

1 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
2 REGULAR MEETING MINUTES
3

4 Date: Wednesday, October 21, 2015
5 Time: 6:00 p.m.
6 Place: CCRPC offices, 110 W. Canal Street; Suite 202; Winooski, VT 05404
7 Present: Bolton: Joss Besse Buel's Gore: Garret Mott
8 Burlington: Andy Montroll Charlotte: Absent
9 Colchester: Marc Landry (6:35) Essex: Irene Wrenner, Alternate
10 Essex Junction: Absent Hinesburg: Andrea Morgante
11 Huntington: Barbara Elliott Jericho: Catherine McMains
12 Milton: Lou Mossey Richmond: Absent
13 St. George: Jeff Pillsbury Shelburne: Absent
14 So. Burlington: Chris Shaw Underhill: Absent
15 Westford: Absent Williston: Chris Roy
16 Winooski: Mike O'Brien VTrans: Amy Bell
17 Business/Ind.: Tim Baechle Socio/Econ/Housing: Justin Dextrateur
18 Others: Scott Moody, CCTV
19 Staff: Regina Mahony, Planning Prog. Mgr. Forest Cohen, Business Manager
20 Bryan Davis, Sr. Trans. Planner Christine Forde, Sr. Transportation Planner
21 Melanie Needle, Sr. Planner Peter Keating, Sr. Transportation Planner
22 Marshall Distel: Trans. Planner Pam Brangan, GIS, Data & IT Manager
23 Bernie Ferenc, Trans. Bus. Manager
24

- 25 1. Call to order; Changes to the agenda. The meeting was called to order at 6:00 p.m. by the chair,
26 Andy Montroll. Andy thanked Forest Cohen for the presentation on Understanding the Budget
27 which was presented prior to the board meeting. He encouraged members to attend these
28 trainings. There were no changes to the agenda.
29
30 2. Public Comment Period. There were no members of the public present.
31
32 3. Action on the Consent Agenda. There was a minor TIP amendment to add the new Bike/Ped
33 Program awards to the FY16 year of both the FY15-18 and FY16-19 TIPs. LOU MOSSEY MADE A
34 MOTION, SECONDED BY CHRIS SHAW, TO APPROVE THE CONSENT AGENDA. MOTION CARRIED
35 UNANIMOUSLY.
36
37 4. Approve Minutes of September 16, 2015 Meeting. CHRIS SHAW MADE A MOTION, SECONDED BY
38 MIKE O'BRIEN, TO APPROVE THE MINUTES OF SEPTEMBER 16, 2015. MOTION CARRIED WITH
39 ABSTENTIONS FROM CHRIS ROY, JOSS BESSE, GARRET MOTT, AND CATHERINE McMAINS. Note:
40 after the meeting Irene Wrenner presented grammatical corrections to these minutes, which have
41 been incorporated.
42
43 5. FY2017 Dues Adjustment. Forest Cohen noted that the Executive Committee reviewed two
44 scenarios for dues for FY17. One was for a zero increase and the second for a 2.2% increase based
45 on the Employment Cost Index for state and local government employees. The Executive
46 Committee recommended a zero increase as they felt the dues are sufficient to meet our needs at
47 this time. Forest did note that although the total amount of dues did not increase, a town's portion
48 may increase or decrease slightly based on the Equalized Education Grand List for this year. GARRET

1 MOTT MADE A MOTION, SECONDED BY IRENE WRENNER, TO ADOPT THE FY17 MUNICIPAL
2 ASSESSMENTS WITH ZERO INCREASE. MOTION CARRIED UNANIMOUSLY.

- 3
4 6. Draft Comprehensive Energy Plan (CEP) Review and Comments. Melanie Needle noted that the
5 state has released a Draft CEP and are taking comments until November 8, 2015. The entire Draft
6 CEP can be found here:

7 http://publicservice.vermont.gov/sites/psd/files/Pubs_Plans_Reports/State_Plans/Comp_Energy_Plan/2015/CEP_Public_Review_Draft_092215.pdf
8

9 Staff reviewed the 380 page document and has prepared comments with an eye towards topics that
10 align with CCRPCs mission and the goals in the ECOS Plan. Before discussing comments, Melanie
11 gave a lengthy presentation using slides that the Department of Public Service is presenting at five
12 public meetings around the state. That slide presentation can be found at
13 http://publicservice.vermont.gov/sites/psd/files/Pubs_Plans_Reports/State_Plans/Comp_Energy_Plan/2015/PSD%20CEP%20intro%20v4.pdf. The draft CCRPC staff comments are included below:
14

15 DRAFT COMMENTS

16 Thank you for the opportunity to comment. Overall, the Draft CEP aligns with the strategies and
17 actions in the Chittenden County ECOS Plan and the Chittenden County Climate Action Guide. In
18 particular, this Draft CEP maintains the 2011 CEP established goal of meeting 90% of the state's
19 energy needs through renewable sources by 2050 and proposes the following additional set of
20 goals:

- 21 • Reduce total energy consumption per capita by 15% by 2025, and by more than one third by
22 2050.
- 23 • Meet 25% of the remaining energy need from renewable sources by 2025, 40% by 2035, and
24 90% by 2050.
- 25 • Three end-use sector goals for 2025: 10% renewable transportation; 30% renewable
26 buildings; and 67% renewable electric power.

