

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

5 Date: Wednesday, July 18, 2007  
6 Time: 7:00 p.m.  
7 Place: CCMPO Offices, 30 Kimball Avenue, Suite 206, South Burlington VT 05403  
8 Present: Andy Montroll, Burlington Jeff Carr, Essex (Chair)  
9 Dale Arango, Essex Junction Andrea Morgante, Hinesburg  
10 Mary Houle, Richmond Bob Gugerty, St. George  
11 Jim Dudley, Shelburne, Sec-Treasurer Jim Condos, South Burlington  
12 Tom Buckley, Westford George Gerecke, Williston  
13 Mike O'Brien, Winooski Matthew Langham, VTrans  
14 Ex-Officio: Chris Jolly, FHWA  
15 Others: Dan Senecal-Albrecht, CCRPC Special Projects Coordinator  
16 Staff: Scott Johnstone, Executive Director Peter Keating, Sr. Trans. Planner  
17 Christine Forde, Sr. Trans. Planner Dave Roberts, Sr. Trans. Planner  
18 Eleni Churchill, Sr. Trans. Planner Bryan Davis, Transportation Planner  
19 Jason Charest, EIT, Trans. Engineer Bernadette Ferenc, Executive Asst.  
20

21 The meeting was called to order at 7:03 p.m., by the chair, Jeff Carr. He welcomed the new  
22 representatives from Richmond, Mary Houle; and St. George, Bob Gugerty.  
23

24 1. Changes to the agenda. There were none.  
25

26 2. Public comment period. There were none.  
27

28 3. Action on Consent Agenda. There were two items on the consent agenda: a resolution  
29 supporting the Chittenden County Comprehensive Economic Development Strategy (CEDS)  
30 annual report; and Certification of the Planning Process. MIKE O'BRIEN MADE A MOTION  
31 APPROVING THE CONSENT AGENDA. GEORGE GERECKE SECONDED AND THE  
32 MOTION CARRIED UNANIMOUSLY.  
33

34 4. Approval of Minutes. MIKE O'BRIEN MADE A MOTION TO APPROVE THE MINUTES  
35 OF JUNE 20, 2007, WITH CORRECTIONS IF ANY. JIM DUDLEY SECONDED AND THE  
36 MOTION CARRIED WITH TOM BUCKLEY ABSTAINING.  
37

38 5. Executive Director's Report. Scott sent this out electronically.

- 39 • He will add new board members to the list for future month's reports. He is going to  
40 organize an MPO 101 course for new board members in August.  
41 • He thanked VTrans for turning the FY08 contract around so quickly for us.  
42 • Bryan Davis noted that MPO staff and Third Sector Associates are beginning a rewrite of the  
43 Public Involvement Plan. He asked for volunteers from members to be interviewed.  
44

45 6. FY2008-2011 Transportation Improvement Program (TIP) Public Hearing. Christine Forde  
46 gave a brief overview of the proposed TIP and reviewed some slides showing funding by the  
47 eight project use categories. We have programmed \$38.1M for FY08; \$35.9M for FY09;  
48 \$48.9M for FY2010 and \$41.5M for FY2011. She explained the difference between constrained  
49 and non-constrained funding. The constrained total is a number that the MPO is able to move

1 funds around between projects and includes STP (Surface Transportation Program), NHS  
2 (National Highway System), and Bridge funds. Earmarks, transit, airport and interstate funds are  
3 non-constrained. They are within a state constrained number, but we can't use any of those  
4 funds on another type of project. Interstate projects are generally state priorities rather than  
5 regional priorities, so Interstate Maintenance (IM) funds are not included in our constraint.  
6 Christine Forde talked about the table showing funding actually obligated over the years since  
7 1998. She reminded folks about 3 things that will be added to the TIP in the next couple of  
8 months as mandated by SAFETEA-LU: 1) financial plan and we'll provide state and local  
9 match dollars; 2) we'll show maintenance and operation information; and 3) cost escalation has  
10 to be included and the state has agreed to increase the overall constraint by 4% to cover inflation.  
11 We will put this on the consent agenda, if that's agreeable.

