



## TRANSPORTATION ADVISORY COMMITTEE

**Tuesday, October 23, 2018, 6:30 p.m.**

***Central VT Chamber of Commerce, Paine Turnpike North, Berlin, VT***

(Coming off the interstate at exit 7, turn left at the first light.

At the next crossroads, the Chamber is on your left. It is the light yellow building.)

6:15 pm - Social & Pizza

\*Action Item

Page **AGENDA**

**6:30 Introductions**

**Adjustments to the Agenda**

**Public Comments**

**2 6:35 Public Hearing and Presentation on VTrans Aviation Plan**

**13 7:35 Approve September 25th TAC Minutes (enclosed)\***

**15 7:40 Review of Municipal Transportation Study Projects**

**8:20 TAC Member Concerns**

Roundtable for any issues, questions, and town updates from TAC members.

**8:29 Set Agenda for the Future TAC Meeting**

**8:30 Adjourn**

### **Future TAC Meeting Agendas**

Below is a preview of upcoming TAC meeting agendas for consideration by the TAC.

#### **November**

- **Review of Municipal Transportation Study Projects**

# Public Meeting Notice



## Vermont Aviation System Plan

The Vermont Agency of Transportation (VTrans) invites you to participate in a public meeting to discuss the future of aviation in Vermont. VTrans is in the process of updating the Vermont Aviation System Plan, which will guide the development of Vermont's public-use airports over the next 20 years. VTrans wants to hear your views on issues, challenges, and opportunities for the State's airports. The meeting will include a brief overview presentation of the Plan, work completed to date, followed by a comment period.

WHEN: Tuesday, October 23, 2018, at 6:30pm

WHERE: Central Vermont Chamber of Commerce, 963 Paine Turnpike North, Berlin, VT 05641

WHO SHOULD ATTEND: Members of the public and aviation stakeholders interested in aviation planning.

OTHER INFORMATION: Please refer to the project website, which includes information on the plan development process, timeline, schedule of meetings, outreach efforts, and project documents available for review - <http://vtrans.vermont.gov/aviation/vermont-airport-system-plan>

CONTACT: Costa Pappis, Planner  
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# 1. Introduction

## 1.1. SYSTEM PLAN BACKGROUND

The Vermont Aviation System Plan (VASP) is the Vermont's Agency of Transportation's (AOT) statewide 20-year strategic plan for developing and maintaining the State's 16 public-use airports. The VASP is updated every ten years, and is required for eligible airports to receive federal aviation funding. This Plan will update the 2007 Aviation System and Policy Plan, consistent with Federal Aviation Administration (FAA) planning guidance. The overarching goal of the VASP is to provide a framework that supports informed decision-making related to the development Vermont's aviation system. These decisions play an important role in ensuring that the State's public-use airports support the needs of residents and businesses, and contribute to the nation's aviation system.

System plans examine airports on a statewide level for their integration into the state and nation's aviation system. As such, they provide detailed assessments and evaluations of aviation needs, and recommendations needed to guide the development of individual airport master plans, which provide more specific details on improvements and layout plans. Individual airport master plans will be developed at the conclusion of the VASP and will be posted at - <http://vtrans.vermont.gov/aviation>.

