

1 Chittenden County Metropolitan Planning Organization
2 Regular Meeting and Public Hearing
3 Minutes
4

5 Date: Wednesday, July 20, 2005
6 Time: 7:00 p.m.
7 Place: CCMPO Offices; 30 Kimball Avenue, Suite 102; South Burlington, VT 05403
8 Present:
9 Gerard Mullen, Bolton Andy Montroll, Burlington
10 Marc Landry, Colchester Jeff Carr, Essex (Sec-Treasurer)
11 Dale Arango, Essex Junction Andrea Morgante, Hinesburg
12 Rick Moulton, Huntington (7:15) Bob Penniman, Jericho (Chair)
13 Virginia Clarke, Richmond Jim Dudley, Shelburne
14 Jim Condos, South Burlington Stan Hamlet, Underhill
15 Tom Buckley, Westford George Gerecke, Williston
16 Mike O'Brien, Winooski (Vice-Chair) Polly McMurtry, VTrans Plan. Coord.
17 Ex-Officio: Chris Jolly, FHWA
18 Others: Greg Brown, Exec. Dir; CCRPC John Fitzgerald, Essex resident
19 Matthew Langham, VTrans
20 Staff: Bill Knight, Executive Director Peter Keating, Sr. Trans. Planner
21 Christine Forde, Sr. Trans. Planner Dave Roberts, Sr. Trans. Planner
22 Bernadette Ferenc, Executive Assistant
23

24 The meeting was called to order at 7:05 p.m. by the Chair, Bob Penniman.
25

26 1. Changes to the Agenda. There were none. Mr. Penniman welcomed Andy Montroll, the new
27 representative from Burlington, and Marc Landry who will be new the representative from
28 Colchester for this year.
29

30 2. Public Comment Period for items not on the agenda. John Fitzgerald of Essex considers
31 himself pretty well read, but he doesn't understand some of the things happening here, and there
32 may be others who don't understand either. He doesn't understand North Street. He always
33 thought this was federal money coming to Chittenden County to be used on federal and federal
34 assisted roads like Route 7 and Route 2. He has a hard time understanding rebuilding streets in
35 the city. He understands Route 2 where it passes the university. He thought where the thruway
36 ends that's where the state takes over and in those areas not in that area that's where citizens of
37 that community take over. He drives US 2 in South Burlington every day and he had talked to
38 Sonny Audette years ago about Route 2 and how hard it was to get from one business to another,
39 to pull out onto Route 2. Sonny Audette said it was because it was not four lanes and we had
40 never made an attempt to connect the two lane and four lanes together. He wanted to bring up
41 the bus to St. Albans that he read about in the paper. You can catch the bus to Alburg for about
42 \$3 each way. We had trouble with CCTA, for years we could never get it into Colchester and we
43 had to give money to get it into Williston. Now we want to go to St. Albans and he doesn't
44 understand how it can get out of Chittenden County with our money. The other thing that has
45 come up in a couple of public hearings is the paint on the roads and how it doesn't last. He
46 doesn't know if it's taking the lead out or something else, but it seems the paint will not go from
47 one year to the next, especially in crosswalks and he doesn't know what we can do. Our
48 technical committee should fund a study into why the paint won't last in crosswalks from one
49 year to the next. The last thing is he still hasn't seen any wooden bridges in any of the towns in

1 Vermont funded by the feds. Bob Penniman noted that he expressed concern on a lot of issues
2 and perhaps staff could prepare a response to some of them. Mr. Penniman noted that the federal-
3 aid system covers more roads than Route 2 and Route 7 and federal dollars can go to
4 communities for local roads and bridges. He thanked Mr. Fitzgerald for his comments. Mr.
5 Fitzgerald suggested we not put a lot of time into responses, he'd appreciate action.
6

7 3. Action on Consent Agenda. There were two items on the consent agenda: C-1 Report from
8 the Executive Committee-June 1, 2005 and C-2 Report from the Executive Committee-July 6,
9 2005. JIM DUDLEY MADE A MOTION, SECONDED BY JEFF CARR, TO APPROVE
10 ITEMS C-1 AND C-2 ON THE CONSENT AGENDA. MOTION CARRIED
11 UNANIMOUSLY.
12

