

REGULAR MEETING AGENDA

Wednesday, March 18, 2020 - **6:00 p.m.**
CCRPC Offices; 110 W. Canal Street, Suite 202
Winooski, VT 05404



We are testing Electronic Meeting Participation this month. Commission members may be part of the test by letting Amy know by the end of the day Monday (3/16) at airvinwitham@ccrpcvt.org.

If participating electronically, please wait until you are recognized by the Chair before you speak. For each agenda item, the Chair will make sure to ask if anyone participating electronically would like to speak.

- a. To ensure everyone is heard, only one person should speak at a time.*
- b. When recognized by the Chair, introduce yourself each time.*
- c. Speak up so everyone in person and on the phone can hear clearly.*
- d. If participating electronically, take steps to avoid background noise, and make sure your microphone/phone is muted when you are not speaking.*

CONSENT AGENDA –

C.1 Minor TIP Amendment - None

DELIBERATIVE AGENDA

1. Call to Order; Changes to the Agenda (Action; 1 minute)
2. Public Comment Period on Items NOT on the Agenda (Discussion; 5 minutes)
3. Action on Consent Agenda - None (MPO Action, if needed; 1 minute)
4. Approve Minutes of February 19, 2020 Meeting* (Action; 1 minute)
5. US7 Signal Upgrades, Shelburne-South Burlington, Major TIP Amendment*
 - a. Public Hearing (MPO Action; 10 minutes)
 - b. Approval (MPO Action; 2 minutes)
6. FY22 VTrans Capital Program Prioritization* (MPO Action; 20 minutes)
7. Clean Water Service Provider Draft Proposal Update (Discussion/Possible Action; 15 minutes)
8. Legislative Update and Input – H.926, Act 250*, S.237 Housing Bill, H.688 Global Warming Solutions Act, TCI (Discussion/Possible Action; 30 minutes)
9. Chair/Executive Director Report (Discussion; 10 minutes)
 - a. FY21 UPWP Development
 - b. ECOS Annual Report (to be distributed at the meeting)
10. Committee/Liaison Activities & Reports * (Information, 2 minutes)
 - a. Executive Committee (final minutes February 5, 2020 and draft minutes March 4, 2020)
 - i. Act 250 Sec 248 letters
 - b. TAC (final minutes February 4, 2020 and draft minutes March 4, 2020)
 - c. Clean Water Advisory Committee – MS4 Subcommittee (final minutes February 4, 2020 and draft minutes March 4, 2020)
 - d. Clean Water Advisory Committee (final minutes February 4, 2020 and draft minutes March 4, 2020)
 - e. Planning Advisory Committee (draft minutes February 12, 2020)

*In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC will ensure public meeting sites are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. *21 or evaughn@ccrpcvt.org, no later than 3 business days prior to the meeting for which services are requested.*

f. Brownfields Committee (draft minutes February 18, 2020)

11. Future Agenda Topics (Discussion; 10 minutes)
12. Members' Items, Other Business (Information, 5 minutes)
13. Adjourn

The March 18, 2020 Chittenden County RPC streams LIVE on YouTube at <https://www.youtube.com/Channel17TownMeetingTV>. The meeting will air Sunday, March 22, 2020 at 1 p.m. and is available on the web at <https://www.cctv.org/watch-tv/series/chittenden-county-regional-planning-commission>.

Upcoming Meetings - Unless otherwise noted, all meetings are held at our offices:

- Executive Committee – Wednesday, April 1, 2020, 5:45pm
- Transportation Advisory Committee – Tuesday, April 7, 2020, 9am
- Clean Water Advisory Committee - Tuesday, April 7, 2020, ~11am
- CWAC MS4 Subcommittee - Tuesday, April 7, 2020, ~12:30pm
- CCRPC Board Meeting - Wednesday, April 15, 2020 6:00pm
- Planning Advisory Committee – Wednesday, April 8, 2020, 2:30pm

Tentative future Board agenda items:

April 15, 2020	Warn Public Hearing for FY21 UPWP
May 20, 2020	FY21 UPWP and Budget Public Hearing Nominations for Officers and Executive Committee Members
June 17, 2020	Annual Meeting Election of Officers and Executive Committee Members Warn FY21-23 TIP Hearing

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
REGULAR MEETING MINUTES
DRAFT

DATE: Wednesday, February 19, 2020

TIME: 6:00 p.m.

PLACE: CCRPC offices; 110 W. Canal Street, Suite 202; Winooski, VT 05404

PRESENT:	Bolton:	Sharon Murray	Buel's Gore:	Garret Mott (6:35pm)
	Burlington:	Absent	Charlotte:	Jim Donovan
	Colchester:	Jacki Murphy	Essex:	Jeff Carr
	Essex:	Elaine Haney, Alt (6:18pm)	Essex Junction:	Dan Kerin
	Hinesburg:	Mike Bissonette	Huntington:	Barbara Elliott
	Jericho:	Catherine McMains	Milton:	Absent
	Richmond:	Bard Hill (6:09pm)	St. George:	Absent
	Shelburne:	John Zicconi	So. Burlington:	Chris Shaw
	Underhill:	Brian Bigelow	Westford:	Absent
	Williston:	Chris Roy	Winooski:	Michael O'Brien
	Cons/Env.:	Absent	VTrans:	Amy Bell
	Bus/Ind:	Tim Baechle	GMT :	Absent
	Agriculture:	Absent	Socio/Econ/Housing:	Absent

Others:	Matthew Langham, VTrans	Scott Moody, CCTV
	Taylor Sisson, VTrans	Kelsi Record, VTrans

Staff:	Charles Baker, Executive Director	Eleni Churchill, Trans. Prgm Mgr.
	Regina Mahony, Planning Prgm Mgr.	Christine Forde, Senior Trans. Planner
	Forest Cohen, Senior Business Mgr.	Marshall Distel, Transportation Planner
	Dan Albrecht, Senior Planner	Jason Charest, Sr. Trans. Plng Engineer
	Amy Irvin Witham, Business Office Associate	

1. Call to order; changes to the agenda. The meeting was called to order at 6:01 P.M. by the Chair, Michael O'Brien.

Jim Donovan requested the ACT 250 Comments discussion move up the agenda to 8.a. as a deliberative item rather than a report.

2. Public Comment Period on Items NOT on the Agenda. There were none.

3. Action on Consent Agenda. There were minor amendments to the FY20 TIP; First, to advance funds for Project BP077, Amendment FY20-08 VT15/Underhill Flats Sidewalk in Underhill from FY19 to FY20, because the project was delayed. Second, to reduce funds on Project HP136, Amendment FY20-10 VT15 Paving, Underhill-Westford-Cambridge due to the determination the project can use a more suitable and less expensive treatment. MPO Action. JEFF CARR MADE MOTION, SECONDED BY DAN KERIN, TO APPROVE THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY.

4. Approve Minutes of January 15, 2020 Board Meeting. JEFF CARR MADE A MOTION, SECONDED BY JOHN ZICONNI, TO APPROVE THE MINUTES, WITH EDITS. MOTION CARRIED UNANIMOUSLY WITH ABSTENTIONS FROM JIM DONOVAN AND DAN KERIN.

- Edit: Change page 3, line 5. update to the Charlotte Town Plan
- Edit: Westford from “vacant” to “absent” under the MPO vote counts.
- Edit: Charlotte to “absent” and correct the MPO vote count, as Charlotte representative did not attend the January Board Meeting.

5. Major TIP Amendments - Presentation and Public Hearing US7 Signal Upgrades, Shelburne-South Burlington (MPO Business)

Christine Forde referred members to the memo included in the agenda packet and provided an overview of the TIP Amendment for US7 Signal Upgrades, Shelburne-South Burlington. She explained, the project has the addition of \$996,000 in AID grant funds, not subject to CCRPC’s fiscal constraint limits, and approximately \$3 million in federal formula funds, available within CCRPCC’s fiscal constraint limits. The reason for the change; VTrans and CCRPC were awarded an AID grant to upgrade 16 traffic signals on Shelburne Road, between Webster Road and Swift Street. The project was added to the TIP in FY18 with funding amounts to be determined following the completion of scoping. The current TIP does not have funds programed for this project, so the change is defined as a major TIP amendment and requires a public hearing.

Christine introduced Taylor Sisson, VTrans Project Manager and Kelsi Record, VTrans Design Engineer. Taylor and Kelsi provided members with a presentation on the project. Taylor explained the project AID Grant funding was awarded in January of 2019, with a 20% state match. The projects were defined in October 2019 and separated into two parts, Contract 1 and Contract 2. The Project location is the US Route 7 Corridor and includes a total of 17 signals. Signal Infrastructure included:

- Establish Communications
- Bluetooth Equipment (travel time)
- Advance Detection Equipment
- Cameras
- Updated Signal Cabinets and Controllers

The areas were separated into two parts. Contract 1 construction estimate is \$1.90 million; the lowest bid came in at \$1.94 million. Construction is set to begin in June of 2020 with a completion date of October 2020. Contract 1 project location includes the following 10 signals:

- Webster Road
- Longmeadow Drive
- Bay Road
- Lakeview Drive
- Martindale Road
- Pinehaven Shores
- Allen Road
- Harbor View Road
- Green Mountain Drive
- IDX Drive

Contract 2 construction estimate is \$2.3 million. The final plans are set for April 2020, with advertising scheduled for June 2020 and active construction in Summer of 2021. Contract 2 project location includes the following 7 signals:

- McIntosh Ave
- Baldwin Ave
- Laurel Hill Drive
- Brewer Parkway
- Queen City Park Road
- Swift Street
- I-189 Off Ramp

Taylor explained the benefits of the project include replacing outdated equipment (some of the signals date back to the 1970's). The upgrades also provide the ability to monitor traffic and adjust signal timing remotely, automated alerts in the event of system failure, automated reporting of traffic signal performance measures, improved signal coordination and to reduce delay for left turns. Members commented on the benefits and asked about traffic flow. Taylor stated the new infrastructure will help with traffic flow since the new signals have vehicle detection with 97% accuracy rates. John Zicconi stated this isn't just about traffic flow, hopefully the new technology will also aid in the reduction of vehicles idling and lessen emissions. John asked if the new signals have ability to detect oncoming queues of traffic? Taylor explained the timing and settings are still manual, cannot necessarily detect large queues of vehicle traffic, however, the new system is designed for favoring the mainline traffic patterns on RT 7. Jim Donovan asked about bicycle detection, if there are improvements for cyclists. Taylor stated the project is designed for improved flow of traffic, which should also aid in better flow for cyclists. A copy of the VTrans presentation can be found on the CCRPC website with the meeting minutes.

AT 6:38 P.M. JEFF CARR MADE A MOTION, SECONDED BY DAN KERIN, TO RECOMMEND THE BOARD WARN AND HOLD THE PUBLIC HEARING AT THE MARCH 18, 2020 BOARD MEETING. MOTION CARRIED UNANIMOUSLY.

6. Safety Performance Targets for the Metropolitan Planning Area. Eleni Churchill referred members to the Safety Performance Targets Memo and Charts document distributed with the Board Packet. She explained that the charts include both statewide and Chittenden County crash data and were developed to supplement the Statewide Safety Performance Targets Memo. She explained that the recommendation of the Executive Committee, the TAC and CCRPC staff is to accept the VTrans statewide safety targets as reported in the 2019 HSIP Report. Eleni stated there is no adverse consequence or reason to do anything else.

JEFF CARR MADE A MOTION, SECONDED BY JIM DONOVAN, TO ACCEPT THE VTRANS STATEWIDE SAFETY TARGETS AS REPORTED IN THE 2019 HSIP REPORT FOR THE METROPOLITAN PLANNING AREA. MPO BUSINESS VOTE:

Bolton:	Yes	Burlington:	Absent	Charlotte:	Yes
Colchester:	Yes (2)	Essex:	Yes	Essex Jct:	Yes
Hinesburg:	Yes	Huntington:	Yes	Jericho:	Yes
Milton:	Absent	Richmond:	Yes	St. George:	Absent
Shelburne:	Yes	So. Burlington:	Yes (2)	Underhill:	Yes
Westford:	Absent	Williston:	Yes	Winooski:	Yes
VTrans:	Yes				

MOTION CARRIED WITH 17 OF 24 VOTES: AND 14 OF 18 MUNICIPALITIES VOTING IN THE AFFIRMATIVE.

- 1
2 7. Proposed VTrans Capital Program Projects. Christine Forde referred members to the Memo and the
3 corresponding table listing the Chittenden County projects in the proposed Capital Program for
4 FY21, included with the board packet. She said VTrans plans and develops the Transportation
5 Capital Program listing projects and programs statewide that VTrans intends to spend money on
6 over the next four state fiscal years. The table includes Chittenden County projects, which amount
7 to approximately 19% of the budget. Over the past 10 years, Chittenden County has been an
8 average of 15.2% of the statewide budget.
9
- 10 8. Clean Water Service Provider RFP. Charlie provided an update to board members on the process
11 and discussions that have occurred to date. He explained he and Dan Albrecht have been leading
12 these conversations, and the biggest objective is to know if any partners are interested in becoming
13 a clean water service provider. The most recent meeting was with partners in Basin 5 (which is
14 Direct to Lake-North and includes Lewis Creek, Shelburne, Charlotte, Winooski, South Burlington,
15 Burlington, and Grand Isle county). To date, no other entity has expressed interest. Discussions
16 included the importance to work together as partners as well as starting discussions on developing a
17 draft proposal. Jeff Carr asked Charlie if there have been any showstoppers yet? Charlie explained,
18 no, rules and guidance needs to be established, and so far, the guidance is workable. He also stated
19 this Basin is heavily MS4, and the towns are very interested in maintaining and making sure this
20 process works because continued funding is important. Dan Albrecht stated he attended another
21 meeting earlier in the day regarding the Lamoille River, which NWRPC would take the lead on, but
22 need support. There are additional meetings coming up for the Central Vermont area in March.
23 Garrett Mott asked if there is an increased comfort level with what liabilities would look like?
24 Charlie, said, as the discussions continue, they are becoming more comfortable. Everyone has a
25 vested interest in working it out and making the partnership work. Dan Kerin asked if there will be a
26 matrix, grading system? Charlie, explained yes, they will be looking at what will provide best overall
27 phosphorus reduction. He said they moved the deadline to May 8, and the CCRPC Board will likely
28 need to vote in April.
29
- 30 8a. [Change to the Agenda] ACT 250 Comments as of 2/4/20. Jim Donovan explained the changes are
31 occurring on a regular basis and based on the frequency it is difficult to share every update. Jim
32 asked if members are comfortable with Charlie making testimony? He explained we need to ensure
33 the board is okay with Charlie making these types of decisions. Mike O'Brien asked members if
34 anyone felt uncomfortable with Charlie making these decisions. Chris Roy reminded members there
35 shouldn't be anything of surprise, since the themes have all been discussed. Members were all in
36 agreement, they do feel comfortable having Charlie representing ideas and the decisions being
37 made. Jeff Carr requested more structure and suggested keeping town select board members
38 abreast of these quick moving changes via e-mail. Member discussion ensued. Charlie agreed he
39 could share information via e-mail. He also stated town meeting day is coming and there will not be
40 any more testimony for another week or more.
41
- 42 9. Chair/Executive Director Report
43 a) Introduce Taylor Newton. Charlie introduced Taylor Newton, our new Senior Planner. Charlie
44 explained Taylor replaced Emily Nosse-Leirer and his work for Northwest RPC was very similar,
45 making the transition to the CCRPC very smooth. Taylor addressed Board Members and said he
46 is excited and very happy to be working for the CCRPC.
47 b) Legislative Update. Other bills: Currently the most important bill is the Housing Bill (S.237). The
48 administration has worked on this a lot, to address the missing middle of the housing market

1 and make it easier for the private sector to produce housing. There continues to be work as this
2 bill moves forward. He also noted that he will review the Global Warming bill (H.688) to see if
3 we need to comment on that bill as it moves to the Senate. There is also a bill in Senate Gov.
4 Ops, seeking to have RPCs become more involved with Public Safety Plans increasing breadth
5 and depth of the work we do.

6 c) FY21 UPWP Development

7 Charlie thanked everyone who is on the committee, many of them are CCRPC Board Members.
8 They continue to refine and move closer to the \$1.25 million dollar budget target. This work is
9 scheduled to be finished up in March and will be ready for the Board to review the draft at the
10 April meeting.

11
12 10. Committee/Liaison Activities & Reports. Minutes for various meeting were included in the packet
13 (Executive Committee, TAC, PAC, Brownfields, ad hoc Act 250 Committee, and CWAC).

14
15 11. Members' Items, Other business. There was no other business.

16
17 12. Adjournment. JEFF CARR MADE A MOTION, SECONDED BY CHRIS ROY, TO ADJOURN THE MEETING
18 AT 7:17 P.M.

19
20 Respectfully submitted,
21 Amy Irvin Witham

Chittenden County Regional Planning Commission

March 18, 2020

Agenda Item 5: Action Item

FY2020 Transportation Improvement Program (TIP) Amendments

Issues Hold a Public Hearing for the Major TIP Amendment listed below and approve the amendment.

US7 Signal Upgrade, Shelburne-South Burlington (Project HP137, Amendment FY20-09)

Description of Change: Make the following changes to project HP137

- Contract 1 – Southern Section – Webster Road to IDX Drive
 - In FY20 add \$996,000 in Accelerated Innovation Deployment (AID) grant funds. These funds are not subject to CCRPC's fiscal constraint limit.
 - In FY20 add \$778,000 in federal formula funds. These funds are available within CCRPC's fiscal constraint limit.
 - In FY21 designate \$161,000 in federal funds from project OT001 Regional Safety to be used for this project.
- Contract 2 – Northern Section – McIntosh Avenue to Swift Street
 - Add \$2,000,000 in federal funds in FY21. These funds are available within CCRPC's fiscal constraint limit.

Reason for Change: VTrans and CCRPC were awarded an Accelerated Innovation Deployment (AID) grant to upgrade 16 traffic signals on Shelburne Road between Webster Road and Swift Street. The project was added to the TIP in FY18 with funding amounts to be determined following the completion of scoping.

This project will be funded with AID grant funds and federal formula funds. The current TIP does not have funds programmed for this project, so this change is defined as a major TIP amendment requiring a public hearing.

TAC/Staff Hold a Public Hearing on the proposed TIP Amendment.

Recommendation: Approve the proposed major TIP amendment for US7 Signal Upgrades, Shelburne-South Burlington.

For more information, contact: Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13



Chittenden County Regional Planning Commission

March 18, 2019

Agenda Item 6: Action Item

2022 Transportation Project Prioritization and Town Highway Bridge Pre-Candidate Prioritization

Staff Recommendation: Approve the 2022 Regional Project Scores and Town Highway Bridge Pre-Candidate Regional Project Scores, with changes if any, and forward to VTrans.

Issues: Each year the Vermont Legislature requires that projects in the Transportation Capital Program be prioritized. Specifically, they directed VTrans to develop a numerical grading system to assign a priority ranking to all paving, roadway, safety and traffic operations, state bridge, interstate bridge, and town highway bridge projects. The rating system was to consist of two separate, additive components as follows:

1. One component shall be an asset management-based factor which is objective and quantifiable and shall consider, without limitation, the following:
 - the existing safety conditions in the project area and the impact of the project on improving safety conditions;
 - the average, seasonal, peak, and nonpeak volume of traffic in the project area, including the proportion of traffic volume relative to total volume in the region, and the impact of the project on congestion and mobility conditions in the region;
 - the availability, accessibility, and usability of alternative routes;
 - the impact of the project on future maintenance and reconstruction costs.
2. The second component of the priority rating system was to consider the following factors:
 - the functional importance of the highway or bridge as a link in the local, regional, or state economy; and
 - the functional importance of the highway or bridge in the social and cultural life of the surrounding communities.

A prioritization methodology was developed as a collaborative effort between VTrans and the regional planning commissions (RPCs). VTrans provides technical input on projects to determine the first part of the project score and the RPCs provide input on the second part of the score.

VTrans Methodology Overview

Prioritization methodologies were developed for each program category listed in the Transportation Capital Program. The methodologies are summarized below.

Paving

- Pavement Condition Index – 20 points (more points are given for higher levels of pavement deterioration)

- Benefit/Cost – 60 points (output comes from a Pavement Management System software which considers the type of pavement treatment, traffic volumes and percentage of trucks)
- Regional Priority – 20 points

Bridge

- Bridge Condition – 30 points (considers the condition of components of the bridge such as the deck, superstructure and substructure)
- Remaining Life – 10 points (considers the rate at which the bridge is deteriorating)
- Functionality – 5 points (adequacy of the alignment and the width)
- Load Capacity and Use – 15 points (considers if there is a weight restriction and the traffic volumes)
- Waterway Adequacy and Scour Susceptibility – 10 points (characteristics of the waterway the bridge crosses, if applicable)
- Project Momentum – 5 points (considers right-of-way and permit issues)
- Benefit Cost Factor – 10 points (considers the benefit to the traveling public of keeping the bridge open)
- Regional Priority – 15 points

Roadway

- Highway System – 40 points (looks at highway sufficiency rating and network designation)
- Cost per vehicle mile – 20 points
- Project Momentum – 20 points (considers right-of-way and permitting issues)
- Designated Downtown project – 10 bonus points
- Regional Priority – 20 points

Traffic Operations

- Intersection Capacity – 40 points (based on level of service)
- Accident Rate – 20 points
- Cost per Intersection Volume – 20 points
- Project Momentum – 10 points (considers right-of-way and permitting issues)
- Regional Input – 20 points

CCRPC Priority Methodology

CCRPC developed a methodology for regional priority scores in 2005. The methodology is based on planning factors MPOs are required to consider in their planning process, as stated in ISTEA and reiterated in subsequent Federal legislation. The methodology scores projects in each of the following categories: Economic Vitality; Safety and Security; Accessibility, Mobility and Connectivity; Environment, Energy and Quality of Life; Preservation of Existing System; and, Efficient System Management.

The methodology uses a project scoring sheet that identifies project characteristics that result in a score of High, Medium-High, Medium, Low or No Impact for each of the six scoring criteria. Each project receives one score for each planning factor. The score is determined by finding the highest scoring project characteristic that applies

to each project. Necessary information for scoring projects is derived from existing studies and data collected/processed by CCRPC, VTrans, consultants or towns. Only one score is applied to the project for each planning factor even though multiple characteristics may apply to the project.

In addition to the six scoring categories, projects receive points if the project is in the current TIP according to the following schedule:

- 10 points for construction funds in the TIP
- 8 points for right-of-way in the TIP
- 6 points for engineering in the TIP

Projects receive only one score for the TIP Status item corresponding to the highest scoring project phase even if there are multiple phases listed in the TIP for the project.

The list of projects to be scored comes from the annual Transportation Capital Program and is supplied by VTrans. The list includes all projects in the Capital Program except rail projects, aviation projects, interstate projects, bridge maintenance projects, projects funded with federal safety funds, bike/ped and Transportation Alternatives awards and projects expected to be under construction in the near future

Preliminary project scoring sheets were sent to TAC members having projects in their towns for review and comment.

The attached table lists projects in rank order by program category, from high score to low score. Ties between projects are broken in the following way: higher functional classes are placed before lower functional classes. Functional class order is: Interstate, Principal Arterial, Minor Arterial, Major Collector. If ties still remain higher traffic volumes are placed before lower traffic volumes.

2022 Town Highway Bridge Pre-Candidate Prioritization

VTrans also requests that all Regional Planning Commissions prioritize up to 10 town highway bridges as pre-candidate projects. This list queues projects to be added to the VTrans Town Highway Bridge Program in the future.

CCRPC scored town highway bridges using our Project Prioritization methodology described above. The prioritization methodology was applied to the 20 worst-condition town highway bridges, as ranked by VTrans, in the county. The prioritized list is attached.

Additional Information

All transportation projects funded by VTrans, with state or federal funds, must be included in the Transportation Capital Program. This program is developed by VTrans and approved by the Vermont Legislature.

Chittenden County projects funded with Federal transportation funds must also be included in the Transportation Improvement Program (TIP). However, inclusion in the TIP does not replace inclusion in the Capital Program – Chittenden County projects funded with federal transportation funds must be included in the Capital Program and the TIP.

The Capital Program includes three categories of projects, Candidate projects, Development & Evaluation project and Front of the Book Projects. These project types are defined below.

- **Candidate** - A project gets on the *Candidate* list after it has completed the planning process. Candidate projects are not anticipated to have significant expenditures for preliminary engineering and/or right-of-way during the budget year, and funding for construction is not anticipated within a predictable time-frame.
- **Development & Evaluation** - A project moves from the *Candidate* list to the *Development and Evaluation* list when the Project manager anticipates the project will proceed to preliminary plans within 12 to 24 months. Development and Evaluation projects are anticipated to have preliminary engineering and/or right-of-way expenditures during the budget year.
- **Front of the Book** - A project moves from the *Development and Evaluation* list to the *front of the book* when it has completed preliminary plan development. Front of the book projects are anticipated to have construction expenditures during the budget year and/or the following three years.

