

Chittenden County Metropolitan Planning Organization  
Regular Meeting and Public Forum  
Minutes

DATE: Wednesday, February 15, 2006  
TIME: 7:00 p.m.  
PLACE: CCMPO Offices, 30 Kimball Avenue, Suite 206, So. Burlington, VT 05403  
PRESENT: Andy Montroll, Burlington Marc Landry, Colchester (8:30)  
Jeff Carr, Essex and Essex Junction Alternate (Sec-Treas.)  
Andrea Morgante, Hinesburg Rick Moulton, Huntington  
Bob Penniman, Jericho (Chair) Ken Nolan, Milton  
Virginia Clarke, Richmond Jim Dudley, Shelburne  
George Gerecke, Williston  
Mike O'Brien, Winooski (Vice-Chair) Matthew Langham, VTrans  
Ex-Officio: Penrose Jackson, CCRPC Chris Jolly, FHWA  
Others: Bruce Alvarez, South Burlington Todd Bailey, Hinesburg  
Marcel Beaudin, South Burl. Lou Bresee, Lake Champ. Bikeways  
Christina Colombe, Winooski John Fitzgerald, Essex  
Kathy Grzywna, South Burlington Jody Harrington, Winooski  
Jane Helmstetter, Agy. Human Serv. Bruce Hoar, So.Burl. Public Works  
Marty Illick, Charlotte Beth Kuhn, Shelburne  
Sylvia Lane, Reg. Adv. Council Kirsten Merriman, CEDO  
Debra Sachs, All. For Climate Act. Ken Smith, Burlington  
Chapin Spencer, Local Motion Glenn Taulton, Burlington  
Larry Walters, Burlington John Zenie, Colchester  
Bob Zingher, Comm. Adv. Board  
Staff: Scott Johnstone, Exec. Dir. Peter Keating, Sr. Trans. Planner  
Christine Forde, Sr. Trans. Planner David Roberts, Sr. Trans. Planner  
Susan Smichenko, Sr. Trans. Plan. Daryl Benoit, Trans. Planner  
Bernadette Ferenc, Exec. Asst.

The meeting was called to order at 7:03 p.m. by the Chair, Bob Penniman.

1. Changes to the Agenda. There were none.

2. Public Comment Period for items not on the agenda. There were none.

3. Action on Consent Agenda. There were two minor TIP amendments on the Consent Agenda. GEORGE GERECKE MADE A MOTION TO APPROVE THE CONSENT AGENDA. JEFF CARR SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

4. Approval of Minutes. JIM DUDLEY MADE A MOTION TO APPROVE THE MINUTES OF JANUARY 18, 2006. JEFF CARR SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

5. FY07 Unified Planning Work Program Public Forum. Bob Penniman noted that we haven't done this before, but there will be additional planning funds next year and we're soliciting ideas for planning projects. He asked people to be respectful of everyone wanting to talk and limit their comments. Scott Johnstone thanked everyone for coming out and said it's exciting to get input on the front end of our process. He wanted to be sure we understood that there are lots of

1 documents that we prepare for people to comment on. This is for the work program which is the  
2 work that our staff or others we contract with will work on over the next fiscal year (July 1<sup>st</sup>  
3 through June 30<sup>th</sup>). This is for any transportation planning work you'd like to see done. We deal  
4 with more than putting a road in from one point to another. We make the existing system work  
5 better. We work with CCTA on transit planning and CCRPC on the linkage to land use. We  
6 deal with transit, safe routes to schools, etc. We'll get ideas from CCTA, the regional planning  
7 commission, and VTrans, but we're looking for other ideas as well. However, there is no  
8 guarantee that what we hear tonight will become part of the work program, because although we  
9 have \$2.3M, that is not enough to fund everything. We will take what we hear tonight, along  
10 with emails and phone calls and we'll let you know what happened with your ideas – probably  
11 on the website. He then distributed copies of the 12 goals from the MTP.