13 4. Approval of Minutes. JEFF CARR MADE A MOTION SECONDED BY MIKE O'BRIEN,
14 TO APPROVE THE MINUTES OF JUNE 15, 2005 WITH CORRECTIONS, IF ANY.
15 MOTION CARRIED WITH ANDY MONTROLL ABSTAINING.
16

17 5. a. Public Hearing for the FY06-08 Transportation Improvement Program (TIP). Christine
18 Forde noted that we had a presentation last month. We sent out a new TIP because there were
19 two minor changes from the version distributed in the June meeting packet. One change dealt
20 with some transit projects where FTA asked us to show all funds in FY08 since funding amounts
21 per year are not yet known for FTA grant programs. The TIP will be amended to add funds in
22 FY06 and FY07 when the grant amounts are known. We also made a change to I-89 Exit 12 B-
23 new interchange at Hinesburg Road. Funds were contained in the FY04 TIP for an EIS for this new
24 interchange project in FY04, FY05 and FY06 (\$300,000 per year). Funds were not obligated in FY04 or
25 FY05. The TAC approved Draft FY06-08 TIP has no funds identified for this project. The Public Hearing
26 draft shows \$300,000 in FY07 and \$300,000 in FY08.
27

28 There is a memo in the packet from Dawn Terrill on the issue that VTrans disagrees on three projects: 1)
29 Exit 12B. 2) funding for sidewalks project (we have \$250,000 per year and VTrans agreed to \$100,000 in
30 FY06 but to removed the amounts in FY07 and FY08). 3) Burlington/Essex passenger rail and feeder
31 bus service. They would like us to remove the comment regarding \$4.8M for purchase of right-of-way.
32

33 A new development that came to light today deals with Market Street and how it's worded. The original
34 earmark was \$1M with \$250,000 for PE and \$750,000 for construction. We amended last year's TIP and
35 put in \$500,000 for PE and \$500,000 for construction. FHWA believes it'll cost more than \$500,000 for
36 construction and we need to reflect the total cost. Christine Forde prepared a sheet showing how it would
37 appear in the TIP: We would show \$250,000 for PE in FY06 and under remarks section indicate "\$1M
38 federal earmark for upgrade of Market Street. \$500,000 remains available towards CON. Current CON
39 estimate is \$2M. Funds to be added pending availability." Bob Penniman note that right now this is the
40 public hearing portion and board members can ask for clarification, but other questions should wait until
41 after the public hearing. Andrea Morgante questioned where the \$500,000 would go. Chris Jolly said
42 earmark money has it's own obligation code and sits there until it can be used. Jim Condos asked if
43 VTrans and FHWA sat the TIP subcommittee, why are these questions just coming to us now. Chris
44 Jolly did serve on the committee and feels this did slip through the cracks and he'll take the hit
45 on it, but they feel it was important to bring up.
46

47 John Fitzgerald asked where Exit 12B is. Bob Penniman said it originally started as a full interchange at
48 Dorset Street and I-189 (Exit 13). That project dragged and South Burlington and others decided they
49 wanted to move that effort to a new possible interchange at Hinesburg Road. Jim Condos said all South
50 Burlington wanted was a northbound slip ramp from I-89, but the Feds required a full blown interchange
51 rather than just a small adjustment. South Burlington then decided they'd rather see an interchange at

1 Hinesburg Road. When asked why we wouldn't want to put \$500,000 for CON with a note saying this is
2 not the full amount, Chris Jolly said if you're showing a project to go to construction in FY06, the project
3 should show the total amount and we know \$500,000 will not be near enough to construct it.
4

5 Virginia Clarke questioned the Winooski Riverwalk because in the memo Christine describes changes to
6 both the FY06-08 and 04-06 TIP. Christine Forde said this would be the first amendment to the FY06-08
7 TIP and we'd hold a hearing next month.
8

