

1 CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION
2 TECHNICAL ADVISORY COMMITTEE - MINUTES
3

4 DATE: Tuesday October 4, 2005
5 TIME: 9:00 a.m.
6 PLACE: CCMPO Offices, 30 Kimball Avenue, Suite 206, South Burlington, VT
7 Present: George Gerecke, Chair, Williston
8 Polly McMurtry, VTrans
9 Jeanne K. Wilson, Hinesburg
10 Jane Marvin, Senior Representative
11 Dan Bradley, Burlington
12 Meredith Shuft, Institutions Representative
13 Bryan Osborne, Colchester
14 Gary Estus, Westford
15 Matt Langham, VTrans
16 Andy Legg, Milton
17 Dean Pierce, Shelburne
18 Aaron Frank, CCTA
19 Lew Wetzel, CCRPC
20 Dean Bloch, Charlotte
21 Dennis Lutz, Essex
22 Chris Jolly, FHWA
23 Stan Hamlet, Underhill
24 Bill McCormick, Inter City Bus Representative
25 Cyndi Humphrey, Jericho
26 MPO Staff: Susan Smichenko, Senior Planner
27 Christine Forde, Senior Planner
28 Peter Keating, Senior Planner
29 Bill Knight, Executive Director
30 Scott Johnstone, Executive Director
31 Dave Roberts, Senior Planner
32 Daryl Benoit, Transportation Planner
33 Others: Dawn Terrill, VTrans Secretary
34

35 Chair George Gerecke called the meeting to order at 9:05 a.m.
36

37 **1. Consent Agenda**

38 A minor TIP amendment for a I-89 Richmond bridge cost increase was approved.
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40 **2. Approval of Minutes**

41 The minutes of September 6, 2005 were approved without changes.
42

43 **3. Public Comments**

44 No members of the public were present. Chairman Gerecke, noting that VTrans Transportation
45 Secretary Dawn Terrill and newly appointed CCMPO Executive Director Scott Johnstone were
46 present, asked for a round of introductions.
47

48 **4. SAFETEA-LU Presentation**

49 VTrans Secretary Dawn Terrill attended to present the details of the recently passed federal
50 transportation reauthorization bill and consequences for Vermont. Dawn began by making some key
51 points: Funding will be subject to annual appropriations; there are a significant number of earmark

1 funded projects; state match for the federal programs and projects (as well as expected budget
2 growth pressures) poses a challenge; there is an increasing transportation funding needs gap as we
3 move into future years. Dawn also noted that annual appropriations typically reflect 90% of the
4 amounts identified in the authorization bill. The recent bill departed significantly from its
5 predecessors related to Vermont by including new programs on top of the traditional formula
6 programs. These are specifically identified high priority projects, transportation improvements and
7 bridge discretionary programs. The new funding in these categories, combined with the formula
8 funding, bring the total increase in transportation funding to \$61M per year over the previous
9 authorization bill. Dawn next described the new programs, their associated funding levels and some
10 representative projects in each. Outstanding issues remain to be addressed in order to take
11 advantage of the new federal funds and the increase in base needs. These include determination of
12 the actual obligation limitation (90% or something else), some earmarked projects with less federal
13 match, how locals might participate in match funding, and the availability of state matching funds.
14 Dawn finally described the shortfall amounts over the coming years when the increase in base needs
15 is added to the match required for federal funding, and amplified by an unmet needs backlog and
16 projected inflationary increases. The bottom line however is that Vermont will see a significant
17 increase in federal funding requiring higher levels of non-federal match and transportation needs
18 that will continue to outstrip available funds. In looking at potential sources for state match funds,
19 Dawn reported that a gas tax increase was not under consideration, however registration fees and
20 truck purchase and uses taxes would be looked at. She also reported that the administration is
21 looking to reduce the level of annual transfers from the transportation fund to the general fund. A
22 concern voiced by the TAC, and concurred with by Dawn, is the ability of VTrans to advance
23 projects in a timely manner with the additional funds that will be available.
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25 **5. US RT 2 Corridor Consultant Selection**