**Staff
Recommendation:**

Approve the 2022 Regional Project Scores and Town Highway Bridge Pre-Candidate Regional Project Scores, with changes if any, and forward to CCRPC Commission

**For more
information
contact:**

Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

Attachments:

- CCRPC Prioritized Project Lists – 2022
- CCRPC Project Scoring Sheet
- Supplemental Project Information

CCRPC 2022 Project Prioritization

Prioritized Project Lists

2022 CCRPC Prioritized Project List

Roadway Projects

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
<u>Roadway</u>									
US2/Industrial Avenue, Williston	1	61	High	High	Medium-High	Medium-High	High	Medium-High	CON
Susie Wilson Road Improvements, Essex -- CIRC PHASE III	2	59	High	High	Medium-High	High	High	High	Scoping
Champlain Parkway, Burlington	3	57	High	Medium	High	Medium-High	Medium	High	CON
Prim/West Lakeshore Drive Intersection, Colchester - CIRC PHASE III	4	55	Medium-High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
Exit 12 Area Improvements -- CIRC PHASE III	5	51	High	High	High	Medium-High	Medium	Medium-High	No funds programmed
VT2A Reconstruction, Colchester - CIRC PHASE III	6	50	Medium-High	High	Medium-High	High	Medium-High	Medium-High	No funds programmed
VT2A Culvert Rehab	7	46	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium	CON
Bolton-Milton I-89 Safety Improvements	8	45	High	High	High	Medium	Low	Medium-High	Not listed
Williston Mountain View Multi-Modal Facility	9	43	Medium-High	Medium-High	Medium-High	High	Medium	Medium	No funds programmed
VT117/North Williston Road Hazard Mitigation, Essex - CIRC PHASE III	10	42	Medium-High	Medium-High	Medium-High	Medium-High	Medium-High	Medium	No funds programmed
Airport Drive, S. Burlington	11	39	High	Medium	Medium-High	Medium-High	Low	Medium-High	Not listed
Williston Rehabilitate Culvert on I-89 SB at MM 81.8 (Near Oak Hill Road)	12	38	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium-High	Not listed
Richmond Rehabilitate Culvert on US2 at MM 2.25 (North of Baker Street)	13	32	Medium-High	Medium	Medium	Low	Medium-High	Medium	Not listed

2022 CCRPC Prioritized Project List

Traffic Operations & Safety

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
Traffic Operations & Safety									
South Burlington - I-89 Exit 14 Signal Upgrades	1	67	High	High	High	Medium-High	High	High	CON
Exit 16 Improvements, Colchester - CIRC PHASE I	1	61	High	High	Medium-High	Medium-High	Medium-High	High	CON
Severance Corners, Colchester - CIRC PHASE II	3	61	High	High	High	High	Medium	Medium-High	CON
VT116/CVU Road, Hinesburg	4	61	High	High	Medium-High	Medium-High	Medium-High	High	CON
Shelburne Road Roundabout, Burlington	5	58	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
US7/Middle Road/Railroad Street, Milton	6	57	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
US2/Trader Lane, Williston	7	57	High	Medium	High	High	Medium	Medium-High	CON
VT2A/Industrial Avenue, Williston - CIRC PHASE III	8	57	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
VT15/Sand Hill, CIRC PHASE II	9	53	High	Medium-High	Medium-High	Medium	Medium-High	Medium-High	CON
VT117/North Williston Road, Essex - CIRC PHASE III	10	52	High	Medium-High	Medium-High	Medium	Medium-High	Medium-High	CON
US7/Harbor Road/Falls Road, Shelburne	*	49	High	High	High	Medium-High	Medium	Medium-High	Illustrative
Bayside Intersection Roundabout, Colchester	11	46	Medium-High	High	Medium-High	High	Medium	Medium-High	No funds programmed
VT116/VT2A Intersection Improvements, St. George	12	43	Medium-High	High	Medium-High	Medium-High	Medium	Medium-High	Scoping
South Burlington-Colchester Safety Improvements in the area of Exit 16	13	41	High	Medium-High	Medium-High	Medium	Medium	Medium-High	Not listed

* US7/Harbor Road/Falls Road has recently completed scoping and CCRPC seeks to have this project added to the Capital Program. The project has been scored, but not ranked because it is not currently part of the transportation program.

2022 CCRPC Prioritized Project List
Paving, State Bridge and Town Highway Bridge

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
<u>Paving</u>									
US2, Richmond-Bolton	1	26	Medium	Low	Medium	Low	Medium	Medium	Not listed
<u>Town Highway Bridge</u>									
Huntington Bridge 32 on Camels Hump Road (TH22) - west of Fielder Road	1	50	Medium	High	High	Low	High	Low	CON
Huntington Bridge 10 on Main Road - south of Beane Road	2	33	Medium	Medium	High	Low	Medium	Medium	Not listed
Underhill Bridge 7 on Pleasant Valley Road - near Deane Road	3	30	Medium	Medium	Medium-High	Low	Medium	Medium	Not listed
Jericho Bridge 15 on Brown's Trace - near Fitzsimonds Road	4	28	Medium-High	Low	Medium-High	Low	Low	Medium	Not listed
Charlotte Bridge 31 on Dorset Street - south of Carpenter Road	5	26	Medium	Medium	Medium	Low	Medium	Low	Not listed

2022 CCRPC Town Highway Bridge Pre-Candidate List

		CCRPC Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
HUNTINGTON	BR9H on Main Road over Texas Hill Brook - north of Texas Hill Road	1	38	Medium-High	Medium-High	Medium-High	Medium	Medium-High	Medium	-
SHELBURNE	BR7 on Bay Road over the LaPlatte River	2	34	Medium-High	Medium-High	Medium	Low	Medium-High	Medium	-
HINESBURG	BR6 on Charlotte Road over the LaPlatte River	3	34	Medium-High	Medium	Medium-High	Medium	Medium	Medium	-
HINESBURG	BR9 on Hollow Road over Hollow Brook - south of Hinesburg Hollow Road	4	34	Medium-High	Medium	Medium-High	Medium	Medium	Medium	-
HINESBURG	BR11 on Silver Street over Lewis Creek - near Monkton Town Line	5	32	Medium-High	Medium	Medium-High	Low	Medium	Medium	-
RICHMOND	BR9R on Huntington Road over the Huntington River - north of Mayo Road	6	32	Medium-High	Medium	Medium-High	Low	Medium	Medium	-
HUNTINGTON	B14 on Main Road over Huntington River	7	32	Medium-High	Medium	Medium-High	Low	Medium	Medium	-
UNDERHILL	BR9 on River Road over Browns River	8	30	Medium-High	Low	Medium-High	Medium	Low	Medium	-
UNDERHILL	BR8 on Pleasant Valley Road over Browns River - north of Beartown Road	9	30	Medium-High	Low	Medium-High	Medium	Low	Medium	-
JERICO	BR13 on Nashville Road over Mill Brook - near Bentley Lane	10	30	Medium	Medium	Medium-High	Low	Medium	Medium	-
COLCHESTER	BR14 on Colchester Pond Road	11	29	Low	Medium	High	Low	Medium	Low	-
JERICO	BR38 on Macomber Place over Lee River	12	29	Low	Medium	High	Low	Medium	Low	-
HUNTINGTON	B7H on Main Road over Cobb Brook - south of Charlie Smith Road	13	28	Medium-High	Low	Medium-High	Low	Low	Medium	-
HUNTINGTON	BR13 on Main Road over Huntington River South of Mayo Road	14	28	Medium-High	Low	Medium-High	Low	Low	Medium	-
UNDERHILL	BR31 on Green Street	15	28	Low	Medium-High	Low	Medium	Medium-High	Low	-
JERICO	BR 17 on Browns Trace over Lee River - north of Lee River Road	16	26	Medium-High	Low	Medium	Low	Low	Medium	-
CHARLOTTE	Covered BR27 on Lake Road over Holmes Creek	17	26	Medium	Medium	Medium	Low	Medium	Low	-
HUNTINGTON	BR29 on Charlie Smith Road over Cobb Brook	18	25	Low	Low	High	Low	Low	Low	-
BOLTON	BR15 on Joiner Lane over Joiner Brook	19	25	Low	Low	High	Low	Low	Low	-
RICHMOND	BR8 on Cochran Road over Huntington River	20	24	Medium	Low	Medium	Low	Low	Medium	-

CCRPC 2022 Project Prioritization Project Scoring Sheet

CCRPC Project Prioritization Scoring Criteria

		Planning Factors	
		Economic Vitality <i>Support the economic vitality especially by enabling global competitiveness, productivity, and efficiency</i>	Safety and Security <i>Increase the safety and security of the transportation system for motorized and nonmotorized users</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Project provides new or improved access, including transit and pedestrian/bike access, to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center or a CCRPC designated Enterprise Planning Area <input type="checkbox"/> Project on an interstate or principal arterial that improves access for freight <input type="checkbox"/> Project improves airport access <input type="checkbox"/> Project improves access, including transit and pedestrian/bike access, to tourism facility <input type="checkbox"/> Project that improves access to the rail network	<input type="checkbox"/> Safety improvement in a VTrans identified High Crash Location – intersection or section of roadway <input type="checkbox"/> Bridge improvement for a bridge with critical safety deficiencies (sufficiency rating up to 25) <input type="checkbox"/> Dedicated pedestrian/bike facility making intermodal linkages or regional connections in a location with a documented existing safety problem
	Medium-High Impact (7 points)	<input type="checkbox"/> Project provides new or improved access, including transit and pedestrian/bike access, to or within a CCRPC designated Center, Metro or Village Planning area, or a municipal designated growth area <input type="checkbox"/> Project on a minor arterial or major collector that improves access for freight <input type="checkbox"/> Project addresses environmental issues that could impact economic development (stormwater, flood resiliency) <input type="checkbox"/> New/expanded Park and Ride Lot	<input type="checkbox"/> Bridge improvement for a bridge with serious safety issues (sufficiency rating of 25.1 to 50) <input type="checkbox"/> New median barriers, guardrails or shoulders <input type="checkbox"/> Intersection/roadway safety improvement in a location with a documented safety problem <input type="checkbox"/> Rail grade crossing improvement or warning signs <input type="checkbox"/> Dedicated pedestrian/bike facility with a documented safety problem on a Principal or Minor Arterial roadway
	Medium Impact (5 points)	<input type="checkbox"/> Project that provides new or improved access, including transit and pedestrian/bike access, to or within a future activity area identified in a municipal plan or study <input type="checkbox"/> Bus station/stop amenities and shelters <input type="checkbox"/> Project maintains or improves an access facility important to rural community including town highway bridges <input type="checkbox"/> Repave interstate or principal arterial	<input type="checkbox"/> Bridge safety improvement for a bridge with a sufficiency rating from 50.1–75 <input type="checkbox"/> Repave interstate or principal arterial <input type="checkbox"/> Dedicated pedestrian/bike facility in a location with a documented safety problem on a Major Collector roadway <input type="checkbox"/> Safety related transportation project identified in a study/report
	Low Impact (3 points)	<input type="checkbox"/> Other transportation improvement that supports economic development <input type="checkbox"/> Repave a minor arterial or major collector	<input type="checkbox"/> Repave a minor arterial or major collector <input type="checkbox"/> Bridge safety improvement for a bridge with a sufficiency rating over 75 <input type="checkbox"/> Dedicated pedestrian/bike facility in a location with a documented safety problem on a local road <input type="checkbox"/> Other safety related improvement identified in a study/report
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefit	<input type="checkbox"/> No discernible benefits

* Improved access is defined as increase in capacity or reduced delay

		Planning Factors	
		Accessibility, Mobility and Connectivity <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</i>	Environment, Energy and Quality of Life <i>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Bicycle /pedestrian facility making intermodal linkages or regional connections to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center <input type="checkbox"/> Project that facilitates movement of goods or improves intermodal connectivity to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center <input type="checkbox"/> Project that benefits areas where 10% or more of the households are below the poverty level <input type="checkbox"/> Bridge or other project that maintains connectivity or reduces flood vulnerability in a location with no alternative route for residents or businesses	<input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections resulting in the potential for reducing VMT <input type="checkbox"/> Clean fuel buses/vehicles and alternative fuel infrastructure <input type="checkbox"/> VMT reduction program including transportation demand management and park and ride lots <input type="checkbox"/> Transportation project that encourages compact land use or transit oriented development <input type="checkbox"/> Transportation project that reduces stormwater runoff or improves water quality or other stream ecological conditions for impaired waterways
	Medium-High Impact (7 points)	<input type="checkbox"/> Bicycle/pedestrian facility making intermodal linkages or regional connections to or within a CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Project that facilitates movement of goods or intermodal connectivity to or within a CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Project maintains or improve connectivity on interstate or principal arterial <input type="checkbox"/> Bridge or other project that maintains connectivity or reduces flood vulnerability in a location with limited alternative routes for residents or businesses (detour greater than 15 miles)	<input type="checkbox"/> Transportation project that reduces delay at an existing high volume intersection or group of intersections within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Traffic calming/streetscape project within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Projects that remove traffic from a neighborhood within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Pedestrian/bike facility making local connections resulting in the potential for reduced VMT <input type="checkbox"/> Transportation project that reduces stormwater runoff or improves water quality or other stream ecological conditions for non-impaired waterways
	Medium Impact (5 points)	<input type="checkbox"/> Bicycle/pedestrian facility making intermodal linkages or regional connections to or within a locally important activity center <input type="checkbox"/> Project that facilitates freight movement or intermodal connectivity to or within a locally important activity center <input type="checkbox"/> Project maintains or improves connectivity on minor arterial or major collector <input type="checkbox"/> Project that maintains connectivity and mobility for a rural community including town highway bridges	<input type="checkbox"/> Transportation project that reduces delay at an existing high volume intersection or group of intersections <input type="checkbox"/> Necessary bridge or roadway improvements within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Necessary bridge or roadway improvements on interstate or principal arterial
	Low Impact (3 points)	<input type="checkbox"/> Project that maintain or improve connectivity on minor arterials or major collectors	<input type="checkbox"/> Necessary bridge or roadway improvements on minor arterial or major collector <input type="checkbox"/> Other project that has a positive effect on the environment, energy use or quality of life in the region <input type="checkbox"/> Other bridge improvements
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefits	<input type="checkbox"/> No discernible benefits

		Planning Factors	
		Preservation of Existing System <i>Emphasize the preservation of the existing transportation system</i>	Efficient System Management <i>To encourage and promote the safe and efficient management and operation of integrated, intermodal transportation systems to serve the mobility needs of people and freight and foster economic growth and development.</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented critical need <input type="checkbox"/> Bridge structural improvement for a bridge documented to be in danger of being closed or weight restricted (sufficiency rating of less than 25) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility making intermodal linkages or regional connections with a documented signification need	<input type="checkbox"/> TDM strategies, programs and incentives including new or expanded park and ride lot that would reduce VMT <input type="checkbox"/> Traffic signal interconnect or other ITS improvement to reduce congestion <input type="checkbox"/> Improvement that reduces congestion to roadway, corridors or intersection with significant congestion (V/C over 1.5) <input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections resulting in the potential to reduce congestions
	Medium-High Impact (7 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented significant need <input type="checkbox"/> Bridge structural improvement for a bridge with documented significant structural deficiencies (sufficiency rating of 25 – 50) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility with a documented significant need <input type="checkbox"/> Necessary improvement to an existing park and ride lot	<input type="checkbox"/> Improvements that reduces congestion to roadway, corridor or intersection (V/C over 1) <input type="checkbox"/> New interchange on limited access highway, in a location with significant congestion, to relieve congestion <input type="checkbox"/> New signals or roundabout where warranted <input type="checkbox"/> New connections between existing streets to facilitate the use of alternative routes and reduce congestion <input type="checkbox"/> Necessary improvements to operate existing bridges and roadways on interstate or principal arterial
	Medium Impact (5 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented moderate need <input type="checkbox"/> Bridge structural improvement for a bridge with documented moderate structural deficiencies (sufficiency rating of 50.1-75) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility	<input type="checkbox"/> Improvement that reduces congestion to roadway, corridor or intersection (V/C less than 1) <input type="checkbox"/> Median treatment or access management <input type="checkbox"/> Bicycle/pedestrian facility making locally important connections resulting in the potential for reducing congestion <input type="checkbox"/> Improvements that reduce travel time <input type="checkbox"/> Necessary improvements to operate existing bridges and roadways on minor arterial or major collector
	Low Impact (3 points)	<input type="checkbox"/> Other improvement to the existing transportation system <input type="checkbox"/> Bridge safety improvement for a bridge with a sufficiency rating over 75 <input type="checkbox"/> Transportation improvement that has an indirect benefit to the existing transportation system	<input type="checkbox"/> Necessary improvements to operate town highway bridges on minor collectors and local roads <input type="checkbox"/> Other improvements that benefit the transportation system.
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefits	<input type="checkbox"/> No discernible benefits

CCRPC 2022 Project Prioritization Supplemental Project Information

Supplemental Project Information

Roadway Projects

	Rank	CCRPC Score	VTrans Priority		TIP Status	Capital Program Status	CCRPC Future Land Use	Functional Class	High Crash
			Rank	Out of					
<u>Roadway</u>									
US2/Industrial Avenue, Williston	1	61	1	54	CON	Front of Book	Enterprise	Principal Arterial	Yes
Susie Wilson Road Improvements, Essex -- CIRC PHASE III	2	59	35	54	Scoping	Front of Book	Metro	Major Collector	Yes
Champlain Parkway, Burlington	3	57	1	5	CON	Front of Book	Enterprise/ Metro	Principal Arterial	Yes
Prim/West Lakeshore Drive Intersection, Colchester - CIRC PHASE III	4	55	33	54	CON	Front of Book	CCRPC Village	Minor Arterial	Yes
Exit 12 Area Improvements -- CIRC PHASE III	5	51	10	54	No funds programmed	Development & Evaluation	State Growth Center	Interstate/ Principal Arterial	Yes
VT2A Reconstruction, Colchester - CIRC PHASE III	6	50	15	54	No funds programmed	Development & Evaluation	CCRPC Village	Minor Arterial	Yes
VT2A Culvert Rehab	7	46	32	54	CON	Front of Book	State Growth Center	Principal Arterial	No
Bolton-Milton I-89 Safety Improvements	8	45			Not listed	Development & Evaluation	All	Interstate	Sections
Williston Mountain View Multi-Modal Facility	9	43	54	54	No funds programmed	Candidate	Suburban/ Rural	Major Collector	No
VT117/North Williston Road Hazard Mitigation, Essex - CIRC PHASE III	10	42	52	54	No funds programmed	Candidate	Rural	Major Collector	No
Airport Drive, S. Burlington	11	39	4	5	Not listed	Candidate	Enterprise/ Metro	Minor Arterial	No
Williston Rehabilitate Culvert on I-89 SB at MM 81.8 (Near Oak Hill Road)	12	38			Not listed	Front of Book	Village	Interstate	No
Richmond Rehabilitate Culvert on US2 at MM 2.25 (North of Baker Street)	13	32	30	54	Not listed	Front of Book	Village	Minor Arterial	Segment

Traffic Operations & Safety

	Rank	CCRPC Score	VTrans Priority		TIP Status	Capital Program Status	Planning Designation	Functional Class	High Crash
			Rank	Out of					
<u>Traffic Operations & Safety</u>									
South Burlington - I-89 Exit 14 Signal Upgrades	1	67	17	18	CON	Front of Book	Metro	Principal Arterial/ Minor Arterial	Yes
Exit 16 Improvements, Colchester - CIRC PHASE I	1	61	1	18	CON	Front of Book	Enterprise/ Metro	Principal Arterial	Yes
Severance Corners, Colchester - CIRC PHASE II	3	61	8	18	CON	Front of Book	State Growth Center	Principal Arterial	Yes
VT116/CVU Road, Hinesburg	4	61	Safety - Not ranked		CON	Front of Book	CCRPC Village	Minor Arterial	Yes
Shelburne Road Roundabout, Burlington	5	58	Safety - Not ranked		CON	Front of Book	Metro	Principal Arterial	Yes
US7/Middle Road/Railroad Street, Milton	6	57	7	18	CON	Front of Book	Center	Principal Arterial	Yes
US2/Trader Lane, Williston	7	57	9	18	CON	Front of Book	State Growth Center	Principal Arterial/ Local	No
VT2A/Industrial Avenue, Williston - CIRC PHASE III	8	57	5	18	CON	Front of Book	Suburban	Principal Arterial	Yes
VT15/Sand Hill, CIRC PHASE II	9	53	10	18	CON	Front of Book	Suburban	Principal Arterial	No
VT117/North Williston Road, Essex - CIRC PHASE III	10	52	12	18	CON	Front of Book	Rural	Principal Arterial	No
US7/Harbor Road/Falls Road, Shelburne	*	49	Illustrative		Illustrative	Illustrative	State Village	Principal Arterial	Yes
Bayside Intersection Roundabout, Colchester	11	46	Not ranked		No funds programmed	Candidate	CCRPC Village	Minor Arterial/Major Collector	Yes
VT116/VT2A Intersection Improvements, St. George	12	43	Not ranked		Scoping	Candidate	CCRPC Village	Principal Arterial/Minor Arterial	Yes
South Burlington-Colchester Safety Improvements in the area of Exit 16	13	41	Not ranked		Not listed	Front of Book	Metro/ Enterprise	Interstate	No

* US7/Harbor Road/Falls Road has recently completed scoping and CCRPC seeks to have this project added to the Capital Program. The project has been scored, but not ranked because it is not currently part of the transportation program.

Supplemental Project Information
Paving, State Bridge and Town Highway Bridge

	Rank	CCRPC Score	VTrans Priority		TIP Status	Capital Program Status	Planning Designation	Functional Class	High Crash
			Rank	Out of					
<u>Paving</u>									
US2, Richmond-Bolton	1	26	35	56	Not listed	Front of Book	Village/ Rural	Minor Arterial	Yes
<u>Town Highway Bridge</u>									
Huntington Bridge 32 on Camels Hump Road (TH22) - west of Fielder Road	1	50	3	49	CON	Front of Book	Rural	Town Road	No
Huntington Bridge 10 on Main Road - south of Beane Road	2	33	11	49	Not listed	Candidate	CCRPC Village	Major Collector	No
Underhill Bridge 7 on Pleasant Valley Road - near Deane Road	3	30	10	49	Not listed	Candidate	Rural	Major Collector	No
Jericho Bridge 15 on Brown's Trace - near Fitzsimonds Road	4	28	9	49	Not listed	Candidate	Rural	Minor Arterial	No
Charlotte Bridge 31 on Dorset Street - south of Carpenter Road	5	26	36	49	Not listed	Candidate	Rural	Town Road	No

2022 CCRPC Town Highway Bridge Pre-Candidate List
Supplemental Project Information

		CCRPC Rank	VTrans Rank	CCRPC Planning Designation	Roadway Functional Class	Condition - Deck/ Superstructure/ Substructure (out of 10)	Detour Length (Miles)	Average Daily Traffic	Federal Sufficiency Rating (out of 100)
HUNTINGTON	BR9H on Main Road over Texas Hill Brook north of Texas Hill Road	1	65	CCRPC Village	Major Collector	5/6/7	15	2140	43.4
SHELBURNE	BR7 on Bay Road over the LaPlatte River	2	148	Suburban	Major Collector	5/6/5	5	2300	40.6
HINESBURG	BR9 on Hollow Road over Hollow Brook - south of Hinesburg Hollow Road	3	125	Enterprise	Major Collector	6/6/6	17	1560	51
HINESBURG	BR6 on Charlotte Road over the LaPlatte River	4	128	CCRPC Village	Major Collector	Culvert - 5	11	2010	64
HINESBURG	BR11 on Silver Street over Lewis Creek - near Monkton Town Line	5	271	Rural	Major Collector	7/7/7	30	3330	73.6
RICHMOND	BR9R on Huntington Road over the Huntington River - north of Mayo Road	6	91	Rural	Major Collector	7/7/5	15	2170	66.2
HUNTINGTON	B14 on Main Road over Huntington River	7	169	Rural	Major Collector	8/6/6	23	1740	63.4
UNDERHILL	BR9 on River Road over Browns River	8	252	CCRPC Village	Major Collector	8/8/8	20	2730	75.7
UNDERHILL	BR8 on Pleasant Valley Road over Browns River - north of Beartown Road	9	72	CCRPC Village	Major Collector	5/6/6	20	1550	86
JERICHO	BR13 on Nashville Road over Mill Brook - near Bentley Lane	10	182	Rural	Rural Minor Collector	6/7/6	16	850	68.3
JERICHO	BR38 on Macomber Place over Lee River	11	83	Rural	Town Road	6/6/5	No alt route	10	61.7
COLCHESTER	BR14 on Colchester Pond Road	12	301	Rural	Town Road	7/7/5	No alt route	75	63.2
UNDERHILL	BR31 on Green Street	13	207	CCRPC Village	Town Road	6/6/6	No alt route	10	37.6
HUNTINGTON	B7H on Main Road over Cobb Brook - south of Charlie Smith Road	14	85	Rural	Major Collector	8/8/7	23	890	86.5
HUNTINGTON	BR13 on Main Road over Huntington River South of Mayo Road	15	289	Rural	Major Collector	8/8/8	15	2180	84.4
JERICHO	BR 17 on Browns Trace over Lee River - north of Lee River Road	16	282	Rural	Major Collector	6/7/6	6	2820	79.3
CHARLOTTE	Covered BR27 on Lake Road over Holmes Creek	17	183	Rural	Town Road	6/6/6	6	550	53.4
HUNTINGTON	BR29 on Charlie Smith Road over Cobb Brook	18	245	Rural	Town Road	6/7/7	No alt route	10	75.9
BOLTON	BR15 on Joiner Lane over Joiner Brook	19	142	Rural	Town Road	5/6/7	No alt route	20	81
RICHMOND	BR8 on Cochran Road over Huntington River	20	209	Rural	Rural Minor Collector	8/8/7	7	1345	88.5

Comments on proposed Act 250 changes
Offered by Charlie Baker, Executive Director
Chittenden County Regional Planning Commission

3/10/2020

Note: The comments herein include references to House Bill 926 dated 2/13/2020; as amended and approved by the House on 2/28/2020. These comments are based upon discussion of CCRPC's Act 250 Committee, Planning Advisory Committee and the CCRPC Board.

General comments:

1. We support updating Act 250 and applaud the Committee for taking on this important work.
2. We recognize the challenge of addressing both substantive changes to Act 250 jurisdiction and criteria and process changes to the way Act 250 is administered. If there is not agreement on the process changes, we urge the Committee to move ahead with the substantive changes this session and continue work on the process changes in the future.
3. CCRPC believes that the state permit process should encourage development in appropriately planned places and discourage development in vulnerable and valued resource areas. Therefore, CCRPC strongly supports the concept that Act 250 should not have jurisdiction in areas planned for growth to encourage affordable housing and economic investment in our smart growth areas. This legislation only proposes jurisdictional relief for **three** state designations that comprise a mere **0.6%** of the land area in Chittenden County (and significantly less so in other regions). **We request that you consider expanding the exemption to include more land area if it meets certain criteria, such as having public water and sewer service, and is served by transit, or walking and biking infrastructure – this is 8% of Chittenden County.** It is also important to note that the rules for the Designated Downtowns and Neighborhood Development Areas only allow one per municipality; this does not acknowledge historic growth patterns in many municipalities that have more than one center or location for growth. CCRPC appreciates the exemption for Designated Downtowns and Neighborhood Development Areas (NDAs), **and now the addition of Village Centers**, but recommends further expansion of this exemption (see comments 8 & 11 below). CCRPC would not support this bill if these exemptions are removed.
4. CCRPC supports the development of a Resource Map that makes clear to all parties what resource areas trigger jurisdiction (see comments 7, 9 & 19 below) and to assist in evaluating compliance with relevant criteria.
5. CCRPC supports the concept of providing a presumption of compliance to satisfy specific criteria as appropriate based upon issuance of separate applicable state and municipal permits (see comment 17).

Specific Comments:

6. Page 6, lines 14-20 – This section proposes to expand Act 250 jurisdiction to commercial and industrial developments within 2,000 feet of interstate interchanges.

