

**MTP Steering Committee Meeting
August 7, 2001 Meeting Notes (Draft)**

MTP Committee Members Present: Mike Flaherty, Jane Marvin, Sam Matthews, Amy Jestes, Marc Companion, Jeanette Berry, Chris Jolly, Mary Lintermann, Beth Humstone, Tom Buckley

Staff & Consultants Present: Joe Segale, David Roberts of the CCMPO; Dean Pierce and Peter Plumeau of Wilbur Smith Associates (WSA), Sharon Murray of Burnt Rock Associates.

1. Review of June 27, 2001 Meeting Notes.

Amy Jestes made a motion to accept the notes without changes, seconded by Marc Companion. The motion passed unanimously.

2. Comments on “Transportation Planning & Policy Framework Policy Briefs”

WSA and Burnt Rock Associates made a presentation summarizing the key findings in the June 27, 2001 draft of the Transportation Planning and Policy Briefs. The Policy Briefs analyze the effect of institutional relationships, political framework, permitting process and funding on transportation planning and project implementation. Peter Plumeau provided an introduction and Sharon Murray discussed the findings specific to each of the four policy areas. There was substantial discussion and comment by the MTP Committee. Key issues raised were:

- ? Coordination between the CCMPO and CCRPC organizations. This issue was identified but no recommendations were made on ways to improve the coordination and integration of regional land use and transportation planning. A suggestion was made for the consultants to review good and bad examples of relationships between MPOs and regional land use planning organizations with the purpose of identifying what works and what doesn't.
- ? Opportunities and responsibilities if the CCMPO becomes a Transportation Management Area (TMA). MPOs with a population of 200,000 or more are designated as TMAs. Chittenden County's population is projected to reach 200,000 between 2020 and 2025. The CCMPO could also become a TMA by expanding its jurisdiction to include neighboring counties. MPOs designated as a TMA have much more authority over funding allocations in their jurisdictions. Responsibilities include a more formal certification process.
- ? Air quality attainment. Chittenden County and the entire State of Vermont are classified as “attainment areas” satisfying the National Ambient Air Quality Standards (NAAQS). Proposed changes to the ground level ozone standard that, if implemented, may cause many small and medium size MPOs fall out of

attainment. The Brief points out that it is unlikely the CCMPO region will fall out of attainment in the near future. However, the CCMPO should monitor the situation.

- ? The CCMPO role in ACT 250. The CCMPO does not have statutory party status in the ACT 250 process. The CCMPO has participated in the permitting process by providing technical assistance to municipalities, CCRPC and VTrans when requested. ACT 250 only addresses traffic issues. The Brief points out that the CCMPO could help incorporate a multi-modal approach in the permitting process.
- ? Innovative financing. The MTP committee emphasized the need for innovative funding sources for transportation projects and services. Private sector funding, which almost always funds highway projects, should be investigated as a funding source for other modes. Full costs, which includes environmental and social costs as well as capital and operating costs, should be considered in the decision making process. Most innovative funding strategies will require approval from the State Legislature, which has and can grant to local governments the authority to raise additional taxes.

3. Update on Trend Land Use Scenario

Joe Segale reviewed the purpose of the trend land scenario and the methodology being used to develop it. Historical trends in the location of population, households and employment in three sub-regions of the County were compared with projections made by Economic Policy and Research, Inc. and the transportation model. The trend land use scenario will assume the trends of the last twenty to thirty years will continue to 2025. The resulting location of households and employment will be used as an input to the transportation model to create the travel demand, travel patterns, mode choice and route selection necessary to analyze conditions in 2025. CCRPC is assisting in this effort by updating the local zoning and physical constraints data used by the transportation model. Results will be available for review at the September MTP Committee meeting.

4. MTP Schedule

Deane Pierce distributed the attached schedule showing the major milestones through the end of the 2001 calendar year.

5. Next Meeting Dates

? Tuesday, September 11, 2001; 4:00 PM
Tuesday, October 16, 2001, 4:00 PM

Short Term Milestones

CCMPO MTP

Page 1 of 1

TASK	2001				
	August	September	October	November	December
Allocate 2025 Population and Employment to TAZs	▲				
Present Land Use Trends to Steering Committee	▲	▲			
Complete Baseline Travel Demand Forecasts	▲	▲			
Complete Baseline Future Condition Assessment	▲		▲		
Complete Analysis of Compatibility of Future Conditions and Vision		▲	▲		
Financial Capacity Analysis		▲	▲		
Summarize Issues and Opportunities		▲	▲		
Update, Re-launch Website			▲	▲	
Hold Follow Up Interest Group Meetings			▲	▲	
Complete MTP PHASE I Report			▲	▲	
Conduct Media Blitzkreig (editorial board meetings, call ins, etc.)			▲	▲	
Itemize strategies				▲	▲
Conduct Alternatives Development Workshops/Charrettes					
Steering Meetings	×	×	×	×	×