9 Tom Buckley questioned why the warned version of the TIP was different from the TAC approved
10 version regarding Exit 12B. Bob Penniman said the Exec. Comm. decided to add money in for Exit 12B.
11

12 Andrea Morgante questioned BIA (Burlington International Airport) and asked if this has been a part of
13 the TIP before. Christine said it has, but we don't have any authority – BIA just gives us the information
14 to put in the TIP. Matthew Langham said BIA money is there for information only.
15

16 Andrea Morgante asked to make a change on the Hinesburg bikeway project to say it goes to the
17 Carpenter-Carse Library not the high school.
18

19 Bob Penniman questioned the first transit item on page 16 and wondered when "hybrid" term
20 was added instead of CNG.
21

22 Bob Penniman suggested when we get to the motion that we add a note that the money for
23 CCTA can come back into the TIP by administrative action rather than full-blown public hearing
24 because it's made necessary by federal requirements. **JEFF CARR MADE A MOTION TO
25 CLOSE THE PUBLIC HEARING AT 7:38 P.M. JERRY MULLEN SECONDED AND THE
26 MOTION CARRIED UNANIMOUSLY.**
27

28 Bob Penniman gave a brief history for new members for where we've been for past 2-3 years.
29 The TIP is our most important document about where the CCMPO spends federal dollars. A
30 year ago we decided (and VTrans and feds agreed) that we not adopt a new TIP. We kept the
31 FY04-06 TIP, which we are still amending. This is the new TIP and it's important we adopt a
32 new one this year. We know we'll be amending this TIP over the year. We must adopt a TIP
33 every two years. This TIP is constrained based on funding in the current transportation bill. If
34 there is a new federal transportation bill this year, we could have some additional funding. The
35 news we're hearing is that all hope to have a bill passed by August 1st and that it'll be about \$286
36 billion.
37

38 **JEFF CARR MADE A MOTION THAT WE APPROVE THE FY06-08 TRANSPORTATION
39 IMPROVEMENT PROGRAM (TIP) THAT WAS WARNED FOR PUBLIC HEARING
40 DATED JUNE 29, 2005, WITH THE CCTA DOLLARS HAVING ABILITY TO COME
41 BACK INTO THE TIP BY ADMINISTRATIVE AMENDMENT;. JERRY MULLEN
42 SECONDED.** Jim Condos distributed some information on the Market Street project and
43 described South Burlington's plans. This came from discussions that began in 1985 and will be
44 done over 10-15 years but they'll get the road built first. He also thinks it's important to pass the
45 TIP as proposed for public hearing. It is not necessary for us to pass a final TIP until October.
46 The items that are in question are all important. It was noted that: 1. We can pass the TIP as
47 warned; 2) not pass a TIP tonight and postpone it; 3) or pass it with amendments by VTrans and
48 FHWA. If we adopt it as proposed we can amend it over the next two months. Polly McMurtry
49 wanted to clarify that the STIP is going to public hearing on August 23rd and the TIP really does
50 need to be adopted to become a part of the STIP. Chris Jolly feels that we have a dollar amount
51 for each year of the TIP and if you go forward with STIP hearing you'd have to include the

1 dollars that are in the TIP that was approved. Whatever the MPO votes tonight there are dollar
2 amounts that are associated with the TIP, and the STIP would have to include that. When Bob
3 Penniman expressed surprise that the STIP hearing would be in August, Matthew Langham said
4 the reason they have to get a STIP approved by October 1st is because it's the second year of the
5 STIP just as it is the second year of the TIP and they require a public hearing. They've asked us
6 to prioritize capital program NOT the TIP.
7

8 Bob Penniman said we have a motion on the table. We have three issues of concern to VTrans.
9 Exit 12B – the Secretary's letter says VTrans doesn't have staffing capability. He feels an EIS
10 can be done with very little staffing as a locally managed project. Polly McMurtry said not every
11 project that VTrans runs is as complicated as Circ Williston, but she feels Exit 12B and Circ
12 Colchester EIS will be equally as complicated. Bob Penniman said we took the Secretary's letter
13 from May saying VTrans would support the EIS for 12B and we were surprised VTrans wanted
14 to move out the EIS dollars. Jeff Carr thought one of the other concerns the secretary had was
15 that we were spending a lot of money on EIS and not enough money on projects. So they're
16 concerned about how the federal dollars are being spent.
17

