



Communities working together to  
Meet Chittenden County's transportation needs

**CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION**

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**2030 Metropolitan Transportation Plan (MTP)  
Advisory Committee Meeting**

DATE: Monday, September 18, 2006  
TIME: 9:00 a.m.  
PLACE: CCMPO Offices, 30 Kimball Avenue, Suite 206  
South Burlington, VT  
Present: Christine Forde, CCMPO  
Aaron Frank, CCTA  
Christopher Hill, Bike/Ped  
Scott Johnstone, CCMPO  
Chris Jolly, FHWA  
Peter Keating, CCMPO  
Polly McMurtry, VTrans  
Diane Meyerhoff, Third Sector Associates  
Ken Nolan, MPO Board (Chair)  
Dave Roberts, CCMPO  
Susan Smichenko, CCMPO  
Dan Senecal-Albrecht, CCRPC

**Ex Officio Members**

Chittenden County  
Transportation Authority  
Burlington International  
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Transportation

**1) Review Meeting Notes from June 26, 2006**

The notes were accepted and Christopher Hill volunteered to be the Vice-Chair.

**2) MTP Chapters 1 and 2**

Staff has revised the text and lone map for the first two chapters of the MTP. These are attached for the committee's review and comment.

1. SAFETEA-LU has new requirements that were added.
2. We added observations from the citizen survey.

***Chapter 1***

The MTP reflects previous MTPs with updates to: population forecasts; expected funding for the TIP and an increase to four years of projects; and meetings with environmental agencies and organizations.

**Comments**

- Polly: "MPO administers project funds." This is misleading, change to "program"?
- Polly: "CCMPO Board includes..." It's repetitive.
- SAFETEA-LU has received extensive comments on the draft regulations – we are using what we have now and will update as necessary.
- (Section 1.6) Dan: Include the date SAFETEALU passed (August 2005).

- (Section 1.6) Chris J.: Planning factors are referenced. Some are required and some are not. Clarify titles to clearly show MTP guidelines versus process guidelines.
- (Peter) Air Quality: The assumption that we would stay in attainment throughout the planning period is not likely.
- (Section 1.6.4) Chris J.: Does the first statement hold true: “although not a specific requirement...” You may want to remove that.
- (Section 1.10) Dan: “Part of CCRPC Plan.” Is that the first time you mention RPC? You may want to have more description of the RPC there.

## **Chapter 2**

There are a few changes. At the end of this chapter, the information reflects the results from the recent survey. There is a new table of modes and observations from the survey.

- Polly: Why is the public process from the last Plan included? I’d summarize the 2025 process and then add the current process. There is a new emphasis on the public process. (Section 2.3.1) Dan - Don’t presuppose what the themes will be.
- Scott: How does that jibe with what the Board wants to happen? Ken: I think that goes beyond what the Board wants to see done. I can bring it back to the Board and ask for guidance on the public process. Scott: The Board has given us the charge to update the plan and not revisit the vision, etc. We want public process to be meaningful. Peter: There will be a public meeting at the end of the process, but we will have fewer meetings than we had last time. We will meet with all 18 municipalities. The Board wanted to streamline the process. Ken: We spent months on the vision and goals in the last process. Our hope is to talk more about projects with the public. Scott: And there are some things we need to do to meet the new regulations and we need to keep to a tight schedule.
- Susan: Will the public have the opportunity to comment on the vision and goals? Peter: The Board will review and approve the vision and goals – this is a public process. Polly: It’s a good idea to validate the vision and goals.
- Chris J.: What do the CCMPO bylaws require for public involvement?
- (Section 2.2.2) Chris H. - Is the establishment of a regional bikepath network captured by these statements? If not, is this where it should be identified? Peter: These are very general statements, bike paths are consistent with these statements.

**Metropolitan Transportation System Map:** This map shows the road hierarchy and other transportation modes that are eligible for federal money. Changes/updates/corrections:

- CCTA route services to the north and south added.
- Park and Ride (P&R) moved from Charlotte train station to Steve’s Citgo. It’s a private P&R, we may need to update the designation.
- Full length of Brown’s Trace Road added.
- Allen Martin Connector (S. Connector to Sand Hill Road) shown as planned, not existing.
- Winooski Street system updated.
- Bolton Ski Area access road was added.
- Susie Wilson Road designated as a major collector.

Chris H.: The Causeway bikepath doesn't go to the cut? That's outside of our region in S. Hero. The local paths are not on this map.

Dan: There's no Park and Ride symbol in the legend.

Aaron: Change CCTA from "service area" to "fixed route service area." That's more accurate.

Peter: The map will be revised to reflect these comments.

### **3) Population, Housing, and Employment Forecasting**

Staff, with CCRPC staff assistance, will be working on projections that will become an integral element of the computer transportation demand model and subsequent analyses. Staff will provide a status report of this work.

We've asked the CCRPC to update their forecasts and then we'll incorporate them into our plan. This is important because all of our analysis comes from these forecasts.

Dave handed out a spreadsheet showing draft population, household, and employment forecasts detailing differences between CCRPC and Louis Berger projections compared with EPR's from 2001. Dave showed some PowerPoint slides that addressed population forecast policy between the CCMPO and CCRPC, and Northwest Vermont population and employment characteristics. Other slides illustrated how the latest population, employment and household forecasts fall considerably below those from 2001. The next steps will see the CCRPC endorse the forecasts and their adaptation for use in the CCMPO's transportation demand model. The model's Land Use Allocation Module (LUAM) will then distribute household and employment data to transportation analysis zones.

Chris: What is the reason for the changes in the forecasts? The EPR data has been questioned, partly because it was created prior to the last Census and 9/11. They were predicting robust growth that hasn't materialized.

The Committee discussed the assumptions about how population and employment will be distributed in the County. The Committee will look closely at the model results and have the opportunity to do a "reasonableness" check when we have preliminary information available.

We recently updated our transportation model. We now can separate trucks out and we have a more sophisticated platform that better identifies congestion. The graphics tools are improved. We will be adding more refinements to the model in the next few years.

### **4) September 7<sup>th</sup> MTP Public Meeting**

Staff and committee members will report their observations from this meeting.

The meeting was held in Burlington with about 20 people in attendance (including about 8 members of the public). It focused on results from the citizen survey. There were some bike/pedestrian questions from the audience.

### **5) Next Steps/Next Meeting**

- Endorsement from CCRPC of population/employment data
- Update model with population/employment data
- Draft chapter of existing conditions and analysis
- Draft chapter of the estimate of financial resources (we will hire a consultant)
- Run the model and look at the analysis to create a project list

6) **Other Comments/Concerns**

Aaron: What's the relationship with the Corridor projects? Peter: To the extent they are completed, we will incorporate the findings.

The meeting was adjourned at 10:30AM.

**The Steering Committee will meet on Monday, December 18<sup>th</sup>, 2006 at 9AM  
at the CCMPO Office.**