

ANNUAL MEETING AGENDA

Wednesday, June 16, 2021 - 6:00 p.m.
CCRPC Offices; 110 W. Canal Street, Suite 202
Winooski, VT 05404



May attend at our offices or remotely:

Please join the meeting by clicking <https://us02web.zoom.us/j/87238036342>

One-touch: +16468769923,,87238036342#

Call: +1 646 876 9923; Meeting ID: 872 3803 6342

CONSENT AGENDA –

C.1 Minor TIP Amendment – Attached*

DELIBERATIVE AGENDA

1. Call to Order; Attendance; 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* (MPO Action, if needed; 1 minute)
4. Approve Minutes of May 19, 2021, Meeting* (Action; 1 minute)
5. Election of Officers and Executive Committee for FY22 * (Action: 2 minutes)
6. FY22 Meeting Calendar* (Action: 1 minute)
7. Warn Public Hearing for FY22-25 Transportation Improvement Program (TIP)* (MPO Action; 15 min.)
8. VPSP2 FY23 Transportation Project Priorities * (MPO Action; 20 minutes)
9. Draft VELCO Plan Comments* (Action; 10 minutes)
10. Chair/Executive Director Report (Discussion; 10 minutes)
 - a. Interstate 89 Study update
 - b. Equity Leadership Team update
 - c. CEDS update
 - d. Comprehensive Energy Plan update (see invite enclosed)*
 - e. Legislative update
11. Committee/Liaison Activities & Reports * (Information, 2 minutes)
 - a. Executive Committee ([draft minutes](#) June 2, 2021)*
 - i. Act 250 Sec 248 letters
 - b. Transportation Advisory Committee ([draft minutes](#) June 1, 2021)*
 - c. Clean Water Advisory Committee ([draft minutes](#) June 1, 2021)*
 - d. MS-4 Sub-Committee ([draft minutes](#) June 1, 2021)*
 - e. Brownfields Advisory Committee ([draft minutes](#) May 11, 2021)*
 - f. Planning Advisory Committee ([draft minutes](#) May 12, 2021)*
12. Future Agenda Topics (Discussion; 5 minutes)
13. Members' Items, Other Business (Information, 5 minutes)
14. Adjourn

The June 16, 2021 Chittenden County RPC streams LIVE on YouTube at:

https://www.youtube.com/playlist?list=PLIjLFn4BZd2O0I4hJU_nJ9q0I3PdQR0Pp.

*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.*

The meeting will air Sunday, June 20, 2021 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:

- Transportation Advisory Committee – Tuesday, July 6, 2021, 9am
- Clean Water Advisory Committee - Tuesday, July 6, 2021, 11am
- CWAC MS4 Subcommittee - Tuesday, July 6, 2021, ~12:30pm
- Executive Committee – Wednesday, July 7, 2021, 5:45pm
- CCRPC Board Meeting - Wednesday, July 21, 2021, 6:00pm
- Planning Advisory Committee – TBD, 2:30pm

Tentative future Board agenda items:

July 21, 2021	FY22-25 TIP Review Committee Members Telework trends and forecasts – CATMA? CEDS Update?
August	No Meeting
September 15, 2021 – Annual Celebration (in person at HULA, Lakeside Ave, Burlington)	Committee Member Appointments (including LRPC) Underhill Town Plan? VPSP2 Status?
October 20, 2021	<i>Board training prior to the Board meeting</i> ECOS Plan Schedule Municipal Dues Equity Summit 2020 Census results?



Chittenden County Regional Planning Commission

June 16, 2021

Agenda Item C.1: Consent Item

FY2021 TIP Amendment

Issues: Make the following change to the FY21 year of the TIP.

Lake Street Sidewalk and Stormwater Management, Burlington (Project BP114, Amendment FY21-52)

Description of TIP Change: Add a new Transportation Alternatives award for a sidewalk on Lake Street in Burlington. Add \$60,988 for preliminary engineering in FY21.

VT15 Multiuse Path, Colchester-Essex (Project BP069, Amendment FY21-53)

Description of TIP Change: Advance \$493,737 in Federal Funds from FY22 to FY21.

Reason for Change: The project is progressing faster than was programmed in the TIP. Funds are available within the fiscal constraint.

Alder Brook culvert (VR2) on VT117, Essex (Project BR048, Amendment FY21-54)

Description of TIP Change: Advance \$769,600 in Federal Funds from FY22 to FY21.

Reason for Change: The project is progressing faster than was programmed in the TIP. Funds are available within the fiscal constraint.

Staff/TAC

Recommendation:

Recommend that the TAC approve the proposed TIP Amendments

**For more information
contact:**

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

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
REGULAR MEETING MINUTES
DRAFT

DATE: Wednesday, May 19, 2021

TIME: 6:00 PM

PLACE: REMOTE ATTENDANCE VIA ZOOM MEETING VIDEO

PRESENT:	Bolton:	Sharon Murray	Buel's Gore:	Garret Mott
	Burlington:	Andy Montroll	Charlotte:	Jim Donovan
	Colchester:	Pam Loranger (Alternate)	Essex:	Jeff Carr (Alternate)
	Essex Junction:	Jeff Carr (2 nd Alternate)	Hinesburg:	Absent
	Huntington:	Barbara Elliott	Jericho:	Catherine McMains
	Jericho:	Wayne Howe (Alternate)	Milton:	Tony Micklus
	Richmond:	Bard Hill	St. George:	Absent
	Shelburne:	John Zicconi	So. Burlington:	Chris Shaw
	Underhill:	Kurt Johnson	Westford:	Absent
	Williston:	Erik Wells	Winooski:	Michael O'Brien
	Cons/Env.:	Absent	VTrans:	Matthew Langham
	Bus/Ind:	Absent	GMT :	Absent
	Agriculture:	Absent	Socio/Econ/Housing:	Justin Dextradeur

Others:	Shana Loiselle, VELCO	Hantz Presume, VELCO
	Lou Cecere, VELCO	Marc Allen, VELCO
	Graham Turk, GMP	Kevin Harms, CCTV

Absent: Amy Bell, VTRANS

Staff:	Charlie Baker, Executive Director	Regina Mahony, Planning Prgm Mgr.
	Eleni Churchill, Trans. Prgm Mgr.	Amy Irvin Witham, Business Office Mgr.
	Taylor Newton, Senior Trans. Planner	Christine Forde, Senior Trans. Planer
	Forest Cohen, Senior Business Mgr.	Melanie Needle, Senior Planner

1. Call to order; Attendance; Changes to the Agenda.

The meeting was called to order at 6:02 PM by the Chair, Michael O'Brien. Mike stated there was one change to the agenda: move item 6, FY22 UPWP and Budget up to item 5. Jeff Carr noted he was representing both Essex and Essex Junction.

