

**CVRPC Transportation Advisory Committee (TAC) Minutes
July 22, 2014**

Barre City: Scott Bascom	Northfield: Leslie Matthews - Absent
Barre Town: Jeff Tucker - Absent, Harry Hinrichsen - Absent	Orange: Lee Cattaneo
Berlin: Ed Schmeckpeper - Absent	Plainfield: Bob Atchinsen
Cabot: Kevin Lehoe - Absent	Roxbury: Gerry D'Amico
Calais: Rick DeWolfe - Absent	Waitsfield: Don LaHaye
Duxbury:	Warren: Craig Klofach - Absent
East Montpelier: Frank Pratt	Washington: Ray McCormack - Absent
Fayston: Kevin Russell	Waterbury: Steve Lotspeich
Marshfield: Michael Sabourin - Absent	Williamstown: Larry Hebert
Middlesex: Ronald Krauth - Absent	Woodbury:
Montpelier: Eileen Simpson - Absent	Worcester: Bill Arrand - Absent
Moretown: Laura Gans	Staff: Steve Gladczuk, Amelia Norris
Others: Todd Dugway (Stantec Consulting), Greg Edwards (Stantec Consulting), Tina Bohl (VTrans), Jackie Cassino (VTrans), Richard Dodge (Northfield), Sasha Bianchi (Vermont Department of Health)	

The meeting began at 7:01 PM.

1. Public Meeting: Williamstown-Northfield Exit 5 Park and Ride Alternative Presentation (Stantec Consulting)

Todd and Greg from Stantec Consulting gave a presentation on proposed alternatives for expansion of the Park and Ride facility located at Exit 5 in Williamstown. The facility has been studied for the past 15 years and has been overflowing on a regular basis more recently, showing that there is a need for additional space at a new location. Stantec's scoping process included the collection and review of existing Exit 5 Park and Ride data, the seeking and consideration of public input, and the identification and evaluation of alternatives. The purpose of the Public Meeting was to present those alternatives and further solicit public input in order to determine the best option. The current Park and Ride has 24 spaces, including one handicap accessible space. There is minimal lighting, and no bus shelter, bike rack, or telephone. However, it does act as a bus stop with service via I-89 offered by Stagecoach Transportation. The purpose of a new facility would be to provide a safe and convenient parking option to encourage carpooling and the use of public transportation, while minimizing environmental impacts and providing opportunities for future expansion.

Alternatives include:

1. Existing highway garage (state land)
 2. Front of solar site (would require a purchase/lease from private land owner)
 3. Adjacent parcel owned by private property owner*
 4. Another adjacent parcel owned by private property owner*
 5. Expansion of existing facility (was not explored extensively due to environmental constraints [i.e. wetlands])
- *Property owner was not interested in leasing/selling parcel

General comments on the proposed alternatives:

- The Park and Ride may not want to crowd the highway garage based on current use of their gravel lot (option 1B).
- Option 1A may impact the existing stockpile of highway materials.
- Transit operators should be consulted regarding bus turnarounds.

Central Vermont Regional Planning Commission Transportation Advisory Committee (TAC)

- Adjacent property owner of is concerned that construction of a new Park and Ride facility (option 1A/1B) would result in increased foot traffic on his land, as well as illegal trash dumping, salt and snow draining, etc.
- Option 1B offers better visibility than option 1A, which VTrans feels is important to users.
- Construction of a Park and Ride facility at Exit 6 should be considered to meet additional needs, as opposed to expansion at Exit 5.
- Construction of a small Park and Ride facility on the opposite side of the road and the continuation of use of the existing Park and Ride facility should be explored as an option to meet increased demand for parking spaces.
- District Maintenance prefers option 1B.
- Safety and security concerns should be addressed using cameras.
- Buses should be able to drive through the Park and Ride facility to ensure that each rider is dropped close to their vehicle, if necessary.
- Adding a fence to option 1B should be explored.
- Vegetation/screening options should be explored to shield adjacent landowners from car lights.

Stantec's next steps will be to produce a scoping report including a summary of public comment and meet with VTrans to determine the best option.

2. State of Vermont's Strong Communities, Better Connections (SCBC) Grant Program (Jackie Cassino)

The Agency of Commerce and Community Development (ACCD) and VTrans have partnered to offer a grant program called Strong Communities, Better Connections (SCBC). The program, which is in its pilot stage, aims to fund implementation focused action-oriented planning initiatives that place a strong emphasis on the relationship between transportation and land use, support the Federal Highway Administration Livability Principles, and advance state goals and objectives as articulated in the VTrans Strategic Plan and Vermont's statewide land use planning goals. The entire state, with the exception of Burlington, is eligible to apply. The current availability for funding is \$200,000 per year. The first year will be a pilot, with only two projects funded, and may not spend the entire budget based on interest and the capacity of towns to plan a project and complete the application. The program hopes in future years to fund three to four projects. The grant requires a 10% local or municipal cash match and will be funded 10% through ACCD and 80% through VTRANS.

Program goals:

- Provide more transportation choices
- Support Vermont's historic settlement pattern of compact village and urban centers separated by rural countryside
- Reduce the overall demand and maximize efficiency for transportation infrastructure
- Support downtown and village economic development and revitalization efforts
- Provide safe and resilient transportation systems that support the Vermont economy
- Lead directly to project implementation

The grant program will be announced in August 2014, with applications due in October 2014. Awards will be granted during Winter 2015 for project completion in November 2016.

3. Approve July Meeting Minutes

Frank proposed an amendment to the July minutes to change the word "demanding" to "seeking" on page 1 and made a motion to pass the minutes as amended. Larry seconded and the minutes were accepted with no further discussion.

4. Reprioritize VTrans Regional Safety and Traffic Operations Projects

The Plainfield Select board has heavily expressed interest in reconstructing the intersection of Route 2 and Main Street to address safety concerns. CVRPC has conducted an extensive scoping study and

Central Vermont Regional Planning Commission Transportation Advisory Committee (TAC)

VTrans has recognized it as a project. Steve G. conducted a screening based on regional priority and the Select board's interest and placed it as third priority, below Berlin's Route 62/Fisher Road project and Barre Town's VT 14/Bridge Street project. Kevin made a motion and Larry seconded to approve Steve G.'s suggestion, and it was passed by a vote.

5. Set agenda for the August TAC Meeting

The TAC decided to cancel the August meeting unless urgent matters arise.

The meeting adjourned at 8:43 PM.