

1 **Chittenden County Regional Planning Commission**
2 **Regular Meeting Minutes**

3
4 **Date:** Wednesday, January 15, 2014

5 **Time:** 6:00 p.m.

6 **Place:** CCRPC Offices; 110 W. Canal Street, Suite 202, Winooski, VT 05404

7 **Members:**

| | |
|--------------------------------|--|
| 8 Bolton, Joss Besse | 20 St. George, Phil Gingrow |
| 9 Buels Gore, Garret Mott | 21 Shelburne, John Zicconi |
| 10 Burlington, Andy Montroll | 22 S. Burlington, Sandy Dooley |
| 11 Charlotte, Jim Donovan | 23 Underhill, Brian Bigelow |
| 12 Colchester, absent | 24 Westford, Absent |
| 13 Essex, Jeff Carr | 25 Williston, Chris Roy |
| 14 Essex Junction, Absent | 26 Winooski, Mike O'Brien |
| 15 Hinesburg, Andrea Morgante | 27 VTrans, Amy Bell |
| 16 Huntington, Barbara Elliott | 28 Socio/Econ/Housing, Justin Dextrateur |
| 17 Jericho, Absent | 29 Conservation/Environment, Absent |
| 18 Milton, Lou Mossey | 30 Industrial/Business, Tim Baechle |
| 19 Richmond, Absent | 31 Agriculture, No Representative |

32
33 **Ex-Officio (non-voting):**

| | |
|-------------------------------------|------------------------------|
| 34 Burlington Int'l Airport, Absent | 37 FTA, Absent |
| 35 CCTA, Bill Watterson | 38 Railroad Industry, Absent |
| 36 FHWA, Chris Jolly | |

39 **Others:**

| | |
|---|--|
| 40 Chris Cole, VTrans | 44 Steve Marshall, Burlington resident |
| 41 Joe Segale, VTrans | 45 RJ Lumiere, Burlington resident |
| 42 Diane Meyerhoff, Third Sector Assoc. | 46 Stu Lindsay, Burlington resident |
| 43 Scott Moody, CCTV | 47 4 other members of the public |

49 **Staff:**

| | |
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| 50 Charlie Baker, Executive Director | 57 Bernadette Ferenc, Trans. Business Mgr. |
| 51 Pam Brangan, Senior Planner | 58 Christine Forde, Senior Trans. Planner |
| 52 Eleni Churchill, Senior Trans. Plan. Engineer | 59 Lee Krohn, Senior Planner |
| 53 Jason Charest, Senior Trans. Plan. Engineer | 60 Emma Long, Communication Manager |
| 54 Forest Cohen, Business Manager | 61 Regina Mahony, Senior Planner |
| 55 Bryan Davis, Senior Transportation Planner | 62 Melanie Needle, Senior Planner |
| 56 Chris Dubin, Transportation Planner | 63 Sai Sarepalli, Trans. Planning Engineer |

64
65 **1. Call to Order & Changes to the Agenda**

66 The meeting was called to order at 6:00PM by the Chair, Lou Mossey.

67
68 **2. Public Comment Period on Items NOT on the Agenda.** There were no comments.

69
70 **3. Approve Minutes of December 4, 2013 Meeting**

71 JEFF CARR MADE A MOTION, DULY SECONDED BY ANDY MONTROLL, TO APPROVE THE MINUTES, WITH
72 CHANGES, OF DECEMBER 4, 2013. There were no changes. THE MOTION CARRIED UNANIMOUSLY
73 WITH TWO ABSTENTIONS FROM GARRET MOTT AND PHIL GINGROW.

1 **4. FY2015 Unified Planning Work Program Public Forum**

2 JEFF CARR MADE A MOTION, DULY SECONDED BY JIM DONOVAN, TO OPEN THE PUBLIC FORUM AT
3 6:02PM AND KEEP THE FORUM OPEN TO ACCOMMODATE WRITTEN COMMENTS THROUGH JANUARY
4 24, 2014. THE MOTION CARRIED UNANIMOUSLY.

5
6 RJ Lalumiere of Burlington: There are two things to think about in future planning work, especially
7 regarding bicycling issues: 1) We are no longer seeing only single riders on standard frame bicycles;
8 instead, we are seeing parent with trailers, cargo bikes, and tandems. These larger, more unwieldy
9 vehicles need more room. 2) It's difficult to get from Burlington to South Burlington and Williston along
10 Williston Road even for experienced cyclists. I'd like to see this road studied for bicycling
11 improvements.

12
13 **5. Approve Consent Agenda (MPO Business)**

14 JIM DONOVAN MADE A MOTION, DULY SECONDED BY ANDY MONTROLL, TO APPROVE THE CONSENT
15 AGENDA FOR MINOR AMENDMENTS TO THE FY2014 TRANSPORTATION IMPROVEMENT PROGRAM.
16 THE MOTION CARRIED UNANIMOUSLY WITH ONE ABSTENTION FROM JUSTIN DEXTRADEUR.