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

3. Action on Consent Agenda, MPO Business.

The consent agenda included the following requested FY21 TIP Amendments:

- I-89 Culvert, Colchester; Project BR065, Amendment FY21-24. Add \$205,245 in federal funds to rehabilitate a culvert on I-89.
- Airport Drive Infiltration Project, South Burlington; Project OT048, Amendment FY21-25. Add a new Municipal Highway and Stormwater Mitigation program award for a stormwater infiltration project in South Burlington. Add \$60,000 for preliminary engineering in FY21, \$8,000 for right-of-way in FY22, and \$320,000 for construction in FY23.

- VT2A Connector Path, Beaudry Lane to VSECU, Williston; Project BP112, Amendment FY21-26. Add a new Transportation Alternatives award for a connector path along VT2A in Williston. Add \$46,512 for preliminary engineering in FY21.
- Spear Street Bike/Ped Connector, US Forest Service to Swift Street, South Burlington; Project BP113, Amendment FY21-27. Add a new Transportation Alternatives award for a connector path along Spear Street in South Burlington. Add \$53,904 for preliminary engineering in FY21.
- Exit 16 Improvements, Colchester; Project HP102, Amendment FY21-28. Remove \$4,794,000 in federal funds for construction in FY21 and add \$1,250,000 for preliminary engineering in FY21. The current project schedule does not anticipate that construction funds will be needed in FY21 (before September 30, 2021). Additional preliminary engineering funds are needed.
- Class I Concrete Pavement Repair, US7 and West Allen Street, Winooski; Project HP145, Amendment FY21-29. The low bid for this project was \$1,297,953 and the project cost in the TIP is \$1,150,000 which is a 13% increase in project cost. Add \$222,362 in federal funds in FY22 for this project.
- Exit 17 Improvements, Colchester; Project BR050, Amendment FY21-30. Advance \$600,000 in right-of-way funds from FY20 to FY21. The FY20 TIP had \$800,000 for right-of-way but only obligated \$100,000. An additional \$600,000 is needed.

JIM DONOVAN MADE A MOTION, SECONDED BY ANDY MONTROLL, TO APPROVE THE CONSENT AGENDA ITEMS. THE MOTION CARRIED UNANIMOUSLY BY MPO MEMBERS.

4. Approve Minutes of the April 21, 2021 Board Meeting. JEFF CARR MADE A MOTION, SECONDED BY CATHERINE MCMAINS, TO APPROVE THE APRIL 21, 2021 BOARD MEETING MINUTES, WITH EDIT(S). MOTION CARRIED UNANIMOUSLY.

- Edit: Page 3, Line 35, remove parentheses and add the word “are” to the following sentence: “DC Fast Charging stations are public charge stations”.

5. FY22 UPWP and Budget

- a. Public Hearing. CHRIS SHAW MADE A MOTION, SECONDED BY JIM DONOVAN, TO OPEN THE PUBLIC HEARING AT 6:06 PM. MOTION CARRIED UNANIMOUSLY.

6. Draft VELCO Long Range Transmission Plan presentation

Regina introduced Vermont Electric Power Company (VELCO) staff members, Shana Loiselle, Communications & Policy Advocate, and Hantz Presume, Senior Lead Planner. VELCO Staff were invited to provide an overview presentation on the VELCO Draft Long Range Transmission plan. Additionally, Lou Cecere and Marc Allen, Transmission Planning Engineers with VELCO, and Graham Turk, Innovation Strategist, from Green Mountain Power (GMP) were in attendance. Regina reminded members this is an informational overview only and no action is required. The information will ultimately be incorporated into the next ECOS and Energy Plan update.

The Draft VELCO Long Range Transmission Plan represents a future 20-year projection and includes findings of 18-22 months collaboration between multiple stakeholders. Input has been collected from the public, state regulators and RPCs. Shana shared a short video. Highlights of the video included the following: VELCO manages the state-wide electric transmission system. Every three years VELCO must publish an update of its 20-year Vermont Long-Range Transmission Plan. The plan identifies reliability concerns and the transmission alternatives that will address those concerns.

Hantz Presume shared the PowerPoint presentation, Draft 2021 Vermont Long-Range Transmission Plan with members. The plan was prepared to:

- Plan associated public outreach required by Vermont statute and Public Utility Commission order
- Support full, fair, timely consideration of all cost-effective non-wires solutions to growth-related issues
- Inform utilities, regulators, and other stakeholders' consideration of policy and projects

Information provided within the presentation included:

- Load Forecast Scenarios; winter and summer, spanning years 2020-2040
- Solar PV Growth Scenarios; Economic forecast spanning years 2020-2040
- Results of Ability to Serve Peak Loads = No major upgrades needed to serve load within the 10-year horizon
 - Bulk System: No peak load concerns
 - Predominately Bulk System: No peak load concerns/Acceptable loss of load, as a direct consequence of outage and operator actions
 - Sub-transmission issues: Some issues/concerns
 - High Load scenario: Minimal effect within 10 years. After 10 years requires non-transmission solutions to avoid transmission upgrades, load management, energy efficiency, storage, and generation
- Results: Ability to Accommodate Distributed Generation (DG)
 - Optimizing DG distribution avoids major upgrades in short term
 - Increased solar generation exceeds what Vermont's transmission system may be able to accommodate in 10 years
- Solar PV Map - Transmission total DG zone limits
 - Transmission system capacity is greater in the southern part of Vermont than in the north
- Optimized solar PV distribution Regional Planning Commission Zones
 - VELCO compared optimized solar PV scenario to RPC solar generation targets in RPC Regional Energy Plans – in most cases, optimized solar PV scenario capacity is less than the RPC solar generation targets. This demonstrates areas of concern where we need to find ways to meet the targets. We must find ways to absorb the excess generation in areas and accommodate load flexibility
- Recommendations
 - Greater weight to grid impacts when needed when siting generation
 - Bring to scale flexible load management
 - Enable inverter grid support functionality (voltage control and ride through capability)
 - Enable utility management of distributed generation
 - Continue to evolve with storage
 - Establish data organizational architecture
 - Deepen/Broaden fiber communications network
 - Grid Reinforcements
 - Transmission
 - Sub transmission
 - Distribution investments
- Next Outreach Steps

- Continue direct, key stakeholder discussions
- Incorporate public comments into report
- Submit report to Vermont Public Utility Commission by July 1, 2021

Garret Mott asked about storage options. Hantz said there are various options available, examples include battery storage, compressed air, and pump-hydro. Flow batteries for long range storage.

