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FAX NUMBER
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March 31, 2011

Ms. Faith Ingulsrud, Coordinator
Community Planning & Revitalization Division
VT Dept. of Economic, Housing & Community Development
National Life Building 6th Floor
1 National Life Drive
Montpelier, VT 05620-0501

Re: Biannual Growth Center Report for Colchester

Dear Ms. Ingulsrud:

Per the April 27, 2009 Decision to Approve Growth Center Designation by the Vermont Expanded Downtown Board, the Town of Colchester wishes to submit a progress report on its actions concerning the Severance Corners Growth Center. Please find attached a report addressing the three conditions of the 2009 approval as well as supporting documents. The Town requests time on the April 2011 Downtown Board agenda to discuss the report as the approval requires the Board's review prior to May 23rd.

In the interceding time since its Growth Center Designation, the Town of Colchester has successfully applied for and received Tax Increment Financing (TIF) designation for the Growth Center. These processes as well as the scoping process for the planned transportation and bike / ped improvements for the Growth Center have consumed the organizational capacity of the Town over the past two years. The Town now finds itself enjoined with other municipalities to amend the timing for expenditures associated with the TIF to decrease municipal financial liabilities in an unpredictable economic climate. The Town continues work with VTrans as it moves into a lengthy condemnation process to secure the right-of-way necessary for the transportation and bike / ped improvements.

The Town is currently focusing its planning efforts on modifying the zoning for the Growth Center to include form-based-zoning. These efforts will result in regulations that reinforce the compact, higher-density pattern of development requisite for the Growth Center. Despite the continued slow economic recovery, the Town is also moving forward on creating the financing mechanism necessary to establish transit service. Transit service remains a priority for the Town however it should be noted that financing public transit will increase local taxes and require a charter change and for these reasons has logically placed its prioritization of resources on the TIF and transportation planning deferring transit discussions until now.

In closing, the Town of Colchester remains dedicated to the implementation of the Severance Corners Growth Center. The past two years have not been kind to the Town

with the economic downturn drastically decreasing development and growth projections thereby decreasing grand list growth. Increasingly close Town budget votes and a 2009 Town Efficiency Study have strapped the Town's resources and depleted planning staff. Efforts such as the TIF application required the reprioritization of several departments within the Town including Administration, Public Works, Community Economic Development, and Planning and Zoning. On behalf of the Town, I would request that our fortitude and optimism be shared by the Board as we look to focus the future of our community around our Growth Center. Thank you for your consideration and please feel free to contact me directly with any questions or concerns you have (264-5602).

Sincerely,



Sarah H. Hadd

Director of Planning & Zoning

Attachment

Colchester Growth Center Progress Report

Development Statistics

- Single-Family Residential.** Colchester experienced a slow-down in single-family residential development activity beginning in 2008. The rate of single-family residential development in Colchester remains low. The developer of the Owl's Glen subdivision, which consists primarily of single-family homes in the northeast corner of the growth center, has decided to wait for the single-family home market to pick up before committing to the upfront investment for the infrastructure required to begin construction.
- Multi-Family Residential.** Unlike the market for single-family homes, demand for rental units has remained strong. As a result, the rate of multi-family residential development has not slowed in recent years, with most of the multi-family construction occurring at Severance Corners.

Approximately 110 units (in multi-unit buildings) have been permitted within the growth center since July 2009. There is a total of 124 dwelling units completed in the New Town Center, 88% of which are occupied; 28 additional dwelling units are currently under construction. Those 28 units represent the final phase of residential development for the New Town Center project. If residential demand continues on its current trajectory, the developer is expected to move forward with the next phase of their project across Route 7 in the southeast corner of the growth center, which is planned for up to 210 additional dwelling units.

Since designation of our growth center in 2009, approximately 56% of the permits issued for new residences have been at Severance Corners as shown in the table below.

	Single Family Dwellings	Two/Multi Family Dwellings		Units within Growth Center	
		Permits	Units	Total #	% Townwide Units
1996	52	2	4		
1997	41	6	29		
1998	36	1	2		
1999	52	2	4		
2000	50	7	14		
2001	45	6	14		
2002	29	9	54		
2003	22	13	36		
2004	42	6	32		
2005	27	7	14		
2006	23	7	34	32	56%
2007	20	2	32	30	58%
FY 2008-09	11	16	77	31	35%
FY 2009-10	15	2	33	28	58%
FY 2010-11 to date	13	1	28	32	78%

Source: 1996-2007 Census building permit data. FY2008-to date from Town building permit data. Colchester's fiscal year begins July 1.

Colchester Growth Center Progress Report

- **Commercial.** The severe economic downturn has slowed the rate of commercial development throughout town. The Vermont Department of Labor figures show that Colchester lost around 150 jobs in 2009, with another 100 jobs lost during the first two quarters of 2010.

The existing commercial space at Severance Corners is about 75% occupied, and there has been only a modest increase in the amount of non-residential space constructed within the growth center during the past two years. The developer of the New Town Center project reports that the development is starting to reach the critical mass of buildings and residents needed to make the project competitive in the commercial real estate market. Interest is starting to increase and they expect to start attracting additional businesses to locate within the New Town Center as the economy rebounds.

- **Affects of the Economic Downturn.** The rate of development within the growth center during the past two years has been slower than anticipated due to the 'great recession'. The developer of the New Town Center reports a drastic slowdown in the real estate market with 2010 being worse than 2009. They began seeing some positive turnaround in their numbers in late 2010 and the early part of this year.

During this slowdown, the demand generated by the Albany College of Pharmacy and Health Sciences has allowed construction to continue when the economy otherwise would not have supported it. The developer focused on building out the residential component of the New Town Center project, which has provided housing for a large percentage of the college's first two classes of students.

Changes to bank lending rules have also had a significant impact on sales. Lenders now require a 20% down payment from condo purchasers. The condo units at Severance Corners are priced around \$200,000, which would be considered affordable in the Chittenden County market, but those looking to purchase in that price range do not have \$40,000 in cash for a down payment. As a result, relatively few buyers at that price point have cash reserves enabling them to purchase. In response, most of the units built in the growth center thus far are being rented rather than purchased. The demand for rental units has remained strong throughout the economic downturn, providing an alternative market for units at Severance Corners.

Pedestrian and Bicycle Connections

- **TIF District.** Colchester received approval for a TIF district at the end of 2010. As a result, the funding mechanism is in place for the planned public improvements at Severance Corners including the planned pedestrian and bicycle connections the Town will construct between the various developments and surrounding areas.

Obtaining TIF approval has been the primary growth center implementation activity for the town since receiving Growth Center designation in 2009. Even with Growth Center designation, the process was extremely challenging and required a substantial amount of effort on the part of various Town departments, leaving little organizational capacity available to work on other components of growth center implementation.

Colchester Growth Center Progress Report

Joining with South Burlington, Colchester is currently lobbying the legislature to modify the requirement that all TIF district debt incurred in the first five years. This requirement will force the construction of improvements well in advance of need. As the TIF district is being used to support growth center development over a 20-year period, the Town believes that communities should have the option of constructing infrastructure to meet demand over time rather than all up front. Incurring the majority of costs and indebtedness up front also presents more financial risk to the TIF community should the development not occur at a rapid rate to cover the bonding costs of the community.

If this legislative effort is successful, Colchester anticipates placing a bond vote on the ballot in November 2012 or March 2013. We envision that the economic recovery will have strengthened by that time and that the rate of development within the growth center will have increased, thus generating the revenue needed to cover the bond payments.

- **Engineering and Construction.** Engineering of roadway improvements, including pedestrian and bicycle facilities, at Severance Corners is progressing. The project has been through scoping and design. At this time, the Colchester Selectboard has decided to move forward with intersection improvements, rather than a roundabout, as the preferred alternative. Their choice of the four-lane intersection was based largely on their concerns for pedestrian safety particularly for people with disabilities.

The project has currently entered the right-of-way acquisition phase. At this point, the Town is coordinating with VTrans to obtain the land needed to construct the improvements through condemnation procedures. This process is anticipated to take several years.

Public Transit

- **Critical Mass.** The number of people living and working at Severance Corners has not reached the critical mass needed to support transit. There are currently around 110 occupied dwelling units within the growth center. The challenge of providing transit to a developing center that hasn't yet reached a critical mass of riders is illustrated by the failed attempt to provide a shuttle service between the New Town Center and the college campus at Exit 16.
- **Shuttle Service.** Private shuttle service was provided by the New Town Center developer between Severance Corners and Exit 16, primarily to serve the Albany College of Pharmacy and Health Sciences students housed in the New Town Center during the 2009-2010 academic year. That was the school's first year in operation, with an inaugural class of 77 students, 54 of whom lived at Severance Corners. Despite the availability of the shuttle, which made one trip in the morning and another in the afternoon, most of the students found it more convenient to drive or rideshare to campus. Shuttle ridership was extremely low as students wanted greater flexibility in their travel schedule than offered by the twice-daily shuttle.

After a consideration of the costs and the ridership rate, the parties involved decided to suspend the shuttle service between Severance Corners and the Albany

Colchester Growth Center Progress Report

College campus at the end of the 2009-2010 academic year. It was determined that for the service to be successful it would need to be more frequent. More frequent service would not be cost-effective as, even if the entire student population utilized the service, the overall number of riders would remain too small on the shuttle on each trip to substantiate the expense.

During a presentation to the Colchester Selectboard on June 22, 2010, Dr. Hamilton of the Albany College of Pharmacy and Health Sciences' spoke to the college's transit needs. He noted that the college would benefit more from a broader transit connection between their campus at Exit 16 and surrounding communities, as compared to a direct connection between Severance Corners and the campus as only around half the students are living there and the rest live elsewhere in Colchester and surrounding communities. This sentiment is shared by New Town Center developer, which would like to market their housing to students at other area colleges, but have found that the lack of transit service is a limitation for students.

- **CCTA.** Based on the three prior failed ballot items for Colchester to join CCTA, it is the Selectboard's perception that the additional funding needed to provide transit service for Severance Corners and the Town as a whole through CCTA cannot be raised from the property tax. Joining CCTA would add nearly 1.5 cents to the property tax rate to pay the Town's share of the current Route 15 line through Colchester to Essex, before consideration of the cost of any additional transit service being provided in Colchester.

The Selectboard continues to explore the option of establishing of a local option tax to fund transit. A 1% rooms, meals and alcohol tax would generate approximately \$200,000 to fund transit service. In order for Colchester to create a local option tax, revisions would need to be made to the Town's charter. A charter committee has been formed to review the Town's charter over the coming summer, including consideration of a local option tax, thereby enabling the Town to submit the the charter changes to the state legislature for its required approval in 2012. Should the legislature approve the charter change, the question related to the local option tax could be on the town meeting ballot in March 2012 or November 2012 depending on the expediency of the legislature's actions.