12

13 Jeff Carr opened the public hearing at 7:15 p.m. There were no members of the public in  
14 attendance, so JIM CONDOS MADE A MOTION TO CLOSE THE PUBLIC HEARING AT  
15 7:16 P.M. JIM DUDLEY SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

16

17 GEORGE GERECKE MADE A MOTION TO APPROVE THE FY2008-2011  
18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS WARNED. MIKE O'BRIEN  
19 SECONDED. Jeff Carr asked Christine Forde to review the seven projects that we had ironed  
20 out with VTrans. These will not have funding, but do remain on the TIP. Christine noted those  
21 projects:

- 22 a. Champlain Parkway – moved construction funds from FY09 & FY10 to FY10 and 11.
- 23 b. Route 127 Corridor – Colchester – this was added last year to the TIP and we removed PE  
24 from FY11 and added comment that said it is an illustrative project pending availability of  
25 federal funds.
- 26 c. Route 2A Reconstruction – Colchester – We removed PE in FY11 and added note about  
27 illustrative project.
- 28 d. Circ Colchester – We took PE out of FY10 and 11 with the idea that after the conclusion of  
29 the Circ Williston EIS was the time to determine the schedule for Colchester.
- 30 e. I-89 Exit 12B EIS – moved design funding from FY 09&10 to FY10&11.
- 31 f. Airport Drive in So. Burlington – moved design funds from FY08 to FY09 and construction  
32 funds from 2011 to 2012.

33

34 Matthew Langham noted that some of the changes VTrans and MPO mutually agreed to are not  
35 reflected in the document, eg. Exit 12B still shows funding in FY09 and 10 and it does not  
36 include the comments "that future funding is dependent upon a mutually agreed upon funding  
37 plan." Matthew Langham offered a friendly amendment to make sure the comments and  
38 changes are included in the final TIP document. George and Mike agreed to the friendly  
39 amendment. When Jim Condos noted that the mutually agreed to planning projects were done  
40 with a gun to our head, Scott Johnstone noted that we could have gone the route of including  
41 these projects and then had a shooting match at the STIP level. Instead we decided that this was  
42 the better way to go. Matthew Langham noted for the record that VTrans has made concessions  
43 on these projects as well. They had asked that no construction funds be identified for the  
44 Southern Connector and also no PE for Exit 12B, but they agreed to compromise. Jeff Carr said  
45 we came to an agreement with VTrans and we hope these projects aren't on the TIP in vain.  
46 Tom Buckley said as you look at the project use category on project summary dollar page, there  
47 is pretty drastic drop in bike/ped funding in FY2010 and 2011. It does contain a footnote saying  
48 that certain projects in the function and performance preservation, bridge preservation and  
49 capacity categories contain bike/ped facilities not included in the bike/ped category. Christine

1 Forde said we don't have numbers for the out years for state grants yet. Tom asked if those  
 2 categories could show the bike/ped portion included. Scott Johnstone said he wants to do that  
 3 because we've been overstating new capacity in our TIP. It was noted that Route 7 was shown  
 4 as new capacity when in reality it was to repair what was there, added some bike/ped and a  
 5 modest increase in capacity; both Kennedy Drive and Lime Kiln Bridge projects contained  
 6 bike/ped elements and we show Riverside Avenue as new capacity when there wasn't an ounce  
 7 of increased capacity on that. Discussion continued. It was noted that in the future all bike/ped  
 8 and enhancements will compete for same pot of funds. VOTE ON MOTION TO ADOPT THE  
 9 FY2008-2011 TIP AS WARNED, INCLUDING THE 7 PROJECTS WE COMPROMISED  
 10 WITH VTRANS:

11	Bolton	absent	Burlington	yes (4)	Charlotte	absent
12	Colchester	absent (2)	Essex Jct.	yes	Essex	yes
13	Hinesburg	yes	Huntington	absent	Jericho	absent
14	Milton	absent	Richmond	yes	St. George	abstained
15	Shelburne	yes	So. Burl.	yes (2)	Underhill	absent
16	Westford	yes	Williston	yes	Winooski	yes
17	VTrans	yes				

