

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION ADVISORY COMMITTEE  
AGENDA

DATE: **Tuesday, January 3, 2017**  
TIME: **9:00 a.m.**  
PLACE: **CCRPC Office, 110 West Canal St. Winooski**

DELIBERATIVE AGENDA:

1. Action on Consent Agenda 9:00 - 9:05  
See attached memo.
2. Minutes of November 1, 2016 – (Action Item) 9:05 - 9:10  
See attached.
3. Public Comment Period (Information item) 9:10 - 9:15  
Members of the public are invited to raise issues of interest or concern to the TAC on items not on the agenda.
4. Flood Damage Reporting (Information Item) 9:15 – 9:45  
Chris Brunelle of ANR's Rivers Program will be on hand to talk about Municipal Protective Measures Reporting on flood damage. See attached memo to RPCs.
5. Major and Minor TIP Amendments (Action Item) 9:45 - 10:00  
Cost estimates for the VT2A/US7/Creek Rd/Bay Rd intersection and Exit 16 Park and Ride projects in Colchester have been revised and have increased significantly. CCRPC and VTrans staff will present the latest information. See attached memo for more information.
6. FY18 UPWP (Information Item) 10:00 – 10:15  
Letters soliciting planning projects for next fiscal year went out to member towns last week. Staff will give an update.
7. Way to Go! Report (Information Item) 10:15 – 10:30  
This annual event to reduce single occupant vehicle (SOV) use held an awards ceremony on 12/7. Staff will give a report.
8. Status of Projects and Subcommittee Reports (Information Item) 10:30 – 10:35  
**See bulleted list on the reverse for current CCRPC projects.** TAC members are encouraged to ask staff for more information on the status of any of these on-going or recently completed projects.
9. CCRPC November Board Meeting Report (Information Item) 10:35 – 10:40  
The Board met on November 16th and reviewed a memo on FY18 UPWP Priorities and Funding Amounts.
10. Chairman's/Members' Items (Information Item) 10:40 – 10:45

CONSENT AGENDA – See memo attached.

**Next Meeting: Tuesday, February 7, 2017**

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2 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
3 TRANSPORTATION ADVISORY COMMITTEE - MINUTES  
4

5 DATE: Tuesday, November 1, 2016  
6 TIME: 9:00 a.m.  
7 PLACE: CCRPC Offices, 110 West Canal St. Winooski, VT  
8

9 **Members Present**

10 Brian Bigelow, Underhill  
11 Justin Rabidoux, South Burlington  
12 Eric Wells, Milton  
13 Amy Bell, VTrans  
14 Matt Langham, VTrans  
15 Dennis Lutz, Essex  
16 Katherine Sonnick, Jericho  
17 Dean Pierce, Shelburne  
18 Barbara Elliot, Huntington  
19 Chris Jolly, FHWA  
20 Sandy Thibault, CATMA  
21 Bruce Hoar, Williston  
22 Bryan Osborne, Colchester, TAC Chair  
23 Bob Henneberger, Seniors  
24 John Choate, Winooski  
25 Nicole Losch, Burlington  
26

Dave Armstrong, GMT  
Katelin Brewer-Colie, Local Motion  
Trevor Lashua, Hinesburg  
Robin Pierce, Essex Junction

27 **Staff Present**

Eleni Churchill, Transportation Program Manager  
Christine Forde, Senior Transportation Planner  
Charlie Baker, Executive Director  
Bryan Davis, Senior Transportation Planner  
Jason Charest, Senior Transportation Planning Engineer  
Marshall Distel, Transportation Planner  
Chris Dubin, Transportation Planner  
Peter Keating, Senior Transportation Planner  
Emily Nosse-Leirer, Planner  
Melanie Needle, Senior Planner

28 TAC Chair Bryan Osborne made a change to the agenda moving the consent item to the deliberative  
29 agenda under a new item #3a.  
30

31 **1. Consent Agenda**

32 N/A this month. See item #3a below.  
33

34 **2. Approval of Minutes**

35 BRIAN BIGELOW MADE A MOTION TO APPROVE THE MINUTES OF October 4, 2016. THE  
36 MOTION WAS SECONDED BY JUSTIN RABIDOUX AND PASSED UNANIMOUSLY following a  
37 correction from Amy Bell on the spelling of Bruce Hoar's first name under item #6.  
38