12  
13 Bob Zingher of Burlington is an accountant.. He's a member of the Regional Advisory Board  
14 and is concerned with economic development for the poor and disabled. Under the current  
15 configuration of our transit delivery system, we lock it up at 9 p.m. and during the weekend even  
16 earlier. If we want to bring certain members of the disabled and disadvantaged into the work  
17 force, we're not going to give them cars, we're going to tell them to "take the bus: and "get a  
18 job". But without buses running on third shift, they cannot take that job, because they have no  
19 way to get there. Until we have a 24 hour a day, 365 days a year transportation system to feed  
20 jobs, he doesn't think we're doing our job.

21  
22 Jody Harrington lives in Winooski and is on the school board. She's marketing director and  
23 community relations manager at City Market/Onion River Coop which employs 165 people and  
24 they consider themselves a socially responsible company. She's here about an old issue  
25 regarding a pedestrian bridge over the Winooski River – either cantilevered to or alongside the  
26 railroad bridge. The MPO said they'd do a study a few years ago, but the public never heard  
27 anything. There are all kinds of people who use the railroad bridge to cross the river as  
28 pedestrians. Walking on the railroad trestle is not recommended behavior, but they do it every  
29 day because it's convenient. She's here to find out what happened to that project and what it  
30 would take to get it back on the list. She feels both neighborhoods served are low income and  
31 refugee families and they're happy to be able to walk to work. The only other thing that's  
32 changed from five years ago is that we have a national health care crisis with an obesity problem.  
33 You can't go anywhere without hearing that 80% of all health care costs would be helped by  
34 walking. Bob Penniman said it has never fallen off the MPO's radar screen, nor Burlington or  
35 Winooski. A lot of it was related to the misconception about what we could do with the trestle,  
36 etc. Several of us met with New England Central Railroad in May and we heard a whole  
37 different story. Ms. Harrington noted that they could muster support if we need it.

38  
39 Christina Colombe lives in Winooski. To build on the Winooski theme and the word "obvious"  
40 is Shaw's in Colchester being out of reach for the walker. She would love to walk there, but you  
41 can't get across the interstate, so she drives to Exit 13 to do her shopping. They've lost their  
42 local store so they can't even walk for a loaf of bread. For someone who walks a lot, we need to  
43 create more separation from cyclists and walkers. There are certain areas, including crossing on  
44 the "legal" Winooski bridge, where cyclists often use the sidewalks and it's dangerous for  
45 pedestrians. So from a safety perspective, as well as cutting down on gas it makes sense to link a  
46 close grocery store to Winooski. Mike O'Brien noted the Colchester is going to be putting in a  
47 sidewalk from Winooski up through the Exit 16 area, but he's not sure of the timeframe. Bob  
48 Penniman noted that it's being advertised now for design as Colchester received an enhancement  
49 grant. Mike O'Brien said the City is looking at both bridges for pedestrians, but because the  
50 Main Street Bridge is an historic bridge they ran into problems of not having enough room. Ms.

1 Colombe was a walker in Massachusetts for many years and never recalls a confrontation with  
2 cyclists. A fast moving cyclist can be just as dangerous as a car. Bob Penniman noted that part  
3 of this is the education issue regarding Vermont law. Bikes are not supposed to be on sidewalks.  
4 They're working with University students to develop a how to and protocol for bikes and  
5 pedestrians.