The proposal put forward by the CCTA-Colchester Transit Working Group in November 2008 still represents the most likely scenario for funding and phasing the implementation of transit service if the Town were to become a member of CCTA. That plan sets forth a phased approach to providing transit throughout Colchester by: (1) joining CCTA and paying for the existing Route 15 service; (2) establishing a route running on Route 7 from Winooski to Milton, including stops at Exit 16 and the growth center – serving the Town's primary commercial corridor; and (3) a Mallets Bay route that would serve the Town's primary residential corridor.

- **Transit Survey.** Colchester's Community and Economic Development Office conducted an informal qualitative survey during September of 2009 asking residents and businesses in the Malletts Bay area about the need for public transit. (This complemented a similar earlier survey focused on the businesses in the Exit 16 area). The 2009 survey asked respondents if they would use transit if it had

Colchester Growth Center Progress Report

connections to Essex, Winooski and Cherry Street, and what days and times they would use the service. In total, 148 surveys were returned, including 62 of the 100 mailed directly to random property owners, with the remainder submitted either online or at one of the area businesses where the survey was publically available. The survey findings included: 78% support among respondents for transit to be provided as a community service; 71% support for funding transit through a local option rooms and meals tax; and 55% of respondents indicating that they would use transit if it were available with the results for when the service would be used almost equally distributed between commuter times, weekends and various times of the day. Survey results are herein attached as attachment three.

Rural Land Preservation and Compact, Higher-Density Development Patterns

- **Rural Land Preservation.** Given the economic downturn, the market demand necessary to implement a transfer of development rights (TDR) program has evaporated. TDR is a market-based system that requires high demand for development to create the financial incentive for developers to 'buy' the right to develop at a higher density than would otherwise be allowed. However, the economic downturn has also reduced the development pressure on Colchester's rural lands as the demand for single-family home construction has decreased significantly.

As stated previously, 56% of new homes in Colchester were built at Severance Corners during the past two years – so we are meeting our growth center target without the need for a TDR program. Further, the Town has continued its non-regulatory efforts to conserve farmland. As an example, we supported the recent efforts of the Vermont Land Trust and others to protect the Tibault dairy farm in Colchester.

- **Form-Based Code.** Rather than work on a TDR program that would likely not be used in the short-term, we are turning our attention to the land use regulations within Severance Corners. Colchester has received a 2011 Municipal Planning Grant to support development of a form-based code for Severance Corners that will allow for higher-density development while addressing some of weaknesses of the Town's current regulations regarding building design, massing and character. It is anticipated that this project will be complete and the new regulations will be in place within two years, at which point the Town will re-assess the feasibility of a TDR program or explore other avenues to preserve rural land.

Growth Center Anticipated Implementation Timeline

2011

- Committee completes work on changes to Town charter, including the local option tax that could be used to pay the cost of Colchester joining CCTA
- Town seeks legislative fix to TIF statute to facilitate funding of infrastructure improvements as the growth center develops
- Town and VTrans work to obtain rights-of-way needed for transportation improvements to begin
- Town starts project to draft a form-based code for Severance Corners

2012

Colchester Growth Center Progress Report

- Legislature approves changes to Colchester's Town charter
- Town places local option taxes on town meeting ballot with dues to CCTA to be paid through the revenues generated from the rooms, meals and alcohol tax
- Form-based zoning code adopted for Severance Corners
- Bond vote for TIF possibly placed before the voters at the November general election

2013

- Right-of-way acquisition completed for transportation improvements at Severance Corners with construction to follow with funding from the TIF bond in 2015.
- Bond vote for TIF placed on town meeting ballot if not done prior November
- Development in the southeast and northeast corners of the growth center underway
- Transit service along Route 7 between Winooski and Milton, serving Exit 16 and Severance Corners, in operation
- 5-year review of growth center progress

Attachments

1. Transportation Request for Proposals Design Services for Severance Corners Intersection and Pedestrian Improvements (consultant has been selected and award pending).
2. Charter Review Committee memo and associated Select Board minutes.
3. Proposal for Public Transit and Transit Survey.
4. TIF legislative change as proposed in 2011 H.380 and H.387.
5. Form-based code work plan.

REQUEST FOR PROPOSALS
FOR
**DESIGN SERVICES FOR
SEVERANCE CORNERS INTERSECTION and PEDESTRIAN
IMPROVEMENTS**

ISSUED BY
**TOWN OF COLCHESTER
DEPARTMENT OF PUBLIC WORKS**

**781 Blakely Road
P.O. Box 55
Colchester, VT 05446**

Date of Issue
September 29, 2010

Due Date for Proposal

October 20, 2010

TOWN OF COLCHESTER

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INTRODUCTION

The Town of Colchester and the Chittenden County Metropolitan Planning Organization (CCMPO) have been working with Resource Systems Group on transportation improvements in support of the Severance Corners Growth Center. This project will progress the conceptual planning into final construction plans and construction contract bid documents. This project is currently funded by local money.

1. PROJECT DESCRIPTION

In support of the planned build out of the Severance Corners Growth Center, two transportation studies were conducted in the summer of 2007. These included the Severance Corners Transportation Improvement Plan by Resource Systems Group, and the Severance Corners Bicycle and Pedestrian Circulation System Plan by Wilbur Smith & Associates. These studies were administered and funded through the Chittenden County Metropolitan Planning Organization, and jointly developed a plan for intersection and pedestrian system improvements needed in support of the Growth Center.

The intersection study evaluated both the current and future conditions and formed several conclusions:

- In 2007 during the AM peak hour the westbound Severance Road and southbound US 2/7 approaches experience high levels of delay and significant queuing.
- In 2007 during the PM peak hour the northbound US 2/7 approach also experiences high levels of delay and significant queuing.
- Improvements are necessary by 2017 to accommodate background growth only.
- By 2017, development and background growth are expected to increase total traffic volumes through the intersection by approximately 33%, with approximately 66% of this increase attributable to the development of Severance Corners.

The total right-of-way impact of the expanded signalized intersection is approximately 1.65 acres. Approximately 63% of this impact would consist of temporary easements, with the remaining 37%, or about 0.60 acres consisting of permanent easements.

The Blakely Road segment will be widened to accommodate additional queuing in the right turn only lane and to accept vehicles from two left turn lanes at US 2/7 northbound. These lanes would merge into a single westbound lane on Blakely Road.

The Severance Road segment will be widened to accommodate a total of two left turn only lanes, a dedicated through lane and a dedicated right turn only lane as well as to accommodate the right turn only lane on US 2/7 northbound that was shifted east.

The US 2/7 northbound segment will be widened to accommodate a total of two left turn only lanes,

a dedicated through lane and a dedicated right turn only lane.

The US 2/7 southbound segment will be widened to accommodate an additional dedicated through lane.

The entire Severance Corners intersection area will include either a sidewalk or shared use path along each side of the four roadways.

The Right-of-Way Survey completed by Lamoureux & Dickinson (see attached) will be made available to the Consultant chosen for this project. The electronic data for this survey is in AutoCAD version 2007 format.

The Severance Corners Intersection Alternatives - Signal Alternative Plan prepared by Resource Systems Group (see attached) will be made available to the Consultant chosen for this project. The electronic data for this layout is in MicroStation V8. It shall also be noted that its layers and symbols are those used and required by VTrans projects.

2. SCOPE OF WORK

PROJECT DEFINITION

The signalized intersection alternative developed by Resource Systems Group and survey prepared by Lamoureux & Dickinson, will be further refined to include typical layouts, grade lines, cross sections and Erosion Prevention and Sedimentation Control Plans. During development of Conceptual Plans, the Consultant shall evaluate all environmental impacts of the project. Once appropriate elements have been included, the plans, supporting documentation and construction cost estimate shall be submitted to the Town for review and comment. Design parameter documentation shall be furnished along with any data or documentation necessary to support any design exceptions required.

The Consultant shall submit stand-alone plans showing temporary erosion control and sediment control measures to be taken during construction (to be covered under NPDES) as well as an evaluation for stormwater permit. The plans shall be developed using the layouts as a base, and shall illustrate the desirable placement locations of silt fence, project demarcation fencing, erosion matting and other temporary erosion control features for control of silt during construction. The plans shall contain any special notes or guidance required in the use of these features during construction. An itemized list of temporary erosion control pay items shall appear on the project quantity sheet.

All designs must be in accordance with the most recent versions of the Vermont Agency of Transportation (VTrans) Standard Specifications for Construction, the VT Pedestrian and Bicycle Facility Planning and Design Manual, all applicable VTrans design standards and General Special Provisions, VTrans Specification for Consulting Engineering Services (August 1994), applicable

guidelines of the Americans with Disabilities Act (ADA) as well as any other appropriate standards and specifications. Final design shall also be in accordance with all applicable Town of Colchester ordinances, specifications and standards.

The Consultant will provide full and half-size prints of project plans as well as PDF images as required for each submittal. With this project falling partially within the VT Route 2/7 corridor, all plan submittals will undergo review by many, if not all, VTrans design sections.

The Consultant shall be responsible to obtain any waivers of design criteria that may be required. Standard drawings and standard design details are available from the VTrans Intergraph Computer Assisted Design and Drafting (CADD) system. If requested by the Consultant, VTrans may provide pertinent data using digital formats. Otherwise, the details will be provided on reproducible sheets. Files transferred to consultants may not be sold or transferred to others without written approval from VTrans.

The Consultant will contact the Town about any additional information or details that may be required in order to develop the plans.

The Consultant shall give careful consideration during design to, but not limited to, the following:

- (a) adequate drainage
- (b) Avoiding and minimizing environmental impact, including, but not limited to, recreational land, wildlife habitat, wetlands, historical and archeological properties and water quality. Mitigation strategies shall be designed to offset impacts as needed.
- (c) landscaping and lighting
- (d) erosion control
- (e) aesthetic and visual quality
- (f) compliance with the Americans with Disabilities Act (ADA) Accessibility Guidelines.

PROJECT DESIGN

The Preliminary Plans will consist of, at a minimum, the following sheets: title, typical and detail, quantity, layout, profile, landscaping, detailed temporary and/or permanent erosion control and sedimentation and environmental resources, and will incorporate all conditions and requirements stipulated in any required environmental permits. One copy of all design calculations shall be included with the Preliminary Plans submitted to the Town.

