Peter Keating called the meeting to order at 9:00AM and asked for a round of introductions.

1. Consent Agenda
No items this month.

2. Approval of Minutes
The July 5th minutes were approved without changes.

3. Public Comments
There were none.

4. GMT’s NextGEN Transit Plan
Dave Armstrong of GMT described this planning work now underway with the help of consultant Nelson Nygaard. The Plan is designed to improve service throughout the system. The plan will help identify ways to:

- better match service with current needs,
- make service simpler, more direct, faster, and more convenient, and
- better integrate urban and rural services.

Dave described this plan as one recommending changes between now and the next five years. He noted that much of the Plan will be based on decisions around trade-offs. For instance, those between levels of coverage, frequency, days of service, transfers, route directness and bus stop spacing. So far, there’s been work on all of the existing routes and some preliminary recommendations. Route profiles document route statistics, note route variants and suggest possible modifications. GMT and consultant staff have also done a market study to determine transit demand that includes:

- Population and employment density
- Socio-economic characteristics
- Major activity centers, and
- Work trip travel flows
That analysis revealed that GMT routes cover the areas of highest demand fairly well. Dave described the public outreach process that included a live blog, Survey Monkey, RPCs, local events, and public hearings. Based on the analysis and input the Plan has recommended a draft service scenario which includes:

- Simplified service(s): Fewer route deviations with more linear service
- Bolstered network of “Major Local Routes:” #7 North Ave, #2 Essex Jct., #1 Williston Rd, #6 Shelburne Rd
- More evening service
- More/better weekend service
- Minimum service frequency-standards: e.g. Major Local route – trip every 20 minutes, Local route (#5 Pine St) trip every 30 minutes
- One-seat connection to Airport

Next steps in Plan development are:

- Continue to hold monthly Advisory Committee meetings
- Continued “public” involvement: RPCs, Towns/Cities, Planners, Passengers, Non-passengers
- Finalize service recommendations for display/discussion
- GMT Board approval
- Implementation
- Fare policy study

The expectation is that the Plan should be complete at the end of the calendar year.

5. MTP Update

Peter referred members to the memo on this in the meeting packet. There were three items to present. First was the MTP development schedule and what the TAC would be scheduled to review at upcoming meetings through March 2018. This was highlighted in a table in the memo. Next Peter addressed the financial plan of the MTP. There are three elements to this:

1. Identify the funding “reasonably expected to be available”
2. Determine the level of funding needed to operate and maintain the existing system
3. Calculate the difference between 1 and 2 and determine how this will be allocated to new projects/strategies

Element #1 was determined by looking at the history of federal funding coming to the entire state and then calculating what a reasonable share of that total would come to Chittenden County. This concluded that the CCRPC regions would get, on average, 19.4% of the state total which comes to $41.05M per year (in 2016 dollars). Peter noted that VTrans has agreed on the reasonableness of this methodology. For element #2, we developed average annual costs based on historic TIP obligations to:

- Paving and Bridge, and
- CCTA Maintenance and Operations

We used these as proxies for the operations and maintenance calculations. When we looked at the overall funding proportions that went into these categories over different time periods we saw very different results. If we take the long view back to FY2000 up to FY16, the maintenance and operations share is 55%. If, however, we look at a shorter period, over the past seven years, that share is over 73%. After consultations with VTrans we’ve decided to go with a higher percentage for our planning purposes. Next steps will be include establishing funding levels to project categories using the calculated balance between elements #1 and 2 above.

The third part of the MTP update had Jason go over some transportation model results. He began with a series of charts showing region-wide results from 2015 and 2050 with and without TIP projects. Measures charted included VMT, VMT per capita, VHT, delay per capita, transit/walking/biking mode split and average trip length. Many of the measures see significant changes due to the projected increases in houses and jobs expected over the 35-year planning period. He also showed maps of 2015 and 2050
featuring two measures of congestion: Volume to capacity ratio and delay per mile. Jason noted that these were just some of many other measures the model will produce and that we intend to analyze in the coming weeks.

6. Municipal General Roads Permit (MGRP) Update
Jim Ryan of ANR attended to provide the latest information on this. He reported that a final draft will be out this week and that there will be a 45-day comment period following the MGRP release. He began his presentation with some background that included the legislative language guiding the permit and the near and long-term timeline for key permit deliverables. He next defined what’s covered by the permit and what a hydrologically connected road is. He then went into some detail on the permit’s major components: Inventories, prioritization and implementation. Jim defined the following as MGRP principles:

- First- disconnect road Stormwater whenever possible, starting at the top of the road watershed
- Second- Infiltrate stormwater
- Third- Stabilize conveyances and turn out ditches

This was followed with a description of baseline standards then the following summary for towns:

- Application coverage and annual fees to begin in July 31, 2018
- Road erosion inventories for hydrologically-connected roads due for all towns by 12/1/2020 and updated every 5 years thereafter.
- Implementation plans and schedules by 12/1/2020
- Road BMP implementation on or before 2021 to achieve all connected roads meeting standards by 2036 (a minimum amount of implementation per year)
- Annual reporting on implementation progress due every February starting 2/1/2019

He finished mentioning assistance to towns from funding (new municipal grant-in-aid), outreach and technical assistance, and shared equipment.

7. Status of Projects and Subcommittee Reports
Peter referred members to the project list on the back of the agenda and encouraged members to inquire on project status if interested.

8. CCRPC July Board Meeting Report
Peter mentioned that the Board held the public hearing and adopted the FY18 TIP.

9. Chairman’s/Members’ Items
No items this month

The meeting adjourned at 11:00 a.m.

Respectfully submitted, Peter Keating