18 On the sidewalk issue, we tried to make very clear to the Secretary about why we're different
19 because we're a designated urban area and sidewalks are a legitimate transportation corridor.
20 That's why the MPO was willing to take money out of our fiscal constraint. Jeff Carr questioned
21 the statement in the Secretary's memo that notes that urbanized communities usually budget for
22 sewer, water and sidewalks. Andrea Morgante noted that towns don't do water or sewer projects
23 without federal dollars. A lengthy discussion continued about the importance of sidewalks being
24 included in the TIP at \$250,000 per year. Polly McMurtry said it is a policy discussion that
25 needs to happen between MPO and VTrans. VTrans argument was that they had not agreed to
26 continue funding this. They agreed to level fund for this year and they want to continue
27 discussion for future years.
28

29 Jim Condos said 3-4 years ago when we were asked to keep pushing projects two years out, he
30 asked if anyone was looking at the bubble we were creating for one year in the TIP of \$60M. He
31 remembers VTrans saying they'd be behind us. Our TIP is \$37M in FY06; \$35M in FY07 and
32 \$58M in FY08. He asked Polly if VTrans would support the projects in the TIP.
33

34 Bob Penniman noted that for the first time, thanks to Rick Moulton, the MPO decided to get into
35 discussion with New England Central Railroad (NECR). Rick Moulton, Mike O'Brien and Bob
36 Penniman met with Charlie Moore. In September we'll have the NECR come to the meeting to
37 give the board their perspective about where they'd like to go. RailAmerica upgrades track all
38 over the country using federal dollars and providing the full 20% match. Charlie Moore told us
39 NECR doesn't have a problem putting a bikeway in the rail ROW. The stuff we've been hearing
40 has been filtered through VTrans and we won't continue to listen to them. Rick Moulton was
41 galled to hear that the \$4.8M earmark moved out of FTA funding will go out of Chittenden
42 County. We're losing \$4.8M and the rail division has been telling us that they had an unwilling
43 seller, etc. NECR said they've had an offer on the table for a while to upgrade the track by
44 providing the 20% match.. Charlie Moore said there is a whole division in Missouri that deals
45 with transload facilities and has offered to come and help us design a facility in Chittenden
46 County. Mike O'Brien said they just completed a bike path on a railroad ROW in Illinois and
47 they're willing to work with us. Discussion noted that we have a bike path in Essex to St.
48 Mike's and we were told we could not share ROW with the railroad. Polly McMurtry said it
49 sounds like there needs to be a meeting. NECR has also offered to have Amtrak come to

1 Burlington. Lengthy discussion continued. Virginia Clarke asked if we would want to change
2 the language from ROW purchase to improvement to the track. Members expressed dismay that
3 the earmark for that corridor is now lost to other areas of the state.

4
5 Tom Buckley questioned how much we've discussed Exit 12B as a board. Bob Penniman said
6 it's been in the last TIP; it's in the MTP and the airport access plan. Bill Knight said we made a
7 presentation on Exit 12B a couple of years ago after we found out about a state study that studied
8 various interchanges and widening the interstate.

9
10 When asked the implications if we approve the TIP as proposed and how it would affect the
11 STIP, Bob Penniman says the MOU states if the MPO adopts a TIP and VTrans votes yes, they
12 need to include the TIP in its entirety into the STIP. If they don't vote in favor, they don't have
13 to. Matthew Langham noted that the MOU contains a conflict resolution clause for a situation
14 where the three parties don't agree.