1. The Consultant may be required to submit permit applications to VTrans' Environmental Permitting Section for review and approval. In such cases (to be determined by the VTrans Project Supervisor, VTrans will forward the permit applications to the applicable resource agencies, provided they meet with the approval of the VTrans Environmental Permitting Section. The Consultant shall seek a Jurisdictional Opinion from the appropriate Act 250 District Coordinator. For

the purposes of this proposal, the Consultant should assume that an Act 250 Permit will be required. As such, the Consultant should include preparation of an application, and attendance of one Act 250 hearing in their proposal.

2. In the event that the initial Preliminary Plans submittal is not acceptable to the Town or VTrans, the Consultant shall be required to submit revised Preliminary Plans for approval. The Consultant may be required to attend a Preliminary Plans review meeting in Colchester, Vermont if warranted by the nature of the review comments.

B. Right-of-Way Acquisition

1. The Consultant will schedule face-to-face meetings with affected property owners and agencies in coordination with the Town to discuss the effect of the project on each property. The Consultant will prepare stand-alone Right-of-Way plans and a report documenting any meetings with property owners and provide copies to the Town and VTrans. The report shall include any problems encountered as well as decisions that were made and note any items that need resolution. Changes agreed to as a result of these visits will be incorporated into Final Plans. The Town will be responsible for negotiations and settlements with landowners. When negotiations are complete and settlements reached, the consultant shall prepare Final Right-of-Way plans. Once the VTrans Right-of-Way Section has issued a Right-of-Way Clearance Certificate, this phase will be considered complete.

C. Final Design (85%)

1. The Consultant will develop Final Plans, based on the approved Preliminary Plans.
2. All conditions required for the Erosion Control Plans and Utility Permits or changes necessitated because of the right-of-way process will be included in the Final Plans submittal.
3. The Consultant shall complete the Specifications and Special Provisions package.
4. The Consultant shall complete an itemized construction cost estimate.
5. Once the Plans, Specifications, Special Provisions and Construction Cost Estimate have been reviewed and approved by the Town, a final acceptance will be issued by the Town.

D. Contract Plans (100%)

1. The Consultant shall submit contract plans that consist of the original Final Design Plans, a set of original prints with any revisions highlighted, all Special Provisions (project specific provisions or requirements) developed through Final Design, a final engineering estimate and complete bid package documents.
2. Deliver fifteen (15) sets of specifications and full size plans to the Town for bidding purposes. The Consultant shall also deliver one set of full size plans to the Town for their use in the bidding process.
3. The Consultant shall be available to answer questions and to provide further clarification of their design and estimates during the processing of the project for advertising and the letting of the bid. Changes to the plans, estimate or any Special Provisions during this stage, if required, will be performed by the Consultant.
4. After opening the bids the Town will provide the Consultant with a listing of Bidders with their unit price bids for the project. The Consultant shall examine the unit bid prices of the apparent low bid for reasonable conformance with the final engineering estimate. This examination should assure that any large variations would not result in an advantage to the contractor with a corresponding disadvantage to the Town. The bid analysis, which should be in narrative format and contain a recommendation regarding the contract award, must be received by the Town within three working days of the Consultant's receipt of unit bid prices.
5. Upon notification by the Town that the construction contract has been awarded, the Consultant shall transmit all project correspondence, calculations and survey notes to the Town. The Consultant shall retain copies of these materials for their use during the next step, Design Engineering Services during Construction.

CONSTRUCTION

A. Consultant Availability

1. The Consultant shall attend and participate in the preconstruction conference.
2. The Consultant shall be available to answer any questions that may arise relative to the design of the project during construction and shall participate in decisions relative to field changes. It is anticipated that most questions will be answered via telephone or in writing. However, the Consultant shall be required to visit the site, when requested by the Town to investigate and address design issues. For proposal development, the Consultant shall assume one site visit. The field contact person will be the Resident Construction Engineer.

B. Design & Inspection Services

1. The Consultant shall be responsible for making any necessary design changes as required by unanticipated field conditions and these will be considered as work performed under this contract. However, the Consultant at no cost to the Town will perform any design changes that result from errors or omissions in the original design plans.
2. The Consultant shall be responsible for the review and approval of shop drawings for items requiring submission for the project.
3. The Consultant will be required to participate in the Final Inspection of the project.
4. The Consultant shall be responsible for any field engineering required due to flaws, inconsistencies or oversights of the contract plans or specifications and incorporating any field changes into the final record drawings. Upon construction completion the consultant will provide full size copies of the Final Record Drawings to the Town, VAOT District #5, and an electronic copy on CD to the VTrans Roadway Section for archiving.
5. The Consultant's obligation for work on this project shall terminate upon signing of the final estimate by the contractor.

3. PROJECT SCHEDULE

Request Proposals	September 29, 2010
Proposal Submittal	October 20, 2010
Contract Award	October 27, 2010

The Consultant shall provide a project schedule to complete all of the required tasks for this Scope of Work such that construction can begin in 2015. Consultant shall allow for at least a 1-year time period to complete the Right-of-Way acquisition for this project.

4. ADMINISTRATIVE INSTRUCTIONS

Proposals are due by 5:00 p.m., Wednesday, October 20, 2010. One (1) technical proposal and one (1) cost proposal shall be submitted in separate sealed envelopes, clearly marked; Technical Proposal for Severance Corners Intersection Improvements and Cost Proposal for Severance Corners Intersection Improvements, respectively and addressed to:

**Public Works Department
c/o Floyd Sheesley, P.E.
Town of Colchester
781 Blakely Road
P.O. Box 55
Colchester, Vermont 05446**

The work shall not be assigned or sublet without the previous consent of the Town and shall not either legally or equitably assign any of the moneys payable under this agreement, unless by and with the consent of the town.

This request for proposals is intended to be explanatory, but should any discrepancy appear or any misunderstanding arise as to the intent of anything contained therewith, the interpretation and decision of the Town shall be final and binding. Any corrections of errors or omissions in the Request for Proposal may be made by the Town when such correction is necessary for the proper fulfillment of their intention as construed by the Town. Where said correction of errors or omissions adds to the amount of work to be done by the proposer, compensation for said additional work shall be made.

5. ADDITIONAL REQUIREMENTS

The Consultant chosen to perform this work for the Town of Colchester will be required to sign the attached Agreement for Professional Services. Additional information regarding insurance, indemnification, basis of compensation, etc. is included in that document.

6. QUALIFICATIONS AND EVALUATION

Work will be conducted by a qualified professional engineer with experience with roadway design, pedestrian improvement design, VTrans coordination, right-of-way acquisition and permitting.

The technical proposal shall include the qualifications of the project manager, the professional qualifications of the firm, key staff assigned to the project, and similar projects completed by the firm or individual with references.

The cost proposal shall include a task schedule, the manhours per task and the cost per manhour, overhead markup and profit.

The evaluation of the proposers will be based on the following weighted criteria:

<u>Criteria</u>	<u>Weight</u>	<u>Max. Points</u>	<u>Weighted Total</u>
Qualifications of Firm	6	6	36
Work on Similar Projects	4	6	24
Proposed Cost	4	10	40

Town of Colchester

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*Severance Corners Intersection
Improvements - RFP*

Points for cost will be awarded based on the lowest cost proposal receiving the maximum 10 points and each consecutively higher proposal receiving fewer points.

The qualifications of the firm and work on similar projects must demonstrate that the firm has expertise in all the facets necessary to complete this project, i.e. roadway design, pedestrian improvements, VTrans coordination and permitting, etc. Maximum points may be awarded to more than one proposal for the Criteria “Qualifications of Firm” and “Work on Similar Projects”.

Evaluation will be conducted by town staff with the final selection of a firm being approved by the Town Manager. An interview may be required.

7. TOWN CONTACT

Floyd Sheesley, P.E.
Town of Colchester
P.O. Box 55
Colchester, Vermont 05446
Ph. (802) 264-5621
Fax (802) 264-5503
E-mail fsheesley@colchestervt.gov

Memo

To: Selectboard
From: Albin D. Voegele, Town Manager
Date: January 25, 2011
Re: Town Charter

Inquiry: Should the Town create a Charter Review Committee to examine the current charter to determine if it meets present and anticipated rules for self governance?

History: The Charter was last updated on May 7, 1985.

Background:

1. Current charter predates cell and smart phones.
2. Computer distribution into homes and small businesses was just beginning.
3. Email and the Internet were available but Google and other search engines were not prevalent.
4. Advertising costs in newspapers have become exorbitant and too expensive for Public Warnings.
5. Social networking has become a major means of communication between people. The Town has a very limited capacity to communicate via these tools to provide younger citizens with official Town warnings and meeting agendas.
6. The Town does not authorize citizen use of electronic funds transfer.

Questions: The following issues have been raised by citizens over the past several years.

1. Powers of the Town:
 - a. Do the rules for first and second readings need clarification?
 - b. Do the means to consider an amendment to a proposed ordinance need clarification?.

2. Officers:
 - a. Should the Town Clerk/Treasurer be appointed or elected and for how long?
 - b. Should the continue to need a Grand Juror?
3. Town Meetings:
 - a. Review of meeting time when voting should begin and end.
 - b. Budget Presentations: Determine if the current sequence of budget meetings can conform more easily to State Law.
4. Taxation:
 - a. Reviewing the installment dates and penalty charges for late payment of taxes.
 - b. Should the Town broaden its tax base by having the power to implement sales, rooms, meals and alcohol taxes?
5. Selectboard:
 - a. Should the members of the Selectboard be voted at large or should the Town establish voting wards?
 - b. Should the Selectboard continue to appoint fence viewers, tree wardens and constables?
 - c. Do the powers and duties of the Selectboard need clarification?
6. Transparency: What changes in meetings and communication processes need to be addressed to conform to the Transparency laws?
7. Town Manager: Do the powers and duties of the Town Manager under a Council – Manager Form of governance need to be changed/improved?

Operational Premise: Should the Selectboard decide to appoint a Charter Review Committee, the Committee should be appointed with the understanding that the examination of the current charter and any recommendations to change the charter will be performed without bias, influence or preconceived outcomes.

Decision: Should the Selectboard vote to move forward to appoint a Charter Review Committee the first task will be to identify candidates and determine their interest to serve on this committee. The second task will be to schedule interviews for each candidate interested in appointment to the Charter Review Committee.



**MINUTES
COLCHESTER SELECTBOARD MEETING**

**JANUARY 25, 2011 7:30 p.m.
MEETING HOUSE, MAIN STREET, COLCHESTER, VT**

1. CALL TO ORDER

Chairman Paquette called the meeting to order at 8:00p.m after the Public Hearing Adjourned. The Pledge of Allegiance was recited.

2. ROLL CALL

SELECTBOARD: L. Richard Paquette, Roger Derby, Marc Landry, Mickey Palmer and Nadine Scibek.