39 **3. Public Comments**

40 There were none.  
41

42 **3a. Transportation Improvement Program Amendments**

43 This was removed from the consent agenda to note corrections to the memo. The new projects are funded  
44 under the VTrans Bike/Ped Program, not Transportation Alternatives. The correct amount for the Milton  
45 award is \$196K and not the \$850K in the memo. With these corrections noted, DENNIS LUTZ MADE A  
46 MOTION TO APPROVE THE TIP AMENDMENTS FOR THESE BIKE/PED AWARDS. THE  
47 MOTION WAS SECONDED BY DEAN PIERCE AND PASSED UNANIMOUSLY.  
48

49 **4. Malletts Bay Stormwater Project Update**

50 Peter reminded the TAC that at their last meeting they agreed to allow the proposal evaluation committee  
51 make the call on who to hire for this work. Bryan Osborne reported that the committee recommended the  
52 hiring of VHB. This project will look at stormwater issues as well as scoping transportation projects for

1 bike/pedestrian improvements on West Lakeshore Drive and capacity improvements at the Lakeshore  
2 Drive/Blakely Road intersection.

### 4 5. Regional Model Overview and Update Process

5 Jason provided a tutorial on the CCRPC's transportation model, first describing its essential elements:

- 6 • The 4-step process of trip generation, trip distribution, mode choice and assignment
- 7 • The transportation analysis zone (TAZ) geography, and
- 8 • the Land Use Allocation (LUAM) component

9 He next identified what the model is used for:

- 10 • Macroscopic analysis (system wide)
- 11 • Roadway closures
- 12 • Capacity improvements
- 13 • Land-use activity or policy impacts
- 14 • Transit
- 15 • Travelsheds, and
- 16 • Transportation Demand Management Strategies

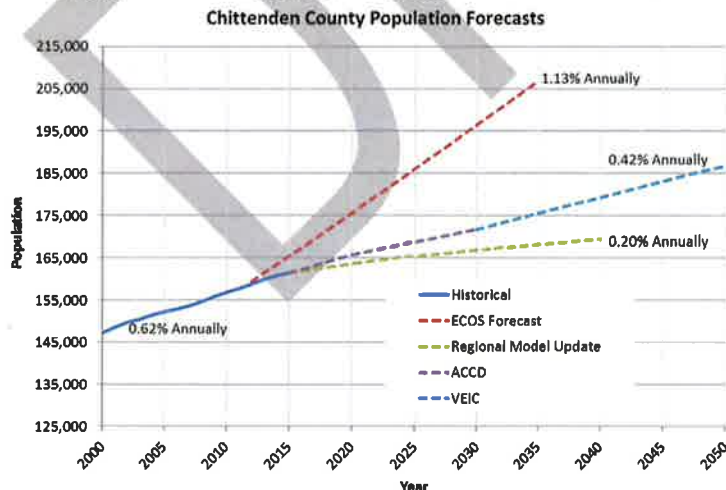
17 He cited a couple of recent model applications 1) for the Hinesburg VT RT 116 Corridor study and 2) the  
18 geographic origins for trips between I-89 Exits 16 and 17 during the PM peak hour. He also noted that  
19 the model is currently being updated through a household travel survey, a more refined TAZ geography  
20 (illustrated using a map of Richmond) and roadway network, and new demographic forecasts. The tasks  
21 remaining to complete the model update include:

- 22 • Building the 2015 Base Model year
- 23 • LUAM enhancements
- 24 • Pedestrian/Bicyclist Environment Factor
- 25 • MOVES (MOTOR Vehicle Emission Simulator)
- 26 • Model software updates
- 27 • Peer Review
- 28 • Analysis Tools, User Guide and Training

29 Justine Rabidoux reported difficulty using rMoves, the travel survey app, among South Burlington staff.  
30 Jason's final two slides displayed population forecasts which segued the meeting into the next agenda  
31 item.

