

Addison County Regional Planning Commission

14 Seminary Street Middlebury, VT 05753 • www.acrpc.org • Phone: 802.388.3141

TRANSPORTATION ADVISORY COMMITTEE MEETING

Wednesday, October 16, 2024

Addison:		Orwell:	Andrea Treadway (v. chair)
Bridport:	Andrew Manning	Panton:	
Bristol:		Ripton:	Norm Tjossem
Cornwall:		Salisbury:	
Ferrisburgh:	Steve Huffaker	Shoreham:	
Goshen:		Starksboro:	
Leicester:		Vergennes:	Brent Rakowski (chair)
Lincoln:		Waltham:	
Middlebury:	Hugh McLaughlin	Weybridge:	
Monkton:	Debra Sprague	Whiting:	
New Haven:			
Staff: Mike Winslow		Public: Andrea Wright (VTrans), Hilary DelRoss (VTrans), Faith Dall (VTrans), Valerie Capels (Bristol), Judith Manning	

AGENDA

- Call to Order: 6:30PM
- Amendments to the Agenda
- Approval of [Minutes from September meeting](#) - Moved by Norm. Second by Andrea. All in favor. Andrew abstained.
- Transportation Related Greenhouse Gas Emissions - Andrea Wright and Hilary DelRoss, VTrans
 - Mike mentioned that the Full Commission had commented about the role of the transportation plan in addressing climate change. Soon after that he heard a presentation from VTrans on that very topic and invited the speaker, Andrea to present to the TAC.
 - Andrea Wright is the Environmental Policy Manager and Hilary DelRoss is the Sustainability Projects Coordinator in the [Environmental Policy and Sustainability](#) unit at VTrans. This is a relatively new group within the Policy Planning section.
 - VTrans will receive \$32 million over five years in IJA funding to develop and implement a carbon reduction strategy
 - Two objectives: 1. support state mandated requirements for GHG emissions reductions, and 2. support US DOT requirements on states to develop a carbon reduction strategy

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- o They evaluated the effect of the VTrans capital program on GHG emissions and then developed a reduction strategy which is now in the implementation stage. Evaluation involved creating a baseline estimate of transportation related GHG emissions and then projecting emissions into the future.
- o Capital Program Evaluation led to a prediction of very low reductions in GHG emissions with existing policies, however other states' models are predicting increases.
- o They modeled potential for an 18% reduction at a cost of \$400 million using a variety of programs and incentives
- o Implementation funds are targeted to three programs: Bike and ped. projects, transit and micro mobility, and fleet conversion to electric. To date about \$13 million has been allocated.
- o To meet GHG reduction targets, the models suggest Vermont needs 126,000 EVs by 2030. Currently have a little over 15,000.
- o Electric Vehicle charging infrastructure will receive \$21 million in federal funding. Federal funding requires charging stations every 50 miles along designated EV charging routes. Stations must meet certain parameters regarding number of ports and distance from routes. Funding can't be used outside corridors until corridors meet the infrastructure goals. Fifteen priority locations identified with one standard fast charging station planned for Middlebury. The first station, in Bradford, has opened. By the end of 2026 construction season, all 15 stations should be open to the public. After that, any additional funds can go to other community stations.
- o Separate funding for community charging exists. They have identified 18 locations around the state including state and national parks, recreation areas, multi-unit dwellings, workplaces, etc. Most funding has been allocated, but multi-unit stations still have funding available in most counties including Addison.
- o What can TACs do to help promote VTrans' work? Andrea - help municipalities plan for the transition that's coming. Talk about the available funding, particularly the multi-unit dwellings. Hilary - take advantage of [Drive Electric Vermont](#) resources for employers and municipalities. When VTrans is better able to spend community charging dollars, local partners will become key in identifying locations and demand.
- FY25 TAC Study Grants
 - o The TAC has three applications to consider: 1. Middlebury - intersection Pleasant St./Elm St./Stewart Ln., 2. Bristol - Harvey Rd. reclassification, and 3. Ripton - Natural Turnpike/Billings Farm Rd. intersection & water management.

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- o Collectively the three projects requested \$55K. ACRPC has budgeted \$60K for TAC grants. Mike feels each of the three projects could use more money.
- o Discussion
 - Andrea - which project is the most underfunded? Mike - all projects could use more money, but work will expand to the budget allowed. It's difficult to attract consultants at low dollar amounts, but we could bundle projects. We could put out an RFQ and adjust the scope after hiring. Brent agreed that lumping the projects would make it more palatable for the consulting community.
 - Hugh - Middlebury's project has the highest traffic count
 - Norm - Ripton's project came about from recent flooding which cut off six or seven households from accessing the town road. When Billings Farm Rd. drains it turns Natural Turnpike into a slush pile. The project involves quite a bit of hydrology as well. Andrea - that affects her sense of the importance of the Ripton project.
 - Valerie - Bristol's project should not be highly complicated. As the residential development gets built out, additional growth is anticipated along the roadway. Is it even practical to develop to a Class 3? The answer to that question alone would be useful.
 - Debra moved that we fund all three projects at the full \$60K budgeted as a single contract. Andrea seconded. All in favor.
- Transportation Updates from Mike
 - o Wed. October 23rd - [Rail Plan meeting](#) - registration required
 - o Ripton bridge/culvert replacement - public meeting 7PM October 28, 2024. This is an emergency repair so has received less planning than a typical VTrans project. It would require closer of VT125 during construction.
 - o [Better Roads Grants](#) applications are now open. They are due December 27th. Towns should contact Mike if they would like assistance with an application.
- Other Business/Roundtable
 - o Monkton is working on ditching States Prison Hollow Rd. and trying to work on repairs to a failing culvert on Tyler Bridge Rd.
 - o In Ripton, Lincoln Rd. from 125 uphill has been repaved. Drainage has been improved.
 - o Middlebury held a public meeting on Rogers. Rd. and have removed the speed bump permanently following robust public discussion.
 - o Bristol discussed closing Briggs Hill Rd. for the winter if not permanently at their most recent Selectboard meeting.
- Adjourn - 7:37PM

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Note: adopted meeting minutes are also available online at the ACRPC website under agendas and minutes. For your convenience, the latest version of the TAC Bylaws are linked here also: <http://www.acrpc.org/transportation/>. Video recordings of meetings are available for one month at [ACRPC's YouTube site](#).

Grant Opportunities:

[Better Roads](#) - due December 27th

2024 TAC MEETING SCHEDULE

November 20	December - no meeting
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