ADMINISTRATION: Al Voegele (Town Manager), Joan Boehm (Asst. Town Manager/CFO), Amy Akerlind (Rescue Chief), Sarah Hadd (Planning and Zoning Director), Mike Chmielewski (Fire Chief), Chief Chuck Kirker (Police Chief).

3. CITIZENS TO BE HEARD

There were no citizen comments.

4. CONSENT AGENDA

a. Minutes of January 11, 2011 and Minutes of January 20, 2011

**MOTION was made by Roger Derby and SECONDED by Mickey Palmer to approve the minutes of January 11 and January 20, 2011 as presented.
The MOTION carried 4-0.**

5. FINANCIAL REPORT

a. Monthly Report from Joan Boehm

Ms. Boehm reported that revenues for FY11 were slightly lower, 1/2 % lower than this time last year. She reported expenses were 1.4% lower than last year. Salaries and benefits were lower than expected for this time of year due to less overtime and some police officers being in the Reserves. Benefits are lower than expected because of the move from VLCT to Blue Cross/Blue Shield. Delinquent taxes that are overdue more than one year are about 15% higher than previous years at this time. She also included in the report funds that aren't normally in the budget report such as Police Funds, Recreation Program Fund, Grants and Reserve Funds.

Mr. Landry noted that the Town may not have to use money from the Fund Balance because of the lower expenses. He also pointed out that the Recreation Fund Program would bring in almost \$600,000 in revenue this year.

b. Action: Approval of FY 2012 Budget

**MOTION was made by Roger Derby and SECONDED by Nadine Scibek to approve the Budget for Fiscal Year 2012 in the Amount of \$10,823,924.
The MOTION carried 5-0. (Dick Paquette voted on this agenda item)**

6. SPECIAL BUSINESS

a. First Reading and Action – Zoning Regulations (Sup.29) – Warn Public Hearing

MOTION was made by Roger Derby and SECONDED by Mickey Palmer to warn a public hearing on Supplement 29 of the Zoning Regulations for February 22, 2011 7:30 p.m. at the Town Meeting House, 830 Main Street.

Marc Landry stated he would like to have the Planning Commission come back to the Selectboard 18 months from now after looking at possibly reducing the acreage for Planned Unit Developments to 1 acre.

The MOTION carried 4-0.

MOTION made by Roger Derby and SECONDED by Marc Landry to request that the Planning Commission review Supplement 29 as it relates to the acreage for Planned Unit Developments and report their findings to the Selectboard in 18 Months.

The MOTION carried 4-0.

7. APPROVAL OF LIQUOR LICENSES – Recess to Liquor Control Board.

MOTION was made by Roger Derby and SECONDED by Mickey Palmer to recess to Liquor Control Board.

The MOTION carried 4-0.

The Regular Meeting was reconvened.

8. OLD BUSINESS

a. Action: Approval of Amendment to the Colchester Code of Ordinances, Chapter 12 (Traffic) Colden Road.

MOTION was made by Roger Derby and SECONDED by Marc Landry to approve an Amendment to the Colchester Code of Ordinances Chapter 12 (Traffic), for Colden Road as presented.

The MOTION carried 4-0.

9. NEW BUSINESS

a. Discussion and Action: First Reading – Amendment to the Colchester Code of Ordinance Chapter 12 (Traffic) – Lily Lane Speed Study and Stop Sign Warrant Analysis – Warn Public Hearing

MOTION was made by Roger Derby and SECONDED by Marc Landry to approve a Public Hearing on February 22, 2011, 7:30 p.m. at the Town Meeting House, 830 Main Street to discuss an amendment to the Colchester Code of Ordinances Chapter 12 (Traffic).

The MOTION carried 4-0.

b. Discussion and Action: Approval of 2011 Town Meeting Warning

MOTION was made by Roger Derby and SECONDED by Mickey Palmer to approve the 2011 Town Meeting warning with Articles 1-9.

Marc Landry explained the reason for Article 9 being in the warning saying that building on Laker Lane is not a given and he is requesting that the Board ask for approval from the voters to acquire property to relocate its Police Department so if a piece of property does come up the Board can act. Should additional funds be needed, there would be a vote brought to Town voters. Ms. Scibek believed remodeling the current police facility had not been eliminated as a choice. She didn't like the language of Article 9 and felt it needed to be clearer. Mr. Paquette felt the Article was too lengthy and would not pass. He recommended it should be a stand alone article in the future and that the Town should know what it will do with the existing police facility. Mr. Landry believed that if this article doesn't go to the voters, it will delay the project if a property does come up. Mr. Palmer commented that if anything other than building on school land were to happen it would cost more money and the Board would need to go to voters again.

Chief Kirker agreed that the Town should come up with an option before they go back to the voters with a question.

Mr. Voegele asked if it would be possible to ask voters for approval to enter into negotiations on another site if Laker Lane is not viable. Roger Derby stated they've been to the voters twice and he's reluctant to go to the voters again until there is a clear idea of our proposal. Pam Loranger agreed with Mr. Derby stating they would be adding fuel to the fire if the question is left so open ended. It needs a definitive plan.

THE MOTION FAILED 1-3-1 (Marc Landry in favor, Nadine Scibek, Roger Derby and Dick Paquette opposed and Mickey Palmer abstained).

MOTION was made by Roger Derby and SECONDED by Marc Landry to approve the 2011 Town Meeting warning with Articles 1-8.

The MOTION carried 5-0 (Dick Paquette voted on this agenda item).

Mr. Paquette stated his support of Article #8, updating the Town's Street lights to L.E.D.'s. He's had direct experience with L.E.D. lighting and finds it to be a much better light.

10. **ADDITIONAL BUSINESS – MANAGER'S RECOMMENDATIONS**

Mr. Voegele stated he had a request for the Town to dispose of three surplus vehicles which would need to be voted on tonight.

He also distributed a report from the Chittenden County Regional Planning Commission (CCRPC) and Municipal Planning Organization (MPO) that provided information regarding their timeline for merger. Mr. Derby reported that the CCRPC and MPO would be going to the Boards in March for review and to receive input so they can put the merger forward for a vote in May.

a. Request to Establish a Charter Revision Committee

Mr. Voegele reported there were questions from citizens and Selectboard members regarding the Charter. Per the Selectboard's request, he put together some items that might need to be addressed. The Board was in favor of gathering a Committee to review the Charter after the vote in March. Mr. Derby wanted this item brought back to the Board on March 8th.

MOTION was made by Mickey Palmer and SECONDED by Roger Derby to approve disposal of the following three vehicles: a 2000 Chevrolet Impala (154,485 miles, VIN: 2G1WF55K2Y9326571), a 2002 Chevrolet Impala (150,071 miles, VIN: 2G1WF55K8292944250) and a 1993 Ford Escort (69,639 miles, bad transmission, VIN:1FAPP15J6PW133327).

The MOTION passed 4-0.

11. **INFORMATIONAL ITEMS**

a. Week Ending January 21, 2011

Ms. Scibek reported that Chief Chmielewski had become a Grandfather. She also announced that the Heritage Committee had firmed up the vision statement which was on the Town's website. She read the mission statement:

“Colchester, Vermont located on Lake Champlain's Malletts Bay is a diverse, civic-minded community endowed with a rich heritage of commercial, agricultural, recreational, and educational gifts. Proud of the quality of life already enjoyed here, the people of Colchester seek to build upon this foundation to ensure economic prosperity, recreational opportunity,

and an entrepreneurial spirit for future generations.”

She also reported that on March 30th, 7:00 p.m. at Colchester High School the Heritage Committee will hold a strategic planning session and she encouraged everyone to attend.

Ms. Scibek reported that the Food Shelf would be moving next to the Malletts Bay Drive-In by March 1st. If anyone would like to help with the move or donate items, contact Holy Cross Church.

12. FUTURE AGENDA ITEMS

Report from Assessor's Office – February 22, 2011

Mr. Landry suggested that the Assessor set up VISION Appraisal on the projector for a presentation that evening.

Town Meeting – February 28, 2011

Mr. Voegelé reported that at the Board's next meeting on February 8th there will be Russian visitors attending to learn more about American governance and transparency. Most are in education or municipal jobs.

13. ANNOUNCEMENTS

There were no announcements.

14. APPROVAL OF WARRANTS

a. Warrant # 11-21

MOTION was made by Marc Landry and SECONDED by Roger Derby, to approve warrant #11-21 in the amount of \$313,323.59.

The Board asked questions including a loan to employee, legal services, holiday meal, and Winter Carnival face painting.

The MOTION carried 4-0.

15. EXECUTIVE SESSION

There was no Executive Session held.

Mickey Palmer noted that Mr. Voegelé still had the Fire Regulations on his desk and he requested that he get them back to him so he can continue his work.

16. ADJOURNMENT

The meeting was adjourned at 9:37p.m.

Minutes respectfully submitted by June Campbell, Recording Secretary.

SIGNATURE PAGE:

The minutes were approved on February 8, 2011.

COLCHESTER SELECTBOARD:

L. Richard Paquette

Marc Landry

Roger C. Derby

Myron Palmer

Nadine Scibek

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Draft Proposal for Public Transportation in Colchester

For Select Board review November 11, 2008

The CCTA-Colchester Transit Working Group met in May and October 2008 to discuss the need for alternative transportation in Colchester and specifically looked at providing bus service. The three main corridors are VT 15, US 7, and Heineberg Drive. VT 15 is already being served and is very successful, however the Town of Colchester has not been financially contributing to the route and Chittenden County Transportation Authority (CCTA) has asked Colchester to begin to contribute. A route along Heineberg Drive to connect with the current North Avenue CCTA route in Burlington is not feasible at this time due to the timing with the North Avenue route. However connecting portions of Malletts Bay with the Cherry St. hub could benefit residents and business in the area and likely produce good ridership given the densities are similar to Burlington's New North End.

The group focused on the US 7 corridor where the businesses and property owners have elicited a strong interest in transit services and where new service is most feasible at this time due to Milton's agreement to fund a portion of a new commuter route. As part of the New Town Center and Growth Center designation at Severance Corners, Colchester is required to have public transit available. Based on the informal transit survey conducted in July 2008, data from CCTA, and input from the CCTA-Colchester Transit Working Group, the following two phased approach is proposed to finding a solution for expanding CCTA services in Colchester. As part of this approach the voters would be voting to join CCTA. Our main focus initially is on paying our share for the VT 15 corridor route and participating in a route that would offer service along US 7 from Exit 16 to Severance Corners.

