

During the Secretary's overview to Senate Transportation on Wednesday there were some questions that our team wanted to follow up on to share with the Senate Transportation Committee.

- 1) Senator Perchlik asked for follow up information on fatality data related to vehicle miles traveled, pedestrians, and motorcyclists.
  - a. Fatalities and Annual Vehicle Miles Traveled graph here – Data for vehicle miles in 2021 won't be available until June 2022
    - i.
    - b. 8 pedestrian fatalities in 2021 with some detail as follows:
      - i. February – Essex, VT 2A: Ped crossing street (in a crosswalk, against signal). Dark conditions and ped was wearing dark clothing. Ped was impaired.
      - ii. March – Mendon, US 4: Pedestrian walking along road (on shoulder). Dark conditions. Pedestrian impaired. Driver fled scene but was located later.
      - iii. April – Hartland, I-91: Pedestrian putting out cones for broken down TTunit. Hit by passing car. (Travel lane).
      - iv. July – Rutland, US 7: Pedestrian crossing (not in crosswalk) hit by car. Pedestrian impaired.
      - v. August – North Troy: Pedestrian hit in travel lane (not in crosswalk). Driver never found.
      - vi. October – Brookfield, Churchill Rd. Pedestrian hit from behind while walking along side of road (on shoulder).
      - vii. October – Morristown, VT 15. Pedestrian crossing road (not in crosswalk). Dark conditions. Pedestrian impaired.
      - viii. December – Colchester, VT 15. Pedestrian crossing street (in crosswalk, against signal).
    - c. Of the 16 motorcycle fatalities in 2021, 2 were not helmeted and 2 were wearing non-DOT compliant helmets
- 2) Senator Kitchel asked whether there were circumstances during 2018 that lead to 49% of our pavement in "Very Good" condition as compared to 31% currently in 2021
  - a. There's a lot of different things playing into this data, but some considerations to build upon what we discussed during the meeting are:
    - i. In 2009 it was recognized that over 50% of the state network was either in poor or very poor condition, which led to a quick response in short life-span type treatments (~5-7 year life expectancy) over the next 5 years.
    - ii. We recognized the need to invest about 25% of our annual paving budget into preservation type activities to keep our good roads good, while improving the poor roads.
    - iii. By 2018 we were in good shape after quick treatments, ARPA funding, and additional leveling efforts, but because of the nature of the shorter life-span treatments, we're seeing now seeing our "good" roads decline again into "fair".
    - iv. We've been balancing our short-term and longer-term treatments (reclamation and full reconstruction) with the funding available and based on the condition and needs of the network, but the additional IJA money coming our way will be helpful in keeping the condition up.
- 3) Senator Chittenden expressed interest in cantilevered solar panels at park and rides serving dual purposes of energy generation and vehicle shelter

a. This concept has not been discussed by the park and ride working group for consideration in projects, but we have passed on the idea for them to better evaluate benefits and/or constraints.

4) Senator Kitchel asked whether additional sanitary facilities are being considered along the Lamoille Valley Rail Trail

a. VTrans is putting together a long range management plan and currently is reviewing how we will manage all 4 of rail trails. We will be looking at what the service levels need to be, what maintenance levels need to be for all trails, how that might look for different seasons, and how we can be consistent across all trails. Evaluation of sanitary facilities is being considered during the planning process based on previous inquiries from local legislators.

5) Senator Kitchel asked whether we have estimates for the impact of ridership which will be anticipated with the completion of Amtrak to Burlington

a. Our best estimate is that the EAX Extension will bring an additional 31,000 riders aboard annually. This number is associated with increased total revenues (which Vermont splits with New York) of approximately \$2.4M.