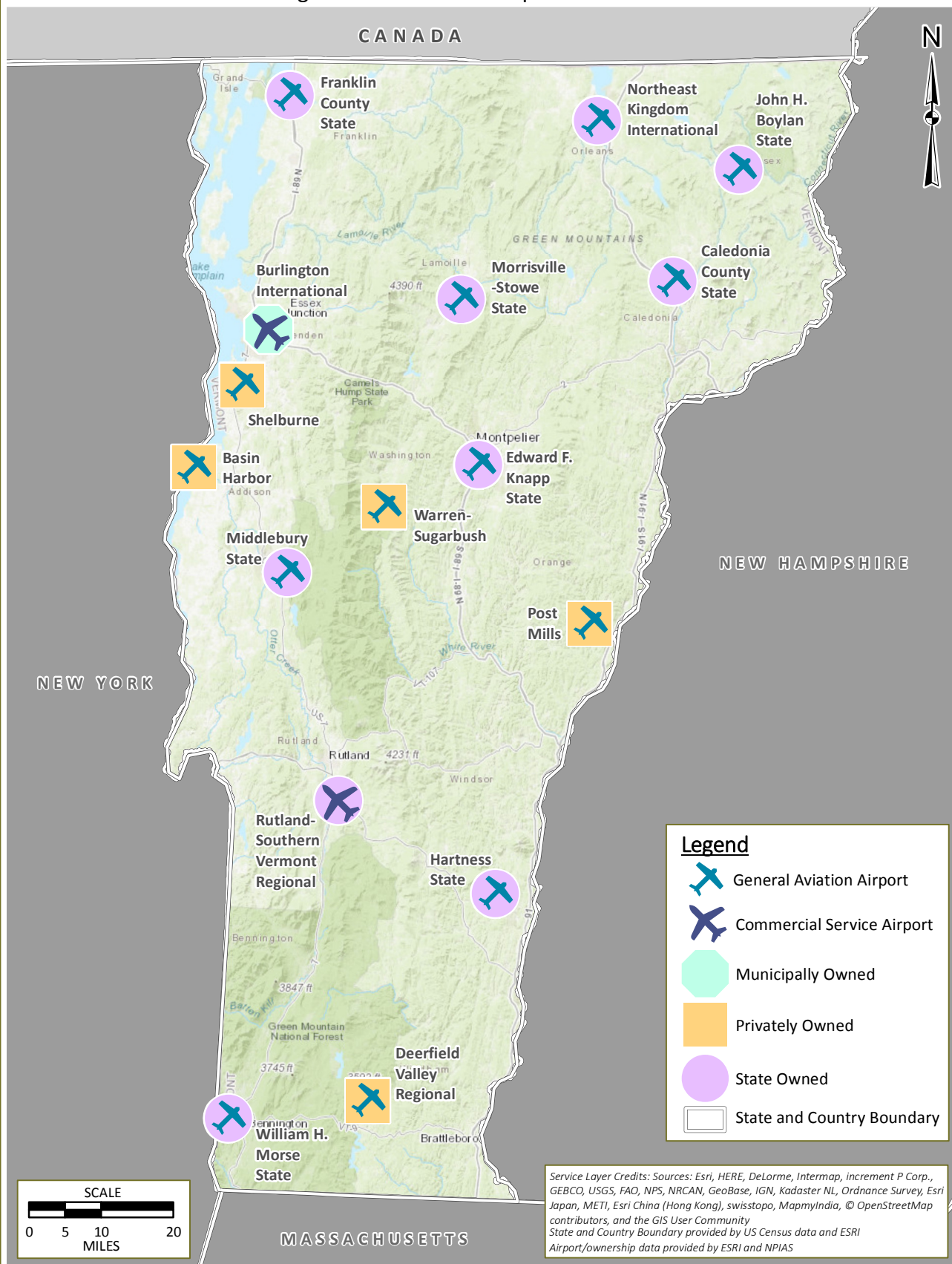
### 1.1.1. Airports in Vermont

Vermont's aviation system consists of 16 public-use airports, 10 of which are state-owned, 1 municipally-owned, and 3 privately-owned (**Figure 1-1**). Twelve public-use airports are part of the National Plan of Integrated Airport Systems (NPIAS) (**Figure 1-2**). The NPIAS consists of a network of approximately 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive federal funding under the Airport Improvement Program (AIP). In addition, two airports (Burlington International Airport and Rutland-Southern Vermont Regional Airport) are classified by the FAA as Commercial Service Airports (publicly-owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service) while the other fourteen are classified as General Aviation Airports (public-use airports that do not have scheduled service or have less than 2,500 annual passenger boardings).