PHASE 1:

As part of Phase 1 we need to meet our obligation to CCTA and pay for the existing route on VT 15 as outlined by CCTA*:

Estimated FY10 Colchester Assessment (Member)

Fixed Route Service.....	\$64,970
Americans with Disabilities Act (ADA) Services.....	\$14,755
(This amount fluctuates based on ridership)	
One Time Capital Payment.....	\$19,706
Total.....	\$99,431
Total Subsequent Years:.....	\$79,725

Proposed New Route-Milton Commuter: From downtown Burlington through Winooski on US 7 to Milton with possible Colchester stops at Maplefields/Shaw's at Exit 16, Severance Corners, Creekside Plaza and Exit 17. Work with Milton and CCTA to adopt timing and schedule that maximizes ridership. This service will have two buses in the morning, a mid day bus, two evening buses and a late evening bus.

Colchester's Local Funding Costs: The one time vehicle local share is the 10% amount for one transit bus to operate the Milton Commuter service. It will take two buses to operate the service, the Towns of Milton and Colchester will each pay the local share for one bus.

One time Vehicle Local Share.....\$40,578
 Milton Commuter Operating Cost.....\$24,502
 Total Cost for Commuter Route 1st Year:.....\$65,080
 Total Subsequent Years:.....\$24,502

Total Cost for Public Transit first Year:.....\$164,511
Total Cost for Public Transit subsequent Years:.....\$104,227

** Data from a CCTA memo dated October 21, 2008 to Al Voegele from Chris Cole.*

Local Funding Mechanism: Adopt 1% local rooms and meals/alcohol tax dedicated to pay for the VT 15 route and the Milton commuter route.

Annual amount Town might receive based on July 1, 2007-June 30, 2008 data:

Meals/alcohol tax : .\$.138,300
 Rooms tax: \$54,000
 Total:\$192,300

PHASE 2:

This phase would begin the exploration and study of two local routes in Colchester within five years. There are a variety of factors that determine what new service the CCTA Board decides to initiate. Each member town receives two votes on the CCTA Board. With the exception of public transportation routes solely or substantially funded by third parties, all of the new routes in the CCTA system have been funded by Congestion Mitigation Air Quality (CMAQ) grants awarded on a competitive basis by the Vermont Agency of Transportation (VTrans). CMAQ funds are federal highway funds that can be used to start new transit routes on an 80/20 matching basis, federal/local. If the route is deemed successful by VTrans, they will fund 80% of the costs of the route at the end of three years. The CCTA Board makes the decision about which new routes the organization will submit a grant application for to VTrans. In making their decision, the CCTA Board weighs demographic data along the route corridor to estimate potential ridership, whether the new service improves the functionality of the system as a whole, the chances of the application being successful as measured against VTrans priorities, political considerations such as whether the application is for a route in a new member community and where that service is in the queue of CCTA’s priorities.

While the CCTA Board has not officially prioritized its new service requests, currently there is a general recognition by the CCTA Board that the University Mall route needs an influx of funding to improve its functionality as well as provide a much needed direct connection between Burlington and Williston and that Milton needs a commuter route. In addition, there is a strong interest from businesses in Hinesburg to pay for a commuter route which could be initiated before publically funded routes. In addition, Hinesburg is also inquiring about becoming a CCTA member.

To get a new route is a very competitive process and sometimes takes years of planning and submission of grant applications. CCTA will continue to submit grants for those services that are currently in the queue until they receive funding. For any community that sees public transportation services as something they will need in the next few years, it is very important to join CCTA and get those service requests in the queue.

Potential Phase Two Services: While service along US 7 is likely to be the first new public transportation service offered in Colchester if the Town votes to become a member, both CCTA and the Town agree that there are other markets and services within Colchester worth considering. The Town is especially interested in a Local Exit 16 route and a Heineberg Drive/Malletts Bay route. While it is too early to determine the specific routes that might ultimately be implemented, it is important to plan for future service to the greater population portions of the Town. The population density within Malletts Bay and along Main Street, the expected growth of Severance Corners, and the planned student housing for the Albany College of Pharmacy in the SW quadrant of the Growth Center all suggest that future transit in these areas should be evaluated, planned for and implemented.

Local Funding Costs: Cost estimates for public transportation routes are based on the number of hours of service operated. Without a definite service plan and schedule, it is impossible to specify the cost of future service. However, if Colchester were interested in offering service from Severance Corners to the Champlain Mill in Winooski, (Monday through Saturday with one bus at a 30-minute frequency from 6:00 a.m. to 8:00 p.m.), the total annual cost of the service, using an FY10 hourly rate would be roughly \$350,000. Colchester's local share for this service if funded through a CMAQ grant would be approximately \$70,000. This annual cost should be increased 5% per year when considering the cost of the service in the future. One new small bus (29-foot) would be needed to operate this service, with an estimated cost of \$352,000. As a member of CCTA, Colchester would not be required to pay the entire local match for the new equipment. The new bus would be incorporated into CCTA's capital budget and all member towns would contribute to the local match through their annual assessments. A route from Heineberg Rd. to Prim Rd. to West Lakeshore Dr. to Porters Point Rd. to Cherry St. via the beltline would be approximately double the cost because it would take two buses to operate on the same frequency.

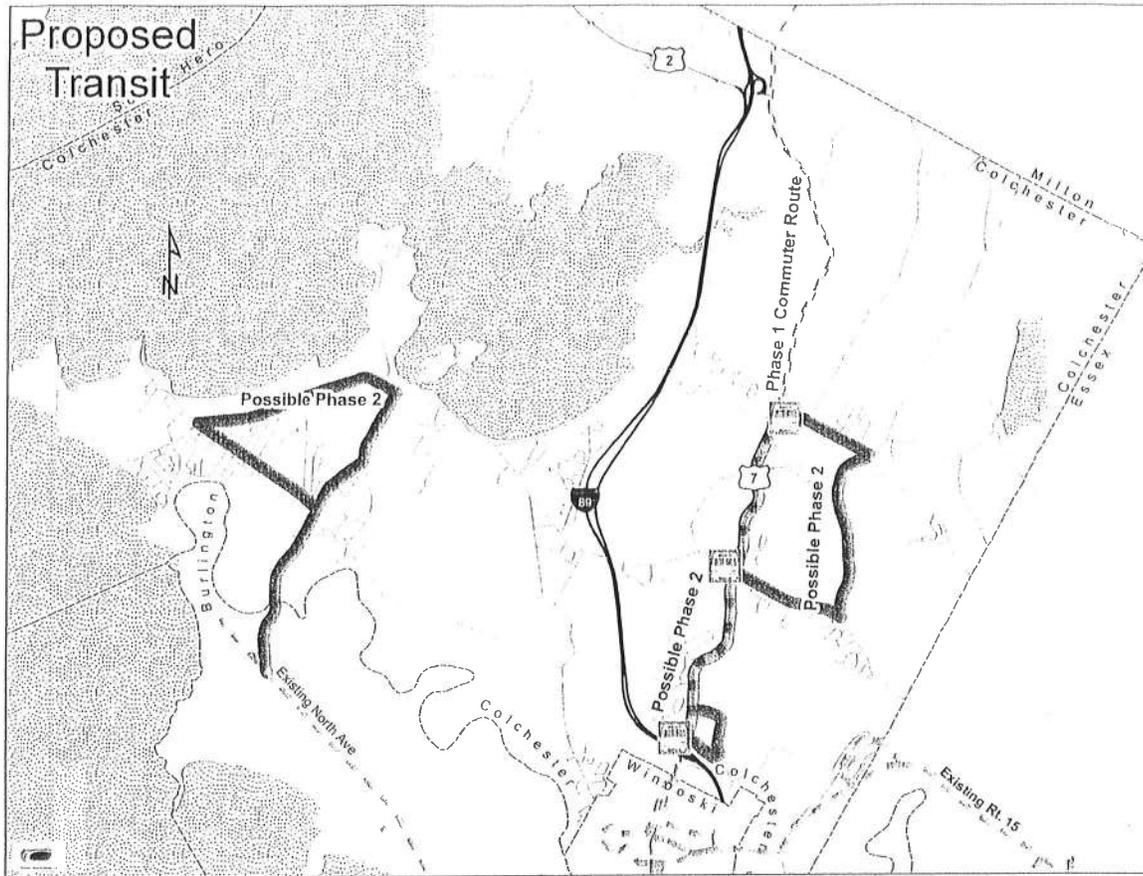
Funding Mechanism: Seek CMAQ funds for future transit service in Colchester. If the annual cost of the service is \$350,000, the Town would be responsible for the 20% local match of \$70,000. If the Town elects to pursue a greater amount of service, the local match would increase accordingly. Approximately \$87,000 would be left over from the rooms and meals/alcohol tax to fund a portion of the route. The funds collected during the time period between implementation of the 1% rooms and meals/alcohol tax and the implementation of this route would go into a fund dedicated to making pedestrian and transportation improvements to the corridor.

In conclusion, we ask the voters to:

- Vote to join CCTA and participate on the CCTA Board; and
- Adopt the 1% local rooms and meals/alcohol tax dedicated to alternative transportation options and improvements.

These actions will:

- Pay for the existing transit route on VT 15 with proceeds from the local rooms and meals/alcohol tax;
- Support a commuter route with Milton; and
- Take steps to evaluate and plan for a local route within five years.



November 2008 Public Transit Proposal:

Proposed Phase 1 and 2 routes for Colchester for illustration purposes only.
Existing Routes 15 and North Ave. also depicted.

DRAFT

Colchester Exit 16 Public Transit Survey Results 2008

We conducted an informal qualitative survey between July and August 2008 regarding the needs for public transit at the Exit 16 area in Colchester. We surveyed fourteen of our largest employers in the area and received responses from thirteen totaling just over 1100 full and part time employees which represent about 13% of the Colchester workforce. We asked eleven questions about how they could utilize public transit for their employees or clients/customers including questions about rideshare opportunities, flextime options to offset the peak traffic conditions, and financial contributions.

A few patterns emerged from the data:

- Of the businesses that could use public transit around 20-35% would use it with the exception of Shaw's. Shaw's management stated that between all the different shifts over 60% of the employees surveyed said they would use it and that customers would use it too. On the opposite end, Engelberth's said they would not use it at all.
- Many businesses were interested in learning more about vanpool options leasing or buying.
- All but one business had staggering work hours for the employees. There were several reasons for the varying hours: based on occupancy, customer shopping schedule, manufacturing shift, or just being flexible with standard office hours.
- All the businesses would be willing to discuss contributing if their employees/customers would benefit from public transit.
- All the businesses felt that the bus had to stop in front or very close to the business. Number one reason cited was safety due to lack of pedestrian facilities in the area.

