DATE: Tuesday, May 5, 2026
TIME: 9:00 AM
LOCATION: Virtual meeting via Zoom
ATTENDANCE:

Members Present:	Staff:
Phillip Peterson (Chair), Burlington Aaron Martin, Essex Alex Demoly, GBIC Bob Henneberger, Older Adults Bruce Hoar, Williston Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Holly Francis, Environment Jack Evans, Local Motion Joe Segale, Huntington Jon Rauscher, Winooski Matthew Arancio, VTrans Randy Alemy, Colchester Sandy Thibault, CATMA Tom DiPietro, South Burlington Will Hodgson, GMT	Charlie Baker, Executive Director Eleni Churchill, Transportation Program Director Taylor Newton, Planning Program Director Ann Janda, Senior Energy Project Manager Bryan Davis, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Senior Transportation Planning Engineer Marshall Distel, Senior Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Linsday Kahn, Charlotte Michael Giguere, Essex Junction Bob Klinefelter, VTrans Matthew LaCroix, VTrans Steve Spear, HNTB Corey Mack, Method Consulting

1. Call to Order, Welcome + Attendance, Group Agreements
   P. Peterson called the meeting to order at 9:05 AM and reminded members about the CCRPC group agreements which are included in this month's agenda.
   B. HOAR MOVED TO APPROVE THE AGENDA, SECONDED BY C. YUEN, THE MOTION PASSED UNANIMOUSLY.

2. Consent Agenda
   J. SEGALE MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY A. DEMOLY, THE MOTION PASSED UNANIMOUSLY.

3. Approval of April 7, 2026 Minutes
   R. ALEMY MADE A MOTION TO APPROVE THE MINUTES OF APRIL 7, 2026, SECONDED BY S. THIBAULT. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. VTrans Updates: budget, project prioritization, multimodal roadway guide, non-metropolitan planning, etc.
   This item will be discussed at the June TAC meeting.

6. Major Project Updates: Exit 16, Exit 17, Winooski Bridge

M. Arancio, VTrans, gave an update on Exit 17 construction project. All paving operations, new interstate ramp construction, bridge construction, and traffic signal work at the Exit 17 project is complete, then contractor will be working on installation of wrong-way detection systems on the interchange ramps this week. The work is anticipated to be completed this week as well. The contractor is waiting on the arrival of the overhead sign bridges from the fabricator, and installation of the overhead signs on Route 7 and the northbound off-ramp will be the final task remaining prior to substantial completion. Wrong way detection is a new feature to deter drivers from using the wrong ramp. M. LaCroix, VTrans, explained it's an experimental use of radar detection technology at the entrance/exit ramps which will trigger flashing lights and notification to VTrans operations team.

M. LaCroix, VTrans, then gave an update on Exit 16 diverging diamond interchange. Most work is during the day but there is some night work. There will be some temporary ramp closures, likely in June. Targeted completion day is June 2027. Winter work was possible due to contractor availability and favorable weather. They discovered some issues with bridge structures and are working to fix those problems. The new crossover traffic pattern is tentatively anticipated for mid-September. Goal is to get people used to the pattern before winter when pavement markings are less visible. Public outreach is underway which includes a driving simulator. Look for them at the Champlain Valley Fair.

S. Thibault asked if there are videos that partners can share with networks. M. LaCroix said there are videos on the project website: https://www.exit16ddi.vtransprojects.vermont.gov/.
J. Evans said Local Motion would like to work with VTrans on how to educate and demonstrate how people walking and biking can navigate the new facility.

B. Klinefelter, VTrans, and S. Spear, HNTB, gave an update on the Winooski Bridge replacement project and intersection construction. Goal is to maintain at least two lanes of traffic on the bridge at all times. There will be an official detour but it's anticipated that drivers will find various ways to reach destinations. S. Spear identified some related but off-site projects such as re-routing some Green Mountain Power power lines off the bridge, and the Hood's Crossing project at East Allen rail crossing, which will be signalized and completed ahead of bridge replacement. Also minor reconfigurations at Exit 15 southbound exit to allow two left turns to on-ramp. There's also work near and at Exit 14 to improve traffic conditions, particularly related to signal operations. S. Spear said that signal timing changes at Exit 14 are intended to be temporary for the bridge construction detour, but the new equipment would be permanent. Funding obligation deadline of September 2026 as stipulated in grant award. Bridge lane changes anticipated late 2028/early 2029 with project completion anticipated for fall 2030.

B. Klinefelter discussed grant obligation requirements from RAISE grant program. They need to clear right-of-way as a critical component to meeting the deadline. They also need to spend grant funds by 2031, which isn't anticipated to be an issue. They were also awarded a BUILD grant last year as part of the project. There is about $47M between the two grants, as well as congressionally directed spending.