Beyond their national significance and designation, Vermont's public-use airports are a critical component of local and regional economies, as well as the State's economy, and used for a variety of purposes, including passenger transportation, recreational flying, on-airport employment, education and training, medical flights, and disaster response activities.

Transportation services are important at all of the State's public-use airports. In calendar year 2016, 593,311 passengers departed or landed at Burlington International Airport while 5,146 used Rutland-Southern Vermont Regional Airport. Combined, the state's public-use commercial service and general aviation airports record 204,351 annual aircraft operations and are home to 427 based general aviation aircraft. When employers and businesses consider locating or expanding their operations in Vermont, proximity to commercial service and general aviation airports are among the more important factors they consider. The diversity and geographic distribution of Vermont's airports are also critical to supporting tourism, one of Vermont's largest industries with a total economic impact estimated at

Figure 1-1: Public Use Airports in Vermont



Document Path: K:\VTRANS\T-18026.12 Vermont SASP\Draw\GIS\Figure 1-1 VT Pub Use.mxd



Figure 1-2 NPIAS Airports in Vermont



Document Path: K:\VTRANS\T-18026.12 Vermont SASP\Draw\GIS\Figure 1-2 VT NPIAS Airports.mxd

\$3 billion annually. Critical personal and business services, such as next day mail/package delivery, also depend on Vermont's airports to function properly.

Vermont's airports also support essential services, such as military flights, emergency medical flights, and disaster response. During Tropical Storm Irene, highways and railways sustained damage and cut off substantial parts of the State from essential services and supplies, Vermont's airports served as staging sites and communication centers that coordinate logistics among emergency response teams, first responders, the National Guard, and other entities participating in disaster response activities.

Like many modes of transportation, the lack of adequate and sustained funding threatens the continued operation of Vermont's public-use airports. Airports require both capital investments to maintain infrastructure conditions, safety, and expansions, as well as operating funding to maintain the infrastructure. As part of this Plan Update, the State's aviation projects prioritization system will be evaluated to determine whether any changes are needed to align program and project outcomes with aviation system goals.

#### 1.1.2. Private Airports and Aviation Facilities

In addition to public-use airports, there are over 70 other small privately-owned, private-use airports in Vermont. These airports consist of the following types of facilities:

- Private Airports and Airstrips (Private Use) – Similar to public airports, private airports often have the same types of facilities to support basic flying; however, these airports are owned by private entities. These types of airports are not subject to federal oversight, and are not eligible for federal assistance. Private airstrips consist of turf, gravel or paved runways. These strips are usually day-use only and have no lights for night use.
- Heliports – There are 20 heliports in Vermont, used for personal purposes, military use, or by emergency medical evacuation operators. Many of the larger hospitals have certified trauma units. As part of this certification, the hospitals have helipads for emergency helicopter flights and are typically used by Dartmouth-Hitchcock Advanced Response Team helicopters. Rutland Regional Medical Center and the University of Vermont Medical Center are examples of the state's hospitals with emergency helicopter helipads.
- Seaplane Bases – Vermont has many lakes and large ponds that can accommodate small single engine aircraft that are equipped with floats. Five seaplane bases are located around the state, several of which are located on Lake Champlain including Middle Harbor and Northern Lights Airport. Access from the lake to land is typically provided by a special use dock.

While these other small privately owned, private use airports are not included in the VASP, these facilities and their users contribute to the overall value and performance of the aviation economy in Vermont.

## 1.2. VASP PLAN PROCESS

The VASP will be developed in compliance with FAA Circular # 50/5070-7 (*The Airport System Planning Process*), which provides guidance on how to conduct statewide airport planning.

There are two core components to this Plan:

- Airport System Component – a data-driven technical evaluation of current and future needs, which culminates with a recommended development plan that identifies a prioritized, strategic approach for developing facilities at system airports over the 20-year planning period.
- Policy Component - the identification and analysis of policy-related recommendations that can improve the performance of Vermont's airport system and allow it to better meet the needs of system users, residents, and businesses.