### 33 6. Future Population Forecasts

34 Melanie Needle first displayed a graph showing historic and future growth starting in 1970 then another  
35 that started in 2000 showing the different forecasts in more detail. See graph below.



1 Melanie explained each of the graph's forecast lines. The most ambitious, showing 1.13% annual growth  
2 comes from our ECOS plan, based on national data from Woods & Poole, and based on work from  
3 several years ago. The blue line forecast at .42% annual growth comes from VEIC projecting out  
4 forecasts done by the Agency of Commerce and Community Development. (NOTE: The VEIC forecasts  
5 were prepared for the Regional Energy Plans RPC's will be undertaking over the coming months.) The  
6 lowest line is from RSG's subcontractor EPR, forecasts recently completed specifically for the population  
7 data in our transportation model. This line projects .2% annual growth. Charlie mentioned that there will  
8 be further discussions with EPR on their projections before they're finalized.

9  
10 Some model related questions then came up, including how the price of gasoline is factored into the  
11 model. Jason responded that we are looking for a model "lever" that would allow us to include gas  
12 prices. Jason also reported that the model is not ideal for analyzing a large-scale development project, but  
13 that microsimulation would be a good tool for something like that. Dennis Lutz will share Essex count  
14 data with the RPC for model calibration.

### 15 16 **7. Regional Energy Plan**

17 Emily Nosse-Leirer described this recent task that all RPCs around the state will be doing. The purpose of  
18 this work is to develop a detailed energy plan to advance the State's Comprehensive Energy Plan goals  
19 and at the same time ensure that local and regional land use policies are being applied in the Public  
20 Service Board's (PSB) section 248 proceedings. The Chittenden County Regional Energy Plan is  
21 intended to be a roadmap for how Chittenden County will do its part to meet Vermont's energy goals by:

- 22 1. Outlining specific regional strategies for energy generation and conservation
- 23 2. Establishing quantitative targets for energy use tied to the Vermont Energy Goal
- 24 3. Establishing quantitative targets for energy generation tied to the Vermont Energy Goals
- 25 4. Creating Energy Resource Maps

26 Regarding the last task, Emily went into some detail, noting that the maps will:

- 27 • Provide guidance regarding appropriate and inappropriate places for renewable energy  
28 development based on a simple GIS exercise
- 29 • Act as a good resource to start a conversation about energy siting in your town and our  
30 region

31 She also noted that these maps will **not**:

- 32 • Take all local regulations into account—for example, your regulation of conserved land may be  
33 stricter, or you may have identified scenic views that should be protected
- 34 • Automatically prohibit or allow renewable energy generation
- 35 • Replace the detailed process a developer must go through to propose a site for a renewable energy

36 The steps to produce these maps:

- 37 • Identifying all possible solar and wind generation areas based on GIS analysis.
- 38 • Removal of State + Local/Regional Constraints
- 39 • Identification of Base and Prime Energy Resources

40 The draft maps are due at the Department of Public Service in December and the final energy plan is  
41 expected to be complete in February 2018.

### 42 43 **8. Status of Projects and Subcommittee Reports**

44 Peter directed TAC members to the project list on the back of the agenda page and asked if members had  
45 any questions. Charlie reported on an emergency management task looking at regional dispatch and that  
46 more on this will be coming up at future meetings. Lee Krohn is the staff person involved. Bryan  
47 Osborne noted the importance of having local knowledge at dispatch and this could be a concern going to  
48 a regional model.

49  
50

1 **9. CCRPC October Board Meeting Report.**

2 Peter mentioned the Board heard an update on VTrans activities from Michele Boomhower.

3

4 **10. Chairman's/Members' Items**

5 Bryan Davis reported that the process to prepare the FY18 UPWP would begin soon with solicitation of  
6 ideas letters going out to all towns. He is also seeking TAC volunteers to sit on the UPWP Committee.