J. Evans asked about impacts to GMT transit service on their #2 route, which is their highest ridership route, especially during bridge lane changes/closures. S. Spear said the project team is working with GMT and they don't anticipate significant disruptions. J. Evans asked about walk/bike access during lane closures and active construction. S. Spear said that a project requirement is that walk/bike access is provided during the project.

There was a question in the meeting chat about why the East Allen railroad crossing is called "Hood's Crossing." J. Rauscher, Winooski Public Works Director, noted that a historical market indicates that it's a railroad reference: "In 1849, the Vermont Central Railroad was built through Winooski, crossing East Allen Street. The street followed a late-18th-century road connecting Burlington and the village of Winooski Falls to hamlets and farms in Essex. The village was established in the 1770s and grew in the 19th century around mills at the natural falls of the Winooski River, an area significant to Native people. Albert O. Hood, a station agent for the railroad and druggist who developed and sold patent medicines, and his wife Betsey bought a large brick house in 1863 on a rise east of the railroad crossing. Their family occupied the house until 1919. Although the Hood House no longer stands, the railroad crossing has long been known as Hood's Crossing."

P. Peterson, Burlington, said he is managing Burlington's project on Main Street and would like to coordinate with the bridge project team.

7. Crescent Connector Project, Essex Junction

C. Mack, Method Consulting, was lead on traffic signal design for this new roadway project. The roadway is essentially a bypass of Five Corners intersection that relieves intersection congestion, provides access to underutilized properties in that area, and improves walking and biking through the area. Initial phase of project was railroad crossing improvements and creating new crossings. There were also signal timing changes, two new signalized intersections, and new walk/bike crossings and facilities. Data shows near immediate reduced traffic congestion when road opened. These volumes may fluctuate with big construction projects underway or coming online soon. There are two types of trains through the area, one of which is a slow moving wood chip train which can block the Five Corners intersection. The Crescent Connector provides a route around the train to keep traffic moving. Railroad required City to take ownership and maintenance responsibility of new railroad crossing signal and gates. City installed high definition monitoring cameras in case of crashes. There was also an opportunity to coordinate Park St signals with Maple St signals, so they created a southbound "flush" as a way to clear the intersection during busy periods. Lessons learned include staffing transitions, equipment obsolescence, the language and expectations of partners (e.g., railroad). Opportunities going forward include monitoring traffic changes, development of land that became accessible, and reimagining the City Center.

C. Yuen, Essex Junction, shared a current project as part of the next step of transportation improvements to Five Corners area.

C. Yuen asked C. Mack how the project's 20-year timeline could have been compressed. C. Mack said the land wasn't owned by City so it's hard to predict how long the right-of-way access and/or

acquisition would proceed with project like this. P. Peterson noted the Railyard Enterprise Project in Burlington is going through a similar process.

J. Segale commented that modeling traffic can only go so far without trying things as a pilot project to understand real world dynamics.

8. FY26 UPWP Transportation Projects
   B. Davis noted this item will be removed from future agendas but TAC members can review projects on the current year's UPWP. For this month, see bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to ask staff for more information on the status of any of these ongoing or recently completed projects. See the full FY26 UPWP at https://www.ccrpcvt.org/wp-content/uploads/2025/06/FY26_UPWP_Adopted_20250521.pdf.

9. CCRPC Board Meeting Report
   In April the Board voted to warn a second public hearing on the draft ECOS Regional Plan for May 20, voted to warn a public hearing on the draft FY2027 UPWP and budget for May 20, voted to approve the Milton Town Plan, St. George Town Plan, and Hinesburg Town Plan and Energy Compliance, heard a Language Access Plan update and Board Development Committee update, and other Executive Director/Chair updates.

10. Chair/Members' Items
    a. **VTrans Bicycle and Pedestrian Grant Program**: applications due on or before June 12, 2026. Grant Program Guide and application materials, as well as webinar slides and recording, are available on the **VTrans Bike/Ped Program website**. Please contact bdavis@ccrpcvt.org for grant application assistance/review and a CCRPC letter of support
    b. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance is not just a legal requirement, it is about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: **ADA** and **Title VI**.
    c. **USDOT Discretionary Grants Dashboard: https://www.transportation.gov/grants/dashboard**.

P. Peterson noted that today at noon J. Charest will make an appearance on the Burlington planBTV 2050 podcast: https://993wbtv.org/programs/the-burlington-plan/

M. Arancio noted that as part of the VT Walk Bike Summit this Friday in Bennington, planners created a Summit playlist on Spotify: https://open.spotify.com/playlist/3x7n9GtwCTUd1wlY2v1chz?si=l8-9leoYSEi4oVZ2YFniiA

The next TAC meeting is scheduled for Tuesday, June 2, 2026, 9:00 AM.

The meeting adjourned at 10:24 am.

Respectfully submitted,
Bryan Davis