6  
7 Sylvia Lane has lived in Burlington for 34 years and rode the bus for that time. She has chosen  
8 to not drive and in all her life living in Vermont has not bought a gallon of gas. When she was  
9 younger she rode her bike quite a bit in the road, but now that she's older she has a hard time  
10 negotiating her bike on the sidewalks to she takes the bus more. She's noticing a lot about the  
11 CCTA bus system. Things that are happening that are not good. There are fewer bus stops than  
12 there used to be, especially downtown. On the corner of Cherry Street and South Winooski  
13 Avenue where the buses turn to go in various directions for their routes, they have two parking  
14 meters about 5 feet from the corner. The Vermont Drivers Manual states that there should not be  
15 parking spaces within 20 feet of an intersection, so what is that about. You now have to go in  
16 front of the bus to flag it down, taking your life in your hands. Also, the University Mall/Airport  
17 bus is packed all the time and she feels the bus should run every 15 minutes on that section and  
18 also run the Williston bus more often and at a more regular schedule. She's heard from the  
19 drivers that the North Avenue and Airport buses are linked and she feels they should be  
20 disconnected and be two separate routes. The North Avenue bus never runs on schedule. Her  
21 parting shot is that in 10-20 years we're going to be looking at baby boomers who won't be able  
22 to drive any more so we really need to think about public transportation. She'd love to see trains  
23 again. She would rather not see one square inch of road built as she thinks we have enough  
24 highways and roads. She read in a book if you build a new highway, within five years it's  
25 choked with traffic – it's not a solution. She feels better public transportation is the solution.

26  
27 Larry Walters lives in Burlington and spoke to goals 10 and 11. He thinks if we really have a  
28 serious focus about planning it would be worthwhile for the entire county to put the whole idea  
29 of bikes on steroids. Do serious cross border planning. We wouldn't have to think about health  
30 issues, single use vehicles, or petro chemicals, etc. If appropriately promoted on the state's  
31 website, we could increase tourism by sponsoring town to town bike events, which will link to  
32 health, economy and transportation. We have an opportunity in this area to set ourselves apart if  
33 we could seriously get behind increasing bike use.

34  
35 Bruce Alvarez lives in South Burlington on Queen City Park Road. He could ride his bike to  
36 work, it's about 9 miles, but he would never ride on Industrial Avenue or Route 2 because there  
37 is no shoulder. He mentioned several problem areas:

- 38 • There are "no right on red" signs on both Swift Street and Queen City Park Road which 90%  
39 of people go through. He'd like to see lighted signs limiting "no turn on red" to certain times  
40 of the day.
- 41 • There are times of the day you can't get out of Queen City Park Road to Route 7 because  
42 people block the intersection.
- 43 • The jug handle at Webster Road should be a proper rotary to move traffic better. The traffic  
44 signal there stops the traffic even when only one car is there and the signal is really slowing  
45 traffic down. He sees that in a lot of places. He'd like to see all signals on main roads  
46 flashing yellow and lesser roads flashing red before 6:30 a.m. because there is so little traffic.
- 47 • He doesn't know if this board has any clout in seeing how signals are run, but the signal  
48 coming out of the parking lot at South Burlington Middle School is too short and perhaps for  
49 the 2:30 – 2:45 p.m. period it could be timed a little better to clear traffic out.

1 • Another thing he thinks is very dangerous is the Route 15 exit off I-89. Perhaps dedicated  
2 right and left turn lanes could begin sooner on the exit ramp to prevent people from cutting  
3 in. He also was concerned about the stop sign for right turns there.

4 Bob Penniman noted there is a very intensive Route 2 study going on. It starts at South Willard  
5 Street and goes to old Williston village. We're going to be doing more and more corridor studies,  
6 including Route 15. Andrea Morgante explained that a corridor study is not just looking at the  
7 road, but the whole area around it and all modes of transportation and land use.

8  
9 Deb Sachs is a resident of South Burlington and is on the staff for the Alliance for Climate  
10 Action. She thanked the MPO for having this session and is glad we handed out the MTP goals.  
11 She spoke to goals 2, 9, 10 and especially 11 regarding educating the public. Children and  
12 seniors are most at risk right now and she'd like to see the MPO focus on that goal.

