Addison County
REGIONAL PLANNING COMMISSION

14 SEMINARY STREET
MIDDLEBURY, VT 05753
ACRPC.ORG | 802.388.3141

TRANSPORTATION ADVISORY COMMITTEE MEETING

Wednesday, October 21, 2026

Addison:	Marty Haitz	Orwell:	Andrea Treadway (chair)
Bridport:	Sharon Macklin	Panton:	Kyle Rowe (V. Chair)
Bristol:		Ripton:	Norm Tjossem
Cornwall:		Salisbury:	
Ferrisburgh:		Shoreham:	
Goshen:		Starksboro:	
Leicester:		Vergennes:	Shannon Haggett
Lincoln:	Ken Stockman	Waltham:	
Middlebury:	Laua Asermiley	Weybridge:	
Monkton:	Tom Steadman	Whiting:	
New Haven:			
ACRPC Staff	Mike Winslow	Other	Ken Linge (Vermont Bond Bank), Abe Koffman (VTrans)

AGENDA

- Call to Order: 6:30PM
- Amendments to the Agenda - none
- Welcome and Introductions -
- Approval of Minutes from September meeting . Moved by Shannon. Second by Norm. All in favor
- Vermont Bond Bank (VBB) and Capital Planning – Ken Linge, Senior Loan Officer
    - Transportation infrastructure is top of mind for the Bond Bank. It's hard to insure transportation assets and they are vulnerable to climate driven weather events.
    - VBB was the first bond bank in the country in 1971. The idea has spread.

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- They sit between municipalities (2/3) and school districts (1/3) on one side and the financial markets on the other. They access funding to meet community needs.
- Pooled loan program and State Revolving Funds are their main programs
- Capital plans are for maintaining, improving, and updating capital assets. Plans don't predict the future but help guide strategies to the future.
- Waiting until stuff breaks is more expensive than planning for the expense
- The primary source for large scale capital projects is debt. Level capital funding, rather than retiring debt to reduce capital funding, allows for more event debt loads over time.
- Debt capacity – government's ability to take on debt. Helps to determine affordability and risk. Infrastructure needs to be maintained beyond the time span of current taxpayers.
- Vermont statute offers little restriction on municipal debt – 10x the grand list which is more than should typically be accepted.
- Vermont towns on average carry less debt than the national average. We borrow less, **and** over shorter terms. Nationwide benchmarking suggests the average for Vermont towns is 5-6% of budgets is debt service, while the national average is 10-11%. Vermont also hold less cash as a percentage of revenue compared to national averages.
- Capital planning moves the conversation from "no" to new projects to "not yet"
- VBB created a **municipal climate recovery fund** to help pay for flood damages. Towns had seen damage as much as twice the annual budget. Provided a bridge to FEMA reimbursement. 36 loans of $ 32.9 million. Bulk of costs to transportation infrastructure. VBB is working to make the program permanent and to cover both pre-event and post-event mitigation efforts.
- Have gotten legislative changes to allow towns to retain unassigned fund balances to offer an opportunity to prepare for capital expenses. Also, can now borrow on a 5-year basis without going to voters.
- There is an abundance of tools available to identify and assist with capital planning
- VBB has developed **Disaster Reserve Benchmarks** – town by town estimates of how much towns should allocate to disaster reserves based on previous damages and vulnerabilities.

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    - Tom asked if grants are available. Ken noted the mitigation grant program is under development. The available funds now are to provide loans following disasters faster than FEMA can.
    - Laura suggested inviting Emalee to a future TAC meeting to discuss Middlebury's approach to capital planning
- Review Transportation Goals from Regional Plan
    - Ken S. suggested a town level gathering focused on capital planning (Goal 6). Andrea had also identified this as a priority.
    - Marty suggested safety as a priority as well (Goal 2).
    - Ken also suggested Goal 4 (Enhance regional land uses and sense of place). Laura also expressed interest in Goal 4.
    - Norm noted Goal 5 – resilience to natural hazards would be worthwhile. Ken mentioned Goals 6 and 5 are related.
    - Mike offered to try and develop actionable outcomes based on the discussion for review at a future meeting. Prioritize 6 & 5, then 2 & 4.
- Transportation Updates from Mike
    - Better Roads Grants – Due October 30
    - Transportation Alternatives and Municipal Highway and Stormwater Mitigation – Due December 4.
    - Next meeting in New Haven
- Other Business/Roundtable
    - Vergennes – City Manager and City Clerk are leaving. A new City Clerk is in contract negotiations. Interim City Manager is Tom Hanley, the former Middlebury Police Chief. The Scoping Report for a bridge replacement is in review at VTrans. The consultant has recommended six to eight week road closure. The alternative is two to three seasons of work. Construction is at least three years out.
    - Ripton – VTrans is in the process of developing plans for repaving VT125 from E. Middlebury to Hancock.
    - Middlebury – Exchange St. Multi-use path is under construction. South St. Is being paved. The annual budget is being developed and it's complicated
    - Bridport – have been crack sealing and small culvert replacements. Expecting paving shortly on Lake St. Waiting on state for line striping after paving.
        - Sharon asked for guidance about a petition the town received regarding ATVs on town roads. Andrea has gone through that in Orwell.

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It was divisive, but the voters supported allowing use. Over two years the town developed an extensive ordinance. The town has not had problems, but it remains controversial.

- Addison – is also dealing with petitions regarding ATVs. Andrea warned that the town does not want to get into education for liability reasons. They're better off relying on state licensure.
- Lincoln – Borings for the York Hill Bridge replacement project have been scheduled
- Monkton – the Hardscrabble Rd. Project has been completed. State assessment of bridge/culvert issues are scheduled to provide guidance on whether or not to apply weight limits. The town plans to dig test pits on Piney Woods Rd. to clarify culvert placement questions. Based on the results, they may go back to FEMA to request more money
- Orwell – new salt shed is full. New truck is in the process of being built, but 8 months to a year out from having the truck. The legislature has given flexibility on spreading costs over longer time periods.

- Adjourn - 8:12

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/

2026 TAC MEETING SCHEDULE

November 18 (in New Haven)	December - no meeting