15
16 Lengthy discussion continued about the language in the comment section of the
17 Burlington/Essex rail item and whether it should be more flexible. It was noted that NECR owns
18 operating contract, but Canadian National Railroad owns the ROW. RICK MOULTON MADE
19 A MOTION TO AMEND THE TIP TO READ UNDER RAIL PLACEHOLDER (PAGE 16)
20 TO INCLUDE \$4.8M FOR RIGHT OF WAY ACQUISITION AND/OR RAIL
21 IMPROVEMENTS AND TO DELETE REFERENCE TO EARMARKS. JIM DUDLEY
22 SECONDED. Jerry Mullen asked if it was legal to put federal money into privately owned rail
23 line, and Bob said absolutely. VOTE ON AMENDMENT TO MAIN MOTION: MOTION
24 CARRIED WITH POLLY MCMURTRY ABSTAINING. MAIN MOTION WAS AMENDED.

25
26 Polly McMurtry noted that we talked about three issues with VTrans, but didn't address Market
27 Street. Matthew Langham asked Chris Jolly about the TIP process where Market Street is
28 concerned. Chris Jolly said if STIP is submitted to FHWA with TIP included, it would be a
29 problem with only \$500,000 in there for construction. After a lengthy discussion, JEFF CARR
30 MADE A FRIENDLY AMENDMENT TO INCLUDE OPTION #2 FROM CHRISTINE
31 FORDE'S MEMO: "TO REMOVE CONSTRUCTION FUNDING FROM THE TIP, LEAVING
32 ONLY PE. A NOTE WOULD BE INCLUDED IN THE COMMENTS SECTION SAYING
33 "\$1M FEDERAL EARMARK FOR UPGRADE OF MARKET STREET. \$500,000 OF
34 EARMARK FUNDS REMAIN AVAILABLE TOWARDS CONSTRUCTION. CURRENT
35 CONSTRUCTION COST ESTIMATE IS \$2M. FUNDS TO BE ADDED PENDING
36 AVAILABILITY." JIM CONDOS ACCEPTED THE FRIENDLY AMENDMENT.

37
38 Virginia Clarke noted that the Town of Richmond continues to be concerned that their projects
39 continue to slip year after year. As a potential member of the new prioritization committee and
40 what is likely to be a grueling process, she'd like some level of comfort that our priorities will be
41 honored at the state level. Jim Condos said it's his hope that we'll reach agreement over the next
42 few weeks on the issues we have, but once we settle these that we can move this TIP and VTrans
43 will stand with us and go to the legislature to get the full funding for the TIP.

44
45 VOTE ON AMENDED MOTION:

46	BOLTON	YES	BURLINGTON	YES (4)
47	CHARLOTTE	ABSENT	COLCHESTER	YES (2)
48	ESSEX JUNCTION	YES	ESSEX	YES
49	HINESBURG	YES	HUNTINGTON	YES

1	JERICHO	YES	MILTON	ABSENT
2	RICHMOND	YES	ST. GEORGE	ABSENT
3	SHELBURNE	YES	SO. BURLINGTON	YES (2)
4	UNDERHILL	YES	WESTFORD	YES
5	WILLISTON	YES	WINOOSKI	YES
6	VTRANS	YES		

7 MOTION CARRIED WITH 21 OF 24 VOTES; AND 15 OF 18 COMMUNITIES VOTING IN
8 FAVOR.

9
10 5.b. Certification of the Planning Process. JEFF CARR MADE A MOTION THAT WE
11 AUTHORIZE THE CHAIR TO SIGN THE CERTIFICATION OF THE PLANNING
12 PROCESS ON BEHALF OF THE CCMPO AND SUBMIT IT TO THE SECRETARY WITH
13 THE APPROVED FY06-08 TIP. DULY SECONDED AND THE MOTION CARRIED
14 UNANIMOUSLY.

15
16 6. Warn a Public Hearing to amend the FY04-06 TIP. MIKE O'BRIEN MADE A MOTON,
17 SECONDED BY VIRGINIA CLARKE, TO WARN A PUBLIC HEARING FOR OUR
18 AUGUST BOARD MEETING FOR THE CHANGE TO THE WINOOSKI RIVERWALK
19 PROJECT. MOTION CARRIED UNANIMOUSLY.