13 Transportation is the fastest growing area for increase in greenhouse gas emissions. Her  
14 suggestions are in five areas and she hopes the MPO will invest in and really galvanize the  
15 message to the public that we're getting to unhealthy levels of air quality. There are lots of  
16 projects we work on that are important, like Safe Routes to Schools (SR2S), and supporting the  
17 Alliance for Climate Action (ACA).

- 18 • She'd like to see the MPO increase their link with organizations such as American Lung  
19 Association and Vermont Dept. of Health to assess and synthesize the data we have with  
20 others to get that out to the public.
- 21 • We've done a lot of work on a TDM (Transportation Demand Management) plan and she  
22 suggests we adopt it, brand it and get it out in front of the public to get the word out that it  
23 can work. We can use planning funds for projects but also to educate the public about  
24 changes that could be made. On TDM side she'd recommend community training workshops  
25 to get these included in town plans and bylaws.
- 26 • Another thing is that land use/transportation / environmental air quality needs to be assessed  
27 for the region as a whole. We're ready for this and she hopes we really do a pretty  
28 comprehensive analysis of this with the CCRPC.
- 29 • Finally, she thinks SR2S should continue and we should continue to invest in it and create a  
30 template that can be used statewide. Virginia Clarke noted that on March 27<sup>th</sup> we will have  
31 an all day training session at the Richmond Public Library for how we can use this in more  
32 schools and communities. Deb Sachs said in some rural communities their peak traffic hours  
33 coincide with school hours. Bob Penniman explained that SR2S is a pilot program we  
34 prepared last year and the new federal transportation bill put a national program in. Deb  
35 noted that Chittenden County is out in front of the nation.

36  
37 John Zenie lives in Colchester and has some suggestions.

- 38 • The use of four-way stop signs is a great way to increase pollution by having all vehicles stop  
39 and start again. He thinks stop signs should be eliminated from the main roads or lighted to  
40 help reduce emissions and gas use.
- 41 • We need to improve how traffic lights are used because of air pollution, gas usage and  
42 making traffic move so slowly. He's not sure why the timing is not better along some routes.  
43 In some areas you have to stop at every other light.
- 44 • We have sensors in some areas and they seem to activate for only one car on the side road  
45 when there are 7-8 cars in the major street. They need to be placed in a better way to be  
46 more predictable to traffic flow.
- 47 • He feels we need to improve mass transit. He moved here 15 years ago and was working at  
48 IBM. He completed survey after survey on whether he'd use transit and the line never came  
49 to be. We really do need to improve the system and it will come eventually so we just need  
50 to keep working on it.

1  
2 Lou Bresee is a resident of South Burlington and chair of the South Burlington rec path  
3 committee and treasurer of the Lake Champlain Bikeways. He noted that when he rides on the  
4 Winooski Bridge he rides on the road and worries about the concrete trucks. He'd like to put  
5 something on the table for the MPO to categorize the existing programs you're working on now  
6 and get them into some kind of format so that the public can be aware of them. Also list the  
7 projects towns are working on. Some people are very interested in these activities and it's very  
8 difficult to dig up that kind of information. A lot of public frustration would go away if they new  
9 what was being done. He has a list of projects just like everyone else.

- 10 • Shelburne Road is wonderful for bicycles but he lives off Laurel Hill Drive. If the lights  
11 from Imperial Drive to I189 do not get in sync, the whole project will be for naught.
- 12 • Exit 14 south ramp – somebody is going to be killed.
- 13 • He would be remiss if he didn't mention a new interchange at Hinesburg Road.
- 14 • Route 15 bike plan – there are several people who got together 12 years ago with a concrete  
15 idea and it sits there.
- 16 • Safe Routes to Schools and Way to Go Week are good programs that ought to continue.
- 17 • South Burlington is working on a City Center concept and he feels other localities may  
18 consider doing this kind of thing as well. Integration of multi-modal transportation needs to  
19 be incorporated.
- 20 • It seems like small point, but it's surprising that road sensors don't work for bicycles.

