

1 **CENTRAL VERMONT REGIONAL PLANNING COMMISSION**  
2 **Transportation Advisory Committee (TAC)**

3 **DRAFT Minutes**

4 **July 24, 2018**

5 Central Vermont Regional Planning Commission Office  
6

7 **Attendees:**

	Barre City: Scott Bascom		Northfield: Jeff Schultz
	Barre Town: Harry Hinrichsen	X	Orange: Lee Cattaneo
X	Berlin: Robert Wernecke, Vice- Chair	X	Plainfield: Bob Atchinson
X	Cabot: Karen Deasy		Roxbury: Gerry D'Amico
X	Calais: David Ellenbogen	X	Waitsfield: Don La Haye
X	Duxbury: Alan Quackenbush		Warren: Jim Sanford
X	East Montpelier: Frank Pratt		Washington: Vacant
	Fayston: Kevin Russell	X	Waterbury: Steve Lotspeich, Chair
	Marshfield: Vacant		Williamstown: Vacant
	Middlesex: Ronald Krauth		Woodbury: Vacant
	Montpelier: Dona Bate	x	Worcester: Bill Arrand
X	Moretown: Joyce Manchester		Staff: Ashley Andrews

Guests: Zoe Nederland (VTrans), David Pelletier (VTrans), Rachel Kennedy (GMT), Moriah Noth (Mad River Valley Planning District), Gretchen Elias, and Cara Robeck (Montpelier)

8 Steve Lotspeich called the meeting to order at 6:30pm. Introductions were completed.  
9

10 **Adjustments to the Agenda:**

11 There were no adjustments to the agenda.  
12

13 **Public Comments:**

14 There were no public comment  
15

16 **Approval of June TAC Minutes:**

17 TAC members made one change to the June minutes. R. Wernecke motioned to accept the minutes as  
18 corrected Bob Atchinson seconded that motion. The motion passed.  
19

20 **Presentation on VTRANS Long Range Transportation Plan**

21 David Pelletier from VTrans presented to the TAC on the Draft Long Range Transportation Plan. This is  
22 the 2<sup>nd</sup> time David has attended and presented to the TAC on the plan. The Plan represents VTrans 20  
23 year vision for Vermont transportation network.

24 The Plan:

25 - Sets broad priorities for transportation decision making and investments for the next 20 years,

- 1 - addresses changes in federal policies
- 2 - guides the development of strategic and modal plans
- 3 -updated periodically to ensure we are pursuing the right path in terms of policies and investment
- 4 priorities.

5  
6 “ A safe reliable and accessible, multimodal transportation system that supports economic growth, is  
7 affordable to use and operate, and serves vulnerable populations. After seeing this quote the TAC  
8 suggested including something about energy efficiency, environment, and specifically water quality.  
9 David shared some of the challenges and opportunities that VTrans is facing in the coming decades.

10

11 Goal 1 improve safety and security across all modes (rail, bike, air, road workers, using technology to  
12 improve safety)

13

14 Goal 2 Preserve Vermont’s multimodal transportation system and optimize its performance (pavement  
15 bridge condition, maintaining existing infrastructure)

16

17 Goal 3 Provide mobility options and accessibility for all users of the system. (Serve everybody in the  
18 transportation system, use of Trip Planner called GO! Vermont)

19

20 Goal 4 Leverage transportation investments to increase Vermont’s Economic vitality (Rail projects are  
21 significant in potential extension ex of Vermonter to Montreal. Pubic project development)

22

23 Goal 5 Practice Environmental Stewardship (rain gardens, storm watershed work, electrification of  
24 system, conserve energy, wildlife corridor connectivity)

25

26 Goal 6 Support Livable, healthy communities (strategic investments in downtown centers, walkable  
27 communities, investments in non-motorized transportation, rail trails, ex Cross Vermont Trail)

28

29 Tools

30 Project Selection and Prioritization System

31 Prioritizing projects at the agency at some rational manor, and provide a transparent system to get  
32 projects added. Evaluation criteria are very consistent with the long range plan. Mobility/Connectivity,  
33 Resiliency, Safety, Economic Access, Community, Environment, Asset Condition, Health Access

34

35 Asset Management- Right investment, right asset, right time.

36

37 While maintaining Vermont’s highways and bridges, public transit, railways, and airports will continue to  
38 be major focus areas moving forward, we are likely to focus more on the operational part of our  
39 transportation system, such as informational systems, signals, and automated message boards and  
40 other technology solutions.