18 THE MOTION CARRIED WITH 15 OF 24 VOTES AND 10 OF 18 COMMUNITIES  
 19 VOTING IN FAVOR.  
 20

21 7. Way to Go Week Results. Peter Keating noted that Way to Go Week is where we encourage  
 22 people to use alternate ways of transportation to work. We've been involved 3-4 years now. It  
 23 used to be Curb your Car Day. Our partners include: CATMA, CCTA, Local Motion, and Lake  
 24 Champlain Committee. The Alliance for Climate Action (ACA) has been in charge of getting  
 25 businesses to participate. The City of Montpelier wanted to host the event for one month rather  
 26 than one week and they piggybacked our website. The Safe Routes to Schools program joined  
 27 the competition as well. There were 150 employers who contacted us to encourage their  
 28 employees to participate – last year we had 35. For the employers who signed up, we tracked  
 29 the number of employees and those who participated. Peter noted the award winners based on  
 30 size of employer. Award Winners: University of Vermont, City of Burlington, Vermont Energy  
 31 Investment Corporation, ECHO at the Leahy Center for Lake Champlain, and Pure Country  
 32 Janitorial. Honorable Recognition Winners: IBM, Verizon Burlington, Dealer.com, Inc.  
 33 Skirack, American Lung Association of Vermont, School Challenge Winners: C.P.Smith, JFK  
 34 Elementary, and Hinesburg Community School  
 35

36 Bryan Davis put together posters showing savings during W2GW: 243,000 pounds of CO<sup>2</sup>  
 37 which equals 256 barrels of oil; electricity for 14 households for one year; or 24 passenger cars  
 38 not driven for 1 year. We saved 283,000 miles which equals 11 trips around the earth or 100  
 39 trips from New York to LA. Participants: 1,881 which equals the population of Huntington.  
 40

41 We do raise cash from private sources to cover advertising, prizes, etc. Last year we raised  
 42 \$9,000 and this year \$18,000. CCTA tracks ridership and it went up 1.5% for the week but on  
 43 10 cent fare day, ridership was up 8%. We've completed a follow-up survey and the UTC has  
 44 taken the data and is writing an academic paper on it. We've already started talking about next  
 45 year and we're putting more money into the task since we've decided to put additional money  
 46 into the website. Jim Condos suggested we put a link on all of our town websites. Andy  
 47 Montroll noted that the City of Burlington was up there as award winner and he challenged other  
 48 communities to join in. Scott Johnstone noted that as the event grows, more people outside  
 49 Chittenden County are participating. In the debriefing we decided next year we'll continue to

1 make it a regional event and in the next few years hopefully a statewide event. VTrans gave us  
2 \$5,000 this year. Jim Dudley asked whether we could put the savings information on the  
3 website. Members complimented staff on their effort.

4  
5 8. CCRPC Report on Lake Champlain Byways and 2009 Champlain Quadricentennial  
6 Celebration. Dan Senecal-Albrecht is the Special Projects Coordinator at CCRPC and came to  
7 report on the Lake Champlain Bikeways project. The program is established in federal  
8 legislation under “National Scenic Byways Program”. A Vermont Byway is a highway or other  
9 public road that may be associated with other transportation resources that have special scenic,  
10 historic, recreational, cultural, archeological and/or natural qualities, and that has been formally  
11 designated by the Vermont Transportation Board. He reviewed the benefits of the designation  
12 including access to grant funding. This planning has been going on since mid-90s. In November  
13 2001 a formal MOU was developed between CCRPC and the RPCs to the north and south to  
14 form the Vermont Lake Champlain Byways partnership to coordinate with New York’s efforts.  
15 He gave a brief history of the formal designation of the byway beginning in 2000 when  
16 Middlebury and Vergennes obtained Vermont Byway designation, to fall 2002 when 8  
17 Chittenden County municipalities formally approved designation, through February 2007 when  
18 towns along Route 2 in the Champlain Islands joined. In the fall of 2004 the byways partnership  
19 reformed as Lake Champlain Byway Council and members include 4 regional planning  
20 commissions, 5 regional chambers of commerce, Lake Champlain Bikeways and Lake  
21 Champlain Basin Program, plus 5 at-large members. He noted the 3 corridor management plan  
22 objectives: 1) enhancement and improvement of transportation and multi-modal connections; 2)  
23 conserving and strengthening intrinsic resources and partnerships; and 3) promote and enhance  
24 sustainable tourism and economic development.