21 Bob Penniman noted that VTrans is about to begin construction at Exit 14 southbound ramp. .  
22

23 Beth Kuhn lives in Shelburne and is encouraged for the opportunity for input before the plan.  
24 She's also encouraged about the multi-modal conversations. She moved to Shelburne 6 years  
25 ago and believed there was going to be bike path along Webster Road. She feels that any new  
26 road or improvement project should include sidewalk/ bikepath in the improvements.  
27

28 Marty Illick of Charlotte said bikepaths, especially to schools, should be the way of doing  
29 business when any kind of road improvement is done. Pedestrian and bike traffic should be a  
30 part of the process. It shouldn't even be viewed as a special project. She noted that health issue  
31 is not on our goal list and that could be strengthened. Energy efficiency – use of petroleum  
32 should be linked to every investment that is made at MPO level. Because of what we know  
33 about air quality, we should be aggressive to effect petroleum reduction, and we should look at  
34 how well we're doing to reduce petroleum use. She's been sitting at the RPC table for several  
35 years doing open space planning which was supported almost entirely by MPO dollars, with  
36 good reason. She's hoping that we'll support continuing phase 2 and then phase 3 of the open  
37 space activities. Because we learned that the data quality is lacking, she's hoping that between  
38 staff at RPC and MPO we can look to see how to improve data collection/quality. Ground water  
39 data is missing and she feels it's a major oversight. Land cover and wildlife habitat data is very  
40 old or non-existent. When we went out and did presentations around the county, people  
41 wondered why we couldn't get a scenic layer in the data for the open space plan. Another thing  
42 is water quality. There is so much work going on at the state as far as guidance about how to do  
43 land use planning around water quality. River quality plans are a big part of doing business.  
44 There are a lot of highways running along and within river corridors and the MPO should be  
45 collaborating with non government organizations. These are all saying that if MPO could invest  
46 on planning side and strengthen it with RPC side we can have better quality of information to do  
47 more effective land use planning.  
48

49 Kirsten Merriman Shapiro lives in Burlington and works for Community Economic  
50 Development Office (CEDO). A lot of things the MPO works on benefit the communities. The

1 traffic alert program helps people get around during construction season. Multi-modal focus is  
2 important. They do hear people wishing there were longer bus hours that would help people get  
3 to jobs. ITS programs for public transit are important. She wondered if we'd looked into photo  
4 enforcement technology because every community has four way stops or lights and some people  
5 tend to run them and perhaps we could help people from making these decisions by having  
6 cameras posted to assist pedestrians. Local planning assistance and scoping is really invaluable  
7 to many communities – Burlington has benefited from them. She works with scenic byways  
8 program and wondered if MPO could assist in Chittenden County scenic byway for what  
9 transportation resources are there and what is missing. Another area that sometimes is involved  
10 with transportation is discussion of light pollution. You can see the glow from Chittenden  
11 County at night from quite a distance. Perhaps better quality lighting and directing lights onto  
12 roadways would reduce that. Benefits of undergrounding utilities include safety and economy.  
13 Cars are always running into poles not only damaging vehicles and people but public service and  
14 businesses if power is knocked out.

15  
16 Ken Smith lives in Burlington.