### 1.2.1. System Component

The System component of the VASP consists of compiling inventories of various airport characteristics and evaluating current and future system needs based on established facility and service objectives. Sequentially, the process is detailed graphically in **Figure 1-3**, and descriptively just below:

**Figure 1-3: VASP System Plan Development Process**



Source: McFarland Johnson, 2017.

- Facility and Service Objectives – The initial task in the development of a system plan is establishing the framework for the desired airport system in terms of facilities and services provided. Establishing facility and service objectives will serve as the benchmark to measure the effectiveness of the current and future system.

- Inventory - To establish the baseline for the subsequent analysis and recommendations, a comprehensive system-wide inventory of system airports and aviation assets is undertaken. The inventory analysis focused on the elements identified in the facility and service objectives as well as collecting data needed for the analysis on airport economic benefits.
- Current System Performance – Inventory data is measured against the facility and service objectives, which serve as minimum requirements. The analysis identifies the areas that do not meet the desired objectives, and places airports into categories that reflect existing conditions and each system airport’s role in the statewide system. The analysis provides a quantitative measure of how the system is performing based on the established objectives.
- Forecast – The forecasts developed as part of the system plan focus on the bigger picture, state-level indicators of existing aviation activity such as the number of based aircraft and overall socioeconomic conditions. These indicators inform the development of realistic forecasts of future activity at public-use airports.
- Future System Performance - The deficiencies identified in the current system performance are combined with the forecast for an analysis of potential changes to the airport system. Proposed changes in the Vermont airport system are reevaluated to demonstrate how the system will perform against the same desired objectives in the future.
- System Plan Recommendations - Proposed system changes to determine the future system performance will be combined with system wide policy guidance and operational strategies to summarize the recommendations for the Vermont’s airport system.

### 1.2.2. Policy Component

The Policy component of the VASP examines aviation in the broader context of state goals, and investigates current and likely future issues to affect Vermont’s aviation system. This assessment of policy issues will guide the development of state aviation goals and strategies to meet the future aviation needs of the State.

Some of the policy issues to be addressed include:

- Aviation’s Integration with Other Transportation Modes
  - Passenger interlining
  - Freight needs
- Land Use-Built Environment Linkages
  - Growth of airports and impacts to surrounding communities and environments
  - Protecting airports from encroachment
  - Understanding limits of airport growth with surrounding built-up areas



- Economic Impacts
  - Economic impacts of airports on local and regional economies, and the state’s economy.
- Financial Sustainability
  - Budget impacts of capital investments, operations and maintenance
  - Private sector involvement in financing airport improvements
  - Incorporating financial sustainability into project prioritization
- Project Prioritization
  - How to target investments
  - How to address FAA requirements / priority focus areas with other priorities, such as economic development.
- Performance Measures
  - Incorporating broader socio-economic performance measures.
- State and Federal Policies Affecting Aviation
  - Funding priorities
  - Pre-construction issues (i.e. permitting, Right-of-Way)
  - Public-Private Partnerships
- Purpose and Role of Aviation in Vermont
  - Local, regional, and state economic development
  - Contribution to the national aviation system
  - Emergency and disaster response, military use, medical transportation.
- Technological Developments
  - Preparing for evolving technologies such as Next Generation Aircraft System (NextGen)
  - Supporting emerging technologies

### 1.3. ECONOMIC BENEFITS STUDY

As a companion to the VSAP, an Economic Benefits Study will be conducted to quantify the economic impact of Vermont’s public-use airports. Airport inventory data and additional information collected for on-airport employment and regional spending and economic activity trends will be used to formulate an estimate of the economic benefit of aviation in Vermont.

#### 1.4. STAKEHOLDER AND PUBLIC PARTICIPATION (2007)

Throughout the planning process, a collaborative effort will be emphasized to obtain input on findings, policy issues, and recommendations. As such, public and stakeholder outreach and education are important and integral parts of the VASP.

Public outreach will consist of a series of regional public input meetings throughout the planning process, outreach with individual airport officials, and working with the Vermont Aviation Advisory Council (VAAC), who will serve as the project advisory committee for the Plan's development.