7

8 The meeting adjourned at 10:15 a.m.

9

10 Respectfully submitted,

11

12 Peter Keating

DRAFT

## Memorandum on EPM 2017 Promotion Strategy with RPCs

From: Vermont Rivers Program (contact Todd Menees)  
To: Regional Planning Commission Executive Directors  
Date: November 14, 2016  
Subject: Flood Damage and Municipal Emergency Protective Measures Reporting

The Rivers Program would like to enlist the aid of the RPCs state-wide in a public education and outreach effort in 2017 to alert Vermont towns to the ANR website for reporting Emergency Protective Measures (EPM) before the next flood event. This request is simply for coordinating with RPC staff in scheduling future municipal meetings in which the Rivers Program staff attend for a brief presentation.

### Situation

When Tropical Storm Irene hit in 2011, the State of Vermont did not have formal permit categories of *Emergency Protective Measures* (EPM) and *Next Flood Measures* (NFM) in the Rivers Program. The EPM (an imminent threat within 72 hours) category is at the time of the immediate flood response phase in the first days and weeks to regain access for police, fire and ambulance service and for public safety. The NFM (a threat more than 72 hours later) category is at the time of the recovery phase in the next weeks and months after the disaster for future flood resiliency.

The Agency of Natural Resources now has regulatory authority for EPM and NFM permitting and oversight of municipal emergency response projects since 2012. Unfortunately, too few towns are aware of these changes and collectively we need to explain these changes to town Road Foreman and Commissioners, Town Clerks and Select Board members.

### Problem

The Agency now has regulatory authority over municipal Emergency Protective Measures (EPM), with reporting requirement and standards established in the 2013 Stream Alteration Rule and the 2014 Stream Alteration General Permit. An EPM Reporting web page and database have been set up for towns to quickly report municipal flood response projects. The EPM web site has been operational for 3 years and tested by small scale storms in the past 2 years.

Only a small percentage of towns have used the EPM web reporting page and 2017 RPC and municipal staff training has been identified as an organizational need. This EPM web reporting system will be severely tested in the next state-wide flood disaster.

### Strategy

The Rivers Program would like to roll out a public education and outreach campaign to municipalities in the Winter 2016-2017 before spring-ice out and the flood season next summer. This education and outreach will explain the statutory and permitting differences between EPM and NFM projects.

The Rivers Program would like to request that this item be added to the future agendas for RPC periodic meetings. The Rivers Program staff would like to address town Road Foreman meetings and Technical Advisory Committee meetings with Select Boards statewide. The PowerPoint presentation of the EPM web reporting page can be presented in a 15-minute format with 10 minutes for the presentation and 5 minutes for questions and answers.

### **Logistics**

The Rivers Program is sending this memo in an email to RPC management staff for their internal distribution of this Memo so other RPC staff understand the issue and intention. Those staff identified by RPC managers will then know the background and purpose and need for the effort.

The appropriate staff of individual RPCs and Rivers Program staff can then schedule teleconference calls; hopefully, to be scheduled and held early Winter 2016-2017. The conference calls will be held for idea sharing and to develop the logistics for implementation in late Winter 2016 – 2017 state-wide.

### **Stakeholders**

The Rivers Program would like to leverage existing avenues of communication employed by RPCs and VTrans described below and any other appropriate avenues.

1. RPC scheduled Quarterly Road Foreman and Technical Advisory meetings.
2. RPC newsletters might be a source of information briefs and periodic reminders.
3. RPC joint meetings of regional Transportation Planners and Emergency Management planners.
4. VT League of Cities and Towns newsletters and meetings.
5. VTrans Local Roads (VLR) programs and meetings.
6. VTrans District Staff annual budget and project priority meetings with towns.

The Rivers Program anticipates the continued future need to ask stakeholders for support in 2017 and beyond to reach all 251 towns over time, due to the inevitable changes in municipal staff with retirements and changes in Select Boards, etc.



## **CCRPC Transportation Advisory Committee**

**January 3, 2017**

Agenda Item 5: Action Item

### **FY2017 Transportation Alternatives Program Major and Minor Amendments**

**Issues** Four amendments are proposed to the FY2017-2020 TIP – two are defined as Major Amendments because they have cost increases in excess of 25 percent. Major Amendments require a public hearing to give the public the opportunity to comment on the proposed change. The other two changes are defined as minor amendments and can be approved by the Board following the TAC's recommendation.