20
21 7. Nominating Committee Report and Election of At-Large Executive Committee Members.
22 Jim Condos nominated Virginia Clarke and Rick Moulton to serve as the at-large representatives
23 on the Executive Committee, and it was duly seconded. MOTION CARRIED
24 UNANIMOUSLY.

25
26 8. 2030 Metropolitan Transportation Plan (MTP). Peter Keating discussed the proposed
27 schedule for the 2030 MTP. He noted that the CCMPO has three primary responsibilities: the
28 TIP, the annual work program (UPWP) and the long range transportation plan (our MTP). This
29 looks out at least 20 years. There are about 12 items that must be addressed in a long range
30 transportation plan and it must be updated every five years. He has presented two assumptions
31 that are important to consider for the 2030 MTP: 1) This is an update to the approved 2025
32 MTP, not a "start from scratch" project. It will follow the format/outline of the 2025 MTP. 2)
33 Transportation model land use data will be based on the CCRPC's Regional Plan, therefore the
34 MTP will follow Regional Plan development, i.e. the MTP will follow sequentially from the
35 Regional Plan. Staff feels this needs to follow the regional plan rather than be done at the same
36 time. We need much of their data to prepare our plan. Peter noted that the 2030 plan will have
37 recommendations for what should be done in 5, 10 and 20 years. He reviewed the tasks,
38 responsibilities, whether or not a task would be done by a consultant and the schedule. He
39 proposed two schedules in case we can't use some of the data until the regional plan is adopted.
40 Peter noted that if we do have a reauthorization of the transportation bill, it could have an impact
41 not only financially, but some requirements for the long range plan. He'll put this in a scope of
42 work with more defined tasks and would like to form a steering committee in the fall. When
43 asked if we have adequate staff on the MPO and RPC to do this, Peter thinks we do. Greg
44 Brown said the RPC does have adequate capacity to do the cooperative efforts involved. Tom
45 Buckley said we'll have more time to talk about it, but he wanted to raise the identity of the
46 steering committee and feels we really need to define their role and the interaction with the
47 CCMPO Board. Peter hopes to have operating procedures for them.

48

1 9. Strategic Plan Update. The subcommittee just met on Monday. They concentrated on having
2 Paula Cope wrap up her contract with final documents including drafts of mission and vision
3 statements, etc. We mapped out possible next steps and recommend the steering committee be
4 expanded. We need to digest the information from the retreats and take care of some loose ends.
5 We think an expanded committee can take 4-5 areas and put together some recommended
6 subcommittees to work in those areas. They'd like to add one staff person and two additional
7 board members. This would happen in August and they'll bring back something in Sept/Oct.
8 Volunteers are asked to contact Bob Penniman or Bill Knight. August 1st at 8:30 a.m. is the next
9 scheduled meeting.

10
11 10. Executive Director's Report. The report was emailed last week.

12
13 11. Committee Reports. a. CCRPC. Greg Brown noted that the initial draft of the regional plan
14 has been distributed to selectboards, managers and their partners for input. This is the first of
15 three iterations and they'll be taking comments from the municipalities in person when they visit
16 each community and from everyone in writing. They're pretty much on schedule. When asked
17 who they sent the plan to, Greg said they sent it to the legislative bodies. Bob Penniman noted
18 that as Vice Chair, Mike O'Brien will begin representing the CCMPO on the RPC board. We'll
19 amend the bylaws to allow for an alternate, but we'll ask Tom Buckley to serve as alternate in
20 the meantime.

21
22 b. Circ-Williston EIS. Bob Penniman feels the public process is starting to invest itself into
23 things you can see. The process will take longer and be more expensive which he believes is a
24 positive. The consultants are acknowledging that Vermont is a little different when it comes to
25 public involvement. They're heading into the initial screening of the alternatives.

26
27 12. Other Business. We have an annual meeting we want to plan for September or October.

28
29 13. Members' Items. There were none.

30
31 JIM CONDOS MADE A MOTION TO ADJOURN AT 9:55 P.M. JERRY MULLEN
32 SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

33
34 Respectfully submitted,

35
36
37
38 Bernadette Ferenc
39 Executive Assistant