Jeff Carr had two questions. First, for the long term, is there a potential disruption effect associated with Global Foundries? Hantz said this has more to do with supply generation and from a transmission perspective there is no change. He is not aware of any needs for upgrades due to Global Foundries plans. Global Foundries would have access to power from New England and they are not planning to increase the MW's they need. Second, there was a lot of time spent working on a transmission proposal with Canada, where Hydro-Quebec would bring electric transmission to New England. This would help with funding capabilities. Is this over or is it still something that could still happen? Hantz explained there is still possibility for Canadian import to work with New England states within the next 5 to 10 years.

Bard Hill asked what is attention to siting and what does this look like for planning commissions? Hantz explained what we are seeing in terms of siting, where part of the system generation is being curtailed and large 500KW projects affect the system negatively. In areas where there is a lot of activity feeders are at capacity. There are potential mitigating measures to have developers look at other storage options. Bard also questioned the aggressive targets for Electric Vehicles. Hantz stated, this is what we want in Vermont; Electric Vehicles, Heat Pumps, there will be much more of this in the future. The forecast predicts large loads, and the system is not designed to hold these. It does not mean we shouldn't do this; it simply means we need to think of ways to make it happen. Essentially, we need to do more to accommodate the forecasts.

Sharon Murray asked if wind energy is off the table for long range planning? Hantz said, "no," it is an option, but Vermont has not seen a lot of interest to build large scale wind plants.

John Zicconi asked if transmission upgrades are funded by project developers? Hantz explained yes, the beneficiary pays. Vermont is part of an interconnected New England grid. Capacity and energy resources and the costs associated are shared. Graham explained there is a tariff system associated with solar scale and storage on the GMP system. We want to send a message to larger developers that they need to be in places with capacity. John also asked about the future of Electric Vehicles and Green Mountain Power storage. Hantz said this is real, the technology is there but it is about customer choice. The schedule for at home Electric Vehicle charging stations being switched off is voluntary scheduling. Graham explained GMP is using it as a fleet vehicle system now. We are still waiting for technology to mature and it is not available as residential model.

Regina, Mike, and Charlie thanked everyone from VELCO and Graham from GMP for sharing the information with us. Shana shared VELCO's long range transmission plan, found here:

[Vermont Long-Range Transmission Plan \(vermontspc.com\)](https://www.vermontspc.com/Vermont-Long-Range-Transmission-Plan)

5. FY22 UPWP and Budget (continued)

Mike invited members to return to agenda item 5 and asked if there were any members of the public in attendance. There were none.

a. Continued - Public Hearing. JEFF CARR MADE A MOTION, SECONDED BY GARRET MOTT, TO CLOSE THE PUBLIC HEARING AT 6:58 PM. MOTION CARRIED UNANIMOUSLY.

b. Approve FY22 UPWP & BUDGET

Charlie referred members to the FY22 UPWP and Budget documents included with the packet. He explained there was one edit to task 7.1.3 Vermont Online Bridge and Inventory Tool. VTrans is increasing the budget amount to \$25,000. Charlie explained some rows or cells are colored yellow to indicate the possibility of change as we learn more regarding different agreements and budgets. These will be updated in the mid-year adjustment.

JEFF CARR MADE A MOTION, SECONDED BY ANDY MONTROLL, TO APPROVE THE FY22 UPWP AND BUDGET AS PRESENTED. VOTE:

Bolton:	Yes	Burlington:	Yes (4)	Charlotte:	Yes
Colchester:	Yes (2)	Essex:	Yes	Essex Jct:	Yes
Hinesburg:	Absent	Huntington:	Yes	Jericho:	Yes
Milton:	Yes	Richmond:	Yes	St. George:	Absent
Shelburne:	Yes	So. Burlington:	Yes (2)	Underhill:	Yes
Westford:	Absent	Williston:	Yes	Winooski:	Yes
VTrans:	Yes				

MOTION CARRIED WITH 21 OF 24 VOTES AND 15 OF 18 MUNICIPALITIES VOTING IN THE AFFIRMATIVE.

7. VPSP2 Equity Screen for Regionally Driven Transportation Projects

Eleni referred members to the memo included in the packet. She reminded everyone this is an informational memo, and this process (VPSP2 Equity Screening) is still in draft form and at the very early stages of development. She introduced Christine Forde who has been working on the VPSP2 process with VTrans over the last few years. Christine explained the actual project scores will be looked at next month once received from VTrans. She also explained that the scores reviewed by the Board in April were derived using qualification sheets and they will be slightly different than the VTrans scores since they are using a more detailed workbook. She stated that we want to develop and employ an Equity Screen or Score in the VPSP2 process.

Eleni reiterated that this is an initial effort to develop an Equity Screening and the methodology will change as we refine the process. She also said that the CCRPC will be working with VTrans and other RPCs in the next 6 to 8 months to develop a Transportation Equity Framework that can be used statewide. For this initial screening, CCRPC staff utilized the ECOS Map viewer to understand some of the populations living near a project or that may use a project. The data included:

- Race (currently categorized as % non-white; there is a need for disaggregated data)
- % of population linguistically isolated
- % of population with income below Federal poverty level
- Subsidized housing as well as type of housing (single, multifamily, group quarters, mobile home)
- Opportunity index, which includes data on poverty rate, school proficiency, homeownership rate, unemployment, and job access.

- We considered our personal knowledge and experience of the project area, facilities, outreach during the scoping study, etc.

With this information, we applied an impacts-benefit based approach to assign a general equity methodology as used by the NJ Transportation Planning Authority.

- Higher positive ranking: Address safety problems, results in reduced noise, air or pollutant impacts, mitigates community cohesion or other social impacts; mitigates cumulative impacts, or improves accessibility to employment, education, healthcare, and other essential services for Environmental Justice (EJ) communities.
- Medium positive ranking: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities.
- Lower ranking: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities.

Some projects would be considered “neutral” if they do not appear to have a positive or negative impact on EJ communities. We did not rate any projects as negative with this approach. We are looking for the Board’s feedback and ways we can improve it.

Garret Mott said he feels there is a disconnect between the rankings, since the higher positive is addressing safety, and the lower ranking is addressing roadway and bridge repairs. Shouldn’t safety be correlated with bridge and roadways? Eleni said safety and asset management (maintenance for bridges, roadways, other assets) is included in the VPSP2 process already as separate categories and are not being ignored. The equity screening is looking specifically at degrees of benefits (safety and others) for underrepresented populations.