25  
26 The current byways project includes 16 byway trailblazers (signs) which will be installed this  
27 fall. The heart and soul of the project are the 24x36 interpretive signs – there will be 4 in each  
28 community. RFPs for fabrication are going out in July 2007, with construction and installation  
29 in fall 2007. They have been awarded two more grants. One for \$112,000 that will be used to  
30 develop physical products such as brochures/maps; enhance the webpages of  
31 [www.lakechamplainbyways.com](http://www.lakechamplainbyways.com); twelve short range AM information radio transmitters (where  
32 audio can be changed whenever we want); and educational flyers for corridor residents and  
33 businesses. A key benchmark will be consensus on the mechanism for future administration and  
34 management of the byway. The second new grant is for \$128,450 and would fund 16 additional  
35 byway trailblazer signs; 48 brown OBDS signs for non-profit entities; and individual  
36 improvements at municipal level (such as travel information kiosk; wayfinding signage in  
37 designated downtowns or village districts, additional interpretive panels or improvements for  
38 multi-modal travelers). When Chris Jolly asked if they plan to get a designation as a national  
39 byway, Dan said they’re working on it, but want to add communities in Addison County. It may  
40 be several years before that happens.

41  
42 Dan Senecal-Albrecht then reviewed information on the Quadricentennial Celebration in 2009  
43 for the founding of Lake Champlain. He distributed a brochure which is very informative. They  
44 are beginning fundraising and plan to work within existing events. Byways Council has been  
45 meeting regularly. They hope to incorporate to be able to receive grants on their own. Chris  
46 Jolly asked the significance of 1609. Dan noted that in July 1609 Samuel de Champlain  
47 discovered the lake. July 6-9, 2009 is the big celebration in the City of Burlington.

1 9. Innovative Finance Next Steps. Jeff Carr noted that the MPO has been wrestling with this  
2 issue and held a workshop in June. Tonight we'll hear the results and talk about next steps.  
3 Scott Johnstone noted that we have been trying to see how to get the pie a little bigger and how  
4 to use the existing pie better. A good transportation system benefits everyone: economic  
5 prosperity, safety of system, reliability and quality of environment. It's not just about the  
6 physical system, but how it interacts with our every day lives. All around the country there is a  
7 problem with money. Here in Vermont the Secretary has proposed the Road to Affordability to  
8 focus on maintenance (fix it first). In regions like ours it creates consequences on how to deal  
9 with congestion, and eventually you have to deal with it. VTrans website suggests we stop or  
10 limit the amenities, which we feel are a part of the projects. It also talks about cap on earmarks,  
11 which is not a bad idea. This spring we were told by VTrans that our financial plan in the MTP  
12 is not realistic.

13  
14 We had Dave Roberts run model test runs on what might happen in Chittenden County with  
15 Road to Affordability. Scott made it clear that there may be any number of other scenarios that  
16 might happen. This is our cut at one. Dave Roberts said he did some with existing conditions  
17 and one that forecasts completion of all projects in the adopted MTP and then one for Road to  
18 Affordability with limited capacity increase. He noted that the model is a planning tool that  
19 helps with regional scale analysis rather than at local intersection level. He discussed forecasts  
20 of housing and employment for the county developed by CCRPC. He showed a map that  
21 includes all proposed projects in the MTP which include Circ, Exit 12B and Milton interchange.  
22 If we take out the new capacity projects we start seeing higher volume/capacity ratio and more  
23 congestion on local facilities. He compared VMT – in 2005 there were 400,000 pm peak hour  
24 trips with 75,000 congested. In 2030 VMT is 500,000 with 150,000 congested. A lengthy  
25 discussion ensued.