Conclusions:

There is clearly interest in public transit for the Exit 16 area with a definite need for a route along the Route 7 corridor and a route that travels down Hercules Drive. There seemed to be more ridership opportunity with the hotels, grocery/wholesale stores and manufacturing business and clearly less interest or need from the Water Tower Hill businesses. The three key connections seemed to be linking easily with the Winooski stop (which connects to downtown Burlington at Cherry Street, and VT 15 Essex route), the commuter routes north and south on I-89 and the potential Milton commuter route. The main reasons cited that public transit wouldn't be useful is because employees need to run errand and collect children at different times of the day and the type of clientele that typically doesn't want to take public transit. With transit opportunities in place, it is likely the ridership numbers would be higher for Burlington Foods and Costco.

Recommendations:

- Pursue commuter route with Milton;
- Link up with other commuter routes north and south, and the Winooski stop;
- Pursue Go VT! Vanpool lease program through the Vermont Agency of Transportation with businesses as an option/alternative; and
- Work toward a local route that includes Hercules Drive, Costco, Shaw's, Severance Corners, and Main Street.

Exit 16 Public Transit Survey Results July/August 2008

Name of Business	# of Employees	Would you use transit-customers/employees/both	Best times for bus to run	Vanpool?	Flexitime?	Financially contribute?	Bus need to stop at office or on Route 70k
Albany College of Pharmacy	Fall 09 75 +/- students plus faculty and staff to up to 400 students in 4 years	Yes.	Throughout the day	Probably not.	Yes.	Yes.	at the school
Burlington Foods	129 FT, 2 PT	no interest right now	7 a.m. until 8 p.m. 6:15 a.m. And 3:15-5 p.m.	maybe	Yes already	Not if no interest	at Costco or at our business
Champlain Cable	140	employees, maybe 20%		maybe	Yes with 3 shifts already, staggered hours, up to 45% of workforce don't come in everyday	Willing to discuss	stop at office
Coca Cola Bottling of Northern New England	90 FT, 32 PT	employees maybe, most from St. Albans/Swanton, south to Richmond, Northfield	4 a.m. , latest would be 10 p.m.	maybe		Would have to ask upper management somewhere	Needs to stop on Hercules
Costco	121 FT, 112 PT	employees, maybe 10%	Not available	No	Yes, already staggered	Would have to ask upper management at Costco	Bus need to stop at Costco
Engleberth Construction	5 FT, 3 PT at Water Tower Hill	No.		No	Yes, already staggered	Not if no interest	No interest
Fab-Tech	105 FT	Hard to say, most come from the North	5:30 a.m. and 3:30 p.m.	maybe a lease	Yes, already staggered	Amount would depend on usage	stop at office
Hampton Inn and Conference Center	25 FT, 45 PT	Yes, 15 employees at this time, more staff if we had it. Customers like to go downtown and don't have cars	6:45-8:30 a.m.	unsure	based on occupancy of hotel	Willing to discuss	stop at hotel or very close by
MyWebGrocer	50 FT and growing quickly	Employees not sure, customers no.	8:30 a.m. and 5:30 p.m.	maybe	No.	Not if no interest	stop at office
New England Federal Credit Union	60 FT	Some will, no exact number	7:30 a.m. and 4:30 p.m.	maybe	Yes, already staggered	Willing to discuss	stop at office
Pay Data Payroll Services and iSystems LLC	55 FT, 2 PT	12 employees, no customers	before 8 a.m. after 5:30 p.m.	maybe if stopped at park and rides	Yes, already staggered	~ \$1,000 year	stop at office
Shaw's Supermarket	42 FT, 127 PT	Of those surveyed over 60% of employees would use it	between 10 a.m. and 7 p.m. , also early as 6 a.m. and 11 p.m.	no	Yes, based on customer shopping patterns	not sure.	stop in front
Quality Inn	5 FT, 10 PT	Maybe 25-35% of employees. A few from Milton and Essex	before 7 a.m. and after 3 p.m.	maybe	Hours are off peak usually	Willing to discuss	May walk a bit

Memo

To: L. Richard Paquette, Colchester Select Board Chair
From: Kimberly L. Murray, AICP -Community & Economic Development Director 
CC: Al Voegele, Town Manager
Date: October 21, 2009
Re: Malletts Bay Informal Transit Survey Results

Please find attached the survey results from the September 2009 Malletts Bay Public Transit Survey and a summary of those results. Please let me know if you have additional questions. Thank you.



Town of Colchester

Community & Economic Development Office

P.O. Box 55, 781 Blakely Road
Colchester, Vermont 05446

Malletts Bay Transit Survey Results 2009

Select Board

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We conducted an informal qualitative survey during September 2009 asking residents and businesses in the Malletts Bay area about the need for public transit in Malletts Bay in Colchester. We mailed out one hundred surveys with self addressed stamped envelopes to random property owners in the Bay, distributed surveys at eight Bay area businesses, provided surveys at the Town Hall, and offered an online survey on the Town home page. We found out later the surveys were filled out only at establishments where the business actively encouraged customers to fill them out. Three establishments never put them out at all. The majority of responses of those distributed came from two Malletts Bay businesses, Ace Hardware and Merchants Bank.

The survey queried respondents if they would use the service if it had connections to Essex, Winooski, and Cherry Street and what days and times. The survey asked if public transit should be an available community service like fire, police, rescue, the Library, schools, and parks. The last question asked if a transit initiative would be supported if it was paid through a 1% local option tax on rooms, meals, and alcohol charges in Colchester.

We strongly caution over interpretation of the survey results as the majority of the responses are from Malletts Bay and not Colchester as a whole and the survey responses are not statistically significant because of the number of surveys returned is not a large enough sampling of the population. Of the 148 surveys returned, 62 were the mailed surveys which indicates a 62% return rate, 36 were submitted online, and the remaining 50 from handouts. We received 56 comments.

*A Community of People, Business, Industry and
Resources working for a better Town.*

www.town.colchester.vt.us

A few patterns emerged from the data:

- ❖ There was overwhelming support for transit to be provided as a community service – 78% of those surveyed.
- ❖ There was significant support for funding the transit initiative through the 1% local option rooms and meals tax – 71% of those surveyed.
- ❖ The results for when to use the service was almost equally distributed between commuter times, weekends and various times of the day.
- ❖ 55% of respondents said they would use it if it were available.
- ❖ Comments ranged wildly from full support to another waste of taxpayer's money. Approximately 62% of the comments were positive in support of public transit in the Bay, 38% were not supportive. Several comments felt the bypass or circumferential highway needed to be built first or questioned ridership numbers. Many comments focused on the need of seniors benefiting from public transit.

Conclusions:

From this data set there appears to be support for public transit service in Malletts Bay and support that public transit service should be provided as are other community services that the Town provides. There is interest in public transit for the Malletts Bay area with an apparent need for a connection to Essex, Winooski and downtown Burlington.

Recommendations:

These results are anecdotal but because of the positive response may warrant further study that is statistically significant. Such a valid study under the auspices of either Saint Michael's College or the University of Vermont would cost between \$5000 and \$8000. This exceeds existing Town resources. To do such a study the Town would have to make available this sum in a future Fiscal Year budget.

Although controversial at this point, CCTA is proposing the creation of Regional Transportation agencies. This initiative offers the Town an opportunity to have addressed its CCTA "entrance fees" to cover the allocated costs of Route 15 service and concurrently seek legislation that mandates that CCTA as a regional transportation authority conduct valid (research) surveys to determine need and anticipated use of public transportation along well travelled intra and inter municipal roadways that connect major destination points.

Malletts Bay Transit Survey Results

September 2009

Online:	36
Via mail:	62
Handouts:	50

			Via Mail:
1.	Would you use public transit if it were available in the Bay and connected to a route on US 7 via Blakely Road at Severance Corners with connections to Winooski, Essex & downtown Burlington?	Yes:	82
		No:	66
2.	If yes, best time to use it?	7-9 AM / 4-6 PM:	51
		Various:	58
		Weekend:	42
3.	Do you think public transit should be an available community service (like police, fire, rescue, schools, public parks, and library services) even if you are not interested or unable to personally use it?	Yes:	113
		No:	32
4.	Would you support a transit initiative if it was paid through a 1% local tax on local rooms and meals charges in Colchester?	Yes:	102
		No:	41

Name: Marcy Carton
Address: 72 Heineberg Drive
Comment: I would love it if one bus connected with Burlington

Name: Harold Westover
Address: P.O. Box 233
Comment: Except for a few major metro areas like NYC, public buses waste fuel and money driving around town with 5 or less passengers often with 0 passengers.

Name: Ted Chamberlain
Address: Malletts Bay Self Storage
Comment: I don't think Colchester, especially the bay infrastructure can accommodate a regular bus service. It's already way too congested on Lakeshore Drive. BUILD A BYPASS! Thanks.

Name: Daniel Guerind
Address:
Comment: Just another waste of taxpayer money. Do we really want to be another Burlington? No!

Name:
Address:
Comment: As a business, it would be great if my customers could get to and from my shop by mass transit during the day.

Name: David Joy
Address: 51 Hillcrest Lane
Comment: I seldom need a car so bus transit would make good sense to me, so my wife can have the car for her work.

Name: Dan Spencer
Address: 23 Cedar Creek Road

Malletts BayTransit Survey Results

September 2009

Comment:	Build the circ. - you can't get anywhere from Colchester (off Porters Point Road) except downtown Burlington.
Name:	George White
Address:	42 Shady Lane
Comment:	I think public transit should be available for the whole of Colchester connecting with all areas now being served.
Name:	Gerald Jarvis
Address:	47 Robin Road
Comment:	
Name:	
Address:	
Comment:	Also would like expanded service to Taft Corners shopping
Name:	Pat Bedard
Address:	18 Woodland Shore Drive
Comment:	It would be nice for us seniors.
Name:	Sedad Jukic
Address:	401 Marble Island Road
Comment:	
Name:	
Address:	
Comment:	We don't need bus
Name:	Rob Sinkewicz
Address:	893 Coates Island Road (summer residence)
Comment:	
Name:	Roger Gaboriault & Monica Roy
Address:	457 Broadlake Road
Comment:	We feel the town needs to focus on other priorities such as the Circ. Hwy. and sewage disposal and a more affordable education system.
Name:	R.J. Gauthier
Address:	40 Pretty Road
Comment:	
Name:	
Address:	
Comment:	Public transit in Colchester is long overdue! A better route to downtown Burlington from the Bay would be to connect through North Ave and/or the beltline
Name:	
Address:	
Comment:	With planned property tax increased for 2011, any additional charges for services appear exorbitant.
Name:	Allen Dacres
Address:	P.O. Box 761
Comment:	
Name:	Oney Boucher
Address:	103 Meadow Drive
Comment:	How about a bus going to Prim Road, around Church Road, to Bayside Park, to Airport Parkway, then Burlington.

