DATE: Thursday, January 31, 2013
TIME: 6:30 – 8:00 PM
PLACE: Williston Town Hall
PRESENT: Please see attached

1) Welcome & Introductions
Michele Boomhower of the CCRPC and Cindy Cook of Adamant Accord welcomed everyone and introductions were made. Michele acknowledged the Williston Essex Network Transportation Study (WENTS) Steering Committee, CCRPC staff, Bob Chamberlin of RSG, and Diane Meyerhoff of Third Sector Associates for their work in bringing the study results to the Task Force.

2) Review & Approval of Revised Meeting Notes from November 29, 2012
The group accepted the revised meeting notes as provided.

3) Status of FY13 Implementation Projects
Ken Robie of VTrans discussed the Phase I Implementation Projects underway:
- **Exit 16 Improvements**, Double Crossover Diamond (DCD) Interchange and additional turn lanes on US 2/7, Colchester: Preliminary design is complete; the right-of-way plan will be completed in March. Expected 2015 construction with a budget of $6 million.
- **Crescent Connector**, Essex Junction: Conceptual plans are under review; Environmental Assessment is underway; Railroad agreement is underway. Expected 2016 construction with a budget of $3.5 million.
- **Transportation Demand Management (TDM)**: The regional group, Go! Chittenden County, is conducting a car share analysis, expanding the CATMA circuit rider program, planning for new transit shelters (to be installed over two years), outreach to employers and commuters, investigating pocket park and rides (leased space opportunities), assisting bike commuters, and supporting signal improvements. The budget is $1.2 million.

Ken listed the Phase II Implementation projects. They are all budgeted for engineering in FY14 with future construction totals expected at $14 million: US 2/Trader Lane Traffic Signal, Williston; Severance Corners Improvements, Colchester; VT 15/Sand Hill Road Intersection, Essex; VT 15/Post Office Square to Five Corners Improvements, Essex Junction; VT 15 Multiuse Path, Winooski, Colchester, Essex and Essex Junction; and Regional TDM.
4) Phase II Planning Study Status

4A) Colchester-Essex Network Transportation Study (CENTS)
Christine Forde of the CCRPC is developing a scope of work. The study will evaluate the impact of
the existing Circ Highway on east-west travel along Vermont 2A and Severance/Kellogg Roads in
Colchester and Essex and the impact of not constructing the remaining Circ segments.

4B) Route 15 Corridor Park & Ride Studies
Michele explained that these new Park & Ride locations will serve the CCTA commuter bus
expansion to Jeffersonville. Locations under consideration include areas at or near to the following
locations: Simon’s/John Leo’s in Essex; Jericho Post Office and/or Merchant’s Bank; Villeneuve
Sawmill in Underhill; Old Route 15 locations in Cambridge Village; and various locations in
Jeffersonville Village. The CCRPC will coordinate with Lamoille RPC.

4C) Williston-Essex Network Transportation Study (WENTS)
Bob Chamberlin of RSG reviewed the final strategy packages for the WENTS study area and the
results of the performance evaluation for 2035. The WENTS Steering Committee recommended a
series of core improvements, a preferred strategy package, a new statewide congestion policy, and
a series of scoping studies.

The “Core Improvements,” with an estimated cost of approximately $15-17 million, include:
- Williston Grid Streets
- Essex Town Center Connections
- CIRC Alternatives Phase 1 Implementation Projects in WENTS area: Crescent Connector in Essex
  Junction; VT2A/James Brown Drive improvements in Williston; and Transportation
  Demand/System Management programs.
- CIRC Alternatives Phase 2 Implementation Projects: VT15/Sand Hill Road intersection
  improvements; US2/Trader Lane signal, VT15 Improvements (Post Office Square to Five
  Corners); VT15 Multiuse Path; and Transportation Demand/System Management programs.
- Addressing discontinuities and deficiencies to sidewalks, paths, and shoulders, and adding
  Transit Improvements: Add a mid-day trip on the Williston Route weekdays; weekday peak
  hour Jeffersonville-Burlington commuter route.

The WENTS Steering Committee endorsed Hybrid Strategy Package (HSP)2 as the preferred strategy
package. HSP2 includes a reconfigured Exit 12 and related improvements (new grid streets and
capacity improvements) for a cost of approximately $30-49 million. It should be noted that
Committee members from the Town of Williston did not take any position on the HSPs. The cost of
HSP2 does not include the cost of the core improvements.

The Steering Committee also recommended a series of scoping studies for Task Force
consideration:
- Exit 12/Grid Streets (HSP2)
- Vermont 2A/Mountain View/Industrial Avenue and Vermont 2A mainline north to James Brown
  Drive (HSP2)
- Vermont 117/North Williston Road Intersection and flooding issues (HSP2)
- US 2 – Taft Corners to Williston Village Multimodal Improvements (Core)
• Bike and Pedestrian Scoping Studies: Industrial Avenue to Blair Park (including a crossing of Allen Brook), Vermont 15 (Old Stage Road to Essex Way), and Mountain View Road from Old Stage Road to Vermont 2A.