Comment: CCRPC feels that this new jurisdiction is not necessary. If this provision is retained, we request that language be added to section (xi) to make explicit that the Regional Planning Commission exemption determination holds unless the RPC determines at a future date that the bylaws no longer meet the criteria. We appreciate that new interstate interchanges in designated centers will be exempt, though we still suggest that interchanges in a Census-defined urbanized area (Interstate 89 Exits 12 to 16) and potentially, **urban clusters**¹, be excluded from jurisdiction since these areas are already developed and will only be infilling over time. Also, the smart growth standards written into this section, that will be used by RPCs to determine if local zoning is adequate, could be used for Act 250 delegation to municipalities in full, or in specific areas of municipalities, rather than just 2,000' of an interchange. CCRPC suggests this as an option for streamlining of the permitting system in municipalities that have the capacity.

7. Pages 8-9, lines 8-5 – This section proposes to include new road/driveway construction of 2,000 feet in length as development subject to Act 250.

Comment: CCRPC is supportive of the goal of preventing forest and habitat fragmentation, but believes that this is not the most effective tool. CCRPC recommends a connection between the 2,000' road distance and the intended purpose of this jurisdictional trigger (habitat protection? Forest fragmentation?) and allowing an applicant to indicate if the stated purpose is being achieved with the proposed development. Alternatively, we recommend that this section be replaced with language to establish forest and habitat areas as jurisdictional triggers; those areas to be mapped by ANR (<http://anrmaps.vermont.gov/websites/ridges/index.html>) and adopted by reference as the area regulated; and, a process for how that map will be updated. Reliance on maps as a jurisdictional trigger should come with a process for the applicant to prove that the resource isn't on the property (similar to how wetlands are delineated on the ground).

8. Page 10 and 25 – This section exempts subdivisions inside designated downtowns and neighborhood development areas from Act 250 jurisdiction.

Comment: CCRPC agrees with and appreciates this approach, including the **addition of Village Centers with enhanced designation**. It is not clear if these areas are also exempt from the definition of development, and suggest that this be clarified. We suggest that development and subdivision in both Growth Center designations, and areas **served by public water and wastewater, should also be excluded**. We suggest expanding the criteria of NDAs to include areas served by public sewer and water even it is beyond the quarter to half mile from the designated center. In Chittenden County our existing settlement areas with both sewer and water cover 8% of our county compared to **0.6%** in designated Downtowns, NDAs and Village Centers.

¹ For reference: <https://tigerweb.geo.census.gov/tigerweb/>. The urbanized areas and urban clusters are under the Urban Areas group in the list of layers. Zoom in to Vermont.

9. Page 11, lines 5-14 - These sections define “connecting habitat” and “forest block.”
Comment: CCRPC recommends that these definitions be expanded to specifically reference mapping developed by ANR. The forest block definition is too broad and should be replaced with priority forest blocks, reflecting the good work done at the state level on this prioritization. Some additional guidance may be helpful to provide parameters around the minimum size of forest blocks or connecting habitat (see also comment #7).
10. The previous version of the bill proposed changes to the Natural Resources Board (NRB) from five members to three full time members. This included a proposal that the NRB becomes responsible for reviewing major Act 250 applications along with two members from the relevant District Commissions. District Commissions and District Coordinators would remain in charge of reviewing minor permits and amendments and making determinations on whether a project is major or minor.
Comment: While CCRPC did not have a specific position on this change, we are concerned about losing the benefit of being able to combine appeals from Act 250, DEC, and municipalities at the Environmental Court. **We ask that the ability to combine appeals in one body remain as this bill continues to evolve.**
11. Page 25, lines 6-18 - This section exempts designated downtowns and neighborhood development areas from Act 250 and allows for extinguishing of Act 250 permits in designated downtowns and neighborhood development areas. It is likely that this section has been amended to include Village Centers with enhanced designation as well.
Comment: CCRPC agrees with and appreciates this approach. However, permits in both Growth Centers (also a state approved growth area) and areas planned for growth (see comment 3) should also be exempt and allowed to be extinguished.
12. Pages 27-32 – The previous version of the bill proposed increases to the fees.
Comment: **CCRPC appreciates removal of the proposal to increase Act 250 fees**, as that would be counter to helping meet the larger challenges the state is currently facing with a lack of housing that is affordable and population loss in most regions.
13. Pages 32-35 – This section proposes a 30-day pre-application notice requirement to the public and affected agencies for larger Act 250 cases. It allows for municipal or regional planning commissions to hold hearings and provide recommendations to the applicant or District Commission.
Comment: CCRPC questions the necessity of this process in Act 250 in 10-acre towns (aka those towns with zoning). This mimics the Section 248/PUC process where most projects are exempt from local zoning. Development projects reviewed under Act 250 are also reviewed at the local level with a process which largely serves this same role. In addition, having the hearings at the local planning commission could create inconsistent advice to the applicant that they received from the local Appropriate Municipal Panel (i.e. DRB or PC/ZBA). If this process remains in the bill, CCRPC recommends that projects should be vested at time of submittal of the pre-application materials.

14. Page 47, line 5 – This section provides stronger language for applicants to provide bike, pedestrian and transit infrastructure.
Comment: CCRPC supports this stronger language.
15. Page 51, lines 3-5 – **We understand that the requirement for inspection of buildings to verify energy code certifications has been removed.**
Comment: CCRPC still feels that there should be one consistent energy code applied throughout the state, not a higher standard for projects subject to Act 250.
16. Pages 53, lines 3-13 – This section proposes that a municipal plan must be approved by the Regional Planning Commission; and a regional plan must be approved by the Natural Resources Board, in order for Plan conformance to be evaluated in Criteria 10.
Comment: CCRPC agrees with this approach. However, see Comment 20 for how and who approves the regional plans.
17. Page 56-57 - Presumptions for ANR permits in Act 250 Proceedings
Comment: CCRPC appreciates and supports the permit deference proposed for ANR permits for Criteria 1 through 5, and for municipal permits for Criteria 1 through 7, 9 and 10.
18. Page 57-58, lines 20-2 – This section adds language noting that if a municipality does not respond within 90 days to whether a development will impose an unreasonable burden on “educational, municipal or government services” the municipality to provide educational services, it will be presumed to have no impact.
Comment: CCRPC supports this change.
19. Pages 67-68 – This section requires ANR to produce resource maps, including for forest blocks.
Comment: Thank you for this section. It mostly addresses concerns identified above and should be referenced more specifically with regards to forest blocks and connecting habitat. It may be useful to clarify the relationship between this resource map and the Capability and Development Maps proposed on pages 87-89 and which layers should be used for jurisdictional determinations.
20. Page 69, lines 14-20 - This section has the Natural Resources Board approve regional plans and amendments if consistent with the goals of section 4302 of Title 24 (state planning goals).
Comment: CCRPC supports State review of regional plans. We request consideration of adding relevant State agencies into this review process (maybe by consultation). The following agencies should be consulted during this review so that all of our collective planning is as coordinated and consistent as possible: ACCD, ANR, and VTrans. If this approval is only under the authority of the Natural Resources Board, it should be clarified that this “approval” is only for the land use element, and only relevant for Criteria 10 under Act 250. We also request additional language be added so that the review is more similar to how RPCs review municipal plans. Besides reviewing the plan for consistency with the goals we also confirm that the plan contains all the elements required by state law in 24 VSA §4382(a) and is compatible with the approved plans of adjacent municipalities (or in this case RPCs). CCRPC appreciates the 30-day turn-around time and recommends the same timeframe for the additional state agencies suggested above, and if the timeframe is not met the plan should be presumed adopted.

21. Pages 71-72 – This section provides for the appropriate municipal development review panel to review Act 250 permits and take on or remove previously required conditions under certain criteria.

Comment: CCRPC supports and appreciates the intent of this provision to remove unnecessary conditions from properties and level the playing field for all property owners in areas exempted from Act 250 going forward. However, the proposed approach is challenging as not all local decisions are issued by an appropriate municipal panel (some are issued administratively by staff) and not all Act 250 conditions will fall under the authority of local zoning regulations. CCRPC recommends that an approach is found that: 1. Does not impose this burden on the municipalities and keeps the burden of extinguishing these permits on the body that originally issued them; 2. Provides notification to interested parties to the original permit; and 3. Provides the municipalities with an option to take on these conditions if they feel equipped.

22. Page 84, lines 3-10 – This section requires ANR to adopt rules to designate highest priority river corridors.

Comment: CCRPC thinks this is a step in the right direction, but would like to see explicit language added giving direction to ANR to allow for appropriate infill in our already developed downtowns and villages. In addition, prioritization of river corridors should take a wholistic approach that looks at water quality and river biology rather than the singular lens of fluvial erosion.

23. Page 87-89 - Capability and Development Facts and Findings, Plan and Maps.

Comment: Thank you for including consultation with RPCs in the development of the study of the Capability and Development Facts and Findings, Plan and Maps. Rather than simply updating the maps, the Plan would provide a much more comprehensive process that incorporates balance and prioritization that can be a useful base for the state permitting system. It might speed the process to start with a review of the maps produced by the RPCs as part of the recent enhanced regional energy planning work. Please consider making a clearer connection to the map layers that would be appropriate for determining jurisdiction in forest blocks and connecting habitat as noted in Comment #9.

24. Exemption for Certain Transportation Projects

Comment: CCRPC would like to see the exemption for transportation projects that disturb less than an additional 10 acres included in the bill as proposed in Joint Proposal of the Administration and VNRC. (See page 21 of the “discussion draft” dated 1/14/2020.)

25. Proposal for environmental justice as a new criterion.

Comment: CCRPC appreciates the intent behind this proposal. However, the criteria is broadly defined may be used as an avenue for appeals and obstruction of responsible development that meets all other Act 250 criteria. A more effective avenue for addressing environmental justice-related concerns is through effective planning at the local and regional level rather than on a site by site basis in Act 250.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
EXECUTIVE COMMITTEE MEETING MINUTES
FINAL

DATE: Wednesday, February 5, 2020
TIME: 5:45 p.m.
PLACE: CCRPC Offices, 110 W. Canal Street, Suite 202; Winooski, VT 05404
PRESENT: Mike O'Brien, Chair Catherine McMains, Vice Chair
Chris Roy, Immediate Past Chair John Zicconi, Secretary-Treasurer
Chris Shaw, At Large >5000
ABSENT: Barbara Elliott, At Large <5000
STAFF: Charlie Baker, Executive Director Eleni Churchill, Transportation Program Mgr.
Forest Cohen, Senior Business Mgr.
Amy Irvin Witham, Business Office Associate

The meeting was called to order at 5:45 p.m. by the Chair, Mike O'Brien.

John Zicconi stated he will not be in attendance for either the March Executive Committee Meeting or the Board Meeting.

1. Changes to the Agenda, Members' Items. There were none.

2. Approval of January 8th Joint Executive & Finance Committee Minutes.

JOHN ZICCONI MADE A MOTION, SECONDED BY CATHERINE MCMAINS, TO APPROVE THE MINUTES WITH EDITS. MOTION CARRIED UNANIMOUSLY. The following edits were requested:

- PG 1 Line 25, PG 2 Line 4 misspelled Catherine.
- PG 3 Line 35, 44 and PG 5 Line 17 capitalize Water
- Make note that Agenda items 2 & 3, were Finance Committee items and Treasurer, John Zicconi chaired that portion of the meeting.

3. ACT 250 & SEC 248 Applications.

- a. Colchester Avenue Housing, LLC, Burlington #4C1320. The application is for a 71-unit residential apartment building with surface and underground parking on 3 adjoining lots. The project is located at 72, 80 and 94 Colchester Avenue, in Burlington Vermont. The CCRPC finds the project to be consistent with the Planning Areas, in compliance with Criterion 9(L), and in conformance with the Planning Areas of the 2018 Chittenden County Regional Plan. John requested that "Avenue" be added to the location description.

JOHN ZICCONI MADE A MOTION, SECONDED BY CHRIS ROY, TO APPROVE THE LETTER TO AARON BRONDYKE, STATE COORDINATOR. MOTION CARRIED UNANIMOUSLY.

4. Clean Water Service Provider. Charlie said discussions have continued with peers (Northwest Regional Planning Commission, Lamoille County Planning Commission, Central Vermont Regional Planning Commission) about the best way to support each other in this endeavor. We are working with our neighboring RPCs to host introductory meetings for each watershed. The goal is to bring all of the partners in each watershed together. Currently, the biggest question is if any of the partners are interested in becoming a clean water service provider. The meeting for Basin 5 (Direct to Lake –

North) is scheduled for February 18. Staff will provide an update at the March meeting. Charlie explained he and Dan Albrecht will continue working on the advisory group to DEC as they develop rules and guidance. Charlie said he will provide more information and an update at the February 19, Board meeting. It is likely a decision will need to be made at the April Board Meeting. John Zicconi passed along praise to Dan Albrecht on a job well done with his CWSP, Water Quality presentation that was provided at the January 15, 2020 Board Meeting.

5. Act 250 Proposed Comments Charlie referred members to the two documents on Act 250, provided via e-mail and with the packet; the Draft Bill 19-0040 and CCRPC Comments on VNRC/Administration proposed Act 250. He asked members for input on the comments and if anything of importance had not yet been addressed. Member discussion of the documents and corresponding comments ensued. Members agreed there have been many changes in Vermont over past 50 years, since Act 250, and appreciate the consideration for increased protections, and how to move forward in a way that best protects varying interests of urban centers as well as rural town centers, countryside and villages. Charlie stated there is a balance of support and a few requests that the committee will take a second look at. This will go through the Judiciary, then House Commerce, and finally House General, all of this must happen before the House votes and it crosses over to the Senate.

6. Safety Performance Targets for the Metropolitan Planning Area
Eleni distributed a handout to the members that included charts of crash data that was used to develop the CY 2020 Statewide Safety Performance Targets for the different measures. She explained that the charts include both statewide and Chittenden County crash data and were developed to supplement the Statewide Safety Performance Targets Memo included with the Agenda Packet. Federal regulations have state DOTs set performance targets in various categories (safety, asset condition, system performance, etc.) and then give MPOs another 180 days to either accept the targets or develop their own. In 2018, the CCRPC Board voted to accept the statewide safety targets. VTRANS asked us to review the updated targets for 2020 and we added specific Chittenden County data. CCRPC staff recommendation is that the Executive Committee recommend the CCRPC Board accept the VTrans statewide safety targets as reported in the 2019 Highways Safety Improvement Program (HSIP) Report for the metropolitan planning area. Eleni stated CCRPC staff find no adverse consequence or reason to do anything else. This will need to be done at the February 19, 2020 Board Meeting. Members discussed whether to list the topic under the consent agenda or as a deliberative agenda item. It was decided it should be added as an agenda item with a short presentation. John Zicconi pointed out, considering our population base, we are relatively low in terms of overall state totals (fatalities), however, bicycle and pedestrian crashes are higher. CHRIS ROY MADE A MOTION, SECONDED BY CATHERINE MCMAINS TO RECOMMEND THE BOARD ACCEPT THE VTRANS STATEWIDE SAFETY TARGETS AS REPORTED IN THE 2019 HSIP REPORT FOR THE METROPOLITAN PLANNING AREA. MOTION CARRIED UNANIMOUSLY.

7. Chair/Executive Director Report.

- b. Annual Meeting Location: Charlie said Emma has asked members for location recommendations and provided a list of the previous 6 locations. Members discussed various options, including the Red Lantern in Charlotte, The Sunset Ballroom in South Burlington, All Souls, in Shelburne, and The Dudley Center at UVM in Burlington.
- c. Legislative Update: Charlie noted that in addition to bills discussed previously there is continued work on the Housing Bill and he will speak more on this as it moves forward. There is also a Global Warming Solutions Act being discussed which has about 60 sponsors and several RPC

related items. There is also a Transportation & Climate Initiative bill and Eleni mentioned the public meeting being held Thursday, February 6 at 6:00 p.m. in Burlington at Contois Auditorium.

- d. **UPWP Update:** There were a lot of applications received with requests totaling approximately \$1.5 million. Staff has been refining the estimate of available funding and thinks it may be closer to \$1.25 million. Conversations with individual applicants are ongoing. The next UPWP Committee Meeting will be held on Wednesday, February 19, at 3:30 p.m.
- e. **Compensation Study Update:** Charlie noted that there will be individual conversations with staff about the Compensation Study recommendations to make sure he has heard from everyone before bringing recommendations for personnel policy changes to the Executive Committee in March.

8. Review Agenda for February 19, CCRPC Board Meeting. Members reviewed and adjusted the proposed Agenda. Changes included adding a presentation on The Safety Performance Targets for the Metropolitan Planning Area and it was decided only a brief update will be needed for Act 250 since the bill will likely have changed by then.

9. Other Business: There was no other business.

10. Executive Session: There was none needed.

11. Adjournment: JOHN ZICCONI MADE A MOTION, SECONDED CHRIS ROY, TO ADJOURN THE MEETING AT 6:51 P.M. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,
Amy Irvin Witham

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
JOINT EXECUTIVE & FINANCE COMMITTEE MEETING MINUTES
DRAFT

DATE: Wednesday, March 4, 2020
TIME: 5:45 p.m.
PLACE: CCRPC Offices, 110 W. Canal Street, Suite 202; Winooski, VT 05404
PRESENT: Mike O'Brien, Chair (via phone) Catherine McMains, Vice Chair
Chris Roy, Immediate Past Chair Chris Shaw, At Large >5000
Jeff Carr, Finance Committee Member
ABSENT: Barbara Elliott, At Large <5000 John Zicconi, Treasurer
STAFF: Charlie Baker, Executive Director Regina Mahony, Planning Mgr.
Forest Cohen, Senior Business Mgr.
Amy Irvin Witham, Business Office Associate

The meeting was called to order at 5:45 p.m. by the Vice Chair, Catherine McMains.

1. Changes to the Agenda, Members' Items. There were none.

2. Approval of February 5, 2020 Executive Committee Minutes.

CHRIS ROY MADE A MOTION, SECONDED BY CHRIS SHAW TO APPROVE THE MINUTES WITH EDITS.
MOTION CARRIED UNANIMOUSLY.

The following edits were requested:

- Update PG 2, Line 30 – change the acronym HSIP to “Highway Safety Improvement Program”
- Update PG 2, Line 15 - update “Charlie’s” to “Charlie”

Per Catherine McMains, the meeting moved from Executive Committee items into Finance Committee items.

3. Approve Quarterly Journal Entries October to December 2019 (Finance Committee business)

Forest referred members to the Journal Entries dated October 2019 through December 2019, included with packet. Members reviewed and discussed. Jeff Carr asked about the closing of a CD; Forest explained the CD was moved to Opportunities Credit Union, with the Checking Account when that was transferred. Jeff also asked if the Water Quality expenses were related to recent developments with Clean Water Service Providers, Charlie and Forest explained, no, these are Water Quality Block Grants. JEFF CARR MADE A MOTION, SECONDED BY CATHERINE MCMAINS, TO APPROVE THE QUARTERLY JOURNAL ENTRIES. MOTION CARRIED UNANIMOUSLY.

4. FY20 Financial Statement Review July-December 2019

Forest Cohen provided a financial brief for the period covering July 2019 through December 2019. He also reminded members, at the previous Executive & Finance Committee Meeting, John Zicconi asked for an explanation of the \$300,000 difference between the current and previous years. Forest referred members to the “Change in Cash Year Over Year” document included with the packet. He explained the difference comes down to timing, the balance of bank accounts in relation to receivables and payables. When comparing monies month after month, we are not actually down \$300,000 in cash, the amount is closer to \$70,000, consistent with our FY19 year-end result.

Balance Sheet December 31, 2019 - Cash in checking, operating at \$203,488; Cash in Money Market (reserve) at \$176,584. Current assets over liabilities, \$608,311. Deferred Income Communities (match) at \$169,285. Jeff asked how the interest rates compared with the shift from commercial bank to Opportunities Credit union and asked that we consider on-going, future monitoring of rates between banking institutions. Forest explained the interest revenue is higher with the move to Opportunities Credit Union.

Income Statement, through December 2019 Forest addressed members, and reviewed the Income Statement. He explained after generating positive income in FY20 through October, we've had two negative months back to back, which brings us to the (\$71,442) year to date. This tracks with previous years that ended with negative income at the end of December. We've budgeted for ending the year at \$0 and have an indirect rate this year that should get us there, so the current number is behind expectations. Although the \$70,000 is a bit more than anticipated at this point in the year, expenses are okay, since we are 49%. Our cash flow through January is adequate for operations. However, there is a \$50,000 to \$60,000 reduction in projected actuals versus the original projection. This isn't critical to our financial position, but it is something to monitor. Forest feels the cash position is the result of our lower than expected revenue generation through the first half of the fiscal year. The Transportation line is down, which is based on Transportation Staff being out of the office for a period. We need to do a better job billing the transportation staff-time line through the second half of the year in order to hit our budget expectation and break even. Members reviewed and discussion regarding budgeting and the ebb and flow of consultant billings ensued.

5. First Draft FY21 Operating Budget

Charlie presented the draft FY21 operating budget to members. He explained we are trying to mitigate health care costs and decided to go with a new plan and system. Members discussed salary changes based on the Compensation Study finding. Jeff Carr stated it is important to look at total compensation including the benefits package, and members agreed. Charlie reminded members the compensation study helped to guide and determine these updates, and this is the highest proposal in a while. Mike asked about promotions, what is the base raise percent; Charlie explained it is closer to 4%, which is comparable to our municipalities and figures are very comparable to what the Burlington market is. He said we have had conversations with staff, and although we may not have the highest salaries, the overall package is solid, as it includes a flexible work environment and robust benefits. Members discussed training and conference expenses, specifically travel costs. Charlie explained, staff typically try to attend one local and one regional conference that includes travel, annually.

At 6:20 p.m. the meeting returned to review of Executive Committee items.

CATHERINE MCMAINS ASKED FOR A MOTION TO CLOSE THE FINANCE COMMITTEE PORTION OF THE MEETING; JEFF CARR MADE A MOTION TO CLOSE, SECONDED BY CATHERINE MCMAINS. MOTION CARRIED UNANIMOUSLY.

6. ACT 250 & SEC 248 Applications.

Regina explained that there are three stages of review in the PUC process: preferred site status when requested; 45-day pre-application notice; and final comments once the petition (aka application) is submitted.

- 1 a. Preferred site letter, Encore Renewable Development; Bolton. Regina noted this is a request for
2 preferred site status. This request is for the construction of a 500kW solar array to be located on
3 Roosevelt Highway (US 2) in Bolton, VT. The subject parcel is owned by the DesLauriers family.
4 The applicant has requested a letter from the town and CCRPC to designate the site as a
5 “preferred site”, as described in PUC Rule 5.100. CCRPC Staff supports the identification of the
6 site as a preferred site for net metering as the proposed project advances the 2018 ECOS plan’s
7 goal of increasing renewable energy generation in Chittenden County. This review is based on a
8 draft site plan. CCRPC will review the final site plan when it is submitted with the 45-day notice
9 of application, and with the full Certificate of Public Good application, to ensure the proposed
10 project continues to avoid known constraints and attempts to minimize impacts to possible
11 constraints. Mike asked if there was an aesthetic component. Regina explained there are a few
12 towns that have identified scenic resources as a local constraint so we’d only address it in those
13 municipalities; and Chris Roy explained, regardless, the PUC does have an aesthetic component
14 requirement that they will review. CHRIS SHAW MADE A MOTION, SECONDED BY CHRIS ROY, TO
15 APPROVE THE LETTER TO JUDITH WHITNEY, CLERK OF THE VERMONT PUBLIC UTILITY
16 COMMISSION. MOTION CARRIED UNANIMOUSLY.
17
- 18 a. Preferred site letter, Encore Renewable Development; Colchester. Regina noted this is a
19 request for preferred site status. Regina noted this is for the construction of a 500kW solar array
20 to be located on US Rt 7 and US Rt 2 in Colchester, VT. The subject parcel is owned by Duane
21 and Norma Juare. The applicant has requested a letter from the town and CCRPC to designate
22 the site as a “preferred site”, as described in PUC Rule 5.100. CCRPC Staff supports the
23 identification of the site as a preferred site for net metering as the proposed project advances
24 the 2018 ECOS plan’s goal of increasing renewable energy generation in Chittenden County.
25 This review is based on a draft site plan, and CCRPC has identified that the proposed project may
26 impact on e State possible constraint (Agricultural Soils and Hydric Soils). CCRPC encourages the
27 applicant to work with relevant State agencies to determine how to minimize impacts to this
28 possible constraint. In addition, the proposed access road to the proposed solar facility will
29 impact several other State and municipal known and possible constraints identified in the 2018
30 ECOS Plan. CCRPC will review the final site plan when it is submitted with the 45-day notice of
31 application, and with the full Certificate of Public Good application, to ensure the proposed
32 project continues to avoid known constraints and attempts to minimize impacts to possible
33 constraints. CHRIS SHAW MADE A MOTION, SECONDED BY CHRIS ROY, TO APPROVE THE LETTER
34 TO JUDITH WHITNEY, CLERK OF THE VERMONT PUBLIC UTILITY COMMISSION. MOTION
35 CARRIED UNANIMOUSLY
36
- 37 b. VELCO Sandbar Substation Upgrades; Milton; #20-0444-PET Regina stated this was seen
38 previously, in September, for the 45-day pre-application review. The CCRPC received the Section
39 248 Petition for a Certificate of Pubic Good filed with the Vermont Public Utility commission for
40 the Sandbar Substation at 586 Bear Trap Road in Milton, Vt. The project is an upgrade of an
41 existing substation. CCRPC reviewed and submitted comments on the proposed project during
42 the 45-day notice period. CCRPC has now reviewed the project again upon submittal of a full
43 petition in regarding the project’s conformance with CCRPC’s 2018 ECOS plan. The project
44 meets the intent of the Energy Goal of the 2018 ECOS Plan, and as the project replaces existing
45 infrastructure without expanding the existing impervious substation yard, it complies with the
46 plan’s constraint policies. The project currently conforms to the CCRPC’s 2018 ECOS Plan. CHRIS
47 SHAW MADE A MOTION, SECONDED BY CHRIS ROY, TO APPROVE THE LETTER TO JUDITH

1 WHITNEY, CLERK OF THE VERMONT PUBLIC UTILITY COMMISSION. MOTION CARRIED
2 UNANIMOUSLY
3

- 4 7. Personnel Policy Update. Charlie reminded members we looked at these proposed changes in
5 January. He referred members to the memo as well as the pages from the Administrative and
6 Operating Policies and Procedures for the CCRPC with the proposed edits highlighted. Most of the
7 updates were administrative in nature, with little to no impact on daily functioning of the CCRPC,
8 the staff, or to the budget. More substantive updates include the updated salary ranges and a
9 proposed increase to the life insurance benefit. The cost of the proposal to increase the current life
10 insurance benefit is from \$50,000 to two times an employee's annual salary up to \$200,000. The
11 quote received from our insurance broker brings the price for the increased benefit to \$6720
12 annually, up \$3840 from the current cost. Charlie explained it makes sense to implement the new
13 salary ranges and the increased life insurance benefit effective at the beginning of the fiscal year.
14 The rest could be effective immediately, following approval. Staff recommends the personnel policy
15 updates be approved as presented with edits as the Committee sees fit. Staff is asking that the
16 Committee recognize that some format and document changes will result from the updates that
17 aren't as substantive to policies and procedures, such as page numbering and dates, that aren't
18 being presented here. Members discussed the updates. Chris Shaw asked how paid time off is
19 accrued; can you accrue time when you are on paid leave? Forest and Charlie explained how paid
20 time off works, specifically, time does not accrue if an employee is on an unpaid leave. Mike asked
21 for clarification on combined time off and holiday time; no, the holidays are separate from
22 employees paid time off. Regarding the salary changes, Charlie reminded members the updates are
23 a result of the findings from the Compensation Study. He referred members to the draft document
24 included in the packet, Appendix A, Salary Ranges that outlines the proposed updates in terms of
25 salary range, job titles, and broad descriptions. Members discussed the changes. Mike asked for
26 more details on the life insurance policy change. Charlie and Forest explained, based on the
27 compensation study, the industry standard is typically two times salary. CHRIS ROY MADE A
28 MOTION, SECONDED BY MIKE O'BRIEN, TO APPROVE THE PERSONNEL POLICY UPDATES AS
29 PROPOSED. MOTION CARRIED UNANIMOUSLY.
30

- 31 8. Clean Water Service Provider Proposal Update.
32 Charlie stated that based upon the recent meeting with partners in the Direct to Lake Basin and
33 conversations with the DEC, if no one else steps up to fill the need, the RPC's will. From a policy
34 perspective, we have not been embracing this too strongly, as we need to ensure that the rules
35 being drafted will work. The Northwest RPC already has an agreement to support the Lamoille and
36 Missisquoi. He is hopeful the Direct to Lake will be simpler to manage, since it is a highly regulated
37 watershed with the MS4s. Charlie said he continues to inquire if any other entities are interested in
38 becoming a CWSP. To date, there have not been any other interested parties. Charlie said the draft
39 proposal should be ready at the end of March, with hopes to be close to the final draft by the April
40 board meeting. Charlie said he is not totally confident that CVRPC will take on the CWSP role for the
41 Winooski, which means we may need to take on that basin as well. He said we are working closely
42 with DEC staff and other partners in developing the draft rules and guidance. Also, he asked for
43 feedback since the DEC is worried about Conflict of Interest. Members discussed various ways to
44 handle. Charlie said stay tuned, more information will come and there is a Winooski Partner
45 meeting scheduled for the end of March. Members discussed various ways other organizations
46 might support and help with this endeavor.
47

- 48 9. Chair/Executive Director Report.

