ATTENDANCE
Jane Morano – Acting Chair  Matt Mann (staff)  Jenna Pugliese - via conf. call
Jodi French  Dick Clark
Ross MacDonald – VTrans  Alyssa Sabetto (staff)

MINUTES APPROVAL
Approval of the minutes of June 9 and July 14, 2014 were tabled due to a lack of a quorum.

BUSINESS

GoVT, Human Service Transportation Plan Update and CRT/DVTA Merger
Ross MacDonald, Public Transit Coordinator, VTrans, presented on the CRT/DVTA merger and the Go VT Program. Much of the funding for public transit in Vermont is flexed from the Surface Transportation Program. Currently Vermont spends about $22 million on public transit, and on roughly 10% of the population. Ross spoke to the reasons why the concept of a merger between CRT and DVTA came up and some of the advantages to it. VTrans has fiduciary responsibility to make sure Federal Transit dollars are spent in a responsible manner. The federal contribution is between 80-85%. Some of the factors that contributed to the upcoming merger between CRT and DVTA include audit findings over the past 3-4 years, staff changes every two or three years, and not covering all of the bases regarding best management practices. Some of the potential advantages of the merger will include sharing human resources, submitting one application for grants, having one financial person, purchasing of equipment, and streamlining duties and responsibilities. CRT and DVTa will not changed their names, so we will still see the spotted buses and the Current wave on the roads for many years to come. It appears the merger will be finalized in July 2015.

Ross also spoke to the GoVT Program (http://www.connectingcommuters.org/). The Program provides information on ride sharing, transit schedules, and park and ride locations. Through Zim ride, there have been over 2,900 drivers sign up for ride sharing. Jay Peak Resort has been a
great example of a GoVT success by using van pools for their employees to free up the high
demand for parking spaces in the resort. The GoVT Program reaches over in NH and ME for rid
share services. There was discussion about the 15 passenger van that Guilford Cares uses and
how it might be fully utilized.

Emergency Relief and Assistance Fund (ERAF)

Alyssa Sabetto, WRC staff, presented on the Emergency Relief and Assistance Fund. ERAF
provides State funding to match FEMA Public Assistance after federally-declared disasters.
Eligible public costs are reimbursed by federal taxpayers at 75%. The State typically contributes
half of the required 25% non-federal match for approved projects. Under the new ERAF rule,
which went into effect October 23, 2012, Towns have 24 months to adopt the required mitigation
measures to maintain the State cost share for FEMA Public Assistance grants. Towns that adopt
higher standards can achieve a higher percentage of state funding for post-disaster repair projects
– from 12.5% to 17.5%. Towns that have not adopted the basic set of measures will see a
decrease in the State match, from 12.5% to 7.5%. Thus, the State contribution toward the local
match requirement will vary from 7.5% to 17.5% of the total project costs, depending upon the
level of adoption of recommended mitigation measures. Help your Town get the maximum State
contribution by ensuring ERAF compliance before October 23, 2014.

What is needed for ERAF compliance?

12.5% - eligible communities have adopted four mitigation measures:

1. Adopt or take steps toward the adoption of a flood hazard bylaw adequate enough to
secure participation in the National Flood Insurance Program (NFIP);
2. Adopt the most recent Agency of Transportation Town Road and Bridge Standards
(annually certify adopted standards that meet or exceed the current standards);
3. Adopt and maintain a Local Emergency Operations Plan (adopt annually after town
meeting); AND
4. Adopt a Local Hazard Mitigation Plan - Adopt a FEMA- approved local plan (valid for
five years).
Or, a draft plan has been submitted to FEMA Region 1 for review.

17.5% - eligible communities also:

5. Adopt a river corridor protection bylaw that meets or exceeds state model regulations
and guidelines; OR
6. Maintain an active rate classification under FEMA’s NFIP Community Rating System
(CRS) that includes activities that prohibit new structures in mapped flood hazard areas.
After a declared disaster the damage to public infrastructure including roads and culverts
may approach a million dollars. Here is how the cost of damage will be carried by
federal, state, and municipal taxpayers:
According to state officials, implementation of the new rule will result in long-term savings to both the state and to municipalities. After a natural disaster, many municipalities fail to implement much needed hazard mitigation measures that would minimize or eliminate future damages when rebuilding or repairing roads, bridges, culverts, and public buildings. Consequently, the municipality increases its exposure to future flooding, which may result in recurring and higher repair and maintenance costs. The intent of the mitigation measures required by the new ERAF rule is to minimize economic losses during floods by improving local resilience to future flooding. Additional advantages may include enhanced public safety, floodplain and river corridor protection, and improved water quality.

**Purpose and Need Statement**
The Committee reviewed the Transportation Purpose and Need Statement. Some comments included: Objective 4- change Act 250 to Project and move Objective 7 to be the second Objective. The Committee members will continue to review the Objectives and provide comments at the October meeting.

Meeting adjourned at 6:05pm
Next Meeting: October 13th