27 These goals correspond well to ECOS action 3.2.2.4 which focuses on reducing total energy
28 consumption, GHG emissions, and increasing renewable energy generation. Many of the specific
29 recommendations on ways the state can support or implement the goal to achieve 10% of
30 transportation energy from renewable sources also match with the ECOS action 3.2.2.6 to reduce
31 single occupancy vehicle trips, expand walking and biking infrastructure, and support the expanded
32 adoption of electric vehicles.

33 The remaining contents of this memo focuses on specific technical comments related to the land
34 use, building energy, and transportation components in the Draft CEP.
35

36 **5. Land Use and Siting**

37 In very general terms the Draft acknowledges the role land use planning can play in meeting the
38 state energy goal. However, it does not provide specific examples of what a municipality can do to
39 work in tandem with the state to achieve these goals. The Draft could benefit from referencing the
40 Energy Planning & Implementation Guidebook for Vermont Communities published by VLCT and
41 VNRC, which includes guidance on what a community could do regarding energy (page 21- 35 of this

1 guide). Moreover, the following changes to the Siting and Land Use Principles sections on page 54 of
2 the Draft are recommended below. Consider also changing the heading of this section to
3 recommendations. Chapter 5 Land Use and Siting is the only chapter that refers to its next steps as
4 principles and not recommendations. If there is a reason for this, please include it in the discussion.

5 Consider adding the text underlined to the land use principle 1

- 6 1. Energy and non-energy land use planning should be integrated as much as possible at the
7 local, regional, and state levels. If a municipality desires, municipal plans should provide
8 clear and unambiguous policies to influence decisions of the PSB in certificate of public good
9 proceedings. Where plans are clear, the PSB should give them 'substantial consideration' in
10 the siting process.

11 **7. Heat for Buildings**

12 **7.4.5.2 Building Energy Ratings & Labeling**

13 This section recommends that the steps necessary to implement both residential and commercial
14 energy efficiency building ratings and labeling are continued. In general, we support this effort to
15 better inform buyers of the long term energy costs.

16 **7.4.6.2 Building Energy Standards**

17 This section highlights the role the residential (RBES) and commercial (CBES) building energy
18 standards have in ensuring that existing and new buildings are meeting or exceeding a stated level
19 of efficiency. The RBES has been in effect since 1997 and the CBES since January of 2007. Act 89, in
20 2013, required compliance with a "stretch code" by Act 250 applicants and encouraged
21 municipalities to adopt the "stretch code" or local energy standards that go beyond State standards.
22 To maintain consistency in energy standards across the state and not inequitably burden builders
23 that build projects subject to Act 250 or build in certain municipalities; we recommend deleting
24 recommendation (4) on page 113 and replacing it with: the DPS should work to have consistent
25 energy standards regardless of jurisdiction.

26 **7.4.6.3 Act 250 Energy Efficiency Criteria**

27 This section discusses that Act 250 applicants must comply with criterion 9(f) which states that the
28 projects must comply with the energy stretch code. Act 250 developers should not be held to a
29 different standard. If a higher building energy standard is desired, adopt it statewide. Please see
30 our previous recommendation.

31 **8.4 Transportation Efficiency through Land Use Strategies**

32 To improve consistency with other sections, consider retitling 8.4.2 – "Land Use Strategy
33 Recommendations."

34 On page 130, please add some discussion to note that the Strong Communities, Better Connections
35 program is for communities outside Chittenden County and that CCRPC runs a similar program for
36 their member municipalities. There should also be a recommendation to track the results of these
37 land use programs by annually tracking where new development occurs relative to state
38 designations and regional plan future land use maps. It is difficult to determine if policies are
39 achieving their desired result without such data.

1 **8.5 Reduce VMT through Increasing Transportation Choices and Increasing Transportation**
2 **Efficiency**

3 There is general agreement with all the background information and recommendations presented in
4 this section. However, most of these subsections except 8.5.3 do not have recommendations.
5 These sections typically discuss what VTrans is currently doing to further transportation choices.
6 Each subsection should provide recommendations even if they are only to continue making the
7 investments that VTrans and municipalities are making.

8 **Other Considerations**

9 Recommendation 5 on page 224 mentions the need to continue to work with energy committees,
10 Vermont Energy and Climate Action Network (VECAN), and others to provide tools and training to
11 enhance local and regional energy planning, community-led project development, and regulatory
12 process participation. Given that energy committees and VECAN are so vital to the state reaching its
13 energy goals consider adding another section to chapter 11, Meeting Vermont's Electric Demand, or
14 earlier in the document that strengthens the CEPs connection to these entities. The role Vermont
15 citizens and businesses have in changing their behavior and preferences is a necessary ingredient to
16 accelerating change. With the right resources, Energy committees and VECAN can successfully
17 educate and inspire Vermont residents. A section is needed that focuses on the behavior, thinking,
18 and decision making of individuals and organizations and what is needed to call Vermonters to
19 action to make the transition to a renewable future.