Regional input meetings provide an opportunity for interested parties to learn more about the System Plan, aviation in general, and allow for input throughout the different phases of the VASPs development. The times, dates, and locations for these meetings will be provided at the following link - <http://vtrans.vermont.gov/aviation/vermont-airport-system-plan>

The focus of airport officials outreach is to collect information on airport facilities and aviation activity patterns and volumes. In addition, the visits provide an opportunity to gain a firsthand understanding of the issues and needs that are specific to each airport being analyzed as part of the VASP.

The VAAC is an executive-appointed council tasked with evaluating policy and making aviation recommendations to AOT. Its members include aviation stakeholders from across the state with a broad range of knowledge and experience in airports, aviation, and other statewide issues impacting the state aviation system. VAAC meetings are being held through the course of the planning process to help guide the development of the VASP. The VAAC will meet at key project milestones to review and comment on planning documents.

##### 1.4.1. Review of Aviation Vision, Mission, and Goals

A key task of the Outreach component of the VASP will be to review, and update as needed, the Aviation vision, mission, and goals identified in the 2007 Plan, as detailed below:

##### *Vision (from 2007 Plan)*

"Vermont's airport system will be accessible, safe and secure, meeting the needs of its business and recreational users, including implementing new technologies to support the future system. The airport system will be preserved and enhanced, while meeting Federal and State guidance and promoting responsible environmental stewardship and land use compatibility. Vermont's airports will be operated as business-oriented facilities focusing on creating opportunities for a return on the investment and will provide intermodal linkages to national transportation systems."

##### *Mission (from 2007 Plan)*

"The Vermont Agency of Transportation's aviation mission is to support, maintain, and enhance the 10 State-owned airports. As the owner/operator of 10 State-owned airports, VTrans promotes efficient and effective operation of its airports to assure safe, secure, and reliable air transportation of goods and people, while being environmentally responsible, cost-effective and supportive of Vermont's economy and recreational activities. Emergency services, aviation education, financial responsibility,

and promotion of compatible land use are part of the mission for VTrans, as is playing a supportive role to all airports and aviation statewide”.

*Goals (from 2007 Plan)*

Table 1-1 lists the purpose and goals from the 2007 VASP.

**Table 1-1: 2007 VASP Purpose and Goals**

Purpose and Goals
<ul style="list-style-type: none"> <li>• Provide a system of airports that is accessible for people and goods from both the ground and the air throughout the State.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide intermodal ground access opportunities and/or services such as rental car, taxi, bus, or bikes.</li> </ul>
<ul style="list-style-type: none"> <li>• Preserve and enhance Vermont’s existing airport system’s infrastructure investment through maintenance and rehabilitation to meet future growth and demand as well as providing new infrastructure to meet future needs in support of the national air transportation system when needed.</li> </ul>
<ul style="list-style-type: none"> <li>• Plan for future airport development and protect public investment in airports through promotion of compatible land use in the vicinity of airports.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide a safe and secure system of airports that meets State and Federal guidelines, including routine inspections of airports such as the 5010 program.</li> </ul>
<ul style="list-style-type: none"> <li>• Seek adequate and stable funding, including Federal Aviation Administration (FAA) assistance, and assure appropriate staffing to support the Agency’s mission.</li> </ul>
<ul style="list-style-type: none"> <li>• Make timely, sound infrastructure investments derived from airport master plans and based on priorities that are determined through coordination with Vermont’s aviation stakeholders, including use of the Vermont Airport Capital Facilities Program.</li> </ul>
<ul style="list-style-type: none"> <li>• Maintain an up-to-date integrated database of air and landside facilities including capital plans and improvements, leaseholds, contacts, relevant zoning as well as the system's performance measures.</li> </ul>
<ul style="list-style-type: none"> <li>• Maintain commercial air service at Rutland State Airport and support its development elsewhere in the State, as well as encourage additional commercial and cargo services where appropriate.</li> </ul>

- Strive to generate appropriate revenues from the operation of the State-owned airports in support of their continued operation and expansion utilizing a business oriented approach.