#### **Major Amendments**

**VT2A/US7/Creek Road/Bay Road Intersection, Colchester** (Project HP037, Amendment FY17-04)

- ▶ **Description of Change** – Increase federal funds for construction from \$2,378,880 to \$3,765,000. Add \$480,000 in FY17 and \$906,120 in FY18. This is a 58.3 percent increase in construction cost which is defined as a major amendment.
- ▶ **Reason for Change** - The previous \$2.38 (federal) million cost was based on Preliminary Plans which had been developed many years ago, prior to the project advancing into ROW. Once the project came out of ROW VTrans began developing Final Plans and the new estimate was established this past summer. The new estimate is based on revised unit costs for all items, some minor changes based on ROW negotiations, additional traffic control considerations and other small changes. The project also includes a non-participating item – a waterline replacement which is not included in the federal estimate because it is being funded by Colchester Fire District #3.

**Exit 16 Park and Ride, Colchester** (Project IN014, Amendment FY17-05)

- ▶ **Description of Change** - Increase construction cost from \$250,000 to \$800,000. Add \$330,000 in FY17 and \$220,000 in FY18. This is a 42 percent increase in project cost which is defined as a major amendment.
- ▶ **Reason for Change** – The original cost estimate was based on minimal construction to convert an existing parking lot to a park-and-Ride lot. Upon further investigation, it was determined that the following items would be desirable or necessary:
  - **Lighting:** Existing light fixtures will be replaced with energy efficient LED and EV1 charging outlets and will meet the height requirement of 30 inches above finished grade. The electric meter will be replaced to support the new lights and EV1 charging outlets.
  - **Ledge Face:** Ledge scaling will be performed to prevent boulders/rocks from falling onto the park and ride and the ditch along the west side of the property will be regraded to improve drainage and contain any rocks that fall from the ledge face.
  - **Stormwater Pond:** The existing ditch along north side of property will be regraded to accommodate the proper stormwater treatment and to remove invasive species (phragmites)



- Pedestrians: A bench will be placed along the east side of the access road near a future sidewalk. A retaining wall will be built near the south end of the property to allow for the placement of the bench.
- Traffic Signal: The single signal head that faces US 7 northbound will be replaced with a dual signal head because the existing aerial telecommunication lines impede the view of the signal head.
- Pavement: The parking lot will be milled and repaved because of cracks and imprints from trailers previously parked on the lot.

The above changes add \$810,000 to the TIP in FY17 and \$1,126,120 in FY18. The TIP is a fiscally constrained document and cannot exceed a maximum dollar amount independently set for each year. To accommodate the changes listed above funds must be removed from other projects on the TIP to maintain an equal total amount. The following minor amendment are proposed to maintain fiscal constraint.

#### **Minor Amendments**

##### **Railyard Enterprise Project, Burlington (Project HC015, Amendment FY17-06)**

- ▶ Description of Change – Reduce funds in FY17 from \$960,000 to \$150,000.
- ▶ Reason for Change – A Supplemental Scoping study is currently underway and will be completed to be completed in late spring 2017. This project is not anticipated to advance significantly in FY17 so \$150,000 is adequate to accommodate the project needs.

##### **Champlain Parkway, Burlington (Project HC001A, Amendment FY17-07)**

- ▶ Description of Change – Move \$1,015,000 in federal construction funds from FY17 to FY21.
- ▶ Reason for Change – The current schedule for this project is to begin construction in the fall of 2018 which will be FY19. The project has \$14.7 million in FY19 and \$14.9 million in FY20. The funds in FY18 are not needed.

##### **Modifications and OVERRUNS (Project OT017, Amendment FY17-08)**

- ▶ Description of Change – Designate the use of \$111,120 from Modifications and OVERRUNS in FY18 to be used to maintain fiscal constraint.

**Staff Recommendation:** Recommend that the Board approve the Minor TIP amendments.  
Recommend that Board warn a Public Hearing for the Major TIP amendments.

**For more information, contact:** Christine Forde  
cforde@ccrpcvt.org or 846-4490 ext. \*13