41

42 Please submit comments to David Pelletier after the meeting at [dave.pelletier@vermont.gov](mailto:dave.pelletier@vermont.gov).

1 The Draft 2040 Vermont Long-Range Transportation Plan is posed at [Vtrans.vermont.gov/planning/long-](http://Vtrans.vermont.gov/planning/long-range-plan)  
2 range-plan

3

4 **Update from GMT on Ridership in Central Vermont and NextGen Plan**

5 Rachel Kennedy from Green Mountain Transit presented to the TAC on the latest bus ridership numbers  
6 in Central Vermont. Slight increase in ridership in FY18. But if looking at seasonal trends there is a  
7 decrease. She highlighted which if any of our routes are under performing. (Snowcap Commuter which  
8 has already been discontinued) Link trends- Montpelier link ridership is going up but not tied to  
9 Waterbury Link which seems to be decreasing. Seasonal rider ship has been funky with too many  
10 variables. Mad River Valley ridership is also available but not included with this report. Rachel also  
11 provided an update on the NextGen Plan and the GMT Boards approved Service Improvements  
12 Recommendations along with the creation of the Implementation Plan for these service improvements.

13

14 NextGen Plan- Face of Transportation is changing. How can we best serve VT with GMT existing  
15 resources? Looked at many different variables.

16 Phase 1- 12-18 months service improvement,

17 Phase 2- 3 years out better serve areas that are already existing

18 Phase 3- 5 years geographic expansion (ex. service park and ride areas)

19

20 How are changes going to happen? Remove 3-4 areas of service (with community feedback) some lines  
21 overlap others in Montpelier, so any changes will affect all of the lines. The circulator  
22 Hospital hill into one route, which would include CCV and North Branch Nature Center (once and hour)

23

24 Moving to complementary ADA service using volunteer drivers (up to three quarters of a mile from the  
25 route). There will be door to door service (user based planning)

26

27 The Plan can be found at <http://ridegmt.com/nextgen/>

28

29

30 **Moriah Noth Introduced herself to the TAC as the new MRV Planner.**

31

32 **TAC Member Concerns**

33 Zoe Nederland (VTrans) suggested the TAC members view the Vermont Airport System Plan(VASP).  
34 There is going to be a series of public meetings at each of the airports this fall and please participate.  
35 Zoe is working with Dan to set up the meetings. Steve Lotspeich suggested making the September  
36 Meeting and field trip to Knapp Airport in conjunction with the public meeting.

37

38 The Plan can be found at <http://vtrans.vermont.gov/aviation/vermont-airport-system-plan>

39

40 Bob Atchenson- Has concerns with the process for getting a pedestrian bridge made that will connect  
41 the village with the Town Hall and Opera house that doesn't include going through the blinking light. At  
42 the most recent Plainfield Select Board meeting the Select Board is frustrated with an engineering

- 1 company farming out the project to a different engineering company, and both companies coming back
- 2 with different suggestions on the material for the bridge. (First steel and now concrete)
- 3
- 4 **Set Agenda for Future TAC Meeting**
- 5 No Meeting in August!
- 6 **September Meeting**
- 7 Field Trip to Knapp Airport in conjunction with public meeting? (VT Aviation System Plan)
- 8 **Adjourn:**
- 9 The meeting was adjourned at 8:28 pm.

DRAFT