- a. **Legislative Update:** Charlie noted there is an Act 250 committee meeting next Tuesday morning. Member discussion regarding Act 250 changes ensued. Charlie said we do need to be prepared to discuss this in the Senate, as there are likely to be a few more adjustments. The Housing Bill will be voted on in a couple of weeks. Also, we are paying more attention to the Global Warming Solutions Act as many of the goals are closely related to our Energy Plan. Charlie also mentioned we continue to work with the Community Justice Center, as they figure out a different model.
 - b. **UPWP Update:** Charlie said they have arrived at a place where it should be easy to agree on what to fund. There were a few proposed projects that will be deferred for a year and some items were ineligible.
10. **Review Agenda for March 18 CCRPC Board Meeting.** Charlie referred members to a handout that details meeting minutes topic breakdown for the CCRPC board Meeting Agenda items. Members discussed ways to ensure there is equity between transportation and regional planning items moving forward. Charlie asked members to review the updated March 18, Board Meeting Agenda; Charlie explained additional language was added to address the potential need for members and the public to access meetings remotely, via conference call and/or video. He explained this is also in response to recent developments with the coronavirus to ensure we have a plan in place. Discussion regarding general meeting guidelines for announcing when people are speaking, and the need to hold roll call. Charlie also stated some of our towns have been asking for the ability to participate remotely. Members reviewed and adjusted the proposed Agenda; changes include the addition of an agenda item to ask for feedback on future items of discussion and to move the Legislative Update to a separate business item.
 11. **Other Business:** There was no other business. Mike asked about the location for the annual meeting. Charlie stated the venue will be at the Sunset Ballroom. There is concern the GBIC meeting could conflict with our annual meeting.
 12. **Executive Session:** There was none needed.
 13. **Adjournment:** CHRIS ROY MADE A MOTION, SECONDED BY CHRIS SHAW TO ADJOURN THE MEETING AT 7:51PM. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,
Amy Irvin Witham

March 5, 2020

Judith Whitney, Clerk of the Commission
Vermont Public Utility Commission
112 State Street
Montpelier, VT 05620-2701

Re: Encore Renewable Development Preferred Site Letter - Chittenden County Regional Planning Commission

Dear Ms. Whitney,

The Chittenden County Regional Planning Commission ("CCRPC") is in receipt of a draft site plan submitted by Encore Renewable Development for the construction of a 500 kW solar array to be located on Roosevelt Highway (US 2) in Bolton, VT. The subject parcel is owned by the DeLaurier Family. The applicant has requested a letter from the Town and CCRPC to designate this site as a "preferred site," as described in PUC Rule 5.100.

The 2018 ECOS Plan and CCRPC's "Guidelines and Standards for Reviewing Act 250 and Section 248 Applications" provide guidance for the siting of renewable energy facilities and the designation of preferred sites.

The 2018 ECOS Plan contains a "Constraint Policies" to ensure that proposed facilities are not located within areas subject to State and local development restrictions. Based on the draft site plan, CCRPC has identified that the proposed project may impact two State possible constraints (Flood Hazard Area and Agricultural Soils) and one local possible constraint (Flood Hazard Area II). CCRPC encourages the applicant to work with relevant State agencies and the municipality to determine how to minimize impacts to these possible constraints.

In addition, the subject property does contain several other known and possible constraints identified in the 2018 ECOS Plan, but the draft site plan indicates that these constraints will be avoided. These constraints include a deer wintering area, slopes greater than 25%, and Vermont Conservation Design Highest Priority Forest Blocks.

This 2018 ECOS Plan also contains "Suitability Policies" which define characteristics of sites where CCRPC encourages renewable energy generation facilities. The proposed project meets the following policies:

1. Locate energy generation proximate to existing distribution and transmission infrastructure: The proposed facility is located adjacent to existing distribution infrastructure.
2. Locate ground-mounted solar larger than 15 kW...outside of state designated village centers: The project is not located within a designated village center.

Finally, the proposed project advances the 2018 ECOS Plan's goal of increasing renewable energy generation in Chittenden County. **The CCRPC supports the identification of this site as a preferred site for net metering.**

This review is based on a draft site plan. CCRPC will review the final site plan when it is submitted with the 45-day notice of application, and with the full Certificate of Public Good application, to ensure that the proposed project continues to avoid known constraints and attempts to minimize impacts to possible constraints. Thank you for your time and attention.

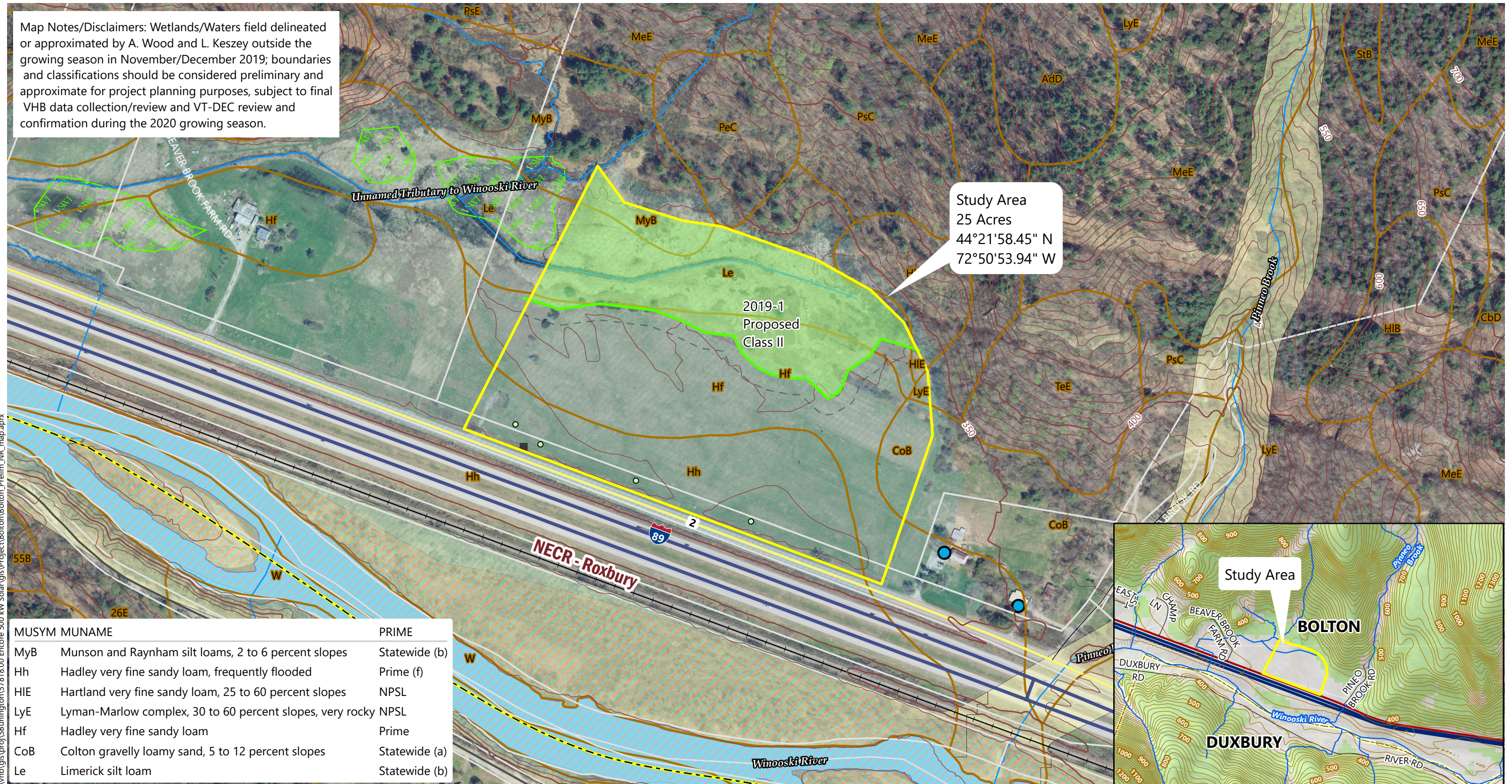
Sincerely,

Charlie Baker
Executive Director

CC: CCRPC Board
Larry Lewack, Planning and Zoning Administrator

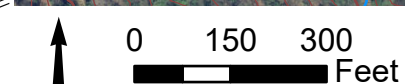
DRAFT

Map Notes/Disclaimers: Wetlands/Waters field delineated or approximated by A. Wood and L. Keszei outside the growing season in November/December 2019; boundaries and classifications should be considered preliminary and approximate for project planning purposes, subject to final VHB data collection/review and VT-DEC review and confirmation during the 2020 growing season.

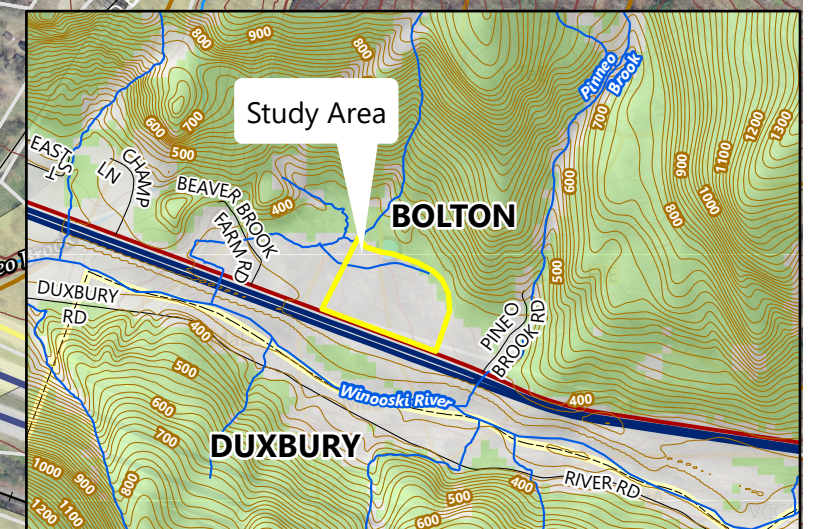


\\vhb\gis\proj\57818.00 Encore 500 kW Solar\gis\Project\Bolton\Bolton Prelim_NR_map.aprx

MUSYM	MUNAME	PRIME
MyB	Munson and Raynham silt loams, 2 to 6 percent slopes	Statewide (b)
Hh	Hadley very fine sandy loam, frequently flooded	Prime (f)
HIE	Hartland very fine sandy loam, 25 to 60 percent slopes	NPSL
LyE	Lyman-Marlow complex, 30 to 60 percent slopes, very rocky	NPSL
Hf	Hadley very fine sandy loam	Prime
CoB	Colton gravelly loamy sand, 5 to 12 percent slopes	Statewide (a)
Le	Limerick silt loam	Statewide (b)



- | | | | | |
|--|---|--|---|--|
| — Approx. Wetland Boundary (VHB) | + Public Water Source (ANR) | Floodway (FEMA) | — Contour 10 (VCGI) | — Interstate Highway |
| Approx. Wetland (VHB) | ● Private Well (ANR) | 100 Year (FEMA) | Parcel Boundary (VCGI) | — US Highway |
| Wetland Buffer (VHB) | — Stream (ANR) | VSWI (ANR) | County Boundary (VCGI) | — State Highway |
| ● Utility Pole (VHB) | Waterbody (ANR) | Soil Map Unit (VCGI) | Town Boundary (VCGI) | — Local Road |
| Culvert (VHB) | River Corridor (ANR) | — Contour 50 (VCGI) | — Railroad Lines (VTrans) | - - - Private Road |



Encore DeLaurier Bolton Solar Project | Bolton, Vermont

Preliminary Wetlands and Waters Map

Sources:
ANR - Vermont Agency of Natural Resources Web Map Service
VCGI - Vermont Center for Geographic Information Web Map Service
VTrans - Vermont Agency of Transportation Web Map Service
Background Image by VCGI (2018)

March 5, 2020

Judith Whitney, Clerk of the Commission
Vermont Public Utility Commission
112 State Street
Montpelier, VT 05620-2701

Re: Encore Renewable Development Preferred Site Letter - Chittenden County Regional Planning Commission

Dear Ms. Whitney,

The Chittenden County Regional Planning Commission ("CCRPC") is in receipt of a draft site plan submitted by Encore Renewable Development for the construction of a 500 kW solar array to be located on Roosevelt Highway (US 7 and US 2) in Colchester, VT. The subject parcel is owned by Duane and Norma Juare . The applicant has requested a letter from the Town and CCRPC to designate this site as a "preferred site," as described in PUC Rule 5.100.

The 2018 ECOS Plan and CCRPC's "Guidelines and Standards for Reviewing Act 250 and Section 248 Applications" provide guidance for the siting of renewable energy facilities and the designation of preferred sites.

The 2018 ECOS Plan contains a "Constraint Policies" to ensure that proposed facilities are not located within areas subject to State and local development restrictions. Based on the draft site plan, CCRPC has identified that the proposed project may impact one State possible constraint (Agricultural Soils and Hydric Soils). CCRPC encourages the applicant to work with relevant State agencies to determine how to minimize impacts to this possible constraint.

In addition, the proposed access road to the proposed solar facility will impact several other State and municipal known and possible constraints identified in the 2018 ECOS Plan. These constraints include three State known constraints (River Corridor; state-significant natural communities/rare, threatened, and endangered species; and Class 2 wetlands) and one municipal known constraint (Water Protection Overlay District). Again, CCRPC encourages the applicant to work with relevant State agencies and the municipality to determine how to avoid impacts of the proposed access road to these known constraints.

This 2018 ECOS Plan also contains "Suitability Policies" which define characteristics of sites where CCRPC encourages renewable energy generation facilities. The proposed project meets the following policies:

1. Locate energy generation proximate to existing distribution and transmission infrastructure: The proposed facility is located adjacent to existing distribution infrastructure.
2. Locate ground-mounted solar larger than 15 kW...outside of state designated village centers: The project is not located within a designated village center.

Finally, the proposed project advances the 2018 ECOS Plan's goal of increasing renewable energy generation in Chittenden County. **The CCRPC supports the identification of this site as a preferred site for net metering.**

This review is based on a draft site plan. CCRPC will review the final site plan when it is submitted with the 45-day notice of application, and with the full Certificate of Public Good application, to ensure that the proposed project continues to avoid known constraints and attempts to minimize impacts to possible constraints. Thank you for your time and attention.

Sincerely,

Charlie Baker
Executive Director

CC: CCRPC Board
Sarah Hadd – Director of Planning and Zoning



A1
SCALE:
N/A

encore
RENEWABLE ENERGY
Leaders in Distributed Energy Generation.
110 Main Street, Suite 2E
Burlington, VT 05401
802-861-3023
www.encorerenewableenergy.com

PROFESSIONAL SEAL
ENGINEER'S SEAL APPLIES TO DESIGN OF STRUCTURAL COMPONENTS ONLY

ER Pond Brook Solar, LLC
744 KW DC / 550 AC

RELEASE RECORD

1	12/30	Concept
MARK	DATE	DESCRIPTION

PROJECT INFORMATION

TITLE & ADDRESS:
4259 Roosevelt Highway
Colchester, VT

ER PROJECT No.:

DRAWN BY: JCDC	REVIEWED BY:
-------------------	--------------

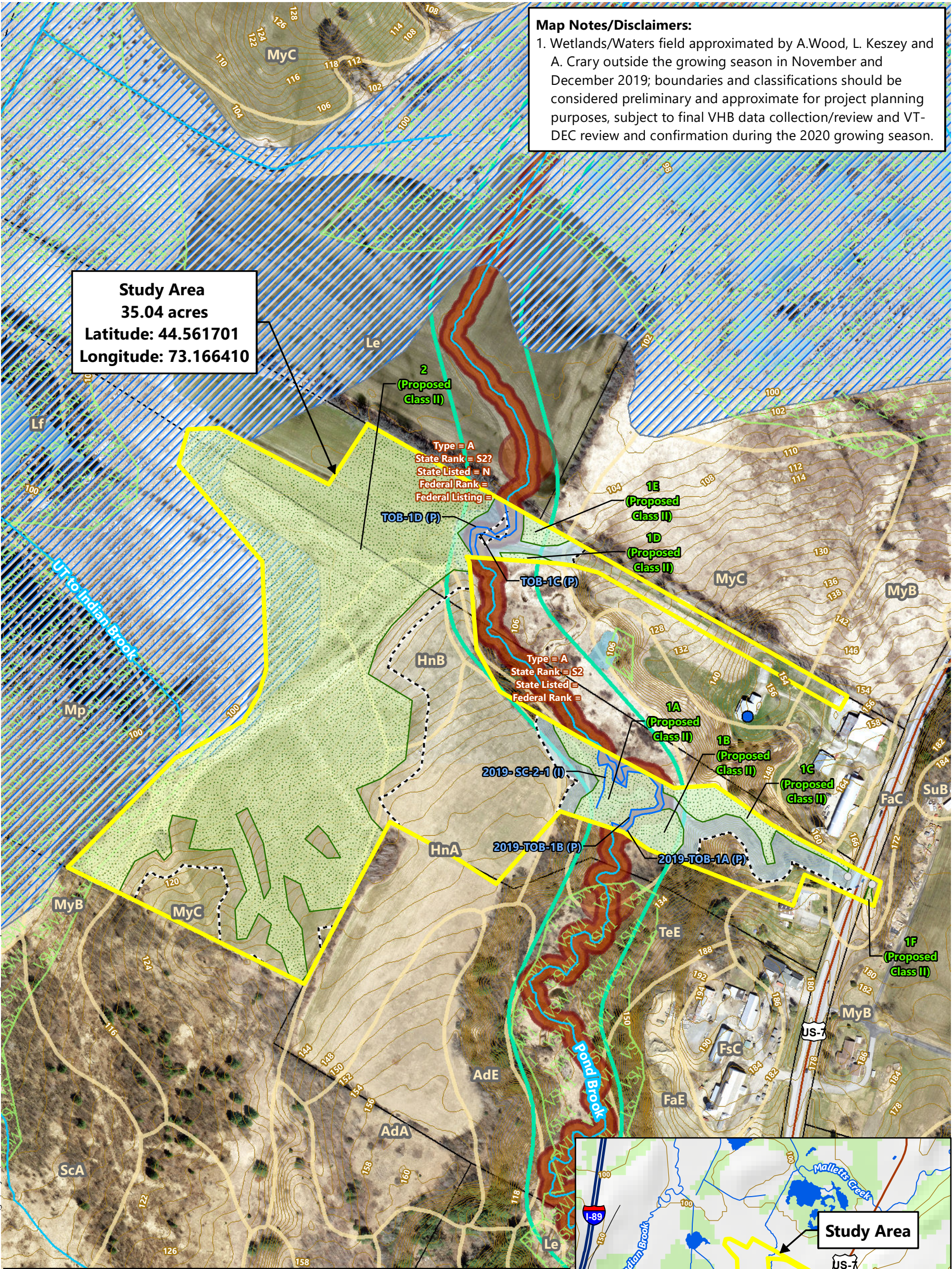
SHEET TITLE:
Conceptual Design

SHEET No.:
C-101

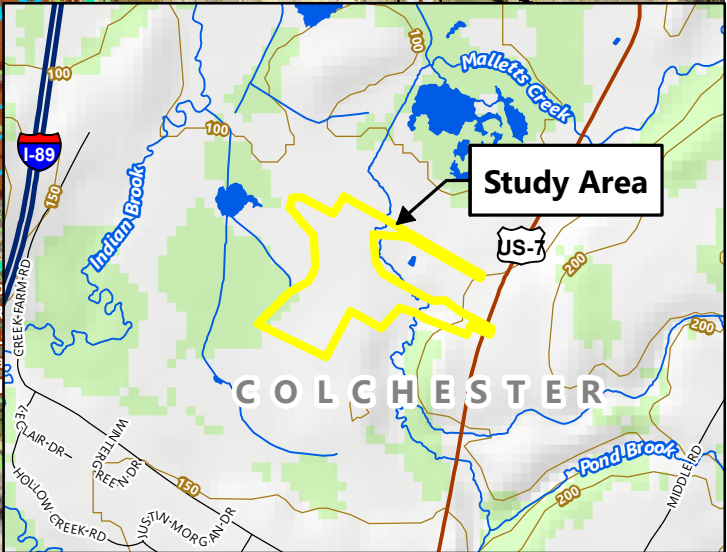
Map Notes/Disclaimers:

1. Wetlands/Waters field approximated by A.Wood, L. Keszey and A. Crary outside the growing season in November and December 2019; boundaries and classifications should be considered preliminary and approximate for project planning purposes, subject to final VHB data collection/review and VT-DEC review and confirmation during the 2020 growing season.

Study Area
35.04 acres
Latitude: 44.561701
Longitude: 73.166410

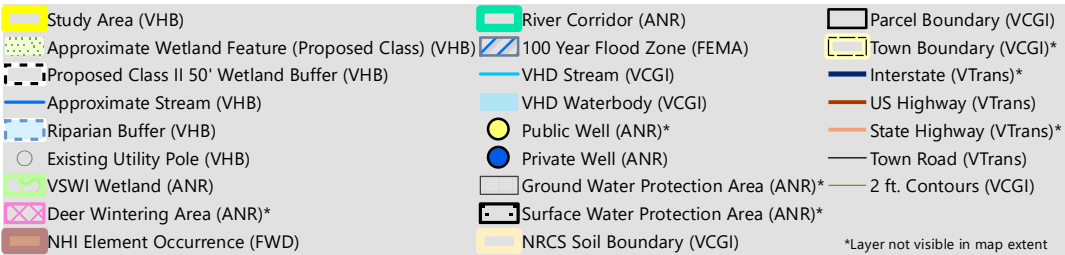


NRCS Soil Information				
Soil Abbreviation	Soil Map Unit	Vermont Farmland Classification	Erodibility Ranking	Area (acres)
FaC	Farmington extremely rocky loam, 5 to 20 percent slopes	NPSL	potentially highly erodible	0.28
HnA	Hinesburg fine sandy loam, 0 to 3 percent slopes	Prime	not highly erodible	4.97
HnB	Hinesburg fine sandy loam, 3 to 8 percent slopes	Prime	potentially highly erodible	3.23
Le	Limerick silt loam	Statewide (b)	not highly erodible	10.39
MyB	Munson and Raynham silt loams, 2 to 6 percent slopes	Statewide (b)	potentially highly erodible	1.00
MyC	Munson and Raynham silt loams, 6 to 12 percent slopes	Statewide (b)	potentially highly erodible	12.20
TeE	Terrace escarpments, silty and clayey	NPSL	not rated	2.96



ER Colchester Pond Brook Solar Site

Colchester, Vermont



Preliminary Natural Resources Map

Sources:
Background Imagery by VCGI (Collected in 2018)
VCGI (Vermont Center for Geographic Information - Various Dates)
ANR (Vermont Agency of Natural Resources - Various Dates)
FWD (Vermont Fish and Wildlife Department - 2018)
VTrans (Vermont Agency of Transportation - 2018)
VHB (2019)

March 5, 2020

Judith Whitney, Clerk of the Commission
Vermont Public Utility Commission
112 State Street
Montpelier, VT 05620-2701

RE: Petition for Upgrades to the Sandbar Substation at 586 Bear Trap Road in Milton, VT (Case #20-0444-PET)

Dear Ms. Whitney,

The Chittenden County Regional Planning Commission (CCRPC) has received the Section 248 Petition for a Certificate of Public Good filed with the Vermont Public Utility Commission for the Sandbar Substation at 586 Bear Trap Road in Milton, VT. The project is an upgrade of an existing substation. CCRPC reviewed and submitted comments on the proposed project during the 45-day notice period (submitted to the applicant on September 5, 2019). CCRPC has now reviewed the project again upon submittal of a full petition in regard to the project's conformance with CCRPC's *2018 Chittenden County ECOS Plan*, which gained a Determination of Energy Compliance from the Vermont Department of Public Service on August 9, 2018.