Malletts BayTransit Survey Results

September 2009

Name:	Lucille Dyer
Address:	Natural Bodies Pilates, 49 Heineberg Drive
Comment:	
Name:	Mary Lou Recor
Address:	27 Woodbine by the Lake #1
Comment:	I just spent 3 weeks in Oregon taking advantage of their public transportation system. Our Tri-met ride from downtown to the airport cost \$2. In contrast, we paid \$35 (with tip) for a cab ride from the Burlington airport to home, about the same distance as our Tri-met ride.
Name:	Sylvia Martin
Address:	25 Woodbine by the Lake #4
Comment:	
Name:	
Address:	
Comment:	This board needs to rethink their spending appetite. You are driving some folks out of their longtime homes.
Name:	Doreen Robinson
Address:	
Comment:	
Name:	J. Martin
Address:	294 E Lakeshore Drive
Comment:	
Name:	
Address:	Autumn Woods
Comment:	There should be more transit around Colchester
Name:	Todd Mallory
Address:	67 Mallard Drive
Comment:	Cool beans!
Name:	
Address:	
Comment:	Question 3: yes, but depends if enough people would use it. Question 4: maybe Need to know projected user rates.
Name:	
Address:	
Comment:	Good for tourists and senior citizens
Name:	
Address:	
Comment:	Good for out of town people (summer travelers), kids after school to go downtown and such, a lot less money than taking a cab!
Name:	
Address:	
Comment:	Would be great for the seniors in town. They wouldn't have to depend on expensive cab rides or relatives to go somewhere.

Malletts Bay Transit Survey Results

September 2009

Name:	Lee J. Roy
Address:	249 Goodsell Point
Comment:	
Name:	George Verdon
Address:	
Comment:	
Name:	Churchill Hindes
Address:	VNA, 1110 Prim Road
Comment:	
Name:	
Address:	Williams Road
Comment:	
Name:	
Address:	
Comment:	Question 1: would not use but our tenants would
Name:	Charles W. Safford
Address:	2608 Malletts Bay Avenue
Comment:	Our kids (teens) would love it. Covering the Bay, Burnham Library, School District. This has been a long time coming. Thank you for your efforts.
Name:	
Address:	
Comment:	No to public transit
Name:	Ed Fitzpatrick
Address:	
Comment:	Question 4: fully paid
Name:	
Address:	
Comment:	I would use if it goes to Creek Farm Road.
Name:	Rand & Pat Stretton
Address:	55 Longwood Circle
Comment:	
Name:	Marc Landry
Address:	
Comment:	At this point, have no real need for public transit, but when the situation changes, would want it to be in place.
Name:	
Address:	
Comment:	Colchester is so spread out that getting to the bus stops would be a problem. Then you would have to change to other buses to get where you want to go. This could make getting to a doctor's office and hom again an all day project. This would also only help a very few people.
Name:	Caitlin Benoit
Address:	

Malletts Bay Transit Survey Results

September 2009

Comment:

Name: Robert McSweeney
Address:
Comment:

Name: Terrie McSweeney
Address: 297 Macrae Road
Comment:

Name: Matthew J. Hall
Address: 299 Biscayne Heights
Comment: Public transit is the way to go alongside more bike lanes and/or bike paths. Thank you for running this survey.

Name: Sam Conant
Address:
Comment: I would be most apt to use the system evenings and/or weekends; which would depend on the schedule. It would be inconvenient, for example, to ride the bus from Colchester to have dinner in another community, but not to be able to return via bus in the evening.

Name:
Address:
Comment: We do not need another government entity... is transportation departmen... No new entry level jobs. Where would both the riders on the bus go? Walmart to use their food stamps?

Name:
Address:
Comment: Public transportation would only benefit a very small portion of our community since it is large in area and small in population.

Name:
Address:
Comment: I recommend a "phased approach" where service frequency and possibly route are changed or expanded over time.

Name: Robert Rogers
Address:
Comment: Also make it available to North Ave.

Name:
Address: 11 Ryan Drive
Comment:

Name: Erina Luciano
Address: 98 Marble Island
Comment: VT needs more public transit! Yay!

Name: Paul Buschner
Address: 500 Heineberg Drive
Comment:

Name: Carole Haney

Malletts Bay Transit Survey Results

September 2009

Address:	35 W Red Rock Road
Comment:	We need public transport!

Name:	Tyler Mendora
Address:	250 Red Oak Drive #8
Comment:	This is great!! Keep up the good work.

Name:	Stephenie Smith
Address:	
Comment:	Wonderful idea

Name:	
Address:	
Comment:	They already get federal tax \$

Name:	
Address:	
Comment:	No demand

Name:	Gary Stratton
Address:	294 Bean Road
Comment:	Would this be available on Bean Road in the future?

Name:	Matt Ste Marie
Address:	132 Princess Ann Drive
Comment:	

Name:	Lillian Reade
Address:	129 Norway Drive
Comment:	

Name:	Kenneth Peters
Address:	13 Nottingham Court # 1A
Comment:	I don't use it, but I think it is necessary.

Name:	
Address:	
Comment:	Too expensive, traffic on it will be minimal, a waste of \$ just like the pedestrian bridge over Route 89 which gets 2 persons/day average.

Name:	
Address:	
Comment:	What we need more than public transit is a Colchester bypass to get traffic off Lakeshore Drive and we need it sooner than later.

Name:	
Address:	
Comment:	The bus service needs to come through Malletts Bay area and the Village area to be acceptable in my view.

Name:	Ann Burgasbee
Address:	Ledge Road
Comment:	

Name:	Ron McInnis
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Malletts Bay Transit Survey Results

September 2009

Address:	306 South Bay
Comment:	No new taxes. No transit.

Name:	Sarah Keating
Address:	2397 Main Street
Comment:	One of the primary drawbacks of living/working/developing business in Colchester is the lack of public transportation.

Name:	P.E. Wolden
Address:	Coates Island
Comment:	

Name:	Lewis Wetzel
Address:	581 Shore Acres Drive
Comment:	Need park & ride lot at Vtrans, not on Heineberg Drive with transit to downtown Burlington.

Name:	Lynn Vezna
Address:	223 Macrae Road
Comment:	We have lived without the buses so far - we do not need them.

Name:	
Address:	Malletts Bay
Comment:	Colchester is too spread out for this to benefit the majority of its residents.

Name:	Allen & Tina Reynolds
Address:	592 Macrae Road
Comment:	We have been without a car on and off for the past few years and we have to walk 2 miles (40 minutes) to the nearest bus stop.

Name:	
Address:	
Comment:	We really need it!!

Name:	Chris Cooper
Address:	596 Windemere Way
Comment:	A stop at Airport Park would make it feasible for my household to use.

Name:	Lawrence Keys
Address:	54 Norway Drive
Comment:	I think this is a great idea whose time has come. I also think there needs to be some rethinking of the whole pedestrian/bike access of Roosevelt Highway ... people are taking their lives in their hands if they are trying to get across the highway around the interstate exit. Especially with the College of Pharmacy now going we should expect additional bike/foot traffic in this area.

Name:	
Address:	
Comment:	



P.O. Box 55, 781 Blakely Road
Colchester, Vermont 05446
(802) 264-5508

Director: Kimberly Murray

**MALLETTS BAY PUBLIC TRANSIT SURVEY
AUGUST 2009**

The Select Board would like to gather initial input from the residents and businesses in the Malletts Bay area regarding public transit services.

1. Would you use public transit if it were available in the Bay and connected to a route on US 7 (Roosevelt Highway) via Blakely Road at Severance Corners with connections to Winooski, Essex, and downtown Burlington? (see map)

- Yes
- No

2. If yes, best times to use it?

- Normal commuting hours (7-9 a.m. and 4-6 p.m.)
- Various times during the day
- Weekends

3. Do you think public transit should be an available community service (like police, fire, rescue, schools, public parks, and library services) even if you are not interested or unable to personally use it?

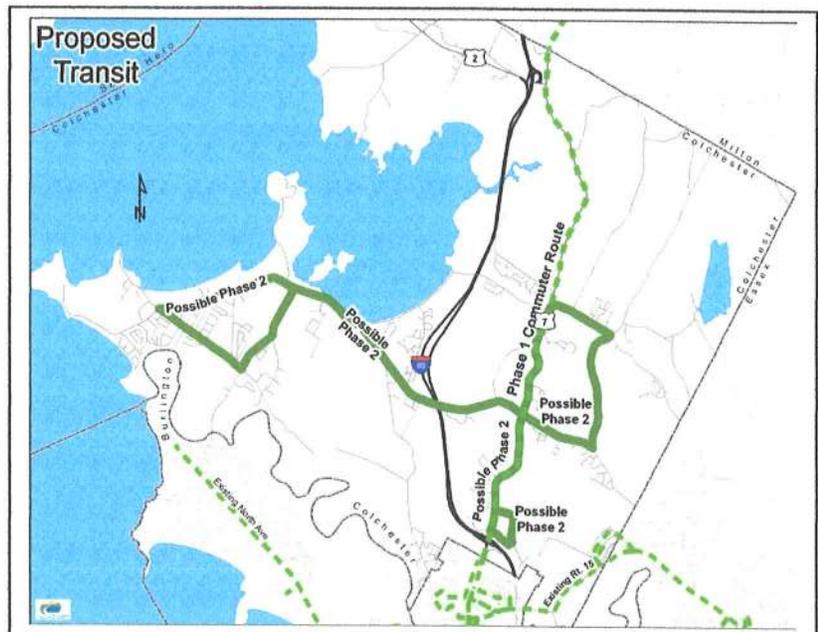
- Yes
- No

4. Would you support a transit initiative if it was paid through a 1% local tax on local rooms and meals charges in Colchester?

- Yes
- No

Your name and address (optional):

Comments:



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H.380

Introduced by Representatives Condon of Colchester, Bouchard of Colchester,
Brennan of Colchester and Spengler of Colchester

Referred to Committee on

Date:

Subject: Tax; property tax; tax increment financing

Statement of purpose: This bill proposes to increase the number of years
before reapproval is required for the tax increment financing district for
Severance Corners in Colchester.

An act relating to the tax increment financing district in Colchester

It is hereby enacted by the General Assembly of the State of Vermont:

Sec. 1. 24 V.S.A. § 1894(a)(2) is amended to read:

(2) If no indebtedness is incurred within the first five years after creation
of the district, or ten years for the district approved on April 1, 2010 for the
project known as the Severance Corners project in Colchester, no indebtedness
may be incurred unless the municipality obtains reapproval from the Vermont
economic progress council under 32 V.S.A. § 5404a(h).