*Source: Vermont Airport System and Policy Plan, 2007.*

#### 1.4.2. How to Get Involved

Stakeholders and members of the public interested in the VASP should refer to the project website – <http://vtrans.vermont.gov/aviation/vermont-airport-system-plan>. The website contains information on the status of the project, project schedule, documents for review, dates of public meetings, and project contact information.



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

**DRAFT Minutes**

**September 25, 2018**

Central Vermont Regional Planning Commission Office

**Attendees:**

	Barre City: Scott Bascom		Northfield: Jeff Schultz
X	Barre Town: Shaun Corbett	X	Orange: Lee Cattaneo
X	Berlin: Robert Wernecke, Vice- Chair	X	Plainfield: Bob Atchinson
	Cabot: Karen Deasy	X	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
X	Fayston: Kevin Russell	X	Waterbury: Steve Lotspeich, Chair
	Marshfield: Vacant	X	Williamstown: Rich Turner
X	Middlesex: Ronald Krauth		Woodbury: Vacant
X	Montpelier: Dona Bate	x	Worcester: Bill Arrand
X	Moretown: Joyce Manchester		Staff: Daniel Currier

Guests: Zoe Nederland (VTrans), Rollin Tebbetts (VTrans)

Steve Lotspeich called the meeting to order at 6:00pm. Introductions were completed.

**Adjustments to the Agenda:**

There were no adjustments to the agenda.

**Public Comments:**

There were no public comment

**Tour of Knapp Airport**

Rollin Tebbetts Airport Manager took the TAC on a tour of the Knapp Airport. The tour started with a short introduction to the airport, a driving tour around the facilities and questions and answers at the end. Rollin coved how the airport is an important resource that helps with our economy. The Knapp Airport has one of the longest airport runways in VT and offers excellent navigation aids to help land and take off in bad weather.

**Approval of July TAC Minutes:**

TAC members made two changes to the July minutes. R. Wernecke motioned to accept the minutes as corrected F. Pratt seconded that motion. The motion passed with one abstention.

**Review and Approval of TPI Budget Adjustment Number 2**

TAC reviewed a second amendment request by CVRPC to its FFY 18 Transportation Planning Initiative (TPI) agreement. CVRPC proposed to adjust its budget to reflect work adjustments among tasks and supplies. The adjustments are based on an analysis of CVRPC use trend on each task. The TAC discussed the adjustments and ask questions of Dan. Dona motioned to approve CVRPC TPI Budget Adjustment Number 2. Kevin 2nd the motion. There was further discussion on what other projects CVRPC staff spending time on. The motion passed.

**Transportation Updates**

TAC reviewed the updates.

**TAC Member Concerns**

TAC member share the following items.

J. Manchester shared that there is a Public Forum on Wednesday 26th at 5pm in the State House taking input on a study of how to reduce carbon emissions.

B. Atchinson shared that there is a presentation from Roger Hill at 7pm in the Old School House Commons on the changing climate.

**Set Agenda for Future TAC Meeting**

Public Hearing and Presentation on VTrans Aviation Plan  
Review of Municipal Transportation Study Projects

**Adjourn:**

The meeting was adjourned at 7:41 pm.



## MEMO

Date: October 23, 2018

To: Transportation Advisory Committee (TAC)

From: Daniel Currier, Program Manager

Re: Review of Transportation Planning Studies

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### Request

Staff requests TAC review proposal/s for future funding under our Transportation Planning Initiative Program. To be completed by the end of 2019.

CVRPC has annually funded transportation planning studies. The TAC will spend time at its October and November meetings reviewing the prioritizing projects. Three proposals were submitted for evaluation by the TAC in October. They include:

- East Montpelier's traffic study of the Towne Hill Road/US 2 intersection,
- Duxbury's traffic study of the three-way intersection of River Rd and Main St
- Northfield Main St Bridge Project Definition Study

A short summary is provided on the next page for each of the proposals along with any notes from 2017. CVRPC has also invited each of the applicants to present their proposal and be available to answer questions.