26  
27 Scott Johnstone said the point of showing these was to put this in the context of what's going to  
28 happen and that we have issues. This brings us to the innovative financing whether it's for bus  
29 routes or new capacity projects. We're trying to bridge the gap. About 44 people participated in  
30 the Innovative Finance Workshop. We presented what was happening nationally and in  
31 Vermont. Then we presented various types of projects and had four breakout groups develop  
32 funding solutions for them. The projects discussed were: shared use path in Shelburne;  
33 multimodal center at I-89 Exit 14; Route 2 corridor management planning and transit operations;  
34 and the Bridge Street bridge rehab or replacement. They came up with issues and barriers. As a  
35 result of the workshop, the consultant said we have to focus on 4 issues: 1) How to expand the  
36 pie; 2) Make standards more flexible; 3) expand project delivery options, such as public-private  
37 partnerships or design-build to get projects banged out; and 4) redefine intergovernmental roles  
38 and relationships. (Should we have regional transportation authority to build projects and collect  
39 money?). We propose that we pull together a Blue Ribbon Commission of 5-7 people to study  
40 this. We'd then break it into four teams to cover those four areas. He presented the charge for  
41 each team. We want to outline the issues broadly with enough information to work with state  
42 and feds to try to deal with this. We'd kick it off in September, get teams working and report at  
43 January MPO Board meeting. When asked how we'll fund this as far as staffing, Scott said we  
44 did budget some resources for innovative financing in the FY08 budget. Jeff Carr said we really  
45 have to take the lead here. We're hoping to bring people of regional stature to help us with this.  
46 Scott feels we really need to move forward so we just don't continue to whine about projects not  
47 getting funded. Jeff Carr feels this suggestion is helping us turn a problem into an opportunity.  
48 He asked for board consensus on his appointing a Blue Ribbon Commission to work with staff.  
49 ANDY MONTROLL MADE A MOTION THAT WE MOVE FORWARD AND AUTHORIZE

1 THE CHAIR TO WORK TO APPOINT PEOPLE. TOM BUCKLEY SECONDED. Jim  
2 Dudley said the time line is aggressive and feels just getting people on board may take some  
3 time. When asked if there is a financial cost to this, Scott Johnstone said there is money to get  
4 started on this with about \$22,000 in the budget now and that's why he put short time on it. He  
5 feels we can make it work. VOTE: MOTION CARRIED UNANIMOUSLY.  
6

7 10. Committee Reports. Before the reports, Jeff Carr talked about board involvement in  
8 committees. In the packet is the board meeting schedule. We eliminated board meetings in  
9 August, December and February and part of the reason was that we would have board members  
10 serve on the committees. He needs to make appointments in the next couple of months. He'd  
11 really like to see if we can make this work. He noted that it really does allow members to get  
12 more acquainted with the organization and get pleasure from getting things done.

- 13 a. Executive Committee. Draft minutes from July 9<sup>th</sup> were in the meeting packet.
- 14 b. Transportation Advisory Committee (TAC). They did not meet in July.
- 15 c. Public Transportation Committee. Tom Buckley noted that they will be meeting Monday  
16 and the Innovative Financing will be front and center.
- 17 d. Finance Committee. Jim Dudley reported that Andy Montroll and Marc Landry will serve  
18 with him this year. The audit has begun for FY07.

19  
20 11. Members Items:

- 21 a. George Gerecke asked about the bike safety reminders at their place. Tom Buckley noted  
22 that these are coupons to use at local bike shops towards safety equipment.
- 23 b. Matthew Langham said at last month's meeting Bill Keogh talked about the Southern  
24 Connector. He wanted to clarify VTrans position. Bill Keogh stated that VTrans had put an  
25 arbitrary cap on funding. VTrans said the cap be on the projected construction costs of the  
26 Pine Street alternative, which at the time was \$18M. The project is at the SEIS  
27 (Supplemental Environmental Impact Statement) stage and is moving forward with the  
28 preferred alternative which is the Pine Street Alternative. It was the subject of a resolution  
29 by Burlington City Council when they recommended it. Three months ago FHWA made the  
30 decision that the Battery Street alternative has significant 4F (historic preservation) issues  
31 and they will not participate in funding that alternative any more.
- 32 c. Chris Jolly noted that FHWA and VTrans have signed off on the Circ Williston Draft EIS  
33 and it's at the printers and will be available next week. There will be a 90-day public  
34 comment period which will extend until October 25<sup>th</sup>.
- 35 d. Jeff Carr recommended members read the report on the Innovative Financing Workshop. He  
36 noted that we will post this report on our website and gave folks watching this meeting at  
37 home our website address: [www.ccmppo.org](http://www.ccmppo.org)

38  
39 JIM CONDOS MADE A MOTION TO ADJOURN AT 9:15 P.M. MIKE O'BRIEN  
40 SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

41  
42 Respectfully submitted,

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44  
45  
46 Bernadette Ferenc, Executive Assistant