Justin Rabidoux called the meeting to order at 9:00 AM, calling for a round of introductions.

1. Consent Agenda: ANDREA MORGANTE MADE A MOTION APPROVING THE CONSENT AGENDA DOCUMETING TWO TIP AMENDMENTS. THE MOTION WAS SECONDED BY DENNIS LUTZ AND PASSED UNANIMOUSLY.

2. Approval of Minutes
ANDREA MORGANTE MADE A MOTION, SECONDED BY BOB HENNEBERGER, TO APPROVE THE MINUTES OF Sept 3, 2019. THE MOTION PASSED UNANIMOUSLY.

3. Public Comments: None.

4. VTrans TCI
Dan Dutcher, VTrans Environmental Policy Manager, introduced the Transportation and Climate Initiative (TCI), with the leadership team of Peter Walke (ANR), Michele Boomhower (VTrans), and Riley Allen (DPS), and with support staff from across state departments. To set the stage for TCI, Dan showed slides with emission percentages by sectors with transportation contributing more GHG in VT than the US, and subsequent slides showing the scale of change needed to reach all sector GHG goals. TCI is transportation focused. There are a number of programs and initiatives already in progress including VW settlement funds, EV charging infrastructure, Tier III funds, Public Utility Commission EV proceedings, complete streets/rail/transit/walk-bike and more.

TCI was formed in 2010 and is facilitated by Georgetown Climate Center. The purpose of the initiative is to work with stakeholders to develop a cap-and-invest framework for transportation fuels. What is cap-and-invest? Regional Greenhouse Gas Initiative (RGGI) is a similar model. The framework sets annual declining caps on emissions, auctions allowances (permits) equal to the cap, and invests proceeds in emissions-reduction actions to lower the cost of compliance. The cap would be handled on a regional
basis and the allowances would be auctioned on a regional basis, but the revenues would be handled by
each state and each state would determine how the revenues would be invested. It has not yet been
determined how the revenue would be apportioned to each state – one consideration is to base it on
existing emissions. Potential investments of revenue would be subject to legislative approval. Point of
regulation is potentially with state fuel suppliers (those that cross VT state line with intent to sell).
Timeline: end of 2019 MOU, end of 2020 VT General Assembly enacts enabling legislation, 2021/2022
program established, revenue allocated to states.

Question about the auction process, who participates, can others join auction. Comment about rural
transportation and school transportation, using school buses as part of rural transit option. Dan notes that
modeling will include school and rural transit. Look to children to pressure adults to change rather than
convincing adults to change. Dennis commented about how the actual cap could have a negative impact
on the economy. The initial cap will be based on modeling and fuel availability from recent years.
Adjustments could be made to reflect needs, economic impacts, etc. Investments made could help bring
other vehicle types into more efficient technology. Is there a potential for higher e-bike incentives?

5. VTrans On-Line Data Management System

Maureen Carr of VTrans Traffic Research Unit gave an overview and demonstration of their traffic data
management system. This is a Web-based system shared by VTrans and CCRPC. The data is accessed
through Vtrans.vermont.gov, then search for “traffic data,” click the first result that comes up. The
resulting page has AADT reports, link to traffic data, and other resources. Maureen then showed the data
portal and described how to navigate map and data displayed. She then logged into the site which displays
more information. Raw data is exportable through the “report center” feature. Some of the counts are able
to track the type of vehicle (motorcycle, vehicle, truck, tractor-trailer, etc.). Counts occur on state and
federal aid routes, CCRPC counts, local road count program.

Crash data is available in a different place on VTrans website.

CCRPC conducts manual counts at intersections during peak hours (7-9 am, 4-6 pm) and captures cars,
trucks/buses, and bicyclists. VTrans is moving away from manual counts and using more 48-hour video
counts to help satisfy FHWA requirements. CCRPC also uses video counts to capture data outside of peak
hour manual counts.

6. Status of Projects and Subcommittee Reports (Information Item): Justin noted that the project list
on the back of the agenda identifies new projects begun in FY20 and some older ones dropped off.

7. CCRPC September Board Meetings Report
Christine noted the airport presentation, GMT presentation and energy plan items as part of the Board
meeting.

8. Chairman’s/Members’ Items: Justin described South Burlington’s project to create a bike path and
sidewalk on south side of Williston Road. Meetings with land owners including discussion about potential
conflicts with commercial drives. Justin is asking for guidance on design from TAC members and
CCRPC. Reducing number of curb cuts and consolidating drives is of interest along corridor. Dennis
suggests also looking at what’s on either end of corridor for walkers/bikers, such as Dorset St and
Hinesburg Rd.

AMY BELL MADE A MOTION TO ADJOURN, SECOND BY JON RAUSHER, APPROVED
UNANIMOUSLY.

The meeting adjourned at 10:20 AM.

Respectfully submitted, Bryan Davis