20 Finally, CCRPC is looking forward to working with the DPS to develop a strong energy element that
21 ascertains Chittenden County's renewable energy potential as well as comprehensively addressing
22 their energy needs in order to help the State achieve its energy goals and to resolve conflicts on
23 energy siting prior to the permitting process. The nature and intent of this kind of work is a way for
24 individuals and towns to come together in a collaborative way and feel ownership of the State's goal
25 and is an educational opportunity for both opponents and proponents of renewable energy.

26 Regina noted that if the Board wants to adopt these comments tonight, we can vote on them.
27 GARRET MOTT MADE A MOTION, SECONDED BY JUSTIN DEXTRADEUR, TO ADOPT THESE
28 COMMENTS AND FORWARD THEM TO THE DEPARTMENT OF PUBLIC SERVICE. MOTION CARRIED
29 WITH VTRANS ABSTAINING.

- 30
31 7. Active Transportation Plan Update. Peter Keating noted that in previous iterations they were called
32 Bike/Ped Plans. This process started in July 2015 when we hired Toole Design Group, Inc. which is a
33 national firm specializing in walking/biking plans. He reviewed the schedule for the development of
34 this plan, which is anticipated to be completed in July 2016, and the purpose of the plan. There is an
35 advisory committee made of TAC members, partners, Dept. of Health, and others. Peter's
36 presentation included:

37 Why an Active Transportation Plan?

- 38 • Active Transportation benefits
39 ○ Provide more transportation choices
40 ○ Enhance economic vitality
41 ○ Contributes to safe neighborhoods
42 ○ Improve local air quality
43 ○ Leads to better health

- 1 ○ Save money
- 2 ○ Enhance social equality
- 3 • Public Priority
- 4 • Potential for mode shift.

5 Peter reviewed transportation survey data from 2012 and showed comparisons between 2000,
6 2006 and 2012 surveys, including mode usage. A pie chart of bike usage taken from Portland State
7 University, and supported by many years of national studies, shows 1% of riders are strong and
8 fearless; 9% are enthusiastic and confident; 53% are interested but concerned; and 37% are not
9 able or interested. Generally, we are trying to set the stage to inspire more of the 53% to ride.
10 There will be four public participation events later this week: October 22nd at 5:00 p.m. in Milton;
11 October 23rd at 5:30 p.m. in Jericho; and on October 24th in Hinesburg (10:00 a.m.) and Essex (2:30
12 p.m.) He then showed the interactive public engagement map on the website which is pretty easy
13 to use. This has been up for a couple of weeks and will be available until November 1st. So far
14 responses have been overwhelmingly from bike owners, rather than walkers. Marc Landry gave a
15 brief history of two recent land acquisition projects in Colchester – one at Munson Flats near Elm
16 Hill Farm on Route 7 (with ANR Fish & Wildlife) and Niquette (with VT State Parks) – where those
17 agencies did not seem interested and onboard with incorporating bike paths in their projects.
18 Marc feels our state agencies need to get on board with this, and there should be better
19 coordination.
20

21 8. Executive Director's Update. In Charlie Baker's absence, Regina Mahony provided the following
22 updates:

- 23 • Charlie and Bryan accepted an award to CCRPC from Judy Bond of the National Center for
24 Transit Research (NCTR) for being one of the Best Workplaces for Commuters. This designation
25 acknowledges employers who have excelled in implementing environmentally friendly
26 commuter programs, including subsidizing transit passes, ride matching services and a
27 Guaranteed Ride Home Program.
- 28 • This morning Melanie Needle received an individual award from the Burlington Partnership for
29 Healthy Community recognizing all her efforts in the realm of public health.
- 30 • The Director's Report was sent out earlier today by Charlie.
- 31 • Charlie has begun meeting with area elected officials and had four meetings on Monday night.
- 32 • We are still in the process of updating the MOU between VTrans, CCTA and CCRPC. We're
33 working through the Executive Committee.
- 34 • We are thinking that we will host a Legislative Breakfast whether we have a legislative agenda or
35 not. We can just provide the time as a networking session. Potential legislative items may
36 include: energy siting, municipal comprehensive plans renewal cycle, model for regional services
37 or the Council of Governments (COG) bill. Regina explained that South Burlington, Colchester
38 and Milton have begun discussing the COG bill and other shared regional service models. Regina
39 passed out a memo from Dawn Francis in Colchester for the Board's information. This topic will
40 likely be on the Board's November agenda.

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42 9. Committee/Liaison Activities and Reports. Andy noted the various meeting minutes were included
43 in the packet.
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45 10. Members' Items, Other business.

- 46 • Andrea Morgante asked VTrans whether there is a policy addressing invasive species in state
47 rights of way. Amy Bell will look into this.

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11. Adjournment. MIKE O'BRIEN MADE A MOTION, SECONDED BY CHRIS ROY, TO ADJOURN THE MEETING AT 7:40 P.M. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,

Bernadette Ferenc