Jim Donovan asked what the relationship between the higher positive ranking and the medium positive ranking is since they are measuring different areas. Eleni explained these categories provide room for judgement and she offered to speak more about these initial rankings outside of the meeting with any members who are interested. She also reiterated this process is only at the beginning stages and there is still a lot of work to be done.

John Zicconi said he had similar questions as Garret and Jim, but he is also concerned if the equity piece has a separate ranking, having scores set up this way has potential to create negative public relations. He feels we need to be careful about how this is set up. Eleni said, the overall goal is to have equity incorporated into the VPSP2 process, because currently, there is no equity category, and at this stage we simply want to make sure we address equity in some way. Charlie said we are still at the very beginning stages of this work and there are many details to consider as the process moves forward. Staff will work on improving this for the June TAC and Board meetings.

Bard noted that this reminded him of the phrase “Do you want it done right, or do you want it done right now?” Our answer is probably both and it will continue to get worked on over the coming year.

8. Chair/Executive Director Report

- a) Equity Leadership Team. Charlie said the second meeting was held yesterday. He explained there was a reading assignment given and the material will be shared with the Board. Future Equity Leadership Team meetings will include minutes that will be include with the Board

packets. Charlie explained the goal is to work to improve equity within our communities. We do not want to increase inequity or do something that is harmful. Mike reminded everyone we will coordinate and share the information with our municipalities. RPC staff will reach out to each of the towns, likely in July.

- b) I-89 Study Update. Charlie explained the project advisory met today and there were five bundles: 1)No Build, 2)TDM Investments to decrease demand for driving, 3)Package of TDM investments plus Exit 14, 4)TDM, Exit 14 and Exit 13 and 5)TDM, Exit 14 and 12B. There was unanimous support for the first four, but a close vote to keep 12B in the analysis. This will be helpful information. Charlie said there were concerns from community members about the budget for this project and more analysis is necessary to ensure the project is done correctly.
- c) CWSP Update – Rule and Start-up. Charlie was hoping the rule would be finalized but it is not. He expects it will be within the next two weeks. Funding should also be finalized within the next couple of weeks.
- d) Legislative Update. Charlie said funds need to be shifted around based on federal rules and guidance of how ARPA (American Rescue Plan Act) funds can be spent. Act 250 discussions will move into next year. The Bylaw Modernization bill, to create an incentive for towns to update bylaws to create more affordable housing, seems to be moving forward. There will be funding to help towns update their bylaws. The Project Based Tax Incremental Funding (TIF) bill will not move forward. Charlie asked Sharon for her thoughts, and she agreed, the project is not happening this year. Charlie explained he is not sure if the Rental Registry Bill will move forward. Charlie said, with the ARPA funding, there is a lot of support in Legislature for RPC's. Each commission is likely to receive \$75,000. There may also be money added to Brownfields, approximately \$100,000 for each RPC.

- 9. Committee/Liaison Activities & Reports. Mike noted that minutes for our committees were included as links as well as documents within the packet (Executive/Finance Committee, TAC, PAC, MS4 Sub-Committee and CWAC).

- 10. Future Agenda Topics. Charlie reminded members our annual meeting is held in June. We will hold the election of officers and warn public hearing for the TIP. We will have an action item for the VPSP2 ranking. We also have an opportunity to offer comments on the VELCO plan. Charlie asked if anyone wants to submit comments to VELCO? Jim asked, if we are supposed to be reviewing projects, what does the RPC have to do differently; we were presented with two plans that have not been effectively coordinated at this time. Charlie said we will follow this up with a memo.

- 11. Members' Items, Other business. Jim asked when terms for commissioners begin and expire? Charlie explained the term lasts for two years and run from July through June. Emma sends letters regarding the commissioner terms out to towns every April.

- 12. Adjournment. JEFF CARR MADE A MOTION, SECONDED BY GARRET MOTT, TO ADJOURN THE BOARD MEETING AT 7:37 PM. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,
Amy Irvin Witham



CCRPC Board Meeting

June 16, 2021

Agenda Item 5: Action Item

Report on Nominations for FY22

From: Andy Montroll, Board Development Committee Chair

The Board Development Committee met on April 7th and recommends the following the slate of officers for FY2022.

- Catherine McMains, Chair
- Chris Shaw, Vice-Chair
- John Zicconi, Secretary/Treasurer
- Jacki Murphy, At-large for Towns over 5,000
- Bard Hill, At-large for Towns under 5,000
- Mike O'Brien, Immediate Past Chair

The Election of Officers will occur at the CCRPC Board's Annual Meeting on June 21, 2021. The bylaw provisions regarding election of Officers and the Executive Committee are as follows (please note that Article VII, Section C. specifies the inclusion of the Immediate Past Chair as a member of the Executive Committee):

ARTICLE VII. OFFICERS & EXECUTIVE COMMITTEE

A. Election of Officers and Executive Committee

The Chittenden County Regional Planning Commission shall annually elect three officers, a Chair, Vice-Chair, and Secretary/ Treasurer. In addition, the Chittenden County Regional Planning Commission shall annually elect two municipal Board members to the Executive Committee. One municipal Board member of the Executive Committee shall represent a community of 5000+ population; the other, a community of less than 5000 population, based on information from the latest census or population estimate completed by the US Census Bureau.

The Board Development Committee shall render its report of nominations to fill ensuing vacancies prior to the June meeting. The Board Development Committee may nominate one or more candidates for each office. Candidates may also be nominated from the floor.

The officers of the Chittenden County Regional Planning Commission shall be elected by a two-thirds majority of the Board members present and voting pursuant to 24 V.S.A. § 4343(b). The results of the voting shall be announced at the June meeting of each year. In the event a majority for any office is not reached, the top two vote getters will have a run-off election and the Chittenden County Regional Planning Commission will continue to vote until a majority is reached.



Chittenden County Regional Planning Commission

June 16, 2021

Agenda Item 6: Action Item

FY2022 Schedule of Meetings

Issues:

Vermont's Open Meeting Law requires that public bodies clearly designate the time and place of all regular meetings. Below is the proposed meeting schedule for both the Executive Committee and the CCRPC Commission for the 2022 fiscal year beginning July 2021. Please mark your calendars.