26 Susan Smichenko went over the background information related to this proposed corridor study.
27 Following a review of qualifications from several consultant teams, three teams were selected for
28 follow-up interviews. After the interviews, the evaluation committee recommended the work be
29 performed by the consultant led by Resource Systems Group (RSG). Also on this team are Saratoga
30 Associates, and Matthew Coogan. At the evaluation committee's request, CCTA's on-call
31 consultant TransSystems, and public outreach specialist Third Sector Associates will also assist in
32 this project. The project will be phased over two years and the work will be divided into \$50,000
33 task increments. DAN BRADLEY MADE A MOTION APPROVING THE RECOMMENDED
34 SELECTION OF THE RSG LED CONSULTANT TEAM. THE MOTION WAS SECONDED BY
35 LEW WETZEL AND PASSED UNANIMOUSLY.
36

37 **6. Enhancement Program Recommendations**

38 Peter Keating reported that for several years the CCMPO had agreed to a list of the region's priority
39 projects seeking funding through the Transportation Enhancements Program. The CCMPO had
40 then sent this priority list to VTrans for their consideration as the statewide committee considered
41 awards. The Enhancement review committee - Peter Keating, Sonny Audette, Lew Wetzel, Stan
42 Hamlet and Jane Marvin - had reviewed the following four applications this year:

- 43 1. Richmond Village Streetscape and Transportation Enhancement Plan (requested funding -
44 \$56,000)
- 45 2. Burlington Depot Street Improvements (requested funding - \$228,800)
- 46 3. Richmond Land Trust Scenic Easement Acquisition (requested funding - \$160,000)
- 47 4. VT Farm Bureau East Monitor Barn Restoration (requested funding - \$312,950)

1 The committee sought more information from Burlington because it appeared that the recent
2 earmarked Burlington Waterfront project could provide funding for the project they were seeking
3 Enhancement funds for. While additional information failed to completely clarify the details of the
4 earmarked project, the committee recommended that the TAC approve a recommendation that the
5 applications be ranked as follows: First priority – Richmond Village, second – Burlington, and the
6 Richmond Land Trust and VT Farm Bureau projects tied for third. DAN BRADLEY MADE A
7 MOTION APPROVING THE RECOMMENDED PRIORITIES TO THE CCMPO BOARD. THE
8 MOTION WAS SECONDED BY STAN HAMLET AND PASSED UNANIMOUSLY.

9 10 **7. Scoping Status**

11 Christine Forde briefly described the memo included in the TAC packet that provides a history of
12 scoping activity going back to 1996. Page one of the memo gives the status of recent activity while
13 the other pages provide historical information and Table two at the end categorizes scoping by how
14 each project was concluded. Christine suggested members could review this information at their
15 leisure and get back to her with any questions. She also noted that the I-89 Exit 17 project was
16 currently undergoing a technical assistance study which would next lead to scoping.

17 18 **8. Status of Projects and Subcommittee Reports**

19 Peter Keating mentioned that Transportation for Livable Communities grants were awarded recently
20 to Colchester for a comprehensive outdoor lighting plan, to South Burlington for a circulation study
21 related to the potential relocation of Central School, and to Local Motion to update trail maps and
22 make them web accessible. Susan Smichenko reported that the Milton Planning Commission was
23 holding a meeting to get public input on a shared use path study and the town was hosting a
24 community visioning meeting this week. She also noted progress on the signal optimization project
25 in Burlington and Colchester. Christine Forde reminded members of the availability of the new TIP
26 and TIP brochures. Dave Roberts informed members of training on the ortho-imagery coming up
27 October 25th at the CCMPO. Interested attendees needed to bring their own computers to this
28 training. Dave also reported on the final steps related to the asset management software and
29 mentioned the CRIC EIS study was at the point of narrowing a long list of twenty-one alternatives
30 down to a smaller number.

31 32 **9. CCMPO September Board Meeting Report**

33 Peter Keating reported that Board heard a presentation on SAFETEA-LU from VTrans and from
34 RSG on the status of the transportation demand model update. They also discussed the proposed
35 operating procedures for the yet-to-be formed 2030 MTP advisory committee. George Gerecke
36 added that Scott Johnstone's hiring as Executive Director was announced.

37 38 **10. Chairman's/Members' Items**

39 Peter Keating handed out TAC member rosters and invitations to the CCMPO's annual meeting on
40 October 19th. Aaron Frank announced that CCTA's St. Albans Link Express route, funded through
41 CMAQ, would start service on October 17th. Aaron also noted that CCTA needed continued
42 support for preventative maintenance funding due to higher diesel costs. If other TIP projects slip,
43 CCTA would like to see that funding go to their preventative maintenance TIP project.

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46 The meeting adjourned at 10:20 a.m.

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48 Respectfully submitted,
49 Peter Keating