Sec. 2. EFFECTIVE DATE

This act shall take effect on passage.

1 H.387
2 Introduced by Representatives Kupersmith of South Burlington, Head of South
3 Burlington, Munger of South Burlington, Pugh of South
4 Burlington, Bissonnette of Winooski, Condon of Colchester,
5 Donovan of Burlington, Poirier of Barre City, Spengler of
6 Colchester and Wright of Burlington

7 Referred to Committee on

8 Date:

9 Subject: Property tax; tax increment financing districts; various amendments

10 Statement of purpose: This bill proposes to amend certain tax increment
11 financing provisions.

12 An act relating to tax increment financing

13 It is hereby enacted by the General Assembly of the State of Vermont:

14 Sec. 1. 24 V.S.A. § 1891 is amended to read:

15 § 1891. DEFINITIONS

16 When used in this subchapter:

17 * * *

18 (4) "Improvements" means the installation, new construction, or
19 reconstruction of streets, utilities, and other infrastructure needed for
20 transportation, telecommunications, wastewater treatment, and water supply,

1 parks, playgrounds, land acquisition, parking facilities, brownfield
2 remediation, and other public improvements necessary for carrying out the
3 objectives of this chapter. Improvements also means the acquisition of
4 infrastructure products such as water capacity from a system already in
5 existence.

6 (5) "Original taxable property" means all taxable real property located
7 within the district on the day the district was created under this subchapter.

8 (6) "Related costs" means expenses, exclusive of the actual cost of
9 constructing and financing improvements that are directly related to creation of
10 the tax increment financing district and reimbursement of sums previously
11 advanced by the municipality for those purposes, and attaining the purposes
12 and goals for which the tax increment financing district was created, including
13 costs related to administering the district, as approved by the Vermont
14 economic progress council.

15 (7) "Financing" means ~~the following types of~~ debt incurred or used by a
16 municipality to pay for improvements in a tax increment financing district:

17 (A) Bonds.

18 (B) Housing and Urban Development Section 108 financing
19 instruments.

20 (C) Interfund loans within a municipality.

21 (D) State of Vermont revolving loan funds.

1 (E) United States Department of Agriculture loans.

2 (F) Conventional bank loans.

3 (G) Certificates of participation.

4 (H) Lease-purchase.

5 (I) Revenue-anticipation notes.

6 (J) Interfund loans within a municipality.

7 Sec. 2. 24 V.S.A. § 1894 is amended to read:

8 § 1894. POWER AND LIFE OF DISTRICT

9 (a) Incurring indebtedness.

10 (1) A municipality may incur indebtedness against revenues of the tax
11 increment financing district at any time during a period of up to 20 years
12 following the creation of the district, if approved as required under 32 V.S.A.
13 § 5404a(h). The creation of the district shall occur at 12:01 a.m. on April 1 of
14 following the year so voted by the legislative body of the municipality. Any
15 indebtedness incurred during this 20-year period may be retired over any
16 period authorized by the legislative body of the municipality under section
17 1898 of this title.

18 (2) If no indebtedness is incurred within the first ~~five~~ ten years after
19 creation of the district, no indebtedness may be incurred unless either:

20 (A) the municipality obtains reapproval from the Vermont economic
21 progress council under 32 V.S.A. § 5404a(h); or

1 (B) one of the following circumstances occurs:

2 (i) permit appeals have not been resolved;

3 (ii) district projects require predevelopment work such as
4 brownfield cleanup and acquisition or demolition of blighted structures;

5 (iii) growth and infrastructure investment in multiple projects is
6 phased;

7 (iv) substantial public investment resources cannot be assembled
8 in five years; or

9 (v) public-private partnerships to accomplish real property
10 development have not been finalized.

11 (3) The district shall continue until the date and hour the indebtedness is
12 retired.

13 (b) Use of the education property tax increment. For any debt incurred
14 ~~within the first five years~~ after creation of the district, or ~~within the first five~~
15 ~~years~~ after reapproval by the Vermont economic progress council, but for no
16 other debt, the education tax increment may be retained for up to 20 years
17 beginning with the initial date of the creation of the district or on the date of
18 the first debt incurred ~~within the first five years~~, at the discretion of the
19 municipality. If the municipality incurs tax increment financing debt more
20 than five years after the creation of the district, the assessed valuation of all
21 taxable real property within the district, as certified under section 1895 of this

1 title, shall be recertified as of the date the first debt is incurred, and the
2 municipality shall submit an amendment to its tax increment financing plan,
3 including the recertified assessed valuation, and obtain reapproval by the
4 council, as required under subsection (c) of this section.

5 (c) Prior to requesting municipal approval to secure financing, the
6 municipality shall provide the council with all information related to the
7 proposed financing necessary for approval and to assure its consistency with
8 the plan approved pursuant to 32 V.S.A. § 5404a(h). The council shall also
9 assure the viability and reasonableness of any proposed financing other than
10 bonding and least-cost financing.

11 Sec. 3. 24 V.S.A. § 1897(a) is amended to read:

12 (a) The legislative body may pledge and appropriate in equal proportion
13 any part or all of the state and municipal tax increments received from
14 properties contained within the tax increment financing district for the
15 financing for improvements and for related costs in the same proportion by
16 which the infrastructure or related costs directly serve the district at the time of
17 approval of the project financing by the council, and in the case of
18 infrastructure essential to the development of the district that does not
19 reasonably lend itself to a proportionality formula, the council shall apply a
20 rough proportionality and rational nexus test; provided, that if any tax
21 increment utilization is approved pursuant to 32 V.S.A. § 5404a(f), no more

1 than 75 percent of the state property tax increment and no less than an equal
2 percent of the municipal tax increment may be used to service this debt. Bonds
3 shall only be issued if the legal voters of the municipality, by a majority vote
4 of all voters present and voting on the question at a special or annual municipal
5 meeting duly warned for the purpose, give authority to the legislative body to
6 pledge the credit of the municipality for these purposes. ~~Notwithstanding any~~
7 ~~provision of any municipal charter, Municipalities whose municipal charters~~
8 establish a mechanism for authorizing debt shall utilize that mechanism for tax
9 increment financing. In municipalities without charters that include
10 mechanisms for authorizing debt, the legal voters of a municipality, by a single
11 ~~vote,~~ shall authorize the legislative body to pledge the credit of the
12 municipality up to a specified maximum dollar amount for all debt obligations
13 to be financed with state property tax increment pursuant to approval by the
14 Vermont economic progress council and subject to the provisions of this
15 section and 32 V.S.A. § 5404a. Authorization for debt may be granted all in
16 one vote or in separate votes for each debt obligation. Information to be made
17 available to voters shall include the project description, a development
18 financing plan, a pro forma projection of expected costs, and a development
19 schedule that includes a list, a cost estimate, and a schedule for public
20 improvements, and projected private development to occur as a result of the
21 improvements.

1 Sec. 4. 24 V.S.A. § 1902 is added to read:

2 § 1902. TAX INCREMENT FINANCING DISCTRICTS; CAP

3 Notwithstanding any other provision of law, the Vermont economic
4 progress council may not approve the use of education tax increment financing
5 for more than ten tax increment financing districts and more than one newly
6 created tax increment financing district in any municipality within the period
7 of ten state fiscal years beginning July 1, 2009. Thereafter, no tax increment
8 financing districts may be approved without further authorization by the
9 general assembly.

10 Sec. 5. REPEAL

11 (a) 24 V.S.A. § 1896(b) (tax increments) is repealed.

12 (b) Sec. 2i of No. 184 of the Acts of the 2005 Adj. Sess. (2006) (tax
13 increment financing districts; cap), as amended by Sec. 67 of No. 190 of
14 the Acts of the 2007 Adj. Sess. (2008), is repealed.

15 Sec. 6. EFFECTIVE DATES

16 (a) Sec. 5 and this section shall take effect on July 1, 2011.

17 (b) Secs. 1, 2, and 3 of this act shall be retroactive to July 1, 2008.

18 (b) Sec. 4 of this act shall be retroactive to July 1, 2009.

Scope of Work to be Performed
Attachment A
WORK PLAN AND BUDGET SUMMARY

<A report with these fields will be generated in the online Grants Management System, drawing from data entered into the Work Plan and Budget pages. Use this table to develop the work plan and budget before beginning the online application.>

Task Number and Name	Responsibility	Description of Task	Personnel Hours	Hourly Rate	Cost	Materials Cost	Total Cost
1. Draft and distribute an RFP, and select and contract with a consultant	Town Planning Staff & PC	Town planning staff would draft and distribute a request for proposals for a consultant to provide technical assistance with this project. Planning staff and the planning commission would select a consultant.					
2. Undertake literature review	Consultant	The consultant would become familiarized with previous planning efforts within the growth center and would research examples of form-based codes that have been implemented in New England or in settings comparable to Severance Corners. This research of form-based codes would be summarized and presented to the planning staff and planning commission.	8	\$60	\$480		\$480
3. Identification of desired building types, characteristics and densities	Consultant Town Planning Staff & PC	Building upon the initial design guidelines developed for the new town center at Severance Corners, examples of the type, characteristics and densities of development to be promoted within the existing GD-3 zoning district would be identified. These examples will be used as a starting point for developing the form-based code, as this is an area planned for new development that does not have a historic pattern on which to base the code.	24	\$60	\$1,920	\$0	\$1,440
4. Preparation of draft form-based standards	Consultant Town Planning Staff & PC	An initial draft of form-based standards for the GD-3 district would be prepared for review by the planning commission. The consultant, planning staff and planning commission would meet as needed to review and revise the draft.	72	\$60	\$4,320	\$180	\$4,500
5. Presentation of draft standards for review and	Consultant Town	The draft standards would be presented at a public meeting for review and comment.	8	\$60	\$480	\$90	\$570

Scope of Work to be Performed
Attachment A
WORK PLAN AND BUDGET SUMMARY

<A report with these fields will be generated in the online Grants Management System, drawing from data entered into the Work Plan and Budget pages. Use this table to develop the work plan and budget before beginning the online application.>

comment	Planning Staff & PC						
6. Revision of draft standards	Consultant Town Planning Staff & PC	The draft standards would be revised by the consultant in coordination with town planning staff and the planning commission in response to public input from Task 3 and produce a final draft ready for the adoption process.	16	\$60	\$960	\$0	\$960
Total			128		\$7,680	\$270	\$7,950

State Funds/Grant Award: \$

Match Funds: \$