EXECUTIVE COMMITTEE

First Wednesday of the Month
5:45 p.m. – 7:00 p.m.
July 7, 2021
NO AUGUST MEETING
September 1, 2021 (Joint w/Finance. Comm.)
October 6, 2021
November 3, 2021 (Joint w/Finance Comm.)
December 1, 2021
January 5, 2022
February 2, 2022
March 2, 2022
April 6, 2022
May 4, 2022 (Joint with Finance Comm.)
June 1, 2022

COMMISSION MEETINGS

Third Wednesday of the Month
6:00 p.m. – 8:00 p.m.
July 21, 2021
NO AUGUST MEETING
September 15, 2021 - Celebration
October 20, 2021
November 17, 2021
Legislative breakfast December TBD, 2021
January 19, 2022
February 16, 2022
March 16, 2022
April 20, 2022
May 18, 2022
June 15, 2022 (ANNUAL MEETING)

The Transportation Advisory Committee (TAC) meets the first Tuesday of each month at 9:00 a.m. (except on Town Meeting Day, when they meet on the 1st Wednesday.)

The Clean Water Advisory Committee (CWAC) meets the first Tuesday of each month at 11:00 a.m. (except on Town Meeting Day, when they meet on the 1st Wednesday.)

The Planning Advisory Committee (PAC) generally meets bi-monthly on the 2nd Wednesday of the month from 2:30-4:30 p.m.

The Finance Committee meets the 4th Wednesday of each month at 5:45 p.m. as needed.

Staff Recommendation: That the Commission approve the FY2022 Meeting Schedule.

Exec. Comm. Recommendation: That the Commission approve the FY2022 Meeting Schedule.

For more information contact: Charlie Baker – cbaker@ccrpcvt.org or 735-3500



Chittenden County Regional Planning Commission

June 16, 2021

Agenda Item 7: Action Item

Draft FY2022-2025 Transportation Improvement Program

Issues:

Federal regulations require the Chittenden County Regional Planning Commission (CCRPC), as the designated Metropolitan Planning Organization (MPO) for Chittenden County, to develop and maintain a Transportation Improvement Program (TIP). The TIP contains funding information for transportation projects proposed to spend federal transportation funds in Chittenden County. Projects must be listed in the TIP to spend federal transportation funds. The TIP includes all modes of transportation including highways, bicycle and pedestrian facilities and transit.

The TIP covers a four-year period, and it must be fiscally-constrained. It is typically updated every year with the assistance of the Transportation Advisory Committee (TAC), the Vermont Agency of Transportation (VTrans), Green Mountain Transit (GMT) and Burlington International Airport.

The TIP lists federal funding amounts in the federal fiscal year when they are expected to be needed. It should be noted that the TIP is a planning and not a budget document. The TIP represents the intent to construct or implement a specific project and the anticipated flow of federal funds. Funds correspond to the following project development phases:

- Scoping – a process that develops safe and effective alternatives based on documented rationale that meet the stated purpose and need while minimizing environmental impacts
- Preliminary Engineering – detailed design of the preferred alternative
- Right-of-Way - process of determining if land rights are needed for construction and negotiation of appropriate compensation
- Construction

The Draft Fiscal Year 2022–2025 Transportation Improvement Program is provided as a [separate attachment](#).

Staff/TAC

Recommendation:

Recommend that the board warn a public hearing for their July meeting for the FY2022–2025 TIP; and that the board approve the TIP in July.

**For more
information
contact:**

Christine Forde
802-238-2261 or cforde@ccrpcvt.org



Chittenden County Regional Planning Commission

June 16, 2021

Agenda Item 8: Action Item

VPSP2 FY23 Transportation Project Priorities

Background

VTrans and RPC partners have been working to revamp the annual project prioritization process to develop a performance-based, data driven project selection and prioritization framework that maximizes the transportation value delivered to Vermont taxpayers as currently measured by eight criteria identified by stakeholders as important –

- › safety
- › asset condition
- › mobility & connectivity
- › economic access
- › environmental
- › resiliency
- › regional
- › health access

VPSP2 scores are developed cooperatively between VTrans and RPCs using an Excel workbook developed for this process. VTrans has responsibility for scoring five criteria (safety, asset condition, economic access, resiliency, environment), and RPCs have responsibility for scoring three criteria (connectivity, regional, and health access). RPCs also have the opportunity to see and comment on VTrans scores. For reference, the workbook inputs for all projects are attached to this item.

Year one of this pilot will consider projects in the categories of Roadway, Traffic & Safety, and Paving. Year 2 will consider bridge programs. These will continue to be reviewed in this every other year cycle going forward.

Chittenden County projects considered have been identified through the VTrans asset management systems (Asset Driven Projects) and through our CCRPC planning processes and endorsed by the TAC (Regionally Driven Projects).

The list of Asset Driven and Regionally Driven projects is attached to this memo with the VPSP2 Transportation Values. Asset Driven paving and concrete slab removal projects are listed separately because of their specific and limited scope. All Asset Driven and Regionally Driven projects identified statewide will be sorted by VPSP2 Transportation Values and prioritized by VTrans for input into the FY23-26 Capital Program, most likely in the last year or two of the program. CCRPC will have an opportunity to review and comment on that list in September.

In addition to submitting transportation value scores CCRPC may also submit comments on the scoring methodology or results. The TAC provided one comment to be submitted to VTrans on the Connectivity criterion which scores 2 points for enhancing or improving connectivity for bicyclists/pedestrians and an additional 2 points for being on a high

priority bike corridor. High priority bike corridor is defined as a corridor identified in the VTrans Bicycle Corridor Priority Map. The TAC requested that VTrans expand the definition of High Priority Bike Corridor to include Regionally Significant Corridors as identified in a Regional Plan.

Another issue that has been discussed is equity. Equity is not currently a VPSP2 criteria but is necessary to ensure public funds are being allocated to projects that minimize burdens and maximize benefits, particularly to traditionally underserved populations. As a separate exercise, this spring CCRPC created a pilot equity screening process to better understand how equity could be applied to and affect the VPSP2 project ranking process.

Please refer to the [May 4 TAC agenda item 7 memo](#) for a more complete description of the pilot equity screening process. In addition, we asked for assistance in this pilot equity screen from Mark Hughes of Vermont Racial Equity Association, and [his report is available here](#).

We acknowledge that we are at the beginning stages of developing a process to address equity in the VPSP2 and there is much room for improvement. VTrans and the Legislature also included a provision in the T-bill to develop recommendations for developing a transportation equity framework and report back to the Legislature by December 15, 2021. CCRPC is partnering with VTrans and contributing funding to this study. We believe that our preliminary research and work into this issue will serve as a starting point for VTrans and the RPCs in developing recommendations.

**TAC and Staff
Recommendations**

Accept the VPSP2 Transportation Values as presented in the attached table and submit them to VTrans for their use.

Submit the following TAC comment to VTrans – Expand the definition of High Priority Bike Corridor to include Regionally Significant Corridors as identified in a Regional Plan.