17
18 **6. Approve Pavement Leveling Priorities (MPO Business)**

19 Charlie Baker explained that other regions wanted a greater voice in the VTrans leveling project
20 prioritization. As a result, VTrans asked all RPCs to weigh in. JEFF CARR MADE A MOTION, DULY
21 SECONDED BY MIKE O'BRIEN, TO APPROVE THE PRIORITIZED DISTRICT PAVING LEVELING PROJECT LIST
22 AND FORWARD IT TO VTRANS. THE MOTION CARRIED UNANIMOUSLY.

23
24 **7. Transportation Fair Share Proposal**

25 Joe Segale and Chris Cole from VTrans have been engaging various stakeholder groups for the past two
26 years to discuss how to fairly assess mitigation payments for Act 250 applications where the State
27 highway system is impacted. Currently, VTrans reviews traffic studies and, based on traffic generation,
28 determines whether or not the State highway system is impacted. VTrans provides an opinion to the
29 District Commission who in turn, as a permit condition, requires the developer to act to mitigate the
30 impacts. The costs can be significant and are often borne by the last developer rather than all the
31 developments that came before and contributed to traffic congestion. This can make developing the
32 "last parcel" uneconomical.

33
34 Joe Segale is recommending "Transportation Improvement Districts (TID)" in areas where there are
35 capacity improvements planned as part of the approved Capital Program. The TID, approved by the
36 VTrans Secretary, would allow VTrans to set fees in the district for new development as a way to more
37 fairly distribute impact fees. Municipal impact fees could also be collected as part of this process. This
38 process also allows for mitigation to occur after a project is built. The role of the RPCs and how to
39 coordinate with municipal impact fees will be studied by the Legislature.

40
41 In response to a question, Amy Bell of VTrans explained that TID capacity improvements are those
42 included in the "front of the book" in the Capital Program and are therefore are expected to be part of
43 MPO's Transportation Improvement Program (TIP).

44
45 In terms of encouraging alternative transportation, if developers include transit or Transportation
46 Demand Management (TDM) incentives, it will lessen their traffic generation and hence their impact
47 fee.

1 Justin Dextrateur is concerned about projects that are not subject to Act 250 even though they may be
2 along a State highway. Chris Cole explained that these projects need a State Access 1111 Permit and
3 fees are assessed in that process. Garret Mott of Buel's Gore is concerned about the impacts of feeders
4 to the TID. When the Mad River Byway was created, it wasn't subject to Act 250; however, it had
5 significant impact to the Gore in terms of traffic. The TID might make this situation happen more often.
6

7 There was discussion about whether or not the TID approach will support Smart Growth principles.
8

9 John Zicconi asked if TIDs will be established with approval of the Capital Program; Chris Cole replied in
10 the negative. TIDs will be established as needed.
11

12 Jeff Carr is concerned about the unintended consequence of TIDs to affordable housing development.
13 He suggested creating a state funding source to offset impact fees assessed to affordable housing
14 developers in a TID.
15

16 Steven Marshall of Burlington asked if this bill is primarily about how to divvy up the cost of mitigation
17 or is it about the kind of mitigation that might be merited. Chris Cole responded that it is trying to
18 establish proportional costs of mitigation. Steve wants to address the kinds of mitigation rather than
19 how to pay for it. He does not want road system improvements that facilitate only automobile traffic;
20 rather we should transition from automobiles to personal mobility and renewable mobility. We need
21 to push back against automobile centered development and encourage transit, walking, and biking.
22 There should be a clause that every mitigation must include wide bike paths, preferences for bikes and
23 pedestrians, and let cars struggle. Make it easier to get from the suburbs to the city.
24

25 **8. Resolution to Recognize Christine Forde for 15 Years of Service**

26 JIM DONOVAN MADE A MOTION, DULY SECONDED BY GARRET MOTT, TO APPROVE A RESOLUTION
27 HONORING CHRISTINE FORDE FOR FIFTEEN YEARS OF SERVICE TO THE CCRPC. THE MOTION CARRIED
28 UNANIMOUSLY.
29

30 **9. Appointment of FY2015 UPWP Committee**

31 Lou Mossey appointed the following UPWP Committee members: Andy Montroll, Andrea Morgante,
32 John Zicconi, Barbara Ellicott, Justin Rabidoux, Roger Hunt, Joss Besse, Ken Belliveau, Amy Bell, Chris
33 Jolly (ex-officio, non-voting), and Meredith Birkett.
34

35 **10. Approve FY2014 Mid-Year UPWP Budget Adjustment**

36 JEFF CARR MADE A MOTION, DULY SECONDED BY SANDY DOOLEY, TO APPROVE THE FY2014 MID-YEAR
37 BUDGET ADJUSTMENT WITH AMENDMENTS FROM VTRANS AND FHWA. During discussion, Bernie
38 Ferenc noted two revisions that do not impact the bottom line: include \$12,621 for CIRC Alternatives
39 Phase I and \$250,000 for CIRC Alternatives Phase II. THE MOTION CARRIED UNANIMOUSLY.
40