The project is located within the Rural Planning Area as defined in *2018 ECOS Plan*. The plan states that "the Rural Planning Area...provides for low density commercial, industrial, and residential development...that is compatible with working lands and natural areas." The Plan is not intended to prescribe uses and we find that a replacement of existing infrastructure without expansion of the footprint is consistent with this planning area. Therefore, we find this project to be generally in conformance with the Planning Areas of the *2018 Chittenden County Regional Plan*.

ECOS Energy Goal

CCRPC finds that this project meets the intent of the Energy Goal (Goal #17) of the *2018 ECOS Plan*: "Move Chittenden County's energy system toward a cleaner, more efficient and renewable system that benefits health, economic development, and the local/global climate by working towards the State's Comprehensive Energy Plan goals."

Strategy 2, Action 4b of the ECOS Plan states "CCRPC supports the generation of new renewable energy in the County to meet the Vermont Comprehensive Energy Plan's goals of using 90% renewable energy by 2050, in a manner that is cost effective and respects the natural environment." Development of this substation will increase efficiency and allow for future installations of distributed renewable energy generation.

Constraints

The 2018 ECOS Plan states that development should be located to avoid state and local known constraints that have been field verified, and to minimize impacts to state and local possible constraints that have been field verified (Strategy 3, Action 1.f and Strategy 4, Action 1.f and Action 2.e). The 2018

ECOS Plan also states that energy facilities on “existing structures and parking lots” meet the constraint policies of the plan. As this project replaces existing infrastructure without expanding the existing impervious substation yard, it complies with the plan’s constraint policies.

These comments are based on information currently available; we may have additional comments as the process continues.

Please feel free to contact me with any questions.

Sincerely,

Charlie Baker
Executive Director

cc: CCRPC Board
Don Turner, Town of Milton – Town Manager

DRAFT

Exhibit Petitioner EJM-3

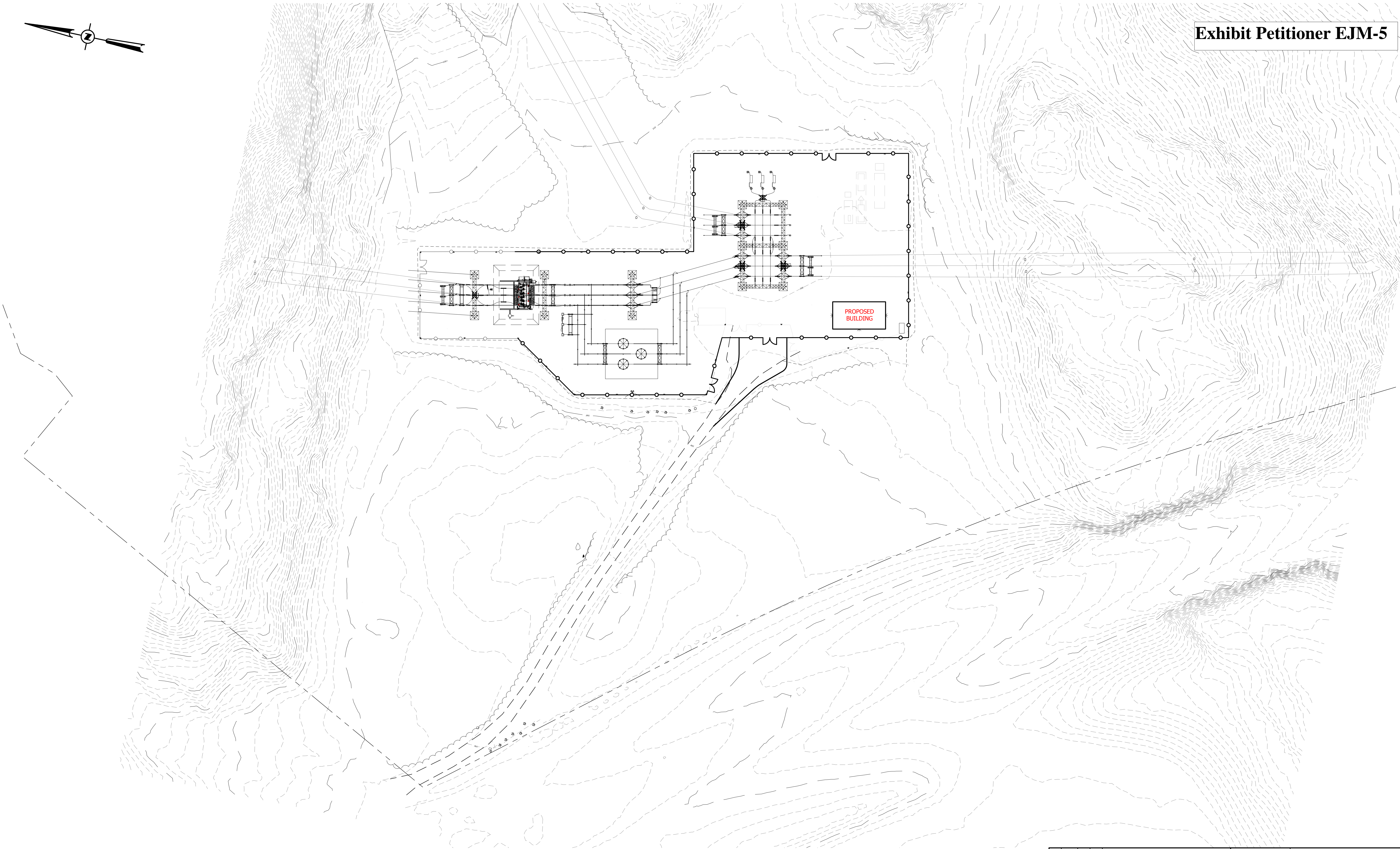
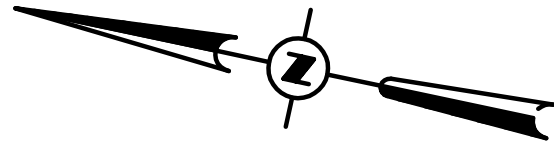


LEGEND

-
- | | |
|--|---------------------------------------|
| | SUBSTATION FENCE |
| | EXISTING INFRASTRUCTURE TO REMAIN |
| | EXISTING INFRASTRUCTURE TO BE REMOVED |
| | NEW AND/OR REPLACED INFRASTRUCTURE |
| | PROPOSED TREE CLEARING |
| | PROPOSED STAGING AREA |

GENERAL NOTES:
--THIS PLAN DOES NOT CONSTITUTE A BOUNDARY SURVEY.

[illegible]



LEGEND

- | | | | |
|--|------------------------------|--|---------------------------|
| | SURVEY POINT | | EXISTING SWITCHYARD FENCE |
| | PERMANENT CONTROL POINT | | EXISTING TREELINE |
| | EXISTING UTILITY POLE | | EXISTING 2' CONTOUR |
| | EXISTING UTILITY POLE ANCHOR | | EXISTING 10' CONTOUR |
| | APPROXIMATE BOUNDARY LINE | | PROPOSED SUBSTATION FENCE |

GENERAL NOTES:
--THIS PLAN DOES NOT CONSTITUTE A BOUNDARY SURVEY.



--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, February 4, 2020
TIME: 9:00 a.m.
PLACE: Conference Call

Members On Call

Nicole Losch, Burlington
Dennis Lutz, Essex
Andrea Morgante, Hinesburg
Barbara Elliott, Huntington
Josh Arneson, Richmond
Dean Pierce, Shelburne
Justin Rabidoux, South Burlington
Bruce Hoar, Williston
Seth Bowden, Business
Karen Yacos, Local Motion
Mary Anne Michaels, Rail
Bob Henneberger, Seniors
Matthew Langham, VTrans
Amy Bell, VTrans
Ashly Bishop, VTrans District 5

Staff

Charlie Baker, Executive Director
Eleni Churchill, Transportation Program Manager
Christine Forde, Senior Transportation Planner
Marshall Distel, Transportation Planner

Christine Forde called the meeting to order at 9:04AM.

1. Consent Agenda: DENNIS LUTZ MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY BARBARA ELLIOT. THE MOTION PASSED UNANIMOUSLY.

2. Approval of Minutes

Christine asked for any changes, which there were none. JUSTIN RABIDOUX MADE A MOTION TO APPROVE THE MINUTES OF JANUARY 7, 2020, SECONDED BY DENNIS LUTZ. THE MOTION PASSED WITH ABSTENTIONS FROM BARBARA ELLIOTT, DEAN PIERCE AND SETH BOWDEN.

3. Public Comments

None.

4. Safety Performance Targets for the Metropolitan Planning Area:

Eleni Churchill, CCRPC staff, provided an overview of this item. This is the second time the CCRPC has been asked by VTrans to take action on established safety targets. The first time was for 2018 targets and this time for calendar year 2020 targets. The Federal Government has developed performance measures under a number of categories – safety was the first category that measures, and targets were developed for in 2017. In general, state departments of transportation (DOTs) had to develop targets for all relevant measures under each category (safety, asset management, performance, etc.) and metropolitan planning organizations (MPOs) had 180 days to either accept the state targets or develop their own. In 2018 the CCRPC Board voted to accept the VTrans statewide safety targets.

Eleni reviewed statewide and Chittenden County safety data.

Dennis Lutz commented that the data shows that fatalities have not been reduced over the past few years and questioned if there has been adequate statewide effort to reduce fatalities. Eleni noted that given the

1 very small number of fatalities we have in the state and the randomness of locations it is difficult to
2 develop location specific improvements.

3 DEAN PIERCE MADE A MOTION FOR THE BOARD TO ACCEPT VTRANS STATEWIDE
4 TARGETS, SECONDED BY JUSTIN RABIDOUX. THE MOTION PASSED
5 UNANIMOUSLY.

6
7 **5. US7 Signal Upgrades, Shelburne-South Burlington Major TIP Amendment**

8 Christine Forde, CCRPC staff, provided an overview of a proposed major amendment to the FY20-23
9 Transportation Improvement Program (TIP) for traffic signal upgrades on US7 between Webster Road
10 and Swift Street. She noted that this project is in the FY20-23 TIP but the project had not completed
11 scoping and no funds were programmed. The project will be funded partially with a federal Accelerated
12 Innovation Deployment (AID) grant fund and partially with federal formula funds available within
13 CCRPC's fiscal constraint limit.

14 Eleni noted that the infrastructure in the southern portion of the project area (Webster Road to IDX Drive)
15 will not be replaced but will be upgraded. The signals north of IDX drive are very old and will be
16 completely replaced.

17
18 Dean Pierce noted that there should be consideration of traffic conditions in Shelburne Village and the
19 signal at US7/Harbor Road. Eleni noted that CCRPC would look at that location and could potentially do
20 a technical assistance project.

21
22 JUSTIN RABIDOUX MADE A MOTION FOR THE BOARD TO WARN A PUBLIC HEARING ON
23 THE PROPOSED TIP AMENDMENT, SECONDED BY BARBARA ELLIOTT. THE MOTION
24 PASSED UNANIMOUSLY.

25
26 **6. Status of Projects and Subcommittee Reports (Information Item):**

27 Eleni noted that the project list on the back of the agenda identifies current projects, and TAC members
28 can follow up with staff about these or other projects.

29
30 **7. CCRPC Board Meeting Report**

31 Christine provided a brief update of the January Board meeting. The Board held a public hearing and
32 voted to approve major TIP amendments for the Williston Park & Ride and Champlain Parkway projects,
33 they voted to approve the FY20 UPWP Mid-year Adjusted Program and Budget, they voted to approve
34 the Town of Jericho's Determination of Energy Compliance, and they voted to approve CCRPC
35 comments on the Clean Water Service Provider RFP.

36
37 **8. Chairman's/Members' Items:**

38 Barbara Elliott noted that a lot of VMT was saved by having a phone meeting and would like to see this
39 happen more frequently in the future. Andrea agreed.

40
41 BARBARA ELLIOTT MADE A MOTION TO ADJOURN, SECOND BY DENNIS LUTZ,
42 APPROVED UNANIMOUSLY.

43
44 The meeting adjourned at 9:30 AM.

45
46 Respectfully submitted, Christine Forde

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Wednesday, March 3, 2020
TIME: 9:00 a.m.
PLACE: CCRPC Offices, 110 West Canal St. Winooski, VT

Members Present

Nicole Losch, Burlington
Matthew Langham, VTrans
Amy Bell, VTrans
Ashley Bishop, VTrans District 5
Chris Jolly, FHWA
Dave Allerton, Milton
Ashley Jackson, Milton
Dean Bloch, Charlotte
Dennis Lutz, Essex
Josh Arneson, Richmond
Jon Rauscher, Winooski
Joss Besse, Bolton
Karen Yacos, Local Motion
Bob Henneberger, Seniors
Dean Pierce, Shelburne
Robin Pierce, Essex Junction
Sandy Thibault, CATMA
Lisa Schaeffler, Williston
Seth Bowden, GBIC

Staff

Charlie Baker, Executive Director
Bryan Davis, Senior Transportation Planner
Christine Forde, Senior Transportation Planner
Jason Charest, Senior Transportation Planning Engineer
Marshall Distel, Transportation Planner
Chris Dubin, Transportation Planner
Sai Sarepalli, Transportation Planning Engineer

Others

Taylor Sisson, VTrans
Kelsi Record, VTrans

Bryan Davis called the meeting to order at 9:02AM, calling for a round of introductions.

1. Consent Agenda: No consent agenda.

2. Approval of Minutes

Bryan asked for any changes, which there were none. DENNIS LUTZ MADE A MOTION TO APPROVE THE MINUTES OF FEBRUARY 4, 2020, SECONDED BY BOB HENNEBERGER. THE MOTION PASSED UNANIMOUSLY.

3. Public Comments

None.

4. US7 Signal Upgrades, Shelburne-South Burlington

Taylor Sisson and Kelsi Record, VTrans staff, presented information about signal upgrades on US 7 in Shelburne and South Burlington. This project is a Federal AID grant award of 996,000 with 20% state match awarded January 2019 to enhance 17 signal (16 state-owned) performance on Shelburne Road corridor (Webster Rd to I-189). Two projects defined under the grant based on signal ages: 10 signals about 15 years old from Webster to Holmes/IDX, and 6 much older signals from Fayette to I-189. One signal at I-189 off ramp is municipal owned. Contract 1 has apparent low bidder (not yet awarded) and is planned to start in June 2020 and end in October. Contract 2 to be bid in summer 2020 with construction planned for 2021. Project benefits include: monitoring traffic and adjusting signal timing remotely; technicians receiving automatic alerts in event of failure; Automated Traffic Signal Performance

Measures (ATSPMs); reduced left turn delay; improved signal coordination; and replaces dated equipment.

Dean asked if any private info is captured by cameras? Taylor replied that nothing private is captured and no data imagery (e.g., like red light running) is stored. Dean noted that the Charlotte signal replaced recently improved traffic flow at the intersection.

Karen asked if the new technology can be used to capture license plates? Taylor replied that they are not designed to capture that level of detail. Karen asked if the technology would be able to be used for preferential crossing for bikes/peds? Taylor replied that the cameras are only really designed to monitor traffic and not be able to take video. The new signals use radar to monitor advance stop bar and queue lengths, etc. Karen asked if the technology can detect and differentiate between bikes and cars? Yes it can detect bikes but is currently used to detect presence rather than say, capture bike counts. Pedestrian signal infrastructure is separate from the technology that detects cars and bikes. VTrans staff will be able to monitor flow of cars and bikes.

Dennis complimented VTrans on their VT 15 work and asked who the contractor is for this project. Taylor replied that contract 1 hasn't been awarded yet but VTrans has received an apparent low bid. There was a question that if the signals are being monitored, is there a system set up for a quicker way to get signal issues to the right operations people? Taylor replied that yes, this system establishes remote communications and would tie the 16 signals into that system so operations staff would get notified if signal went to flash mode or went out or some other issue.

Dean Pierce asked about the benefits slide and noted he previously heard this project will improve level of service for vehicles throughout corridor; is that a benefit, and has that been quantified? Taylor responded that since VTrans isn't doing any lane configuration changes, the benefit is that signals will be able to respond to traffic flow and essentially "fine tune" the system, but there hasn't been any quantified time savings at this point. Flashing yellow arrows will reduce delay for left turns, which is currently wait on red for protected only green. Shelburne intersection delays would need a more robust study.

Joss noted that it looks like two years of summer construction and asked about any mitigation efforts. Taylor noted that VTrans is planning for all work to be done at night, and other work can occur off of the roadway during daytime hours. Two-way traffic is planned during the entire construction period.

Chris Jolly pointed out that performance measures were noted and asked if there is baseline data to measure improvements. Taylor said yes, the operations team is collecting a range of data but current infrastructure limits ability to collect some baseline data.

Karen asked if there is anything in the prioritization that is not improving traffic flow, e.g., safety, transit access, etc.? Response was that performance measures are mostly operational traffic flow like arrivals on red, how often cars have to stop, queue length, etc. Karen expressed concern about the challenge for pedestrians to cross US7 and questioned if the project was creating a corridor that would move cars through faster.

5. Chittenden County Projects in SFY2021 VTrans Transportation Capital Program

Christine Forde, CCRPC staff, gave a presentation on Chittenden County projects listed in the SFY2021 VTrans Capital Program.

Dennis asked are funds available only in year shown for projects that are in the capital plan. Christine noted that yes, the budget year is significant but the list gets reshuffled every year. Dennis asked if projects can move up the list quicker if they are ready sooner? Yes but only if funds are available. Note that we would need to amend the TIP and work with the JTOC (Joint Traffic Operations Committee) as well.

There was a question about the timing of the Williston Park and Ride, which is to be constructed in 2021.

1 Christine noted that the Bolton project is for scoping and is in process, and there might be a recommended
2 short-term project that could move forward.

3 It was clarified that the Williston Exit 12 project is for one of the four phases rather than for the full
4 project.

5
6 **6. SFY2022 Project Prioritization and Town Highway Bridge Pre-Candidate Prioritization**

7 Christine Forde, CCRPC staff, gave a presentation on the SFY2022 Project Prioritization and Town
8 Highway Bridge Pre-Candidate Prioritization. RPCs asked by VTrans to score their project list, and the
9 results of CCRPC scoring for 13 projects are included in the March meeting packet. The CCRPC also
10 scores pre-candidate project list for up to 10 projects.

11 Lisa asked about the number one ranked project at Industrial Ave and asked that we all make sure that the
12 Marshall Avenue/Muddy Brook project and this project are not happening at the same time, which would
13 have significant traffic impacts. She noted that Williston passed a bond vote yesterday (as did South
14 Burlington) so the hope is that Marshall Ave/Muddy Brook will go to construction next year.

15 Dean Pierce asked why the Shelburne Bay Road bridge was the number one project but now is number 2?
16 Christine noted that these projects are ranked statewide and other bridges that deteriorated faster moved
17 up the list. Dean asked that, in terms of regional ranking and review of specific scores, if detour length is
18 the primary reason the Huntington bridge moved up? Response that yes, we believe that's correct. Robin
19 noted that it seems weird that detour length would trump safety and condition. Christine noted that being
20 located in a designated Village also has a scoring impact, but Huntington may not be ready for their
21 bridge to move forward. We will continue to work with VTrans on this process.

22 DENNIS LUTZ MADE A MOTION TO APPROVE THE 2022 REGIONAL PROJECT SCORES AND
23 TOWN HIGHWAY BRIDGE PRE-CANDIDATE REGIONAL PROJECT SCORES AND FORWARD
24 TO VTRANS, SECONDED BY DEAN PIERCE. THE MOTION PASSED UNANIMOUSLY.

25 Christine then gave an update on VPSP2, which is the new project prioritization methodology and
26 criteria, and will to a large extent replace the project prioritization process just described. Christine
27 reviewed a comparison of 2022 prioritization using VPSP2, which does not give points for projects that
28 are in the TIP and so the scoring/rank changes from the current project. The VPSP2 methodology favors
29 larger projects that "check more of the boxes," e.g., roadway + bike/ped + stormwater, etc.

30 Dennis noted that projects tend to group by scores but we have to choose specific projects, and questions
31 whether the top scoring project is really the number one project, or is it more of a judgement call. There is
32 no perfect methodology so the new system may not be better than the old system. Christine pointed out
33 that the new system tends to score bigger projects that check more boxes higher, and Dennis noted that's
34 part of the problem – if we do more of the smaller projects, that might have a bigger impact on other
35 issues as well. Discussion noted that this is still an imperfect system but it serves as a guideline, and the
36 Legislature requires VTrans to have a prioritization system. The new scoring system is still in
37 development and will mostly be used in the Modernization and Expansion category, not Asset
38 Management, etc., and will be used to add new projects to the system.

39 Dean noted the TAC's previous conversation about adding new criteria like economic development,
40 recreation opportunity, jobs creation, etc., and asked if those have been incorporated? Christine said yes
41 they have, but we don't have a new version of the methodology to share today.

42 Chris Jolly asked why the Exit 14 signal upgrade is listed in Traffic Operations and Safety and not in
43 Asset Management? Christine pointed out that that this is a bigger project than what is implied in the
44 project title.

Charlie asked if the TAC is interested in seeing a scoring comparison of the old vs new system to get feedback since neither is perfect. We have a timeframe to test it out and discuss changing weights, etc. Christine will share the new scoring sheet and notes that the project categories need to be better defined. The VPSP2 Committee, on which Christine serves, meets next week to continue working on details.

Charlie encourages the TAC to look more closely at the criteria and we'll provide a next version for review. Note that there's been discussion of allowing RPCs to have some flexible points to address project issues not captured in scoring criteria.

7. Municipal Roads General Permit Update

Chris Dubin, CCRPC staff, presented an update on the MRGP and what items are due in the coming months. He reminded the TAC that there are different forms for MS4 and non-MS4 communities, which should have been filled out last year. Chris Jolly asked which towns are MS4, and they are Burlington, Colchester, Essex, Essex Junction, Milton, Shelburne, South Burlington, Williston, and Winooski.

8. Status of Projects and Subcommittee Reports (Information Item):

Bryan noted that the project list on the back of the agenda identifies current projects, and TAC members can follow up with staff about these or other projects.

Chris Jolly asked about the congestion policy evaluation project, and Jason replied that the CCRPC contracted with RSG and is working with VTrans to look at whether there are measures other than level of service that could be used to measure congestion impacts, starting in Chittenden County. They are currently in the information gathering stage. Chris asked how do we define a "proposed development?" Jason noted anything that will go through Act 250 process and would come to the TAC.

9. CCRPC Board Meeting Report

In February the Board heard a presentation on US7 signal upgrades from VTrans staff and warned a public hearing for a major TIP amendment, voted to approve Safety Performance Targets for the Metropolitan Planning Area, discussed Proposed VTrans Capital Program Projects, and discussed an RFP for Clean Water Service Provider.

10. Chairman's/Members' Items:

- Sai briefly discussed the signal timing plan project and analysis review.
- Bryan asked TAC members to provide any topic suggestions for future meetings, noted that the new VTrans Path and Sidewalk Cost Report is available (<https://vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/VTrans%20Path%20and%20Sidewalk%20Cost%20Report%202020.pdf>), asked TAC members if they had a preference of holding more conference calls when possible, and noted that VT Local Roads is planning their popular River and Roads Tier 2 training (<https://localroads.vermont.gov/content/upcoming-workshops-0>).
- Charlie noted that staff could present the I-89 study in the coming months.

ROBIN PIERCE MADE A MOTION TO ADJOURN, SECOND BY, AMY BELL, APPROVED UNANIMOUSLY.

The meeting adjourned at 10:41 AM.

Respectfully submitted, Bryan Davis

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
CLEAN WATER ADVISORY COMMITTEE – DRAFT MINUTES

DATE: Wednesday, March 4, 2020
SCHEDULED TIME: 11 a.m. to 12:15 p.m.
PLACE: CCRPC Offices, 110 West Canal Street, Suite 202, Winooski, VT
DOCUMENTS: Minutes, documents, and presentations discussed accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Bolton: Joss Besse	Hinesburg: Merrily Lovell	St. George:
Buels Gore:	Huntington: Darlene Palola	Underhill:
Burlington: James Sherrard	Jericho:	Westford:
Charlotte:	Milton: Dave Allerton, Ashley Jackson	Williston: Christine Dougherty
Colchester:	Richmond: Ravi Venkataraman, arr. 11:10	Winooski: Ryan Lambert
Essex:	Shelburne: Chris Robinson, arr. 11:12	VAOT:
Essex Junction: Chelsea Mandigo	South Burlington: Tom DiPietro	VANR: Christy Witters
Burlington Airport: Polly Harris (Stantec)	University of VT: Lani Ravin	CCRPC Board: Don Meals, CO-CHAIR
Friends of the Winooski River:	Lewis Creek Assoc: Kate Kelly	Winooski NRCD:
Other Attendees: DEC: Karen Bates;		
CCRPC Staff: Dan Albrecht, Chris Dubin, Charlie Baker		

1. **Call to Order.** The meeting was called to order by Don Meals at 11:00 a.m.

2. **Changes to the Agenda and public comments on items not on the agenda** None

3. **Review and action on draft minutes of February 4, 2020**

After a brief recap by Dan Albrecht, *Tom DiPietro made a motion, seconded by Chelsea Mandigo to approve the minutes as drafted. Minor correction made with Allerton noted he was not present at that meeting. MOTION PASSED with abstentions by Meals, Allerton and Harris.*

4. **Review “partner working draft” & timeline for draft Basin 5 Northern Lake Champlain Direct Drainages Tactical Basin Plan**

Karen Bates recapped key elements of this “partner” draft. First, she outlined the Top Ten Objectives:

1. Protect river corridors and floodplains
2. Increase knowledge of water quality conditions
3. Implement agricultural Best Management Practices
4. Resolve E. coli impairments
5. Manage stormwater from developed areas.
6. Improve littoral zone habitat
7. Inventory and prioritize municipal road erosion features that discharge into surface water and implement
8. Provide technical and as available, financial assistance to wastewater treatment facilities
9. Prioritize wetland and floodplain restoration projects
10. Prioritize remediation of forest roads and log landings

Next, she outlined Surface Waters which the draft proposes for improved protection via Reclassification. In Chittenden County these included:

- Trout Brook (Milton): Candidate for Aquatic Life Use Reclassification from Class B2 to Class B1
- Mallets Creek, Tributary 7 (Milton): Potential Aquatic Life Use Reclassification
- Sandbar Wetlands (Milton): Class 1 Wetland

- North Shore Wetland (Colchester): Class 1 Wetland
- LaPlatte River Wetland (Shelburne): Class 1 Wetland
- Milton Pond (Milton): change from Class A2 to Class B
- Colchester Pond (Colchester): change from Class A to Class B

With regards to proposed zoning/LDR changes for municipalities, Karen noted that Dan had provided her a Table showing various protections put in place by municipalities in the Basin (cf. Appendix C). Zoning bylaws are by and large robust with regards to water quality protections and related measures such as floodplain protections. Dan recommended that two municipalities explore further protections. Burlington could expand protections within its Special Flood Hazard Ares (it still allows some uses in the floodplain along the lakeshore) while Westford is actively considering adoption of River Corridor bylaws.

