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

5 DATE: Tuesday, June 5, 2018  
6 TIME: 9:00 a.m.  
7 PLACE: CCRPC Offices, 110 West Canal St. Winooski, VT  
8

9 **Members Present**

10 Dick Hosking, VTrans  
11 Matt Langham, VTrans  
12 Bruce Hoar, Williston  
13 Dennis Lutz, Essex  
14 Brian Bigelow, Underhill  
15 Jon Rauscher, Winooski  
16 Luke Valentine, St. George  
17 Amy Bell, VTrans  
18 Brendan Atwood, CATMA  
19 Elizabeth Gohringer, Burlington  
20 Larry Lackey, Burlington Airport  
21 Richard Watts, Hinesburg  
22 Bryan Osborne, TAC Chair, Colchester  
23 Rachel Kennedy, GMT  
24 Bob Henneberger, Seniors  
25 Allegra Williams, Local Motion  
26 Geoff Urbanik, Richmond  
27 Joss Besse, Bolton  
28 Dave Allerton, Milton  
29

**Staff Present**

Regina Mahony, Planning Program Manager  
Christine Forde, Senior Transportation Planner  
Eleni Churchill, Transportation Project Manager  
Sai Sarepalli, Transportation Planning Engineer  
Bryan Davis, Senior Transportation Planner  
Peter Keating, Senior Transportation Planner  
Marshall Distel, Transportation Planner  
Jason Charest, Senior Transportation Planning Engineer  
Chris Dubin, Transportation Planner

**Others**

John Olin, Hoyle Tanner  
Jon Moore, GMT  
Kara Yelinek, VTrans  
Edward Lincoln, WVPD  
Sharon Beebe  
Jennifer Townley  
Meghan Cope  
Megan Rigoni  
Carl Fowler  
Chapin Kaynor, GMT Board  
Lucille Malaney  
Andrea Todd

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35 Bryan Osborne called the meeting to order at 9:00AM and asked for a round of introductions.  
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37 **1. Consent Agenda**

38 No items this month.  
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40 Bryan Osborne noted a change in the meeting agenda to move the GMT NextGEN presentation from item  
41 #6 to #3A.  
42

43 **2. Approval of Minutes**

44 BOB HENNEBERGER MADE A MOTION, SECONDED BY AMY BELL, TO APPROVE THE  
45 MINUTES OF THE MAY 1, 2018 TAC MEETING. THE MOTION CARRIED UNANIMOUSLY.  
46

47 **3. Public Comments**

48 Andrea Todd remarked about how important it is for transit planning to coordinate with other planning  
49 efforts.  
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51 **3A. GMT's NextGEN Transit Plan**

52 Jon Moore provided an update to this effort looking to revise routes and schedules to increase ridership  
53 and improve efficiencies. The work is split into three phases: 1) Cost neutral service improvements, 2)  
54 enhancements with a focus on areas already served, and 3) geographic expansion to new areas. Phase #1

1 was the primary focus of Jon's presentation – changes that can occur over the next few years. Over the  
2 course of the study several focus areas emerged as priorities for improvement. These included:  
3 simplifying service, more direct routing, service level consistency, regular/predictable headways and  
4 improved service/route branding. Jon then went into more specific Chittenden County local bus  
5 recommended changes. These included:

- 6 • Interlining the North Ave and Williston routes and the Shelburne and Essex routes
- 7 • 20-minute headways throughout the day on major routes
- 8 • More evening service on major routes
- 9 • Improved weekend service
- 10 • Fewer route variants on selected routes
- 11 • Directly connect downtown Burlington to the Airport by extending College St. Shuttle
- 12 • Discontinue some poorly performing route segments including services to Williston Village and  
13 beyond Essex Center
- 14 • Adjust schedule times to better match commuting patterns for the Link services.

15 Jon repeated that these changes can occur within the existing budget, are designed to provide improved  
16 service for most users, and should attract new riders. He also acknowledged that these changes come  
17 with some trade-offs by reducing or eliminating some service areas and times.

18  
19 Several members of the public attended to specifically comment on the NextGEN recommendations.  
20 Comments heard included:

- 21 • Hundreds of farm related jobs at the Winooski Valley Park District/Ethan Allen Homestead with  
22 many needing transportation. No sidewalks extend out there and transit could benefit with a  
23 significant number of new riders by serving the area.
- 24 • Poor Williston links to the Amtrak station and poor evening connections between Burlington and  
25 Williston.
- 26 • The interlining recommendations are good and perhaps could work with other route combinations  
27 (Jon mentioned they are looking at this for Pine St. and Winooski/Riverside).
- 28 • The Williston 1V Village service has only four runs which could be why ridership is so low.  
29 Also, it only loops in one direction. Reconsider its recommended elimination by expanding  
30 service, running in both directions and tweaking its timing to coordinate with UVM and school  
31 schedules.
- 32 • Williston 1V time checks should take place while UVM and town schools are in session.
- 33 • How will implemented changes be monitored/evaluated? Jon responded that ridership levels and  
34 on-time performance will be examined for changes.
- 35 • Keep the Shelburne bus on South Union to Pearl rather than circling downtown.
- 36 • Fix notification signs at transit center for better information.
- 37 • Consider downsizing vehicles on lower ridership routes
- 38 • Consider the increasing amount of housing development, especially elderly housing, in Williston  
39 before cutting back service there.
- 40 • Align service recommendations to parking constraints in Burlington. Take advantage of UVM  
41 eliminating parking.
- 42 • Consider the municipal government investment in financially/politically supporting routes that  
43 are now recommended for reduction or elimination.
- 44 • VTrans will be opening two new park and rides in the coming years. GMT should plan to service  
45 these locations.