Submit our preliminary work on equity (research on best practices, our preliminary equity screening process, and Vermont Racial Equity Association report) to VTrans.

Submit any additional Board comments on the VPSP2 methodology or scores.

**For more
information
contact:**

Christine Forde
cforde@ccrpcvt.org

Attachments:

[VPSP2 Transportation Values for CCRPC Projects](#)
[VPSP2 Workbook Project Inputs](#)

CCRPC Board - June 8, 2021**Agenda Item 9: Action Item****2021 VELCO Long-Range Transmission Plan – CCRPC Comments**

Background: VELCO has prepared a draft 2021 Long-Range Transmission Plan. VELCO manages the state-wide electric transmission system and prepares a Long-Range Transmission Plan every three years. The draft plan includes a 20-year projection, identifies future reliability concerns, and solutions to address them. VELCO Staff presented the draft Plan to the CCRPC Board at your May meeting. Following that presentation, Board members asked CCRPC staff to follow up on how the findings of this plan will influence our energy plan update, will change our Section 248 review process, and whether we should consider submitting comments to VELCO.

Regarding the impact on our plan, CCRPC staff anticipate several state-wide planning efforts influencing the energy plan component of the 2023 ECOS Plan update. Factors include the transmission system challenges identified in VELCO's plan, the update to the State Comprehensive Energy Plan (currently underway), updates to the regional and local energy planning criteria (currently underway), and potential Climate Council impacts. It is too soon to say how each of these will influence our Plan update, but as it currently stands, we hope to not change the overall policy direction of the existing plan which supports the state's renewable generation goal (which is now in statute).

We do not anticipate any impact on our current Section 248 review process at this time. We already factor in a suitability policy as written in the current ECOS Plan: "Locate energy generation proximate to existing distribution and transmission infrastructure with adequate capacity and near areas with high electric load." We will not change our Section 248 review process until after we update our Plan, if needed.

Regarding providing comments to VELCO, it seems prudent to document CCRPC's concerns on the Long-Range Transmission Plan. While many of CCRPC's specific concerns are out of VELCO's jurisdiction, there needs to be a more complete and comprehensive approach to planning so that the energy goals can be met, and particularly the renewable generation goal. Staff prepared the attached draft comments for Board consideration. The Executive Committee reviewed the letter at their 6/2nd meeting and their edits are incorporated herein.

For reference:

[Here](#) is VELCO's draft 2021 Long-Range Transmission Plan.

This [short two-minute video](#) highlights the main takeaways of the 2021 Plan.

Executive Committee Recommendation: The Executive Committee recommends that the Board submit the attached comment letter to VELCO. Edits from the Executive Committee are incorporated into the attached letter.

Staff Recommendation: Staff recommends that the Board submit the attached comment letter to VELCO.

For more information contact: Regina Mahony, rmahony@ccrpcvt.org; and Taylor Newton, tnewton@ccrpcvt.org

June 17, 2021

Thomas Dunn
President and Chief Executive Officer
VELCO
366 Pinnacle Ridge Road
Rutland, VT 05701

RE: 2021 Vermont Long-Range Transmission Plan – CCRPC Comments

Dear Mr. Dunn,

Thank you for the opportunity to review and comment upon the 2021 Vermont Long-Range Transmission Plan. The planning work completed by VELCO during the compilation of this plan is essential. The plan has provided our organization with a clearer understanding of not only the transmission constraints that exist in Vermont, but of the challenges that Vermont faces in achieving its renewable energy goals. Thanks to Hantz and Shana for presenting the draft to the CCRPC at our May Board meeting.

CCRPC offers the following comments on the draft plan:

1. CCRPC supports the plan's recommendation to focus on increased electric efficiency and non-transmission alternatives to avoid negative impacts on electric transmission reliability in the short-term.
2. CCRPC believes that existing law (30 V.S.A. 218c and PUC Docket 7081) does not sufficiently enable VELCO with the authority needed to effectively plan for grid modernization that meets State, regional, and local energy goals. The following two limitations are especially problematic from our perspective:
 - a. CCRPC understands the requirement that VELCO conduct least-cost integrated planning and seek non-transmission alternatives to reliability issues. However, CCRPC observes that the findings of the 2021 Vermont Long-Range Transmission Plan clearly indicate that it will be extremely difficult for the State of Vermont to achieve the goals of the State Comprehensive Energy Plan, and for municipalities and regional planning commissions to achieve the goals of our enhanced energy plans (24 V.S.A. 4352) through only non-transmission alternatives. Additional transmission infrastructure will be needed, particularly in northern Vermont, to ensure that each geographic region of the State is able to contribute to our future renewable energy goals.
 - b. CCRPC understands that VELCO operates within a federally regulated open wholesale market which prohibits VELCO, and/or the State of Vermont, from levying specific fees for transmission upgrades. This limitation will constrain possible locations for new distributed generation facilities because it creates a system of reacting to grid congestion instead of planning for sufficient transmission capacity. It puts financial burden on the "last facility in," and/or the ratepayers, in circumstances when transmission upgrades are needed to accommodate additional distributed generation. This is inequitable and will stifle long-term renewable energy goals due to inadequate financial planning for transmission system upgrades.

CCRPC recommends that VELCO establish a “next steps” section of the Long-range Transmission Plan to include work with all necessary partners to identify and plan for transmission upgrades to ensure the state meets the future energy goals, and identification of best locations for storage near distributed generation. Further, CCRPC supports any future effort by VELCO, and other transmission utilities in New England, to work with Vermont Public Utility Commission (PUC), ISO-NE and the Federal Energy Regulatory Commission (FERC) on the issue of levying fees, or other equitable and proactive methods, to pay for planned transmission system upgrades.

3. CCRPC also recommends a summary of the findings, and an action agenda with specific next steps and identification of responsible entities, for a clearer and more concise message to all stakeholders. This could be useful if transmission upgrade funding opportunities become available from any available or future State or federal funding.

Thanks again for the opportunity to comment on the 2021 Vermont Long-Range Transmission Plan. Please reach out if you have any comments or questions about CCRPC’s comments.