Karen recapped some of the primary Strategies in the Plan. (These can be seen in the “Implementation” table. These included:

- Support Equine manure management workshops
- Help municipalities control runoff from gravel and paved roads: provide technical and financial resources to assist with implementation of work to meet Municipal Roads General Permit*
- Provide technical assistance to promote best winter management practices on public and private roads and parking lots
- Support implementation of projects identified in water quality plans (e.g., stormwater master plans and Phosphorus and Flow Reduction Plans)*
- Promote adoption of residential practices to protect surface waters
- Implement “Three-acre” permit. *
- Support municipals' efforts to protect and improve surface water quality and decrease fluvial erosion (Functioning Floodplain Initiative for this and following strategies?) *
- Increase the number of river and floodplain restoration projects Re-establish connections to floodplains. Includes two-tiered ditch*
- Replace geomorphologically incompatible culvert and bridges: RPCs work with towns to identify, add to capital budget, seek additional funding sources*
- Increase River Conservation Easements: support projects which incorporate channel management and riparian buffer*
- Support studies to investigate benefits of removal of dams listed in Table X*

Lastly, Karen presented an extensive list of streams on page 97 that could benefit from improved monitoring. In Chittenden County these included:

Watershed	Stream	Watershed	Stream
Malletts Bay	Malletts Creek Trib crossing 480 Duffy road	Shelburne Bay	Potash Brook (others?)
Malletts creek	Malletts Creek Main trib		Upper LaPlatte
	Allen Brook		Mud Hollow
	Crooked Creek		McCabes
	Smith Hollow Brook	Charlotte	Holmes
	Pond Brook		
	Englesby Brook		

Members discussed the difference between “surveillance” stream sampling which is done every four year on each stream vs. “attainment” sampling which needs to be more intensive. Some members encouraged DEC to reexamine some of the streams (e.g. Allen Brook in Williston) as the towns have done a lot of

projects over the last several years and in some cases flow targets are being met (e.g. Sunderland Brook). Don Meals noted that data may not show conclusively that targets have been attained. In conclusion, Karen urged the members to review the draft Plan including the Appendices and send comments through Dan.

Dan concluded the discussion by noting the anticipated timeline for CCRPC input/review of the draft Plan.

Tuesday, April 7th, CCRPC CWAC

- reviews and approves draft of formal staff and Committee comments on “partner” draft for submission to DEC

- review and approve draft staff opinion on conformance with regional plan

Wednesday, April 15, CCRPC Board

- review the CWAC comments with an overview of the plan done by CCRPC staff.

- review and approve draft STAFF opinion on conformance with regional plan

Tuesday, May 5th, CCRPC CWAC

- Dan briefs CWAC on schedule for remaining 4 months

July 1 – July 30 REVIEW OF FORMAL DRAFT PLAN

- one formal public hearing held in conjunction with CCRPC Board on July 15th plus CCRPC board action on conformance with regional plan

- one public forum (e.g. in Hinesburg) to collect additional public input.

5. Discuss issues with providing a proposal for CCRPC to serve as the Clean Water Service Provider for Basin 5 pursuant to Act 76, including issues such as potential conflicts of interest and the flow of funds

Charlie asked for input from the members with regards to various issues being discussed as the Act 76 Advisory Group (which he and Dan participate in) as they provide input into the drafting of Rules and Guidance that DEC will issue addressing operations of Clean Water Service Providers and Basin Water Quality Councils.

With regards to issues of conflict of interest of CWSPs or BWQC members, the consensus of members was as follows: persons should not be “scoring” their own organization’s proposals; however, if projects are presented as part of a package or list of projects, then CWSPs or BWQC members should be able to participate in discussion and votes on advancing/funding a set of projects similar to the way municipalities currently vote on an annual basis on projects in CCRPC’s Unified Planning Work Program. Members also stressed the need for flexible guidelines as Vermont is such a small state and some level of overlapping interest is almost unavoidable.

With regards to project funding and the flow of funds, the consensus was that some sort of start-up funds or down payment needs to be provided. This is especially needed if project implementor is a small non-profit that has few cash reserves.

Don Meals asked what would be the role of the CWAC after BWQC is up and running? Charlie said that the BWQC would do project prioritization of non-regulatory projects but that CWAC would continue as a communications forum and as a forum to discuss water quality issues and policy in general. Dan stressed that the CWSP and BWQC only deals with the non-regulatory phosphorus reduction realm. He noted that the CWAC could serve as useful mechanism for input into the BWQC and that it will still have a strong role in Basin planning.

6. Updates

a. Development of FY2021 Unified Planning Work Program (UPWP) Dan Albrecht noted that CCRPC staff and the UPWP Committee continue to work on developing the programming for FY21 with formal action scheduled for the May Board meeting. At this point, it looks as if all the water quality project should

1 be able to be funded but some may be funded at reduced levels. Marshall Distel will provide a more
2 comprehensive update at our April meeting.

3 b. Municipal Roads General Permit Chris Dubin provided an update regarding annual reporting by
4 municipalities. For non-MS4 towns, you just need to repeat the form you filed last year and noting the
5 month and year (either 2016 or 2017) your inventory was completed by CCRPC. Contact him if you need
6 that date. For MS4 towns, your Road Erosion Inventory report (as noted by Christy Witters) is part of your
7 Notice of Intent. As discussed at prior meetings, the MS4 submission also must contain your formal Road
8 Erosion Inventory dataset as well as a notation on which segments in which year you plan to bring to
9 standards between now and summer 2023 when your current MS4 permit ends. This planned work gets
10 reported in the Annual Report Excel workbook in the tab regarding Phosphorus Control Plan development
11 Chris noted that he has completed the datasets for three of the nine MS4s and he plans to have the
12 remaining ones completed in the next few weeks. He also noted that for MS4 outlets, they are either ranked
13 as Fully Meets (up to 11 inches of erosion, aka "rill erosion" or Does Not Meet (over 11 inches of erosion,
14 aka "gully erosion"). There is no "Partially Meets" rating for these outfalls Tom DiPietro noted that the
15 reporting form should not just list Remedy 1,2,3, 4 but also, for clarity, state on the form what those
16 remedies are so people don't have to track down the DEC guidance document..
17

18 **7. Items for Tuesday, April 7th meeting agenda.**

- 19 a) Continued review/action on CW Service Providers RFP
20 b) FY21 UPWP: update on proposed water quality projects
21

22 **8. Adjournment.** The meeting adjourned at 12:38 p.m.
23
24
25

Respectfully submitted, Dan Albrecht

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
CLEAN WATER ADVISORY COMMITTEE – FINAL MINUTES

DATE: Tuesday, February 4, 2020
SCHEDULED TIME: 11 a.m. to 12:00 p.m.
PLACE: CCRPC Offices, 110 West Canal Street, Suite 202, Winooski, VT
DOCUMENTS: Minutes, documents, and presentations discussed accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Bolton: Joss Besse	Hinesburg: Merrily Lovell	St. George:
Buels Gore:	Huntington: Darlene Palola	Underhill:
Burlington: James Sherrard	Jericho:	Westford:
Charlotte:	Milton:	Williston: Christine Dougherty
Colchester:	Richmond: Ravi Venkataraman	Winooski: Ryan Lambert
Essex: Annie Costandi	Shelburne: Chris Robinson	VAOT: Jennifer Callahan, Tyler Hanson
Essex Junction: Chelsea Mandigo	South Burlington: Tom DiPietro	VANR: Christy Witters
Burlington Airport: Polly Harris (Stantec)	University of VT: Lani Ravin	CCRPC Board:
Friends of the Winooski River:	Lewis Creek Assoc: Kate Kelly; Andrea Morgante	Winooski NRCD:
Other Attendees: DEC: Karen Bates; Jim Pease, Northwest RPC: Kate Longfield		
CCRPC Staff: Dan Albrecht, Chris Dubin, Charlie Baker		

- 1. Call to Order.** The meeting was called to order by Annie Costandi at 11:00 a.m. Introductions were made.
- 2. Changes to the Agenda and public comments on items not on the agenda** By unanimous consent, the Committee agreed to move up the Update on the MRGP to go before discussion of the Clean Water Service RFP.
- 3. Review and action on draft minutes of January 7, 2020** After a brief recap by Dan Albrecht, *Joss Besse made a motion, seconded by Chelsea Mandigo to approve the minutes as drafted. MOTION PASSED with abstentions by Witters, Morgante, Dougherty, Harris and Robinson.*
- 4. Municipal Roads General Permit implementation tracking and reporting assistance** Chris Dubin briefed the Committee. With regards to assistance to MS4 municipalities that work is nearly complete. CCRPC staff as well as their consultants finished up inspecting as many outfalls as could be found. For the record, in DEC's MRGP portal, any uninspected outfalls will be recorded as "Does Not Meet" standard. Once he receives feedback/proofreading of all the data that he has sent to the MS4 staff, he will then load the information into the DEC portal. In addition to filing the REI Implementation Table by April 1st, Christy Witters noted that MS4s simply need to note which non-compliant road segments and outfalls they plan to work on during the remainder of the MS4 permit term in 2023. (Editor's Note: The current permit term ends July 27, 2023.)
With regards to non MS4 communities, April 1st is also an operative deadline, but those towns only need to submit the simple Annual Report form (noting that yes, your inventory is done) essentially a duplicate of what was submitted last year. If you need to know the month/year your inventory was done just reach out to him. The annual MRGP fee payment is due by June 1st. The formal submission the REI results and Implementation Table is due by December 31, 2020. (Editor's note: known formally as a "Road Stormwater Management Plan). Chris will continue to work with those towns in the coming months to provide them all the necessary data so those can be completed on time.
- 5. Clean Water Service Provider (CWSP) RFP: review issued RFP and continued discussion on potential CCRPC application**
Dan Albrecht and Charlie Baker explained where things stand currently. The RFP has not been issued yet but should come out in the next few days. Charlie thanked everyone for working on the CCRPC comment

1 letter which the CCRPC Board subsequently approved. Based upon some communications from DEC, it looks
2 hopeful that many of our comments as well as those from others were heard by DEC and will be incorporated.
3 Dan noted that the CCRPC Board discussed a potential application in detail at its meeting last month and
4 authorized CCRPC staff to continue to explore the option with one of the key rationales cited in support of so
5 doing was that the water quality issue is only going to grow in importance, it will impact our municipalities
6 and therefore we need to be involved. Charlie noted that this discussion of a potential application will continue
7 at future Board and CWAC meetings.

8 Dan briefed the Committee on a planned February 18th meeting in Milton organized by CCRPC to
9 have a discussion around CWSPs, Act 76 and Basin Water Quality Councils (BWQC) for Basin 5: Northern
10 Lake Champlain Direct Drainages. Agenda items would include: 1) An overview of the DEC RFP for
11 Selection of Clean Water Service Providers with a focus on the duties of a CWSP and BWQC. 2) A discussion
12 of potential applicant(s) to the RFP for designation as the Basin 5 CWSP. Note: the CCRPC in partnership
13 with Northwest RPC is considering applying. Is anyone else interested in applying 3) A discussion of whether
14 your municipality/organization might be interested in serving on the BWQC and 4) A discussion of whether
15 your municipality/organization would be interested in serving as a sub-grantee to help the CWSP implement,
16 operate & maintain, or inspect water quality projects. Dan described the invitees which are comprised of
17 potential members in a Basin 5 Water Quality Council several of whom could also act as subgrantees to the
18 CWSP to implement, operate, maintain and/or inspect projects. Dan solicited additions to the invite list and the
19 Hinesburg Land Trust, Richmond Land Trust, Intervale Center and Winooski Valley Parks District were
20 suggested. Town conservation commissions were also suggested but Dan noted that it is best if municipalities
21 work out on their own who should participate. In conclusion, Dan noted that many details on how CWSPs and
22 BWQC would operate won't be known for several more months. Funds will still need to be identified to fund
23 participation of Council members and much work remains in terms of needed Project Development (aka,
24 scoping, initial design, cost estimating, etc.) Even after CWSPs are appointed in November 2020, it will still
25 be a year after that before funds start to flow for project implementation.

26 27 **6. Updates**

28 a. Clean Water Block Grants Dan Albrecht noted that a second RFP round issued by Southern Windsor
29 County RPC (the administrator) for projects (proposals for either under \$20 or over \$20k were allowed)
30 recently concluded. He submitted a proposal to assist Jericho with Final Design of Stormwater BMPs near
31 Jericho Circle. Attendees indicated that proposals for construction of stormwater treatment projects for in
32 Essex, Essex Junction and South Burlington were submitted.
33

34 **7. Items for Wednesday, March 4th meeting agenda.**

- 35 a) Continued review/action on CW Service Providers RFP
36 b) Possible discussion of initial "partner review draft" of Basin 5 Tactical Basin Plan
37 Karen Bates indicated that that would have to be deferred until April.
38

39 **8. Adjournment.** The meeting adjourned at 12:05 p.m. 40 41 42

Respectfully submitted, Dan Albrecht

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
MS4 SUBCOMMITTEE
OF CLEAN WATER ADVISORY COMMITTEE – **DRAFT** MINUTES

DATE: **Wednesday, March 4, 2020**
SCHEDULED TIME: 12:30 p.m. to 1:30 p.m.
PLACE: CCRPC Offices, 110 West Canal Street, Suite 202, Winooski, VT
DOCUMENTS: Minutes, documents, and presentations discussed accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Burlington:	Burlington Airport: Polly Harris (Stantec)	Williston: Christine Dougherty
Colchester: Amanda Clayton	Milton: Dave Allerton, Ashley Jackson	Winooski: Ryan Lambert
Essex:	Shelburne: Chris Robinson	VAOT:
Essex Junction: Chelsea Mandigo, co-chair	South Burlington: Tom DiPietro	Univ. of VT: Lani Ravin
DEC: Christy Witters		
Other Attendees: Winooski NRCD: Kristin Balschunat; Pluck: Dave Barron		
CCRPC Staff: Dan Albrecht		

1. Call to Order, Changes to the Agenda and Public Comments on Items not on the agenda:

Chelsea Mandigo called the meeting to order at 12:18 p.m.

Chelsea noted that she, Annie, Dan, Kristin and Dave all met in February to talk over some ideas for FY21 programming. She proposed adding Advertising Programming update by Pluck for FY21. Chris Robinson asked for a discussion on how members are dealing with workload allocations between stormwater and highway departments. Members agreed to add those items.

No public comments were made.

2. Review and action on draft minutes of February 4, 2020

After a brief recap by Dan Albrecht, *Tom DiPietro made a motion, seconded by Christine Dougherty to approve the minutes as drafted. MOTION PASSED with abstentions by Harris and Allerton.*

3. Review and action on Annual Reports for Calendar Year 2019

- a. **Minimum Control Measure #1 (Pluck)**
- b. **Minimum Control Measure #2 (Winooski NRCD)**
- c. **Rethink Runoff Water Quality Monitoring, Interim Report (Winooski NRCD)**

As the reports have been available for some time for review, the Chair proposed and members consented to move directly to votes on the three items.

Tom DiPietro made a motion, seconded by Christine Dougherty to approve the report for Minimum Control Measure #1. MOTION PASSED with abstentions by Harris and Witters.

Lani Ravin made a motion, seconded by Tom DiPietro to approve the report for Minimum Control Measure #2. MOTION PASSED with abstentions by Harris and Witters.

Dave Allerton made a motion, seconded by Tom DiPietro to approve the Rethink Runoff Water Quality Monitoring Interim Report. MOTION PASSED with abstentions by Harris and Witters.

4. Review first draft of FY2021 Rethink Runoff Program Budget

Dan outlined the amounts preliminarily for each budget category: \$9,231 for CCRPC staff time, web hosting RPC incidentals plus funds set-aside for the 2023 survey (which is \$3,000); \$26,000 for advertising, \$9,000 for Pluck services and \$25,000 for Winooski NRCD for Stream Team services. This totals \$69,231. Per the action at last month's committee meeting, dues for FY2021 are set at \$6,000 which will result in a total

income of \$72,000. Both Dave Barron of Pluck and Kristin Balschunat of Winooski NRCD indicated those allocations are sufficient for their services. Dan indicated that once bills from winter advertising are settled, he will be able to better determine how FY20 will finish.

5. Rethink Runoff Advertising Programming update

Dave Barron provided an update as far as planned changes for the upcoming months. First, he proposed breaking the Stormville section into smaller elements and then putting those elements into the appropriate sections of the website depending upon the issue/practice. Second, as far as new content is concerned, these will include promoting tree planting and the WNRCD tree sale, promoting municipal Adopt a Drain programs, an improved infographic about watersheds and promoting moving people in half-steps towards rain garden installation by promoting simpler variants, providing a shortened plant list and perhaps a promotion with Gardener's Supply. Lastly, he reported that he did reach out to VT Fish & Wildlife for information on animal species impacted by stormwater. The most appropriate species is probably brook trout as they are negatively impacted by increased water temperatures. With regards to the last item in particular, members asked Dave to share any proposed text/graphics prior to publication so that members are comfortable with the proposed message.

6. Addressing workload/responsibility between highway departments and stormwater departments

Chris Robinson asked how folks were handling this issue as he is trying to figure it out in Shelburne. For Essex Junction, Chelsea indicated that she takes care of MRGP compliance issues which are mostly outfalls but Highway Department deals with driveway culverts. Dan suggested that Town manager/administrator needs to use permit compliance as guiding principle then assign staff accordingly to complete tasks. Dave indicated that for Milton the homeowner is responsible for driveway culverts. Christine suggested that it is important to get buy-in from staff and boards by showing them the financial risk of non-compliance. She highlighted the case of Colorado Springs which resisted addressing Federal stormwater requirements but is not playing catch-up at a high price. It was also suggested to get Public Works / Highway crews to more stormwater trainings.

7. Updates

a. Stream Team Kristin reported that she just got the data analysis from LaRosa for 2019 Water quality sampling so she will try to get that integrated asap into an updated Final Report so members can file it with DEC by April 1st. For 2020, they won't be collecting turbidity data anymore. Several members offered use of their turbidity meters. She reported that they will be working in Colchester with the Boy Scouts to do a storm drain stenciling project. Registration for the rain barrel workshop in Essex is now open. They will be conducting outreach activities in South Burlington, Williston and Winooski.

b. Karen Adams Amanda Clayton reported that Karen Adams has a healthy baby who is named Silas.

8. Agenda Items for Tuesday April 7th

- a. Presentation by USGS on Clean Streets project
- b. Action on draft FY2021 Rethink Runoff Program Budget

8. Adjournment The meeting adjourned at 1:30 p.m.

Respectfully submitted, Dan Albrecht

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
MS4 SUBCOMMITTEE
OF CLEAN WATER ADVISORY COMMITTEE – **FINAL** MINUTES

DATE: **Tuesday, February 4, 2020**
SCHEDULED TIME: 12:15 p.m. to 1:30 p.m.
PLACE: CCRPC Offices, 110 West Canal Street, Suite 202, Winooski, VT
DOCUMENTS: Minutes, documents, and presentations discussed accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Burlington: James Sherrard	Burlington Airport: Polly Harris (Stantec)	Williston: Christine Dougherty
Colchester:	Milton:	Winooski: Ryan Lambert
Essex: Annie Costandi, co-chair	Shelburne: Chris Robinson	VAOT: Jennifer Callahan, Tyler Hanson
Essex Junction: Chelsea Mandigo, co-chair	South Burlington: Tom DiPietro	Univ. of VT: Lani Ravin
DEC: Christy Witters		
Other Attendees: DEC: Emily Schelley, Karen Bates, Jim Pease, Staci Pomeroy; Watershed Consulting Associates: Andres Torrizo, Emily French; City of St. Albans: Chip Sawyer; Northwest RPC: Kate Longfield; Stone Environmental: Amy Macrelis		
CCRPC Staff: Dan Albrecht, Charlie Baker		

1. Call to Order, Changes to the Agenda and Public Comments on Items not on the agenda:

Chelsea Mandigo called the meeting to order at 12:18 p.m. No changes to the agenda nor public comments were made.

2. Review and action on draft minutes of January 7, 2020

After a brief recap by Dan Albrecht, *James Sherard made a motion, seconded by Lani Ravin to approve the minutes as drafted. MOTION PASSED with abstentions by Harris, Dougherty and Witters*

3. Review and Action on purchase of RRSST materials (rack cards and stickers)

After a brief discussion and illustration of the two rack cards and the stickers, it was decided that Dan would send an email to the members to finalize an order.

4. Confirm \$6,000 per member dues for FY21

Dan noted that we had neglected to draft an FY21 budget and dues. He polled the members a few weeks ago and those that reported indicated they had planned on \$6,000 annual dues for FY21. *Tom DiPietro made a motion, seconded by Jennifer Callahan to set the dues for FY21 at \$6,000 per member. Motion passed with Harris abstaining.* Dan indicated he would begin to draft a working budget for FY21

5. Discussion of phosphorus reduction credits for natural resources (stream restoration) projects

Emily Schelley of DEC delivered a detailed powerpoint (see Cmttee webpage). Key points were:

- The TMDL is comprised of both Wasteload Allocation (wastewater, stormwater, treated CSOs and agriculture farmsteads) and Load Allocation (Forest land, agricultural land and stream channel instability/erosion).
- By reconnecting streams/rivers with floodplains this can increase deposition and adsorption of phosphorus by increasing floodplain storage.
- Research in Chesapeake Bay watershed has helped to define P-removal rates for various types of individual stream restoration projects.
- Required data to calculate these rates include: flow data, topo data, surface roughness estimate, land cover, export coefficients and floodplain efficiency.
- Based upon a test using sites in the Lamoille drainage, the average cost of Total P-removal for a floodplain reconnection projects were \$321/kg/year. This compares very favorably with stormwater

1 treatment projects which average \$26k-\$85k per kg/year and road erosion remediation projects which
2 average \$14k-\$67k per kg/year.

- 3 • Benefits also include improvement to habitat and flood resilience.

4 Staci Pomeroy of DEC added that she is part of a DEC “Functioning Floodplain Initiative” working group. She
5 is happy to help with identifying potential projects. The old River Corridor Plans and Fluvial Erosion Hazard
6 Assessments often recommended floodplain reconnection projects

7 Discussion by members centered on what the known benefit to MS4s would be a project was undertaken.
8 Albrecht pointed out that members are busy trying to implement projects identified in Flow Restoration Plans
9 and also complete their first Phosphorus Control Plans. Without knowing for sure exactly how much P-
10 reduction credits will be given, MS4s may be reluctant to invest the staff time and eventual funds into a stream
11 restoration project. It was noted that in Chittenden County one type of project would try to raise the streambed
12 of heavily incised streams. Remember, however, before undertaking any such project first take care of any
13 significant upstream flow inputs such as direct stormwater discharges from parking lots and roads. Christy
14 Witters indicated that DEC would continue to work to refine the analysis so that more specific numbers can be
15 generated to use as a credit. It was noted that these types of projects could potentially be supported via Water
16 Infrastructure Sponsorship Program (aka WISPr) grant. Discussion concluded with a consensus that interested
17 members and DEC should continue to work to explore the concept.
18

19 **6. Updates**

20 a. Rethink Runoff presentation at 2020 NEIWPCC Non-Point Source Conference

21 Chelsea Mandigo noted that NEIPCC had accepted a proposal from she and Annie Costandi for a presentation
22 about Rethink Runoff at this conference taking place in April in Woodstock.

23 b. Final Baseload Calculation

24 Tom DiPietro urged DEC to finalize the numbers for each municipality for their applicable Phosphorus
25 Control Plan as soon as possible. Right now, he has having to put work by City’s consultants on hold as there
26 is no point in authorizing the work if the goalpost keeps moving.
27

28 **7. Items for upcoming meetings**

29 Wednesday, March 4th

30 a. Presentation by USGS on Clean Streets project

31 c. Review and action on 1) draft Annual MCM #1 report, 2) draft Annual MCM #2 report and 3) draft
32 RREST Water Quality Sampling report.
33
34

35 **8. Adjournment** The meeting adjourned at 1:12 p.m.

36
37 *Respectfully submitted, Dan Albrecht*

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
PLANNING ADVISORY COMMITTEE - MINUTES

DATE: Wednesday, February 12, 2020
TIME: 2:30 p.m. to 4:30 p.m.
PLACE: CCRPC Offices, 110 West Canal Street, Suite 202, Winooski, VT

Members Present:

Joss Besse, Bolton
Eric Vorwald, Winooski
Matt Boulanger, Williston
Andrew Strniste, Underhill
Larry Lewack, Bolton
Paul Conner, South Burlington
Darren Schibler, Essex
Meagan Tuttle, Burlington
David White, Burlington
Sean Cannon, Colchester
Wayne Howe, Board Rep/Jericho
Ravi Venkataraman, Richmond
Alex Weinhausen, Hinesburg

Staff:

Regina Mahony, Planning Program Manager
Melanie Needle, Senior Planner
Charlie Baker, Executive Director
Bryan Davis, Senior Transportation Planner
Marshall Distell, Transportation Planner
Jason Charest, Senior Transportation Planning Engineer

Other:

Dave Roberts, VEIC/Drive Electric Vermont
David Grover, RSG
Taylor Newton

1. Welcome and Introductions

Joss Besse called the meeting to order at 2:36 p.m. Regina Mahony welcomed Taylor Newton. Taylor will be starting at CCRPC next week.

2. Approval of December 11, 2019 Minutes

Darren Schibler made a motion, seconded by Paul Conner, to approve the December 11, 2019 minutes. No further discussion. MOTION PASSED. Ravi Venkataraman abstained.

3. Act 250 comments

Charlie Baker explained that CCRPC's ad hoc Act 250 Committee met to review the VNRC-Administration joint Act 250 proposed bill and have prepared draft comments. Then the House Natural Resources Committee generated a new [draft bill 19-0040 dated 2/4](#). In response, Charlie Baker edited the draft comments and presented them as draft to the House Natural Resources Committee on Feb. 5th. The PAC reviewed the draft comments and responded to specific questions from Charlie Baker.

