Key outputs: will vary depending on the request. May include spreadsheet with fleet operational cost analysis, presentations on fleet vehicles, data on local EV ownership, etc.

3. EV Charging Management and Etiquette

VEIC will develop county-specific guidance and outreach to improve management and user behavior at public DC fast charging sites. Work will include reviewing pricing at Level 3/DC fast charging locations, examining available utilization and reliability information, and contacting site owners where stations appear chronically unreliable to discuss options for improving uptime. VEIC will also prepare practical guidance on charging fees and an etiquette resource for charger owners and drivers, potentially including durable stick-on signage and a QR code linking to online information.

Key outputs: A spreadsheet and/or GIS materials documenting research and owner outreach, suggested reliability improvements, high-level fee-setting guidelines, stick-on signage, and an online charging-etiquette resource.

Role of the CCRPC Technical Advisory Committee

The TAC will be engaged at two points during development of the county-wide charging plan:

a) **Nov 2026:** VEIC and CCRPC are seeking TAC input on the analytical scope, local priorities, and additional siting or equity considerations that should inform the GIS prioritization for the public charging plan. Also interested in learning about potential municipal EV assistance requests.
b) **Mid-2027:** TAC feedback will help ensure the final plan is useful to municipalities and reflects regional planning objectives.

CCRPC Transportation Advisory Committee Meeting Memo
11/03/26
Agenda Item 7: MTP Draft Vision and Goals

Purpose

As part of the 2028 Metropolitan Transportation Plan (MTP) development, the TAC and Long Range Planning Committee (LRPC) should consider how to update the vision, goals and objectives from the 2023 MTP. This memo summarizes lessons from recent peer MPO plans, reviews three possible directions for the 2028 MTP, and presents a recommended vision and goals based on TAC feedback from October 3.

2023 MTP Vision and Goals

2023 Vision. A regional transportation system that is safe, efficient, reliable, and resilient; provides for interconnected and sustainable mobility choices for livable, equitable, and healthy communities; supports regional and municipal land use goals; addresses the climate crisis; and strengthens the economy of the region.

Seven goals: Safety; Livable and Healthy Communities; Mobility and Efficiency; Equity; Environment and Resilience; Economy; and Existing Transportation System.

Comparison to Selected Peer References

Charlotte Regional Transportation Planning Organization, 2055 MTP (adopted March 25, 2026); Triangle West TPO/CAMPO, Destination 2055 MTP (adopted February 24, 2026); Champaign-Urbana Urban Area Transportation Study, LRTP 2050 (2024).

The 2023 MTP framework remains substantively well aligned with recent MTPs. Safety, multimodal mobility, preservation, reliability, resilience, climate/environment, equity, economic vitality, and land use/community outcomes are all represented.

• Recent plans often use shorter, more memorable visions and fewer, broader goals, while putting greater specificity in objectives and performance measures.

• Access and connectivity are increasingly framed as outcomes: connecting people to jobs, housing, education, services, and other destinations.

• Infrastructure condition/preservation and resilience are frequently linked. Congestion is generally treated within a broader reliability, efficiency, and system-management goal.

• The 2023 MTP already gives comparatively strong attention to land use, climate, health, and equity. An update can preserve these strengths while reducing overlap among goals.

Vision Statement Options

Option 1 - Refresh: A safe, reliable, resilient, and connected transportation system that provides accessible and sustainable mobility choices, supports healthy and equitable communities and planned growth, strengthens the regional economy, and protects our environment.

Option 2 - Consolidate: A safe, connected, reliable, and resilient transportation system that provides everyone with convenient mobility choices, supports healthy and thriving communities, and advances the region's environmental and economic goals.

Option 3 - Simplify: A transportation system that safely and reliably connects everyone to the places and opportunities that matter, while supporting resilient communities, a healthy environment, and a strong regional economy.

Framework Options for Goals

(presented in October 6 TAC memo linked here)

Proposed Draft Vision and Goals:

Vision: A safe, reliable, resilient, and connected transportation system that provides everyone with accessible and sustainable mobility choices, supports healthy, equitable communities and planned growth, strengthens the regional economy, and advances regional environmental goals.

Goals:

- **Safe:** Eliminate transportation fatalities and serious injuries and improve safety for everyone traveling in the region.
- **Connected & Accessible:** Provide an interconnected, multimodal transportation system that offers convenient and affordable choices and connects people to jobs, housing, services, education, recreation, and other destinations.
- **Reliable & Efficient:** Improve travel reliability, manage congestion, and make efficient use of transportation infrastructure and services for the movement of people and goods.
- **Well-Maintained & Resilient:** Maintain transportation infrastructure in a state of good repair and strengthen the system's ability to withstand and recover from extreme weather, changing conditions, and other disruptions.
- **Sustainable & Healthy:** Reduce transportation-related greenhouse gas emissions and environmental impacts while supporting active transportation, public health, and sustainable transportation choices.
- **Equitable & Thriving Communities:** Coordinate transportation and land use to support healthy communities, equitable access to opportunity, planned and compact growth, and a strong regional economy.

Next Step

Share this information with the LRPC on November 10. Staff will make any revisions based on their feedback, as well as discussion of draft objectives, and share with the TAC.

Contact

Bryan Davis – bdavis@ccrpcvt.org, 802-861-0129