1. Welcome and Introductions

Regina Mahony called the meeting to order at 8:36 a.m.

2. Approve Minutes

Ken Belliveau made a motion, seconded by Justin Rabidoux to approve the minutes of October 12, 2017 with the following amendments: Page 1: line 24/25 needs fixing; Line 31 – needs a verb; Page 2: Line 7 – add “for Example” in front of “some home occupation businesses in Hinesburg …”, and add - The LRPC was saying that we should have conclusions or statements in the Plan based on facts and unsupported claims or opinions. We either needed more facts to back up the claim of the need for more industrial space, or the claim should be removed. No further discussion. MOTION PASSED. Andrea Morgante abstained.

3. Transportation Plan Update

Jason Charest provided an overview of the results and benefits of the ‘pure’ scenarios that we tested previously. The main benefits that we saw included an increase in non-auto trips under the concentrated land use, and TDM scenarios; and localized congestion improvements from the road project improvements. There was a discussion about how the model results are based on travel behavior as we know it today, and the model’s outputs are largely auto oriented. The LRPC asked if we track other data so that we could eventually work more of this into a scenario exercise. For example, do we track data on pedestrian miles travelled and/or bicycle miles travelled? Currently we track transit ridership, and the amount of bike/walk infrastructure added every year. We do track some bike/ped data when conducting turning movement counts. We have also started counting bike activity on paths. There was a suggestion to add these types of counts to our to-do list; and a suggestion to talk with UVM Transportation Research Center to see if they can play a role here.

Jason Charest explained the components in the Draft MTP Scenario. Which includes:

• All TIP Projects
• Third Lane on I-89 between Exits 14 and 15
• Exit 12B placeholder
  – Future I-89 Interchange Scoping Study
• ITS Investments
• Transit enhancements
  – 20 minute headways
  – New Colchester loop
• Increases in walking/biking
• Land-use concentration
  – 90% of HH growth in areas planned for growth

There was some discussion regarding the interchange options, and where Exit 14N would be located in order to access the airport. This would be near the Patchen Road overpass.
There was some discussion about the land use scenario. Staff choose to include this particular land use component due to the increases in non-auto trips as a result of increased development concentration. After 80% of the growth was allocated to all of the areas planned for growth; 10% was allocated to the urban center and village planning areas; and 10% was allocated to the rural planning areas. In the last five years we have seen about 86% of the housing growth in the areas planned for growth, so this is close to what we’ve been seeing.

There was a comment that it is difficult to know if the financial program allocations are right in the MTP scenario without knowing what the value/benefits were in each of the original ‘pure’ scenarios. For the Plan content, Staff is working on a spreadsheet that shows the benefits of the original ‘pure’ scenarios, with our best guess at the costs of those (some are nearly impossible to know the real cost), in comparison to the draft MTP scenario. We will share this spreadsheet with the LRPC.

There was a discussion about CAVs and whether they’ve been incorporated into the MTP Scenario. Staff explained that we don’t have a clear enough handle on where exactly this is going to go, so it isn’t included in the MTP scenario per say, but a concentrated land use policy and ITS improvements will help to prepare for the coming of these vehicles. We will definitely look at this again in five years for the next MTP.

Jason Charest described the results of the MTP scenario on the delay and congestion maps. Jason Charest explained that we included the addition of lane capacity on I-89 between Exit 14 and 15 because it becomes over capacity in 2050. There were some suggestions to help clarify what the maps are describing.

There was some discussion about investing in capacity expansions on the interstate, and how an investment like that should only be added with some consideration for influencing mode choice. For example, making the extra lane an HOV lane, or transit only express lane to compel folks to use the link busses more. The LRPC also discussed that the capacity needs may not be an issue if CAVs become the norm and they can travel much closer together than we currently drive.

There was a question about marijuana production and the associated land use issues; and whether these uses will be considered agriculture and exempt from municipal zoning. There are concerns about water quality, electricity being used, size of buildings, effect on industrial parks. Currently these uses are not legal, so it is all speculation, however, these are issues that VPA and VAPDA should consider weighing in on at the legislature.

Regina Mahony added that Jim Donovan (via email before the meeting) asked who will be responsible for making the final call on the projects that get removed from the MTP list. He would like to see the potential rail bikepath south of Burlington stay on the list in case this is possible in the future. Regina Mahony indicated that we are talking with the municipalities now, and the list will ultimately come to the LRPC for recommendation to the Board.

4. Plan Organization & Implementation Table
Regina Mahony quickly explained the two items that were in the packet; both are intended to help make the ECOS Plan more readable. In addition, the implementation table may help us prioritize the actions. The LRPC indicated that these seem helpful.

5. Other Business
Regina Mahony explained that the energy plan is out for public comment until November 22nd. These items are available for review and comment at http://www.ecosproject.com/2018-ecos-plan. Regina Mahony briefly explained the ratio of land area needed for solar facilities to meet the target. We currently have about 3 to 8x the amount of land area needed to meet the target. There was a question about whether rooftop solar is included in this, or if this is above and beyond what can be accommodated on rooftops. Regina Mahony stated that she believes this includes what could be accommodated on rooftops.

Staff has started to reach out to Town staff regarding the MTP and CEDS project lists.
6. **Next Meeting**
The next meeting will be on December 14, 2017 from 8:30am to 10:00am.

10. **Adjourn**
The meeting adjourned at 10:15 a.m.

Respectfully submitted, Regina Mahony