The PAC had the following comments/questions:

- Charlie Baker asked if the emphasis on use of maps for jurisdiction is a comment the PAC agrees with. There was some discussion about using maps for jurisdiction. Charlie indicated that in other places he's worked maps were used in this way, and they don't need to be exact they just need to be a helpful understanding of where jurisdiction applies and where it doesn't. There was a comment that it doesn't have to be all or none, for example, Comment 6 – 2,000' within an interchange - is a measurable thing that can be mapped.
- Eric Vorwald stated that overall, jurisdictional relief is the most important amendment in the bill; if it isn't included in future bills then that is a real problem. Paul Conner added that he doesn't think New Town Centers need to be added to the jurisdictional relief because they are intended to have the NDA on top and would thereby become exempt. However multiple municipalities expressed the need for more than one state designation per municipality. There are growth areas that don't qualify because you can't have more than one designation: Shelburne Road in So. Burlington; New North End in Burlington; Essex Town Center if the Town and Village merges. Meagan Tuttle added that the comments from last year regarding the regional areas planned for growth versus the miniscule land area this bill proposes to exempt should be included in this year's comments.

- David White suggested that the framework and standards for exempting Act 250 from the interchange areas would be a great framework for municipal delegation of Act 250 review. Why not use this for delegation of full authority for a municipality?
- There was a discussion regarding the inequity between a 10 acre commercial site (this very large) threshold, and the 10 dwelling unit threshold that could be on a ½ acre.
- Feedback on the proposed road rule is that it is too blunt of a tool to address habitat fragmentation.
- Feedback on the shift from District Commissions to an alternative board is that it's confusing in the new draft of the bill. This may create more problems than it is solving. The PAC indicated that jurisdiction should be made at a staff level; there is no reason that the District Commissions need to make that decision. Instead there should be more support for the District Coordinators to address the inconsistency challenges in the various regions. Also, if jurisdiction is so confusing, then jurisdiction should be simplified (i.e. maps).
- The current bill does a good job of requiring updating of the maps; however the connection to the Capability and Development Plan is lost in this version of the bill. Standards and maps support a plan. While the mapping on its own will be helpful, there should still be a study to update the Capability and Development Plan. The Plan would provide us with a much more comprehensive process. Planning is more than a series of maps and broad policy statements. There is a balancing and prioritization that happens in the process. There has been a lot of local/regional mapping and planning done, perhaps this can be rolled up.
- Definition of forest blocks is way too broad.
- Regarding extinguishing existing Act 250 permits in the exempt designations and transferring the conditions to the local approval (comment #21), this could be a challenge in Winooski as a majority of the development is approved administratively and doesn't follow the same process (no AMP, no facts and findings). There was also a question about what if the District Commission (or whoever this evolves to) doesn't like the municipal decision; can they appeal it? There was a discussion that perhaps the District Coordinators should have the role of extinguishing permits along with the conditions.
- Regarding comment #22 – high priority river corridors – the note in the comment about downtowns and villages is very important.

Regarding next steps: it appears that the House Natural Resources Committee is trying to vote this bill out tomorrow. These comments will likely be used for other committees as the bill evolves. There are also housing provisions in the proposed bill that encourage private and non-profit housing developers to coordinate on affordable housing. CCRPC's comments are currently silent on that. Meagan Tuttle stated that while the Priority Housing Projects encouraged people to work together, removal of a barrier to housing production (i.e. Act 250) is overall more helpful to the production of housing. There is a concern that the private developers are losing the pressure to add affordable to their projects. There was a suggestion to instead add housing tool components to the designations to solve this.

4. Electric Vehicle Charging Permit Process Review

Melanie Needle provided an introduction. Dave Roberts provided a presentation on Drive Electric Vermont, and a review of municipal bylaws to see how electric vehicle charging is permitted. The presentation is **attached**. A few key points from the presentation include:

- 80% of new cars in Vermont are cross-overs, AWD, trucks, etc and Dave Roberts expects that more EVs will be coming out in this category.
- The state needs to double EV registrations in order to hit the 2025 goals.
- It's important that people have the ability to charge at home at night – the most efficient time to charge. Public charging is necessary but most EV drivers are not using them every day.
- Drive Electric Vermont has a charging installation guide: the chargers should be as close to the electric panel as possible; a wall unit is cheaper than a standalone bollard. Multi-unit dwellings can be tricky for home charging. BED and GMP are currently piloting chargers for multi-unit buildings so they might be able to help with the cost of installation.
- VT Building Energy Stretch Code – commercial: about 2% of parking EV ready; residential: 10+ units need 4% of parking. Also the new stretch code requires single family homes require level 1 charging (just means a regular plug within 5' of the parking). Discussion about how these percentages are quite low if we are supposed to meet the state's energy goals. Dave Roberts explained that municipalities can go beyond these base standards. Dave Roberts briefly reviewed a variety of local bylaw provisions that can be done. South

Burlington requires the stretch energy code throughout the City; Williston incentivizes electric vehicle charging through its growth management plan and other provisions. Dave Roberts and Melanie Needle will be reviewing local bylaws in Burlington, Colchester, Shelburne, Winooski, Essex Junction, and Richmond. If any other municipalities are interested, they should contact Melanie.

5. Shared Parking Model

Bryan Davis provided an introduction to the project. Matt Boulanger explained that they have some good parking parameters already, including 25% reduction for shared parking and transit access, etc. The impetus for this project was that the landowner of Maple Tree Place wanted to add more parking because Maple Tree place as it exists today has 200 less parking spaces than it should in strict adherence to the regulations. However, on the ground there are plenty of parking spaces. There are large parking lots that sit empty because they aren't accessible.

David Grover, RSG, played a video showing the parking demand at various times of the week and year. Then explained the inputs and outputs associated with the shared parking tool. The tool identifies a prioritization of parking lots that a user would choose depending on the business location. These are self-defined. The output is availability (shows how many spaces are left) but could be about demand. There was discussion about how large of an area this could be used for, and use of it in a development review application. The tool can also be used by a parking manager because you can see the highly used areas and maybe time limiting those areas would make sense. **The presentation is attached.**

6. Bolton Energy Plan

This is a plan amendment to include a new enhanced energy plan, and the town is seeking a Determination of Energy Compliance. Paul Conner opened the public hearing. No public provided any comments. Paul Conner closed the public hearing.

Melanie Needle provided an overview of the Bolton Energy plan. This is an amendment so the expiration date will remain the same (2025). The Plan has met the requirements and Melanie found it to be a good Plan. Melanie added that Bolton has been doing great energy work including an energy forum. Melanie explained that Staff had provided comments for the Planning Commission public hearing and those have been made.

Larry Lewack stated that he appreciated the Staff comments and was able to incorporate those in the Plan.

PAC comments/questions:

- There was a question about the amount of energy generation on the orange polygons (pg. 168 in the PAC packet) to the west of Notch Road. It doesn't seem that this area really could be used for solar. The base solar area already pulls out the constraints. There was discussion that this is not the map used to determine where exactly solar can and can't go; the constraints are the land use policies that are used in the PUC process. This map is really a modeling tool to help generally understand if the targets can be met or not.
- The plan does not include specific preferred sites.
- Pg. 13 biomass heating – might be good to include a concept about carbon sequestration as an additional benefit for Bolton's heavily forested landscape.
- Pg. 4 – great graphic about different dwelling unit types. Next time consider using the same colors from one type to another.
- Pg. 14 – very readable image regarding how the energy generation targets could be met.

Eric Vorwald made a motion, seconded by Ravi Venkataraman, that the PAC finds that the proposed Town of Bolton Town Plan Energy Elements (draft 1/29/2020) meet the requirements of the enhanced energy planning standards ("determination") set forth in 24 V.S.A. §4352.

Upon notification that the municipality has adopted the amendments, CCRPC staff will review the plan, and any information relevant to the confirmation process. If staff determines that that substantive changes have been made,

the materials will be forwarded to the PAC for review. Otherwise the PAC recommends that the draft Energy Plan, should be forwarded to the CCRPC Board for an affirmative determination of energy compliance.

Larry Lewack and Joss Besse abstained.

7. Regional Act 250/Section 248 Projects on the Horizon

Hinesburg: nothing to be discussed now.

Underhill: amending Act 250 permit for dwelling.

Winooski: amendment for a sign in downtown.

Williston: 141 units on old Catamount golf course at corner of Mtn. View and CIRC ROW. Finney Crossing restaurant.

Jericho: nothing

Richmond: 5 lot commercial subdivision, but might trigger with

Bolton: nothing

Essex: nothing new. Allen Martin Drive approved awhile ago. Leo Industrial Park – ag soil mitigation is a lot.

So. Burlington: Fayette Drive new Larkin building – master plan for the whole area. 4 to 5 additional 3 story buildings (movie theater). Subdivisions in JAM golf course coming forward. Airport got approval for a 4 story hotel on the south side of the garage. Rejected by FAA because in radar cone. So starting again on the other side of the building.

Burlington: City Place 2.0 will now have to go to Act 250 because it no longer meets the residential threshold.

8. Other Business - none

- a. Annual housing, commercial & industrial, and walking/biking infrastructure data development request was sent to you on Jan. 16th. Please submit this data as soon as possible if you haven't done so already.
- b. CENSUS - PSAP Update. Melanie explained that about a year ago we altered the blocks and tracts, and those have been approved by the CENSUS, however the Census Designated Places are accepted with the exception of Colchester and Williston – they just need to be re-submitted. The deadline is April 15th. Go to <https://tigerweb.geo.census.gov/tigerweb/> if you'd like to see these boundaries.
- c. The next PAC meeting will either be on March 11th or April 8th.

9. Adjourn

Larry Lewack made a motion, seconded by Andrew Strniste, to adjourn at 4:42p.m. MOTION PASSED

Respectfully submitted, Regina Mahony

Municipal Support for Transportation Electrification Planning Updates

CCRPC PAC

FEBRUARY 12, 2020



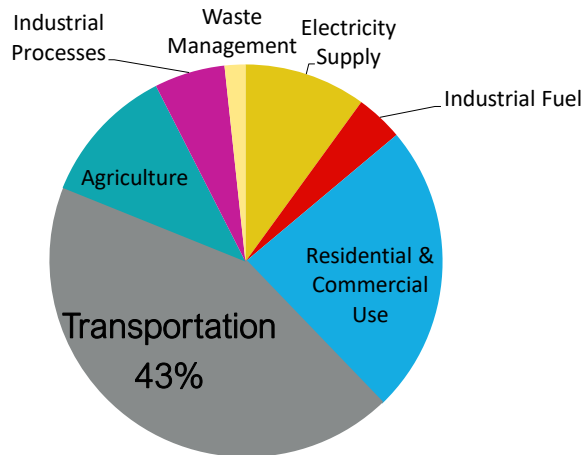
1

Overview

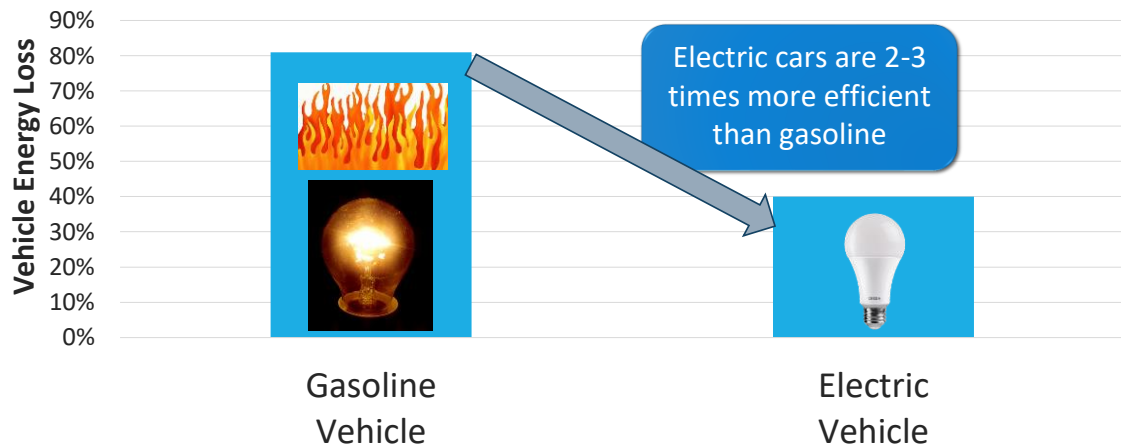
1. Plug-in Electric Vehicle Overview
2. EV Incentives
3. EV Charging
4. State Building Energy Code Requirements
5. Planning & Permitting Recommendations
6. Discussion

2

Vermont Greenhouse Gas Emissions

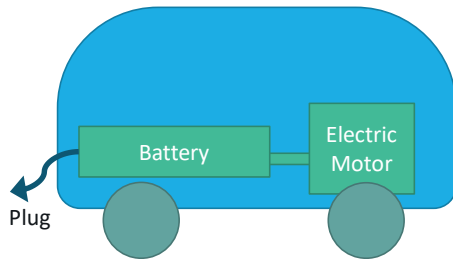


Vehicle Efficiency



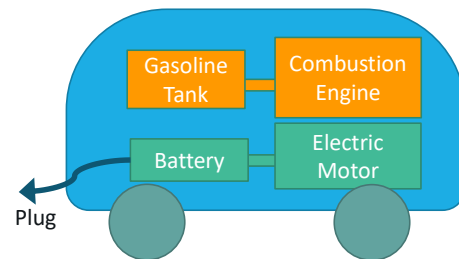
Types of Plug-in Vehicles

All Electric



70 – 300+ Mile Range on Battery

Plug-in Hybrid



15 – 80 Mile Range on Battery
+
300 or More Miles on Gasoline

Popular Models



Other Electric Options

Buses



Bicycles



CarShare

Lawn care equipment

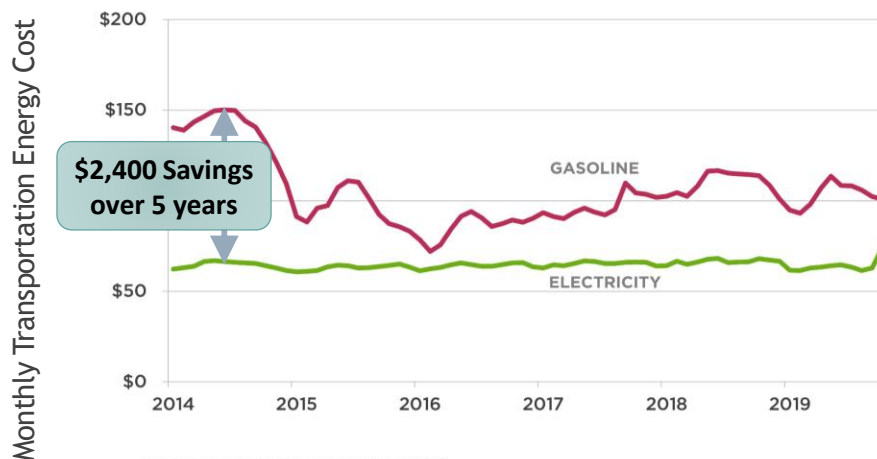


Motorcycles

Drive
Electric
Vermont

7

Monthly Cost Comparison



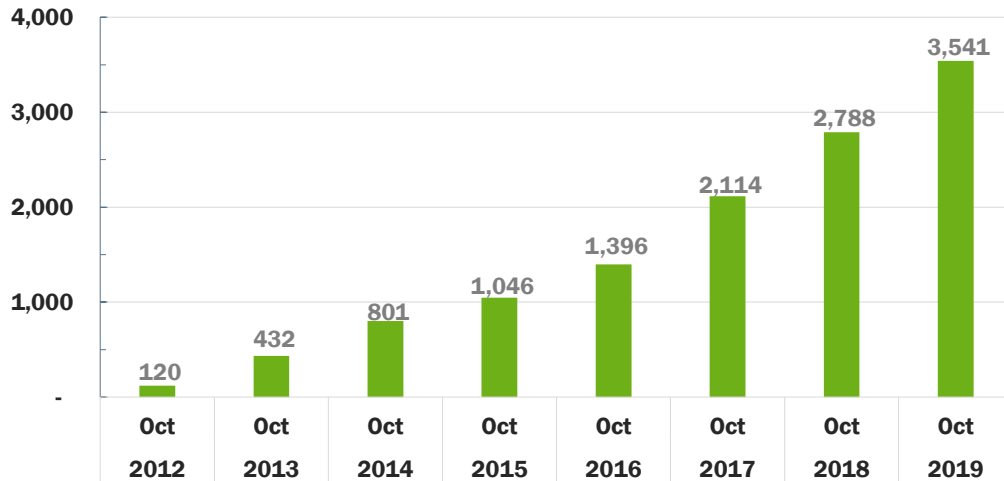
Drive
Electric
Vermont

<https://www.driveelectricvt.com/why-go-electric/cost-of-ownership>

US EIA / VEIC

8

Vermont EV Registrations



Purchase Incentives

Federal Tax Credit

- Up to \$7,500, based on battery size
- Begins to sunset when manufacturer reaches 200,000 EV sales
- Claim on income taxes (unless leasing)
- Does not carry-over into future years

State of Vermont

- For new EVs with starting MSRP under \$40,000
- Households below about \$96,000 annual income
- \$1.1 million in funding, currently about \$900,000 remaining

State EV Incentive

Vehicle Type	State of Vermont Incentive For \$96,122 Household Income or Less	Larger State of Vermont Incentive for Lower Income Households
Plug-in Hybrid Electric Vehicle	\$1,500	\$4,000
All-Electric Vehicle	\$2,500	\$5,000



<http://www.driveelectricvt.com/buying-guide/purchase-incentives>

11

Electric Utility Incentives



\$1,200 on new all-electric or PHEV; \$800 for a used EV
 + Up to \$600 for low and moderate income households
 + \$400 rebate toward qualifying level 2 charger



\$1,500 on new all-electric; \$1,000 for PHEV; \$750 for a used EV
 + Up to \$1,000 for low and moderate income AEV
 + Free home charging equipment



\$500 on new or used all-electric
 \$250 on new or used plug-in hybrid
 + Nissan LEAF discount program

See our website for
other utilities



<http://www.driveelectricvt.com/buying-guide/purchase-incentives>

12

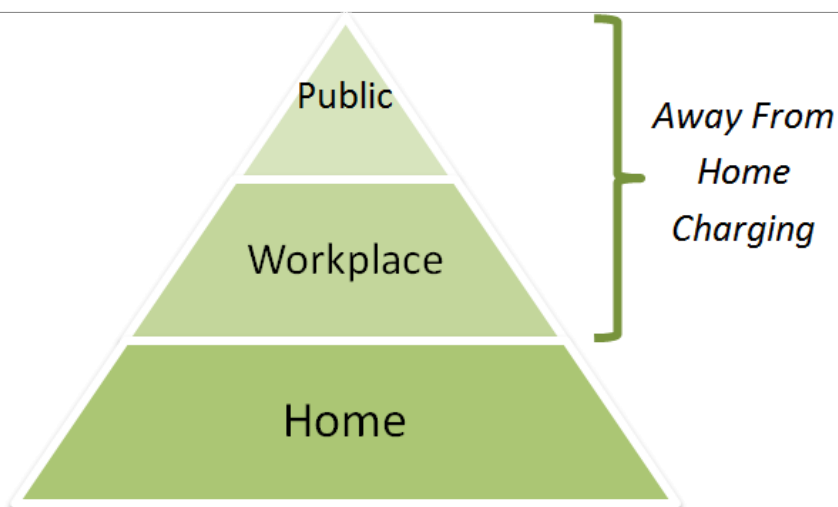
Combined Incentive Example

Description	Nissan LEAF 150 Mile Range	Nissan Sentra
Starting Price	\$29,990	\$17,890
Federal Tax Credit	-\$7,500	--
State of Vermont Incentive	-\$2,500	
Nissan Discount	-\$5,000	--
Utility Incentive	-\$1,500	--
Price after Incentives	\$13,490	\$17,890



13

EV Charging



14

Charging Equipment

Level 1 Charging
120V
5 miles range / hr



Level 2 Charging
240V
10-20 miles / hr



DC Fast Charging
480V
70+ miles / hr



Drive
Electric
Vermont

15

EV Charging Summary

	Level 1	Level 2	DC Fast Charging
Voltage	120 V	208 / 240 V	208 / 480 V
Amperage	15 A	15 – 40 A	50 – 200+ A
Power	1.4 kW	3 – 7 kW	20 – 350 kW
Typical Duration of Charge Event	6-10 hours	1-4 hours	30-60 minutes
Range per hour of charging	5 miles	10-20 miles	75+ miles
Equipment Cost	\$30 – 900	\$500 – 9,000	\$15,000 – 40,000+
Installation Cost	\$200 – 1,000+	\$1,000 – 10,000+	\$10,000 – 30,000+
Plug Connector	SAE J1772 / Tesla	SAE J1772 / Tesla	SAE CCS / CHAdeMO / Tesla
Typical Uses	<ul style="list-style-type: none"> Standard outlet for home use Employee parking during the work day Long term (8+ hours) parking at a commuter/airport lot 	<ul style="list-style-type: none"> Home use for faster charging Charging in a commercial area while shopping or doing business Workplace charging 	<ul style="list-style-type: none"> Fast charging while on a long trip in order to reach a destination or extend the length of a trip EV owners without access to home charging

Drive
Electric
Vermont

16

EV Public Charging Availability

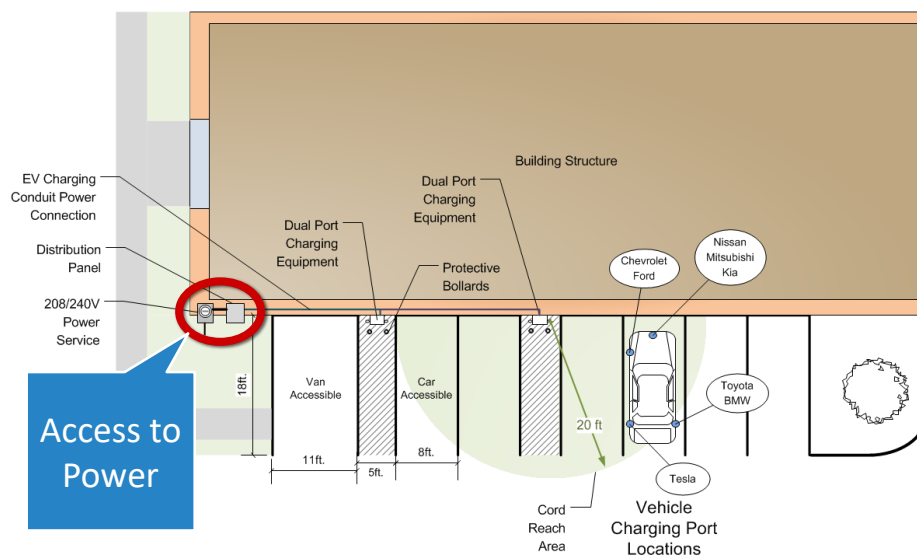


Drive Electric
Vermont

[PlugShare.com](https://www.plugshare.com)

17

EV Charging - How



Considerations

- Power
- Futureproofing
- ADA access
- Walkways
- Cell service
- Snow removal

<https://www.driveelectricvt.com/charging-stations/installation-guide>

18

EV Charging – How – Multiunit

Multi-Unit Dwelling (MUD) Considerations

- Dedicated parking vs Shared access
- Metering / usage fees
- Potential service upgrades required for existing structures
 - Power management systems may alleviate this issue
- Condo/HOA agreements for homeowner/tenant charging
- Range of equipment and management options

EV Charging - How



DC Fast Considerations

- 3 Phase Power
- Up to 300kW as of 2020
- Demand Charge Issues
- Redundancy
- Heavy Duty Vehicles

EV Charging - When

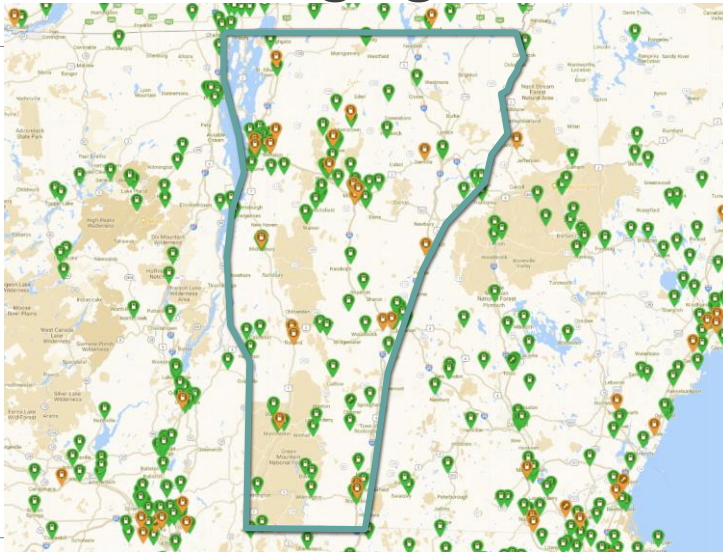


- New development
- Redevelopment
- EV driver demand
- Building out “safety net” of charging

EV Charging – Grants & Incentives

- State of Vermont ACCD has offered grants with VW diesel settlement funds for public, workplace and MUD locations. Future grants will require additional State appropriations
<https://accd.vermont.gov/community-development/funding-incentives/electric-vehicle-supply-equipment-evse-grant-program>
- Utilities are offering public/workplace/MUD incentives for Renewable Energy Standard Tier 3 credits
 - GMP is around \$500 per Level 2 port
 - Others generally around \$250 per port
- Tesla destination charging program
 - Free equipment, but host pays for installation and energy costs
 - 1 generic EV charging unit for every 2 Tesla
 - Oriented toward lodging/attraction businesses<https://www.tesla.com/charging-partners>

Public Charging Availability



**218 Locations, including
26 DC Fast Chargers -**



VT Building Energy Stretch Code

Stretch code compliance required for Act 250

Commercial (Section C708.1)

- About 2% of parking EV ready
- Half ready to go on occupancy
- Level 1 and/or 2

Residential

- Multifamily with 10+ units
- 4% of parking
- Level 1 or 2 receptacles

2019 CBES EV Requirements

C405.10 Electric Vehicle Charging Stations

New buildings with occupancy groups listed in Table 405.11 shall provide the electrical service capacity to serve the number of Electric Vehicle Charging Parking Spaces in Table C405.11. Electrical service capacity includes use of a listed cabinet, box, or enclosure connected to a conduit linking the parking spaces with the electrical service. Parking lots serving multiple occupancy groups shall use the occupancy group with the largest square feet of finished area.

Exception: Parking spaces are not counted in Table 405.11 if one of the following conditions apply:

1. Parking spaces are intended exclusively for storage of vehicles for retail sale or vehicle service.
2. Parking spaces are separated from the meter by a public right-of-way.
3. Parking spaces which are limited to parking durations of less than an hour.