Sincerely,

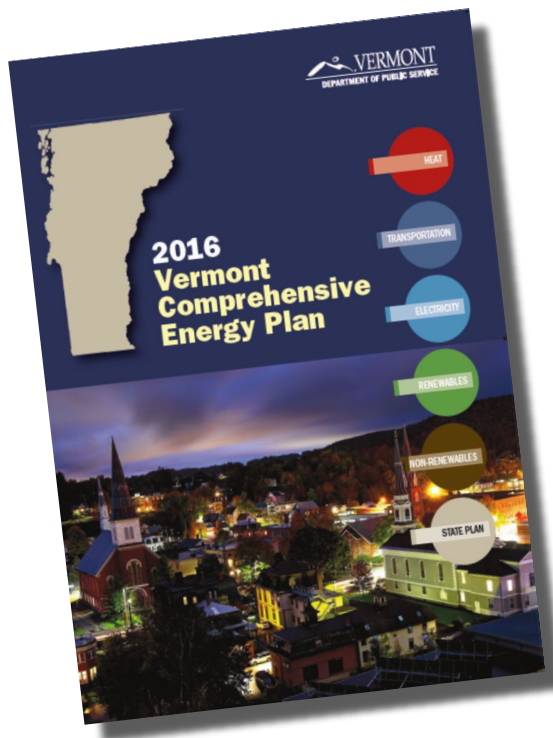
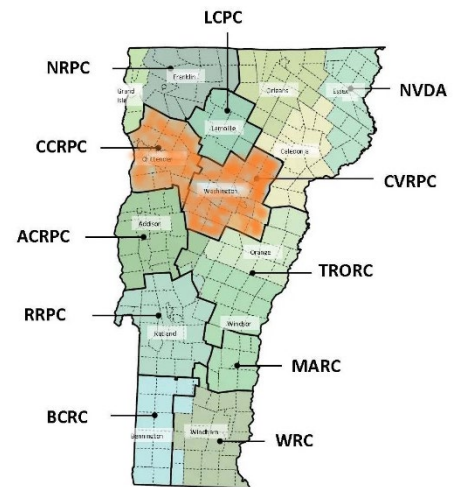
Charlie Baker
Executive Director

cc: Anthony Roisman – Chair, Vermont Public Utility Commission
Margaret Cheney – Commissioner, Vermont Public Utility Commission
Riley Allen – Commissioner, Vermont Public Utility Commission
Shana Louiselle – Communications and Policy Advocate, VELCO
Hantz Presume – Principal Engineer, VELCO
June Tierney – Commissioner, VT Dept. of Public Service
Ed McNamara – Director, Regulated Utility Division, VT Dept. of Public Service
Mari McClure – Chief Executive Officer, Green Mountain Power
Darren Springer – General Manager, Burlington Electric Department
Rebecca Towne – Chief Executive Officer, Vermont Electric Cooperative

CENTRAL VT ENERGY PLANNING FORUM

FEATURING

- CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
- CENTRAL VERMONT REGIONAL PLANNING COMMISSION



Please join us!

In June 2021, the Vermont Public Service Department kicks off development of the next *Comprehensive Energy Plan* with the first round of public involvement activities. The Department will host four virtual regional forums focused on energy planning efforts by Regional Planning Commissions and municipalities.

Please attend the forum if you are:

- A local or regional official and would like to provide input on the key energy issues, elements, challenges, and considerations unique to this area of Vermont
- Interested in the development of the 2022 Comprehensive Energy Plan
- Interested in learning more about regional and municipal enhanced energy plans

June 28, 2021 6-8 p.m.

Zoom link: <https://us02web.zoom.us/j/6050832511>

To join by phone call: 929-205-6099

For details on how to participate, see:

<https://publicservice.vermont.gov/content/2022-plan>

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
EXECUTIVE COMMITTEE MEETING MINUTES
DRAFT

DATE: Wednesday June 2, 2021
TIME: 5:45 PM
PLACE: Remote Attendance via ZOOM Meeting John Zicconi, Treasurer
PRESENT: Mike O'Brien, Chair Catherine McMains, Vice Chair
Bard Hill, at large <5000 Andy Montroll, Immediate Past Chair
Chris Shaw, at large >5000 (6:05 PM)
STAFF: Charlie Baker, Executive Director Regina Mahony, Planning Mgr.
Eleni Churchill, Transportation Program Mgr. Forest Cohen, Senior Business Mgr.
Amy Irvin Witham, Business Office Mgr.

1. Call to Order, Attendance. The meeting was called to order at 5:45 PM by the Chair, Mike O'Brien.

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

3. Approval of the May 5, 2021, Joint Executive & Finance Committee Meeting Minutes
CATHERINE MCMAINS MADE A MOTION, SECONDED BY JOHN ZICCONI, TO APPROVE THE MAY 5, 2021, JOINT EXECUTIVE & FINANCE COMMITTEE MEETING MINUTES, AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

4. Act 250 & Section 248 Applications

a. Town of Hinesburg, Application #4C1336 – ratification.

Regina reminded members they previously received the draft form of this letter for review in an e-mail on May 13, 2021. This is phase one of a two phase project to make necessary upgrades to the wastewater treatment plant in Hinesburg. The project is located at 290 Lagoon Road and serves the village of Hinesburg. The CCRPC has reviewed the Act 250 Letter and found the project is in conformance with the Planning Areas of the 2018 Chittenden County ECOS Plan, as it is located within both the Rural Planning Area and the Hinesburg Village Planning area (as defined in the 2018 Chittenden County ECOS Plan). Wastewater treatment plan upgrades to meet the requirements of the Total Maximum Daily Load (TMDL) for phosphorus in Lake Champlain, including the currently proposed upgrade in Hinesburg, are specifically identified in the ECOS plan to meet this water quality related strategy. The comments are based on the information currently available, the CCRPC may have additional comments as the project moves forward.

JOHN ZICCONI MADE A MOTION, SECONDED BY BARD HILL, TO APPROVE THE LETTER TO RACHEL LOMONACO DISTRICT #4 COORDINATOR, AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

5. Review DRAFT FY22-25 TIP

Eleni referred members to the Draft FY22-25 Transportation Improvement Program (TIP) document and corresponding Memo included with the packet. Eleni provided an overview for members and said she would answer any questions they had. She explained the staff recommendation is that the Executive Committee ask the Board to warn a public hearing at their June meeting and to approve the TIP at the July Board meeting. Eleni also wanted to share a notable item that Christine shared with the TAC; Christine said the TIP is projected to have significantly higher funds in the next two

years as compared with previous TIPs as some largescale projects come together in the county. She also said the TIP is meant to be a planning document not the actual capital program, and construction schedules shift as projects progress.

JOHN ZICCONI MADE A MOTION, SECONDED BY BARD HILL, TO RECOMMEND THE BOARD WARN FOR PUBLIC HEARING AND APPROVE THE FY22-25 TIP AT THE JULY BOARD MEETING. MOTION CARRIED UNANIMOUSLY.