- 17 • Regarding undergrounding utilities, a good place to start is on Route 7 and Willard Street in  
18 Burlington. There are five Verizon poles right there in between new poles and right of way  
19 and the lines should be moved to the new BED poles.
- 20 • Speed limit on Route 7 (Willard Street) should be the same as Route 2 at 25 mph because of  
21 the students crossing Route 7 from Champlain College dorms. Right now is 30 mph between  
22 Main Street and Shelburne Road.
- 23 • He's advocating for bike path along US 2 to continue on Willard Street to the rotary.
- 24 • On our goals there are 3 he'd like to talk about 3, 10 and 12. He wondered whether the MPO  
25 was involved in the original planning and siting of the multi-modal transportation center that  
26 was almost built; and, if we had any input into the demise of the project. What role can the  
27 MPO play in not letting this happen again? Andy Montroll said when the discussion began it  
28 was going to be a multi-modal center, but one after another of the modes kept leaving. First  
29 the train left, then Vermont Transit decided not to move, they liked their spot on Pine Street.  
30 There was supposed to be lots of parking and then that was reduced to 30 spaces. Ultimately  
31 all it was going to be was a bus station for CCTA and it was decided it didn't need to be  
32 there. He said the majority of the city councilors got many calls that nobody liked the project  
33 and they were getting so beaten up, they cancelled the project. Bob Penniman noted that the  
34 rest of the funds were shifted to the south end transit center to be an intercept facility.
- 35 • Goals 1, 5 and 9 talk about air quality, etc. Is there a mechanism within this organization to  
36 reach out to the public transportation entities that have buses to have them explore alternate  
37 sources of fuels and lubricants? There are synthetic lubricants that have been around for 30  
38 years, but the oil companies don't promote them. Bob offered that the MPO should revisit  
39 the clean state program and bring it back to Burlington/Chittenden County as a Clean Cities  
40 Program.

41  
42 Jane Helmstetter is a resident of South Burlington and works for the Agency of Human Services  
43 in the Burlington District Office. We have heard from many of their regional advisory council  
44 because they feel it is such a big issue for their clients. She thanked the MPO for the opportunity  
45 to have this forum at the front end. She wanted to reinforce about how many people they work  
46 with who are reliant on public transportation. So the next time this group holds a public meeting,  
47 it should be accessible by bus.

1 John Fitzgerald of Essex had several concerns:

- 2 • I-89 between Exit 13 and Exit 16 does not have the same amount of lanes and there have
- 3 been a lot of accidents where we have downsizing and merging lanes.
- 4 • He's not heard anything about the Circ Highway and the benefit of the bridge going across
- 5 the Winooski River to Rt. 117.
- 6 • He's concerned about historic restrictions stopping building. Our country is in a change and
- 7 we may have to move some historic things to museums because housing will change,
- 8 insulation will change and heating systems will change.
- 9 • Concerned about people who take the bus – they're difficult to get into. We need to have
- 10 level access for getting people on and off buses and trains so there won't be a tie up.
- 11 • He was at the corner of I-189 and Route 7 and watched the trucks coming through and
- 12 wondered why the trucks and trains don't come together in Burlington. There is a lot of
- 13 interstate traffic but we don't have a way to move goods from trains to trucks for local
- 14 deliveries. We need to do something about that. It's happening in other places.
- 15 • All the park and rides are full and they're parking everywhere. He wanted to make sure that
- 16 as we're planning highways, we include park and ride lots; and maybe even afford to include
- 17 port-a-potties with them.
- 18 • He's concerned about historical sites such as Winooski Bridge or North Avenue tunnel that
- 19 can't be changed because they're historical. We'll come across that in a lot of places and he
- 20 feels we should have the power to override that.
- 21 • The RPC should say that when density becomes so much, the utilities automatically go
- 22 underground.

23  
24 Bob Zingher spoke to Mr. Fitzgerald's concern about container ports and the fact that we have to  
25 get stuff from Montreal (the container hub for New England and the Midwest) because Boston  
26 and Newark have died. The cargo we're seeing to Connecticut comes down through our  
27 highways – we haven't built a highway from St. Albans to Bennington and he feels it's a  
28 tragedy. If we want to bring rail transportation with containers on it then we'll have to have that  
29 type of efficiency by bringing a highway system combining with a rail system and that  
30 infrastructure doesn't exist today. As a resident of the state he thinks it's tragic. Bob Zingher  
31 feels we as a state have lost because we're not competing with the highway on the other side of  
32 the lake.