### **East Montpelier's traffic study of the Towne Hill Road/US2 Intersection**

US Rte. 2 is part of the national road system and is by far the busiest road in East Montpelier. Towne Hill Road is a major point-to-point commuter and local traffic highway running from US Rte. 2 west to its terminus at Main Street in Montpelier. The Towne Hill Road approach to this intersection is a steep descent with woods on both sides to a T-intersection with the Winooski River lurking just to the east. There have been a number of accidents involving injuries at this intersection, including one just two weeks ago that resulted in three ambulance transports to CVMC. The town has approached, unsuccessfully, the VT Agency of Transportation and the VT Traffic Committee numerous times over the years requesting an extension of the East Montpelier Village US Rte. 2 speed limit of 35 mph from the current point of increase at Mekkelsen RV Sales & Rentals to a point closer to Codling Road, well south of this intersection. The US Rte. 2 conditions of high speeds and traffic volumes, challenging site lines, and turning vehicles coupled with pressure from traffic lining up behind create an atmosphere for the Towne Hill Road driver that is not conducive to a safe entrance onto US Rte. 2. CVRPC has recently sponsored a study of the other major Towne Hill Road intersection in East Montpelier at the northern terminus of Galli son Hill Road and the southern end of Brazier Road. At the time there was a discussion on the possibility of combining both Towne Hill Road intersections into one study, but that was deemed impractical. We are now requesting a separate study of this equally important intersection.

Cost: TBD

### **Duxbury's traffic study of the three-way intersection of River Rd and Main St**

The three-way intersection of River Rd and Main St in Duxbury has been a topic of concern for years. With impending detours through that intersection during Waterbury's proposed Main St construction, interest has increased. I have investigated pole-mounted portable solar traffic-feedback signs. The cost of a pair of these signs is approximately \$12,000. Striping to further define the intersection has also been considered as has making the intersection a three-way stop.

There is a daycare facility and apartment building located at the intersection. Weekday mornings and afternoons have increased confluence of traffic at the intersection. Nearby is an auto repair business with a large client base. Traffic from Rt 100 often uses Main St and River Rd to bypass lower Main St in Waterbury for access to Rt 100 at its junction with Rt 2.

The cost of these signs is under consideration as an article to be presented to voters at Duxbury's Town Meeting in March 2018. Any guidance from CVRPC in enabling improved traffic flow at this intersection would be helpful.

*Notes from 2017: Duxbury Selectboard member L. Dickson presented on the Duxbury River Road/Main St intersection. Traffic at this intersection is entering from many directions making it very confusing. Speeding is also a concern. The current posted speed limit is 35 MPH. Also*



*this route will be used as a local detour during the Waterbury Main St reconstruction project. Duxbury proposed add more stop signs at the intersection and also installing radar feedback signs on both approaches to Main St. Lastly they would like to change the speed limit to 25 MPH.*

*TAC member talk about the limitations of CVRPC's funding and how we could help with a planning study of this intersection. The TAC proposed also expanding the study to look at all the intersections including Route 100 and Main St and pedestrians using on the road.*

*TAC would like to see the proposal focus more on a study of access management and traffic control problems for the whole village area including the access to the daycare/apartment building. L. Dickson agreed to this change to the Duxbury transportation planning study request.*

Cost: TBD

### **Northfield Main St Bridge Project Definition Study**

This letter is to request that the Central VT Regional Planning Commission perform a project definition study of the Main Street Bridge in Downtown Northfield in FY 18/19. As you are aware, VTrans has rated the bridge super-structure as poor and the Regional Planning Commission's project prioritization process puts the bridge as the number one priority bridge for replacement in the region. Further, this study will assist Northfield in its efforts to have VTrans add the bridge project to their capital plan for engineering and construction for possible replacement within the next five years.

Cost: \$15,000-\$20,000