50% of the parking spaces indicated in Table C405.11, rounded up to the nearest whole number, is the minimum number of Electric Vehicle Supply Equipment (EVSE) or receptacles necessary to function as available electric vehicle charging upon building occupancy. The number of parking spaces indicated in Table C405.11 minus the number of installed EVSE parking spaces is the minimum number of parking spaces that are required to be pre-wired, allowing for future installations when they are needed for use by customers, employees or other users (EVSE-ready). If level 1 service is provided, the required EV Charging Parking Spaces shall also be "Level 2 ready" as defined below in this Section C405.10. Electrical service capacity includes use of a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service. For parking lots with 25 or more parking spaces, Table C405.11 can be satisfied by either Option A or B in the table.

Parking spaces with EVSE shall be marked for EV use only.

Exception:

1. In Group R-2 buildings the number of parking spaces with EVSE that are marked for "EV use only" need not exceed the number of EV cars driven by occupants of the building. This exception does not reduce the number of EVSE spaces, just the number that are marked for EV use only.
2. In structured parking lots 1/2 of parking spaces, rounded up, with EVSE shall be marked for "EV use only", while the remainder need not be marked for "EV use only". This exception does not reduce the number of EVSE spaces, just the number that are marked for EV use only.

Level 1 Electric Vehicle Charging Parking requires one 120V 20 amp grounded AC receptacle, NEMA 5-20R or equivalent, within 5 feet of the centerline of each EV Charging Parking Space.

Level 2 Electric Vehicle Charging Parking requires one 208/240V 40 amp grounded connection for each electric vehicle charging through dedicated Electric Vehicle Supply Equipment (EVSE) with J1772 connector or AC receptacle, NEMA 14-50, or equivalent, within 5 feet of the centerline for each EV Charging Parking Space.

DC Fast Charging, also referred to as Level 3, Electric Vehicle Charging Parking requires one, direct-current (DC) plug for electric vehicle charging through dedicated Electric Vehicle Supply Equipment (EVSE) with either a CHAdeMO or SAE Combined Charging System (CCS) format connector, within 5 feet to the centerline for each EV Charging Parking Space. Other DC Fast Charging plug standards may be accepted as they are developed.

The guideline does not stipulate how use of the EVSE is provided.

If the design intent is to only provide level 2 charging stations, then the level 1 and level 2 requirements should be added together.



<https://publicservice.vermont.gov/content/building-energy-standards-update>

25

2019 CBES EV Requirements

TABLE C405.11 ELECTRIC VEHICLE CHARGING PARKING SPACES

Commercial Building Occupancy ^a	Minimum Number of EVSE and EVSE-ready Parking Spaces ^b					
	Whole numbers represent actual number of required spaces. Fractional percentages shall be rounded up to nearest whole number.					
	<25 Parking Spaces in Lot		≥25 Parking Spaces in Lot Option A		≥25 Parking Spaces in Lot Option B	
	Level 1	Level 2 or DC Fast Charge	Level 1	Level 2 or DC Fast Charge	Level 1	Level 2 or DC Fast Charge
Groups A & M ^{c,d}	0	0	0%	4%	0%	10
Groups B, E, F, & H	1	1	3%	3%	2%	5
Groups I-1, I-2, I-3, & R-4	1	1	2%	4%	1%	10
Group R-1	0	1	0%	2%	1%	10
Group R-2	1	0	8%	0%	3%	5

- See occupancy classification in section C202. If more than one occupancy type, use the occupancy type with the most square feet of finished building area.
- 50% of the parking spaces, rounded up to the nearest whole number, shall have EVSE or receptacles necessary to function as available electric vehicle charging upon building occupancy. The remainder shall be EVSE-ready.
- Motor liquid fuel-dispensing facilities (gas stations) are exempt from the requirement to provide electric vehicle charging parking spaces.
- Stand-alone retail stores with fewer than 50 spaces are exempt from the requirement to provide electric vehicle charging parking spaces.

Assembly Group A is the occupancy group used for buildings that are for the gathering of persons for purposes such as civic, social or religious functions; recreation, food or drink consumption or awaiting transportation.

Business Group B is the occupancy group used for office, professional or service-type transactions, including storage or records and accounts.

Educational Group E is the occupancy group used by six or more persons at any one time for educational purposes through the 12th grade.

Factory Industrial Group F is the occupancy group used for disassembling, fabricating, finishing, manufacturing, packaging, repair or processing operation that are not classified as Group H or Group S.

High-hazard Group H is the occupancy group used for manufacturing, processing, generation or storage of materials that constitute a physical or health hazard.

Institutional Group I is the occupancy group used for more than 16 persons, excluding staff, who reside on a 24-hour basis in a supervised environment and receive custodial care.

Mercantile Group M is the occupancy group used for the display and sale of merchandise, and involves stocks of goods, wares or merchandise.

Residential Group R is the occupancy group used for buildings that include sleeping rooms and are not institutional. There are four different occupancy groups within R.

The first occupancy group is R-1. This group is for transient uses like hotels, motels and boarding houses.

R-2 is occupancies containing sleeping units or more than two dwelling units where the occupants are primarily permanent. This includes apartments, dormitories, fraternities and sororities. It also includes vacation timeshares (with more than two units) and convents and monasteries. Boarding houses or congregate living facilities with 16 or fewer occupants go into group R-3.

R-3 is for permanent occupancies that are not R-1, R-2, or R-4.

R-4 is for occupancies for more than five but not more than 16 persons, excluding staff, who reside on a 24-hour basis in a supervised residential environment and receive custodial care.



<https://publicservice.vermont.gov/content/building-energy-standards-update>

26

2019 RBES EV Requirements

R404.3 Electric vehicle charging

New parking lots serving multifamily developments of 10 or more units shall provide either level 1 or level 2 electrical service within 5 feet of the centerline of the parking space ("EV Charging Parking Space") with the capacity to serve the number of Electric Vehicle Charging Parking Spaces in Table R404.3. Electrical service capacity includes the use of a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service.

Exception: Parking spaces are not counted in Table 405.11 if one of the following conditions apply:

1. Parking spaces are intended exclusively for storage of vehicles for retail sale or vehicle service.
2. Parking spaces are separated from the meter by a public right-of-way.
3. Parking spaces which are limited to parking durations of less than an hour.

Parking spaces with Electric Vehicle Supply Equipment ("EVSE") shall be marked for EV use only.

Exception:

1. The number of parking spaces with EVSE that are marked for "EV use only" need not exceed the number of EV cars driven by occupants of the building. This exception does not reduce the number of EVSE spaces required, just the number that are marked for EV use only.

Level 1 Electric Vehicle Charging Parking requires one 120V 20 amp grounded AC receptacle, NEMA 5-20R or equivalent, within 5 feet of the centerline of each EV Charging Parking Space.

Level 2 Electric Vehicle Charging Parking requires one 208/240V 40 amp grounded connection for each electric vehicle charging through dedicated Electric Vehicle Supply Equipment (EVSE) with J1772 connector or AC receptacle, NEMA 14-50, or equivalent, within 5 feet of the centerline for each EV Charging Parking Space.

<https://publicservice.vermont.gov/content/building-energy-standards-update>



2019 RBES EV Requirements

TABLE R404.3

REQUIRED ELECTRIC VEHICLE CHARGING PARKING SPACES FOR MULTIFAMILY BUILDINGS (BASE and STRETCH CODE)

NUMBER OF PARKING SPOTS	REQUIRED NUMBER OF EV CHARGING PARKING SPACES
10–25	1
26–50	2
51–75	3
76–100	4
>100	4% of parking spots, rounded up to the nearest whole number

R407.4 Electric vehicle charging for Stretch Code.

For single family housing, one Level 1 parking space is required with accessible socket.

Parking lots serving *multifamily* developments of 10 or more dwelling units shall provide level 1 or level 2 electrical service to the required number of Electric Vehicle Charging Parking Spaces in Table R404.3. If level 1 service is provided, the required EV Charging Parking Spaces shall also be "Level 2 ready" as defined below in this Section R407.4. Electrical service capacity includes use of a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service.

<https://publicservice.vermont.gov/content/building-energy-standards-update>



Planning & Permitting - Definitions

Electric Vehicle Charging Station (EVCS)

Electric Vehicle Charging Station (EVCS) means the public or private parking space(s) served by electric vehicle supply equipment (EVSE), including all signs, information, pavement, surfaces, surface markings, fee collections systems, and protective equipment in which a vehicle is recharged.

Electric Vehicle Supply Equipment (EVSE)

Electric Vehicle Supply Equipment (EVSE) means the protective system which communicates with electric vehicles and monitors electrical activity to ensure safe charging, inclusive of all components: the conductors; the undergrounded, grounded, and equipment grounding conductors; electrical vehicle connectors; attachment plugs; and all other fittings devices, power outlets, or apparatus installed specifically for the purposes of delivering energy from the grid to an electric vehicle.

Electric Vehicle (EV)

Electric Vehicle means a class of automobiles that use electric motors powered by energy drawn from the grid or off-grid electric sources into a battery system for propulsion. This definition includes all-electric (AEV) and plug-in hybrid electric vehicles (PHEV).

Charging Levels

Standardized indicators of electrical force, or voltage, at which an EV's battery is recharged. EVSE is classified into categories by the rate at which batteries are charged: Alternating Current (AC) Level 1; AC Level 2; and Direct Current Fast Charging (DCFC).



<https://dcd.vermont.gov/community-development/funding-incentives/electric-vehicle-supply-equipment-new-govt-program>

29

Planning & Permitting – VT ACCD Resource

EVSE-friendly Development Regulations for Municipalities

LOCAL ELECTRIC VEHICLE CHARGING STATION REGULATION
A Welcoming Approach to Electric Vehicle Plug-In Technology
 Agency of Commerce | Department of Housing & Community Development
 Community Planning and Revitalization Division
 September 2018, Last Updated January 2019

Would it be difficult for your community to permit an electric vehicle charging station?

☐ YES ☐ NO ☐ NOT SURE ☐ MAYBE IN MUD SEASON

What if it's a fueling island?

What if it's only for fleet vehicles?

What if it's not publicly accessible?

What if it's in an existing parking space?

What if it's in the road's right-of-way?

What if it's inside a building?

What if it's a proposed parking lot?

What if it's ADA accessible?

Get charged up! You got this.

Graphic Source: New York State Energy and Climate Action Plan, 2015



<https://dcd.vermont.gov/community-development/funding-incentives/electric-vehicle-supply-equipment-new-govt-program>

30

Planning & Permitting – Accessory Use

Accessory Use Standards

Electric vehicle charging stations are permitted as an accessory residential and non-residential use within an approved parking area or approved fueling station service area in any zoning district and will not be subject to the provisions of this section.

Accessory Structure Standards

Electric vehicle charging stations and above-ground electric vehicle supply equipment are permitted as an accessory structure in any zoning district subject to the provisions of this section. *(Typical accessory structure provisions include footprint maximums, modest setbacks, and height limitations.)*

Planning & Permitting - Exemptions

Landowners do not need to obtain a zoning permit for:

- Interior alterations to an existing structure for electric vehicle charging stations that do not change any of the structure's exterior dimensions;
- The installation of Electric Vehicle Charging Stations within a public right-of-way.

Planning & Permitting – Parking Standards

The applicant:

- May provide electric vehicle charging stations within parking areas as an allowed accessory use in any zoning district;
- Will not have to provide additional parking when spaces are converted and/or reserved for charging vehicles;
- Must provide a cord of sufficient length to accommodate port variations in passenger vehicles or otherwise allow vehicles to park front-to-back or back-to-front;
- Must protect and place ground and wall-mounted equipment to prevent physical damage to the control device by vehicles and snow plows (e.g. bollards and/or curbing);
- Must count electric vehicle charging station parking spaces toward the minimum amount of parking requirements (if any) under this section;
- May/Must provide a minimum of one accessible electric vehicle charging station parking space in close proximity to the building entrance with a maintained and barrier-free route of travel (It is not necessary to designate the accessible EV Charging Station exclusively for disabled users; however, the Americans with Disabilities Act (ADA) may require EV Charging Stations to meet accessibility requirements separate from these regulations.);
- May/Must provide a minimum of 1 charging station for every 10 parking spaces required.

Planning & Permitting – Sign Standards

The applicant:

- Must provide each electric vehicle charging station with on-site signs approved by the Manual Uniform Traffic Control Devices to identify electric vehicle parking (general service signs) and restrict access (regulatory signs) by stating, “no parking except for electric vehicle charging” unless waived by the appropriate municipal panel or zoning administrator (see example signage above). For purposes of this section, “charging” means that an electric vehicle is parked at an electric vehicle charging station and is connected to the electric vehicle supply equipment port. If time limits or vehicle removal provisions are to be enforced, regulatory signage including parking restrictions shall be installed immediately adjacent to, and visible from the electric vehicle charging station.

Performance Standards

The applicant:

- Must demonstrate that the proposed development has been designed to facilitate use of energy-efficient modes of transportation such as walking, biking, transit, and electric vehicles as feasible and appropriate given the location and use (If subject to site plan or conditional use review)
- May establish and collect a service fee for the use of an approved electric vehicle charging station without affecting the land use classification of the property;
- Must construct with equipment and service facilities that are designed and/or located to prevent water from entering or accumulating within the components in river corridor areas;
- Must place charging equipment and manage cords to avoid tripping hazards in public locations;
- Must locate ancillary mechanical equipment and components (but not the charging station itself) so that they will be screened from view to the maximum extent feasible, and if adequate screening is not possible use materials and colors that will camouflage the ancillary equipment.

Conclusion

- EVs are here
- Home charging options are critical for most EV drivers
- Building new EV-ready housing offers massive savings compared to retrofitting charging
- Municipalities can help by:
 - Ensuring new developments take EV charging into consideration
 - Streamlining EV charging planning and permitting requirements
 - Considering EVs for fleet vehicles and supporting employee/public charging
 - Spreading the word through energy committees, events, etc

Discussion



Contact

Dave Roberts

droberts@veic.org



Shared Parking Analysis Tool



Planning Advisory Committee
February 12, 2020

1

Project Background

Project Team:

Matt Boulanger – Planning Director and Zoning Administrator, Town of Williston

Bryan Davis – Senior Transportation Planner, CCRPC

Marshall Distel – Transportation Planner, CCRPC

Jonathan Slason – Director, RSG

David Grover – Consultant, RSG

Gabby Freeman – Analyst, RSG



2

2

Agenda

- Why do this project?
- What is shared parking?
- The Shared Parking Analysis tool
- Example
- Questions



3

3



Why Do This Project?

- Most U.S. communities are observing an oversupply of parking
- Parking standards are excessive and err toward oversupply
- Parking is routinely required but overall supplies are not monitored
- Infill development can increase value without increasing impervious area
- Turn parking lots into useful buildings
- How much parking do we really need?

Picture from Black Friday Parking Survey – Results November 23, 2018 – Williston, VT



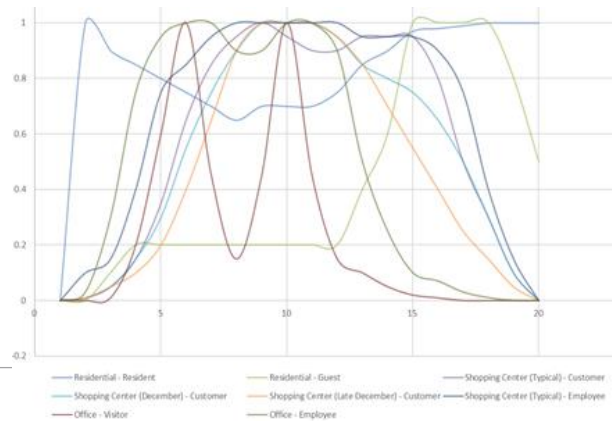
4

4

Shared Parking

- One spot for two or more land uses without conflict or encroachment
- Different land uses = different peak demand times

- Land use type
- Time
- Day
- Month



5

Shared Parking Analysis Tool

- Assigns parking spaces based on:
 - Demand
 - Supply
 - Parking lot preference
- Models parking demand all time combinations
- Excel input data
- Output: demand and utilization across parking lots and time combinations
- Python script run in ArcMap
- Free and open source



6

6

Input Data

- Parking Lots file (Excel file)
- Generators file (Excel file)
- Land Use Demand file (Excel file)
- Adjustment Factors file (python pickle file)
- Files can be generated in GIS or in Excel



7

7

Input Data – Parking Lots File

- Parking Lots file (Excel file, user created)

Name	Spaces	Lot_UID
Harvest Ln	102	1
Harvest Ln	58	2
Harvest Ln	316	3
Harvest Ln	198	4
Harvest Ln	318	5
Harvest Ln	215	6



8

8

Input Data – Generators File

- Name – Name of the parking generator
- Location – Unique GIS ID
- LUC and Type – type of land use
- Size and Unit type
- Gen_ID – Unique ID associated with each generator.
- ParkingLots – Parking lot preferences

Name	Location	LUC	Type	Size	Unit	Gen_UID	ParkingLots
Optometrist	10482	63	Medical/Dental Office	3.643	ksf GFA	1	3;5;2;6;1
Salon	10859	10	Retail	7.176	ksf GLA	2	3;5;2;6;1
HOME DEPOT U.S.A., INC.	11052	10	Retail	100	ksf GLA	3	3;6;5;1;4
WAL-MART STORES, INC.	11105	10	Retail	100	ksf GLA	4	3;5;2;6;1



9

9

Input Data – Generators File

- “ParkingLots” column determines parking preference
 - Everyone chooses parking lot 3 first
 - Walmart customers choose lot 5 next
 - Home Depot customers choose lot 6 next

Name	ParkingLots
Optometrist	3;5;2;6;1
Salon	3;5;2;6;1
HOME DEPOT U.S.A., INC.	3;6;5;1;4
WAL-MART STORES, INC.	3;5;2;6;1



10

10

Input Data – Demand and Adjustment Factors

- Demand equals product of:
 - Peak demand
 - Time of day factor
 - Weekday/weekend factor
 - Month factor
 - 500 total combinations
- Factors from *Shared Parking*
 - Can be changed by user, e.g.
 - ITE Parking Generation
 - Town or City Regulations
 - Shared Parking, Third Edition



11

11

Caveats

- Model is only as good as the input data
 - Generator sizes should be confirmed
 - User determines lot preference order
- Factors are averages of national studies
 - Calibrate to local conditions for better accuracy
- Balance accuracy with expediency
 - Consider goals and effort required for large areas



12

12

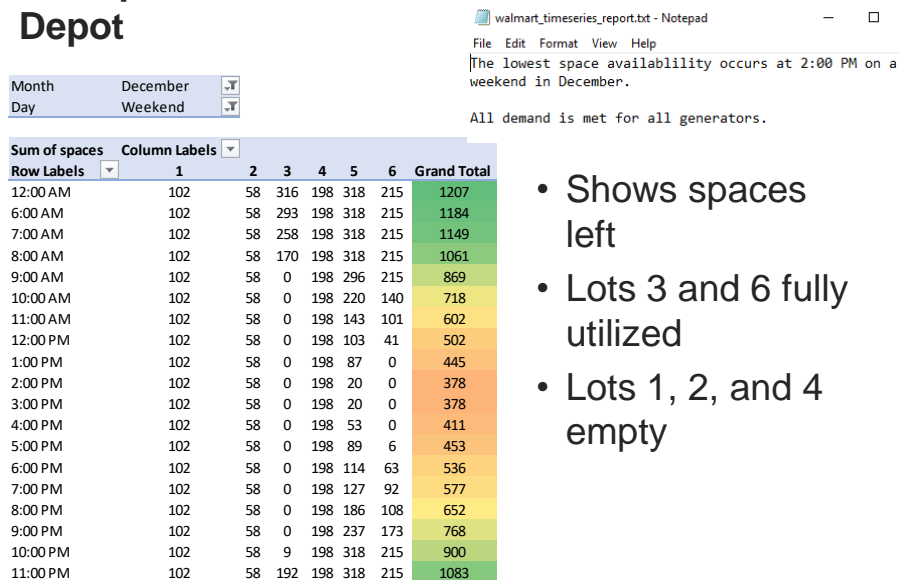
Example Model Run – Walmart and Home Depot



13

13

Example Model Run – Walmart and Home Depot



14

14

Example Model Run – Add a Restaurant



15

15

Example Model Run – Add a Restaurant

Month	December	
Day	Weekend	

Sum of spaces	Column Labels						
Row Labels	1	2	3	4	5	6	Grand Total
12:00 AM	52	58	316	198	318	215	1157
6:00 AM	102	58	293	198	318	215	1184
7:00 AM	99	58	258	198	318	215	1146
8:00 AM	98	58	170	198	318	215	1057
9:00 AM	93	58	0	198	296	215	860
10:00 AM	91	58	0	198	220	140	707
11:00 AM	78	58	0	198	143	101	578
12:00 PM	48	58	0	198	103	41	448
1:00 PM	44	58	0	198	87	0	387
2:00 PM	53	58	0	198	20	0	329
3:00 PM	53	58	0	198	20	0	329
4:00 PM	53	58	0	198	53	0	362
5:00 PM	36	58	0	198	89	6	387
6:00 PM	11	58	0	198	114	63	444
7:00 PM	6	58	0	198	127	92	481
8:00 PM	2	58	0	198	186	108	552
9:00 PM	11	58	0	198	237	173	676
10:00 PM	11	58	9	198	318	215	809
11:00 PM	13	58	192	198	318	215	993

- Shows spaces left
- Lots 3 and 6 fully utilized
- Lot 1 (restaurant) almost full
- Lots 2 and 4 empty
- Don't build more parking for restaurant!



16

16

Example Uses

- Mandate shared parking for new developments when parking supply is excessive
- Test shared parking plans (or lack thereof)
- Estimate parking demand in planned mixed-use developments
- Examine the effects of converting parking spaces to a higher value use



17

17

Questions?



18

18



 **Contacts**

www.rsginc.com

Bryan Davis
Senior Transportation Planner, CCRPC
bdavis@ccrpcvt.org
802-861-0129

Matt Boulanger
Planning Director and Zoning Administrator, Town of Williston
mboulanger@willistonvt.org
802-878-6704

David Grover
Consultant, RSG
david.grover@rsginc.com
802-861-0505

Brownfields Advisory Committee
Tuesday, February 18, 2020

Meeting Summary
Scheduled Time: 3:00 p.m. – 4:00 p.m.

CCRPC Main Conference Room, 110 West Canal St., Suite 202 Winooski, VT & via conference call

To access various documents referenced below, please visit:

<http://www.ccrpcvt.org/our-work/economic-development/brownfields/#advisory-committee>

In Attendance	
Committee Members:	Staff:
Matthew Vaughan, LCBP, Vice-Chair	Dan Albrecht, Senior Planner
Ian Jakus, Burlington CEDO (via phone)	Sai Sarepalli, Transportation Planning Engineer
Heather Carrington, City of Winooski	
CCRPC Consultants:	Guests:
Chris Page, Waite-Heindel Environmental Mgt.	Adam Dubroff, Winooski Hotel Group (via phone)
Katrina Mattice Stone Environmental (via phone)	Lindsay DesLauriers, Bolton Valley Resort (via phone)
EPA Brownfields Staff: (via phone)	
Christine Beling	

1. Call to Order, Introductions and Changes to the Agenda

The meeting was called to order at 3:02 p.m. by Vice-Chair Matthew Vaughan.

2. Public comments on items not on the Agenda

None

3. Review and action on 12/16 meeting summary

No action as the summary had inadvertently not yet been posted to the Committee webpage.

4. Action on Site Nominations/Assistance Requests

a) Town of Bolton: Bolton Valley Resort, Hazardous Substances, Project Management, Asbestos Abatement, (\$11,007 – Stone Environmental)

Katrina Mattice explained that Asbestos Management/Oversight is required during renovations/upgrade to the hotel. The bulk of the work is to subcontract with Clay Point with only a few hours for her staff time. Dan asked if the quote from Clay Point is \$9,795 why is the consultant charge by Stone \$10,775? Katrina noted that amount includes Stone's standard 10% markup on subcontractors.

Sai Sarapelli, who is the lead on CCRPC's project management services on behalf of the Town of Bolton's Block Grant it received to help fund these improvement at Bolton Valley Resort, noted that information on the proposed ESA will be provided to the Vermont Agency of Commerce & Community Development. This will serve to demonstrate that the Town and the Resort are meeting the requirements spelled out in the Environmental Review Release Checklist issued by the Agency.

Dan recapped the elements of his staff recommendation. The previous Evaluation indicates that the project scores respectably in terms of commercial development and economic impact. The Committee previously supported funding 80 percent of the prior request for petroleum funds to address UST issue at the resort up to a total of \$8,608. Given that only a few thousand dollars remain of CCRPC's Hazardous Substances grant, staff recommends that CCRPC fund \$2,000 of the proposed \$11,007. He noted that Committee members, Curt Carter and Pablo Bose, had both indicated their support for the staff recommendation.

Motion made by Heather Carrington, second by Ian Jakus to recommend providing \$2,000 towards the proposed Management of Asbestos Abatement. Motion passed.

Lindsay DesLauriers joined the meeting via phone. Dan briefed her on the prior motion. Ms. DesLauriers thanked the Committee. She then left the meeting.

b. City of Winooski: Lot 8, Phase II ESA, Waite-Heindel Environmental, Hazardous Substances-\$14,999 / Petroleum-\$4,906

Chris Page of Waite-Heindel noted that the Phase I ESA had identified a suite of Recognized Environmental Conditions: mercury, PFAS, coal, PCBs, VOCs, PAHs and two data gaps. The proposed work is segregated into Hazardous Substances and Petroleum.

Adam Dubroff indicated that as of right now the proposed hotel would be six stories with 96 rooms. Parking would be underground with capacity between 50 and 80 vehicles. They are looking to use a automated stacked parking system such as City Lift Parking.

Heather Carrington indicated she would recuse herself from voting on the proposal. She did say that the City is supportive of efforts to facilitate a land swap of City Lot #8 to the Hotel Group in exchange for receipt of the larger lot owned by the Hotel Group just west of the Champlain Mill.

Dan recapped the elements of his staff recommendation. By recommendation of the Committee, the CCRPC previously funded 100% of a Phase I ESA at \$3,500. The previous Evaluation indicates that the project scores respectably in terms of commercial development and economic impact. As noted earlier, Hazardous Substances grant funds are exhausted. However, at least \$20k remains in Petroleum grant funds. Staff recommends that CCRPC fund 100% of the proposed Petroleum related costs up to \$4,906. He noted that Committee members, Curt Carter and Pablo Bose, had both indicated their support for the staff recommendation.

A motion was made by Ian Jakus to support the staff recommendation but failed due to lack of a second. The Chair was supportive of the project. It was decided that Dan would solicit a recommendation from the other Committee members unable to be present today.

[Note: Members, Marcel Beaudin and Justin Dextradeur, indicated their support of the recommendation via email on February 19th.]

5. The meeting adjourned at 3:30 p.m.

Respectfully submitted by Dan Albrecht