Bob outlined the WENTS next steps:

• Public Meeting #2, hosted by the Williston Planning Commission, on February 5th at 7:30PM.
• Development of Network Implementation Plan (February 2013) - Additional Investigations: Permit Requirements; Refinement of Cost Estimates and Timeline; Definition of Scoping Study Elements.
• Draft Final Report and Final Report (February/March 2013)

Bryan Osborne of Colchester complimented Bob’s analysis and presentation. Bryan asked about the proposed statewide congestion policy and how it will move forward. Michele responded that the CCRPC can make recommendations for managing congestion as part of the Regional Plan update. CCRPC will meet with VTrans to discuss the proposed policy; it is likely that this effort will dovetail with the VTrans Fair Share analysis that is underway. Legislative action may not be required. Brian Searles of VTrans expressed a desire to support economic growth and deal with traffic congestion, especially in light of limited financial resources.

Dennis Lutz of Essex asked that in future presentations, staff prepare the information in such a manner that the public will understand the short, mid, and long-term importance of making these financial investments and the corresponding positive congestion results, especially in the short to mid-term. Al Voegele of Colchester asked if Bob considered future changes to the automobile, like new fuels, vehicle size, and driverless cars. Bob responded that electrification of the fleet will not change congestion, but will reduce greenhouse gas emissions. Road smoothing, something needed for driverless vehicles, will be more appropriate for freeways than arterials. In the modeling, Bob slightly reduced trips due to bicycle and pedestrian improvements, but these trips were overwhelmed by traffic growth.

Michele noted that both IBM and GBIC/LCCC submitted letters regarding WENTS.

5) Review Staff-recommended package of Phase III Planning Studies

Michele reviewed staff recommendations for Phase III:
• Williston Scoping Study: Williston Grid Streets and Exit 12 Improvements
• Williston Scoping Study – Vermont 2A/Industrial Avenue/Mountain View Road improvements and Vermont 2A to James Brown Drive
• Williston Multimodal Scoping Studies: Williston Village to Taft Corners; Core Improvements for Bicycle/Pedestrian; Mountain View Road (Old Stage Road to Vermont 2A); Vermont 2A Industrial Avenue to Blair Park
• Essex Multimodal Scoping Study: Vermont 15 (Old Stage Road to Essex Way)

Bryan Osborne expressed concern that the first and second CIRC Alternatives implementation rounds totaled approximately $25 million, while the last round will likely be in the $70-$80 million range, and whether VTrans will be willing and/or able to fund all the work that needs to be done. Further, until VTrans fully mitigates the effects of its decision to abandoned the Circ Highway (the negative effect on local roads and the redirection of traffic to roadways that were...
not intended to receive that traffic), they have more work to do and must remain engaged in
the process and provide the necessary funding until that work is complete. He asked VTrans if
the process could be expanded. Brian Searles responded that this process had a finite
timeframe and VTrans is pleased with the progress. Michele noted that CCRPC’s objective is to
have the scoping projects complete in terms of preferred alternatives and costs estimates for
consideration in November. She will discuss a multiyear implementation program with VTrans.
She reiterated that she did not foresee the Task Force process extending beyond December of
2013.

Dennis Lutz requested that a future planning study for Essex, to scope the Vermont 117/Vermont
289 Park & Ride Lot, be added to the Phase III list. Essex staff offered to manage this project. There
was discussion of adding a Park & Ride in Williston, near Exit 12, to the Phase III list. Staff indicated
that there is a Park & Ride project under development near Exit 12, however the project has been
slow to advance. The Task Force agreed to add the Essex Park & Ride study to the Phase III planning
list.

Chris Roy of Williston shared input from the Williston Selectboard. The Board is supportive of HSP2,
but they have a few concerns:
- Increase in traffic of the northern segment of Vermont 2A and along N. Williston Road. HSP2
  increases traffic flows, primarily because there isn’t third access point across the river. North
  Williston Road is becoming a regional connector road and the neighborhoods are feeling the
  impact.
- A regional traffic burden is being imposed on N. Williston and Mountain View Roads. These are
town roads that are burdened by regional traffic; Town funds will be required to maintain and
improve these roads.
- As for the core improvements, the grid streets at Taft Corners have been planned for some
time. The $17 million of core improvements do not include the grid streets’ cost. Again, the
impact of losing the Circ’s A/B segments means that Williston will have to bear the financial
burden of expanding capacity that would have been addressed by CIRC. The grid streets were
assumed in the analysis and Williston is paying for them.