33  
34 Bob Penniman thanked everyone for coming tonight. This is something we'll do more  
35 frequently. Scott Johnstone said we'll gather information from our key partners and staff and  
36 then our committee will look at different issues and will try to come up with a recommended  
37 work program by the middle of next month and then hash over what we can afford. We'll have a  
38 public hearing in May on the FY07 UPWP. Our commitment is to find a way to get these on our  
39 website so you will know what happened to the ideas put on the table here. He thanked everyone  
40 for coming.

41  
42 6. Executive Director's Report – was mailed electronically last week.

43  
44 7. Committee Reports.

- 45 a. Executive Committee. Draft minutes from February 1<sup>st</sup> meeting were in the meeting packet.
- 46 b. Technical Advisory Committee. A report was included in the meeting package.
- 47 c. Strategic Planning Committee. Virginia Clarke reported that the committee had a very
- 48 productive meeting earlier today and decided on a timeline for our activities and took the
- 49 tasks of things we want to do to formulate our needs and desires for change, and put together
- 50 a plan for follow-up. We'll review things through email and meet again in May to review

1 other kinds of committee structure. We talked a lot about how to work within the constraint  
2 of members' time. If board members are interested in finding out more, they should contact  
3 members of the committee.

- 4 d. Public Transportation Committee. Peter Keating reported that they got an update from the  
5 state's public transportation committee and other projects. He doesn't think in the second  
6 year of a biennium that we would expect any new legislation on public transportation. Scott  
7 Johnstone noted that we started a dialog with VTrans on how to fund new capacity projects,  
8 as well as public transportation, with Mel Adams and Tom Daniel, VTrans' new finance  
9 director. Virginia Clarke said the unmet needs study is collecting data to try to see what is  
10 needed in all communities. Bob noted that the way CCTA is funded is not conducive to  
11 having new communities join.
- 12 e. Finance Committee. Jeff Carr said we've begun to look at our compensation and benefit  
13 package and to look at issues for competitiveness for alternative and peer employment  
14 opportunities and to make sure we have proper procedures in place in regards to new hires.
- 15 f. CCRPC. Penrose Jackson noted the interim draft of the regional plan has been distributed  
16 and they have 3 public forums scheduled next week – Tuesday at CVU; Wednesday at  
17 Winooski City Hall and Thursday at Browns River Middle School. They're ready to work  
18 with Berger and VTrans on circ studies. They've talked to Berger on ways to make the  
19 population/housing forecasts more defensible. RPC staff has been assigned to work on Route  
20 2 and Route 15 corridor studies. Greg Brown is serving on the UPWP Committee and  
21 working with Scott on how to coordinate the work plan.

22  
23 8. Rail Authority Update. Bob Penniman noted that cooler heads prevailed and basically the  
24 committee is not sunseting and everyone agreed to give VTrans the benefit of the doubt and  
25 breathing room. The committee will review this in August and see how VTrans is doing and  
26 whether any further studies are needed for rail authority. On other rail issues – this past month  
27 we came to the conclusion that there were decisions being made we weren't aware of regarding  
28 ABRB. Daryl Benoit found a report done in 2004 that prioritized all the rail improvements in  
29 ABRB without Essex, that we hadn't seen. The Rail Council has only supported those priority  
30 projects in ABRB and we'll have to continue to fight for any money for Chittenden County.

31  
32 9. Members' Items:

- 33 a. George Gerecke said his son called from Mississippi and said he saw a sign that says  
34 "Pascagula, Mississippi thanks Burlington, Vermont."
- 35 b. Scott Johnstone mentioned that we had an opportunity to hear from the public on the UPWP  
36 and told members to not miss their chance for input into the UPWP. We'd like to hear within  
37 the next week or ten days.

38  
39 JEFF CARR MADE A MOTION, DULY SECONDED, TO ADJOURN AT 9:06 P.M. THE  
40 MOTION CARRIED UNANIMOUSLY.

41  
42 Respectfully submitted,

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45  
46 Bernadette Ferenc, Executive Assistant