

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

5 DATE: Tuesday September 3, 2019  
6 TIME: 9:00 a.m.  
7 PLACE: CCRPC Offices, 110 West Canal St. Winooski, VT  
8

9 **Members Present**

10 Nicole Losch, Burlington  
11 Matt Langham, VTrans  
12 Ashley Bishop, VTrans District 5  
13 Bob Henneberger, Seniors  
14 Dean Bloch, Charlotte  
15 Andrea Morgante, Hinesburg  
16 Bryan Osborne, Colchester, TAC Chair  
17 Josh Arneson, Richmond  
18 Mary Anne Michaels, Rail  
19 Allegra Williams, Local Motion  
20 Joss Besse, Bolton  
21 Jon Rauscher, Winooski  
22 Larry Lackey, BTV  
23 Brian Bigelow, Underhill  
24 Bruce Hoar, Williston  
25 Richard Watts, Environmental Rep.  
26

**Staff**

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

**Others**

Chris Clow, VTrans  
Nic Longo, BTV

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29 Bryan Osborne called the meeting to order at 9:00AM, calling for a round of introductions.

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31 **1. Consent Agenda:** DEAN BLOCH MADE A MOTION APPROVING THE CONSENT AGENDA  
32 DOCUMENTING TWO TIP AMENDMENTS. THE MOTION WAS SECONDED BY DENNIS LUTZ  
33 AND PASSED UNANIMOUSLY.  
34

35 **2. Approval of Minutes**

36 NICOLE LOSCH MADE A MOTION, SECONDED BY BOB HENNEBERGER, TO APPROVE THE  
37 MINUTES OF AUGUST 6, 2019. THE MOTION PASSED UNANIMOUSLY.  
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39 **3. Public Comments:** None.  
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41 **4. VTrans Corridor Management Planning**

42 Chris Clow of VTrans introduced this concept in the context of VTrans long range transportation goals.  
43 Corridor planning involves a range of participants cooperatively identifying transportation issues and  
44 needs, as well as possible solutions, and the opportunities to implement those solutions along a defined  
45 stretch of roadway. The approach is to engage local and regional stakeholders as, well as staff from across  
46 AOT divisions, in the planning process. More specifically, corridor planning's objectives are to:

- 47 • Incorporate local needs in a focused and effective way
- 48 • Coordinate & Leverage Asset Management Investments
- 49 • Identify practical, short term projects
- 50 • Identify longer term needs
- 51 • Integrate into maintenance, projects and permitting
- 52 • Annual Status Meetings to monitor progress and changes

53 Using the VT RT 100 corridor from Waterbury to Morristown (including VT 108 to Smugglers Notch) as  
54 a recent example, Chris described the planning steps:

- 1 • Data Gathering and Analysis
- 2     o Traffic, Safety, Asset Condition, Bike/Ped, Transit, natural resources, wildlife, land use
- 3     o Currently Planned Transportation Projects
- 4 • Input from VTrans Staff
- 5 • Input from Municipal and RPC Staffs
- 6 • Corridor Stakeholder Meeting: Issues and Ideas
- 7 • Draft Implementation Plan

8 Also included are the types of recommendations that flow from the process. He also revealed the sources  
9 of ideas from the process and the planning results. One result is an implementation table showing details  
10 of project descriptions, their locations and implementation projects/strategies. Another result was cross  
11 section types in Village/Activity Centers as well as contrasting ones in rural highway stretches. Chris then  
12 went to a story map

13 (<https://vtrans.maps.arcgis.com/apps/Cascade/index.html?appid=391ff109ed994402b0646e82420f7e01>)

14 on the project website to illustrate how this is used to convey project information in an interactive way.  
15 He then focused on project “harmonization,” using an on-line tool to align and closely coordinate project  
16 types over time. Chris concluded with the Corridor Management Planning home page and his contact  
17 information.

18  
19 In the discussion that followed, the following topics came up:

- 20 • When the possibility of doing a Chittenden County corridor could arise
- 21 • Corridor plans will reside within the asset management section of VTrans
- 22 • Walking or biking the corridor to obtain firsthand information of these alternative modes would  
23 be useful
- 24 • Consider using the municipal regulatory tool of official maps in state corridor management plans
- 25 • The difficulties in having State highways through Village Centers that are not Class 1 and the  
26 reluctance of towns to take over routes as Class 1
- 27 • State highway rights-of-way may need to be larger to accommodate future uses
- 28 • Water quality at stream crossings should be incorporated in these plans

## 30 **5. Burlington International Airport Draft Noise Compatibility Program (NCP)**

31 Nic Longo, BTV’s Deputy Director of Aviation presented this project beginning with its recent history  
32 back to 2008 when the last NCP was approved by FAA. The latest effort to update the plan began in  
33 2017. In the meantime, Noise Exposure Maps (NEM) were done in 2013 and 2015. Both NEMs and  
34 NCPs are part of the FAA’s Part 150 Noise Study. The NEM includes:

- 35 • A detailed description of airport layout, operations, noise exposure, land uses, and noise/land use  
36 compatibility for the study year and a forecast year

37 The NCP is:

- 38 • A proposed plan to reduce noise exposure, and identify land use mitigation measures to address  
39 existing non-compatible uses and land use control measures to prevent new non-compatible uses

40 The proposed NEM has been the subject of public meetings earlier this summer. It features noise contour  
41 lines drawn over land use types around the airport. Several maps and selected sections of the maps were  
42 shown by Nic, some that compared previous noise contours with the most current, also illustrating  
43 forecast conditions in the future. Noise contours are drawn at 65 DNL (Day-Night Average Sound  
44 Level). The noise contours are generated by a FAA computer model called AEDT. Nic then provided a  
45 primer on sound terminology with DNL examples and highlighted the 10-dB penalty for night sounds  
46 (between 10PM and 7AM) programmed into the AEDT. The process of updating the NEM is nearly  
47 complete and about to be sent for FAA review. The NCP is still in process and will be the subject of  
48 further public review over the coming months. Nic noted the following possible land use measures that  
49 could be part of any NCP:

- 50 • Sound insulation for residential and community buildings
- 51 • Land acquisition and relocation,
- 52 • Sound buffers/barriers,

- 1 • Sales assistance
- 2 • Easement acquisition for new development
- 3 • Purchase assurance, and
- 4 • Real estate disclosure

5 Nic reported that there are 2,600 dwelling units within the 65 DNL contour line and therefore potentially  
6 eligible for any sound insulation program. He anticipated that implementation of the draft NCP would  
7 results in between 50 and 100 buildings being insulated each year. Building selection will need to be  
8 prioritized by considering each whole number contour line – those closest to the higher DNL levels  
9 having higher priority, but taking into consideration construction materials and year-built information as  
10 well.

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12 **6. Status of Projects and Subcommittee Reports (Information Item):** Peter noted that the project list  
13 on the back of the agenda identifies new projects begun in FY20 and some older ones dropped off.

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15 **7. CCRPC August Board Meetings Report**  
16 Peter noted that the Board did not meet in August.

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18 **8. Chairman’s/Members’ Items:** A motion was made, seconded and approved to congratulate Peter  
19 Keating on his years of service to the RPC

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21 The meeting adjourned at 10:30 AM. Respectfully submitted, Peter Keating