Chris acknowledged that the Selectboard understands the parameters of this process. It is pleased
with the improvements discussed, however there is a feeling that the increase in road capacity is
being paid by the Town. Williston is in a unique position by providing busy conduits for the county’s
traffic to get to the Interstate. Chris hopes that VTrans and the CCRPC will keep these concerns in
mind as we move forward and see if there is a way to fund grid streets and/or to limit the
community’s financial burden.

Jeff Carr of Essex recognized the difficulty of the Williston Selectboard’s decision to support the
second strategy package. He will be mindful of the contribution Williston is making to the regional
transportation system and will try to make sure that it isn’t forgotten at the CCRPC level.
Jeff Carr of the Town of Essex made a motion that the Task Force approve the Staff-recommended package of Phase III Planning Studies, with the inclusion of the Essex Park & Ride at Vermont 117 and Vermont 289. The motion was seconded by Jeff Nick of the Business Community. The question was called and a vote taken. The motion passed unanimously, with one abstention from Richard Amore of the Vermont Agency of Commerce & Community Development.

6) Next Steps

The Task Force will meet again in June to hear the progress of the planning studies and the Legislative process. In September, there will be a briefing about the planning studies. If all goes well, the Task Force will consider projects for recommendation to VTrans, the Governor, and Legislature for FY 2015.

The Task Force will hold a public meeting on Thursday, February 21st at 7PM at the Williston Town Hall. Task Force members are encouraged to attend and spread the word.

Brian Searles made a commitment to Chris Roy that VTrans understands and shares the concerns of the Williston Selectboard. He also said that the state has a $35 million deficit in transportation funding that is not easily resolved. That translates into a $123 million deficit when federal funds are considered. This will have a huge impact on the work of the Task Force members. He suggested the group pay close attention to the discussions in the Legislature.

The meeting was adjourned at 8:03 PM.
ATTENDEES

Members Present

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<tr>
<td>Amore</td>
<td>Richard</td>
<td>(For Noelle Mackay)</td>
<td>VT Agency of Commerce &amp; CD</td>
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<tr>
<td>Baechle</td>
<td>Tim</td>
<td>Manager of Energy, Environmental</td>
<td>IBM Burlington</td>
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<td>Birkett</td>
<td>Meredith</td>
<td>Dir. of Planning &amp; Marketing</td>
<td>CCTA</td>
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<td>Carr</td>
<td>Jeff</td>
<td>RPC Representative</td>
<td>Town of Essex</td>
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<tr>
<td>Carter</td>
<td>Curt</td>
<td>Vice President</td>
<td>Lake Champlain Regional Chamber</td>
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<td>Kerin</td>
<td>Daniel</td>
<td>RPC Representative</td>
<td>Village of Essex Junction</td>
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<td>Landry</td>
<td>Marc</td>
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<td>Lashua</td>
<td>Trevor</td>
<td>Assistant Town Manager</td>
<td>Town of Essex</td>
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<td>Levine</td>
<td>Sandy</td>
<td>Senior Attorney</td>
<td>Conservation Law Foundation</td>
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<td>Macaig</td>
<td>Terry</td>
<td>Selectboard Chair</td>
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<td>McCarthy</td>
<td>Kate</td>
<td>Sustainable Communities Program Director</td>
<td>Vermont Natural Resources Council (VNRC)</td>
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<td>McMahon</td>
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<td>Roy</td>
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<td>Searles</td>
<td>Brian</td>
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<td>Tyler</td>
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<td>VanDriesche</td>
<td>Jason</td>
<td>Director of Advocacy and Education</td>
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<td>Voegele</td>
<td>Al</td>
<td>Town Manager</td>
<td>Town of Colchester</td>
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Staff Present

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<tr>
<td>Bell</td>
<td>Amy</td>
<td>CCMPO Planning Coordinator</td>
<td>VTrans</td>
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<td>Belliveau</td>
<td>Ken</td>
<td>Planning Director and Zoning Admin.</td>
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<td>Hoar</td>
<td>Bruce</td>
<td>DPW Director</td>
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<td>Lutz</td>
<td>Dennis</td>
<td>DPW Director</td>
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<td>Osborne</td>
<td>Bryan</td>
<td>Director of Public Works</td>
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<tr>
<td>Robie</td>
<td>Ken</td>
<td>Program Manager, Highway, Safety &amp; Design Section</td>
<td>VTrans</td>
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Others Present

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<td>Anderson</td>
<td>Samara</td>
<td>Member of the Public</td>
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<td>Hale</td>
<td>Matthew</td>
<td>FHWA</td>
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CCRPC Staff Present: Michele Boomhower, Eleni Churchill, Christine Forde

Consultants Present: Bob Chamberlin, RSG; Cindy Cook, Adamant Accord; Diane Meyerhoff, Third Sector Associates