41 **11. Accept Revised Fair Housing & Equity Assessment Report**

42 GARRET MOTT MADE A MOTION, DULY SECONDED BY JUSTIN DEXTRADEUR, TO ACCEPT THE FAIR
43 HOUSING & EQUITY ASSESSMENT REPORT. During discussion, Jeff Carr explained that he would vote in
44 favor of the motion, but if a report like this, which is not up to CCRPC professional standards, is
45 submitted to the Board in the future, he will not support it. THE MOTION CARRIED UNANIMOUSLY
46 WITH ONE ABSTENTION FROM TIM BAECHLE.
47

1 **12. Executive and MPO Directors' Updates**

2 *12a) ECOS Annual Report* – Charlie expects a draft to be available soon. A press conference is
3 scheduled for the last week of January.

4
5 *12b) Act 250 Letters - 1) Double Crossover Diamond Interchange – Exit 16.* (Included in the Board
6 Packet)

7
8 *12c) TMDL Proposal* – The Department of Environmental Conservation released a draft proposal and is
9 accepting comments through Friday. Charlie shared a memo summarizing municipal implications of the
10 proposal. There is also a bill in the House, H.586, the Water Quality Bill that is relevant. Amy Bell noted
11 that this bill is a legislative proposal, not from the administration.

12
13 *12d) Legislative Preview* – Charlie reported there is a new version of the Shoreline Bill, H.526. There is
14 also an Energy Siting Bill, S.201.

15
16 **13. Committee Reports**

17 There were none.

18
19 **14. Members Items & Other Business**

20 Andrea Morgante asked that the Climate Action Guide be placed on a future agenda for discussion.

21
22 **15. Adjourn**

23 JEFF CARR MADE A MOTION, DULY SECONDED BY CHRIS ROY, TO ADJOURN AT 7:42PM. THE
24 MOTION CARRIED UNANIMOUSLY.

25
26 Respectfully submitted,
27 Diane Meyerhoff
28

Notice to the Regional Planning Commission of Chittenden County. Traffic Studies and Projects. Stephen-Alrich, Marshall, 802-922-1446.

ignail.com

The rate of Climate Change has become noticable, but here in Vermont has yet to take on the catastrophic dimensions of which we have been warned. We are creatures of habit and in the absence of dire signals may be lax in our response. But let us not be complacent and let us not presume that the future looks like the present. The changes we are anticipating are not destined to be gradual. Many are dependent on "tipping point" processes, which result in sudden and extreme shifts. If we are wise we will not wait.

One such change is in the expectation that fossil fuels will continue to provide us with the mobility we have today. There are enough fossil fuels in reserve to triple the concentration of Carbon Dioxide in the atmosphere. Civilization will have ended before the supply of fossil fuels. So when do we act and on the basis of what signals? Obviously, supply and demand in the cost of fuels is not our starting point. Our starting point is the desire to avoid the catastrophic change.

Thus I offer you a few principles to guide transportation planning.

- 1: No improvements intended to benefit only private fossil energy fueled vehicles.
- 2: Full bore transition to human powered transportation.
- 3: All improvements in vehicular transport systems designed to help people make the transition from fossil fuels to renewable and human powered transport.

To this end, I would like to encourage the Regional Planning commission to commence study of how to create a hub and spoke style network which will permit residents of the county in the furthest reaches to use bicycles or short-trip motor vehicles to access pick-up points – the hubs – which then become the access points for longer range public transport.

Public transport is a primary strategy in the transition and has long been on the agenda of the cities, counties and the State of Vermont as an environmentally friendly alternative to private motor vehicles. These government entities have generally shown so much commitment to public transport, in my untrained observation, that they have been willing to invest long term in under-utilized bus transport. Despite this investment, the vast majority of Vermonters continue to use private transport and it is often said that public transport is just not adequate in Vermont. The question we must ask and answer is: Why don't people use public transport more and how do we get more people to use it?

The hub-and-spoke model I just spoke of is intended to address these questions. Make it easy. Because so much of Vermont is suburban or rural, we are not going to avoid the use of motor vehicles in the last mile, for the time being, until people become accustomed to using bikes and sharing rides with each other, but as much as we plan for it and implement easy to use public transport, we can get people out of their cars for the majority of the miles they travel.

We will need to do more. A carbon tax would be one place to start. Credits for electric vehicles, and a focused effort to bring electric delivery vehicles into the state would help. And here is my big impact idea: Increase registration fees for private fossil-fuel vehicles and dedicate the proceeds to infrastructure development. Other ideas are less direct, and more obvious: zoning and land use planning must reward small-holdings in concentrated developments. Housing developed at great distances from other units must pay a privilege premium, reminding home owners that their privacy has a large cost to the society and the planet.

I would like to emphasize that these ideas imply large cultural shifts and will not happen casually. But again, we are working to preserve civilization and the lives of our families and communities. Not a goal of small consequence.