46 Jon thanked attendees for the comments and noted that the next steps include finalizing the  
47 recommendations based on comments and Advisory Committee review, GMT Board approval of the  
48 changes, followed by further public meetings in affected communities before any change goes into  
49 effect.

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51 **4. National Highway System (NHS)**

1 Peter and Jason noted that this was presented last month in detail and that we are now seeking a TAC  
2 recommendation to approve the NHS changes. Jason noted more information in the meeting packet as  
3 well. Dick Hosking made the case that VT RT 117 from the Circumferential Highway west to Essex  
4 Junction Five Corners should be part of the system as well as it serves as an intermodal connector to  
5 Amtrak. Dennis Lutz concurred with this as well and noted the significant industrial area around Global  
6 Foundries that VT RT 117 serves. Amy Bell recommended that this change be forwarded to Jonathon  
7 Croft at VTrans. After discussion, DENNIS LUTZ MADE A MOTION, SECONDED BY BRUCE  
8 HOAR, THAT THE TAC RECOMMEND THE NHS AS PROPOSED, (WITH THE ADDITION OF VT  
9 RT 117 BETWEEN THE CIRCUMFERENTIAL HIGHWAY AND FIVE CORNERS ADDED), TO  
10 THE CCRPC BOARD FOR APPROVAL. MOTION PASSED UNANIMOUSLY WITH VTRANS  
11 ABSTAINING.

### 12

### 13 **5. Transportation Improvement Program (TIP)**

14 Christine Forde began by putting the TIP into larger context flowing from the Metropolitan  
15 Transportation Plan, through corridor or scoping studies before ending up on the TIP list. She went on,  
16 explaining how from the TIP (where funding is identified and obligated) a project leads to design and  
17 construction. She then defined the TIP, described how projects get on it, and noted that projects also need  
18 to be on the State's Transportation Capital Program. She noted that the TIP is a planning and not a budget  
19 document. It represents the intent to construct or implement a specific project and the anticipated flow of  
20 federal funds. Using a sample page from the draft TIP Christine described how the document should be  
21 read and identified the content of its various sections. She noted more recent changes from Burlington  
22 projects like the Champlain Parkway were not in the draft sent before the meeting but are in the version  
23 handed out. There were also other Burlington projects that should be reflected in the new draft related to  
24 bike ped projects. Christine then presented the anticipated level of funding expected over the coming 4  
25 years:

26 • FY19 -- \$69.2 million, FY20 -- \$67.2 million, FY21 -- \$52.5 million, FY22 -- \$53.1 million  
27 Christine explained the ups and downs of year-to-year funding by looking at funding history back to 2009  
28 in a bar chart. She then broke down the TIP content in finer detail describing transportation project  
29 categories and the amounts of funding in each. She displayed a pie chart revealing the 4-year spending by  
30 project use category. This led to discussion of the difficulties in clearly slotting projects into categories  
31 that might be included in two or even three different categories. There is a bit of gray area when it comes  
32 to assigning projects to these categories. She next reported on CIRC alternatives project status and then  
33 anticipated construction projects scheduled over the next two years. Following discussion, DENNIS  
34 LUTZ MADE A MOTION THE TAC APPROVE THE FY2019-2022 TIP WITH THE ADDITIONS OF  
35 THE CHAMPLAIN PARKWAY CHANGES AND ADDITIONAL BURLINGTON BIKE PED  
36 PROJECTS AND FORWARD IT TO THE BOARD FOR ADOPTION. THE MOTION WAS  
37 SECONDED BY RICHARD WATTS AND PASSED UNANIMOUSLY.

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### 39 **6. VT Culverts**

40 This item was postponed to a future meeting.

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### 42 **7. Status of Projects and Subcommittee Reports**

43 Peter referred members to the project list on the reverse side of the meeting agenda.

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### 45 **8. CCRPC May Board Meeting Report**

46 Peter referred members to the item description on the agenda

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### 48 **9. Chairman's/Members' Items**

49 Chris Dubin gave an update on the MRGP and other stormwater related items.

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51 The meeting adjourned at 11:05 a.m.

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53 Respectfully submitted, Peter Keating