6. VPSP2 Draft Scoring and Ranking

Eleni referred members to the following VPSP2 documents included with the packet; VPSP2 Memo, VPSP2 Transportation Values chart, VPSP2 Project Input Data chart and the Racial Equity Report: Equity Review of Regionally Driven Capital Projects. Eleni reminded members we have discussed the VPSP2 project selection and prioritization process at previous meetings. Eleni said we received the VTrans transportation values for all projects and Christine Forde added the regional scores in the appropriate categories, so we now have the total project scores. The CCRPC also started developing a methodology to address equity.

The memo outlines the process and explains Transportation equity is not currently a VPSP2 criterion, but it is necessary to ensure public funds are allocated to projects that minimize burdens and maximize benefits to traditionally underserved populations. CCRPC has created a pilot transportation equity screening process to incorporate equity into the VPSP2 process. The transportation equity screening process considered a variety of factors including race, linguistic isolation, and income below the poverty level, to identify project areas with higher numbers of underserved populations. The process also considered the extent to which the type of infrastructure improvements might either positively (e.g., improving safety, walkability) or negatively (e.g., new facility construction, road widening) impact adjacent populations.

Eleni reviewed the 2021-VTrans VPSP2 – Preliminary Transportation Values for CCRPC Projects chart with members and provided an overview of the following sections:

- The Asset Driven Potential Paving Projects and Slab Removal Projects section included the following projects, in order, based on the Transportation Value and corresponding ranking:
 - St. George – Williston, Rt 2A Paving
 - Colchester- Essex, Rt 15 Paving
 - Colchester – Milton, US 7 Paving
 - Colchester – Milton - Georgia, US 7 Slab Removal
 - Hinesburg – South Burlington, VT 116 Paving
 - Williston, US 2 Slab Removal
 - Essex – Fairfax, VT 128 Paving
- The Potential Roadway and Traffic & Safety Projects: Asset Driven and Regionally Driven section included the following projects, in this order:
 - Shelburne, US7/Harbor Road
 - South Burlington, US2 intersection and Roadway improvements, Dorset to VT 116
 - Winooski, East Allen Street improvements
 - Essex Jct., Train Station Access, and Circulation improvements
 - Burlington, Main Street/Battery to Union multi-modal streetscape improvements
 - Burlington, Colchester Ave/Riverside Ave intersection improvements
 - Colchester, Bayside Roundabout
 - Burlington, Colchester Ave/Prospect St intersection improvements

- Williston, Exit 12 Stage 3 Diverging Diamond interchange/CIRC Alt Phase III
- St. George, VT 2A/ VT 116
- Jericho, VT117/Skunk Hollow Road
- Milton, US 7/Racine/Legion/Bartlett/West Milton Rd improvements
- Williston, Mtn View Road multi modal improvements
- South Burlington, VT 116/Cheesefactory Road
- Williston, Exit 12 Stage 2/new Grid Streets and VT 2A intersection, CIRC Alt Phase III
- Essex, North Williston Road Hazard Mitigation, CIRC Alt Phase III

Eleni explained this information was presented at the June 1, 2021, Transportation Advisory Committee meeting (TAC). The TAC voted to accept the transportation values and corresponding rankings of all projects as presented and recommended the transportation values and rankings be presented to the Executive Committee and Board for acceptance. Eleni said the TAC voted only on the transportation values as presented in the *2021 VTrans VPSP2 – Preliminary Transportation Value for CCRPC Projects* table and did not vote on the equity screening.

In addition, the TAC provided comments on the transportation values of the projects and a possible equity screening/methodology for VTrans' consideration. Eleni explained that the next step is for the CCRPC and all other RPCs to submit their transportation project values to VTrans for a statewide ranking and selection of projects that will be included in the VTrans proposed FY23-27 Capital Program (CP) once all current CP obligations are met. Some of the regional projects we proposed will end up being in the Capital Program for year 4 and later. We will receive the list from VTrans in September as to how they propose to program our recommended projects.

Bard asked if there was a change in the categories and if the slab removal was a new category? Eleni stated that there were always projects under this category, but they might have been under the Paving instead of the Roadway program. She said that even though these projects are under the Roadway program they are not considered "full-depth reconstruction" projects. CCRPC staff grouped the paving and the slab removal together in the table because it makes sense. Bard asked if the Asset Driven and Slab Removal Projects category were always under the same title? Eleni explained, yes, the slab removal projects are under the asset driven category, but they were combined in the table with the paving projects. Bard questioned this. He feels the characterization may need to be changed, and not called Slab Removal, perhaps it should be in another category. Member discussion ensued regarding the categorization and rankings. Eleni explained, there is a nuance in terms of what can be included in what type of project, slab removal is somewhere in between paving and roadway. Bard explained the most pressing issue for Richmond is that VTrans is not replacing culverts with the US-2 slab removal project next year. Eleni said slab removal projects have some limitations (compared to reconstruction projects); they try to avoid permitting for stormwater infrastructure as well as other permits and they generally stay within the state ROW similar to paving projects. Eleni said we will be sure to incorporate Bard's concerns and comments. Mike reminded everyone the prioritization that we assign will end up being reassessed by VTrans, and a project we set as a top priority could be moved far down the list.

John asked, with the equity scores that we currently have, is there a way to show what a system would do, or are these more of an example? Eleni said the TAC questioned what their role was in terms of the equity piece. The TAC voted purely on the transportation value and ranking. Since they are a technical committee and not fully comfortable addressing the equity component, they decided to leave any equity policy decisions to the Executive Committee and the Board. Eleni reminded

1 everyone this is the pilot program, serving as the starting point. Charlie agreed and for context
2 reminded everyone that equity is not currently incorporated into the VPSP2 scoring criteria, and as
3 presented with just the word "equity" it created confusion as to what is meant by equity. We should
4 get clearer that we mean racial equity. He said TAC members, in general, discussed equity in a
5 broader sense (socioeconomic, age, ability, etc.). When we presented this information to the TAC,
6 they decided they would focus on the technical aspects and leave the policy decisions (racial equity)
7 to the Executive Committee and Board. John asked if this is meant to serve only as an illustration?
8 Charlie explained there are different directions that the board could choose to follow as far as how
9 to address racial equity. We decided to take a quick, first pass at addressing racial equity because
10 VTrans and the Legislature are looking for recommendations as they approach the FY23 Capital
11 Program. In terms of the CCRPC serving our municipalities, it is imperative that we address racial
12 equity as a policy matter. We are trying to determine where this fits into the ranking and scoring in
13 terms of points. The Preliminary Transportation and Ranking Including Equity table provides some
14 possible scenarios that could be followed. The assigned points range from 0 to 20 and we worked on
15 this with Mark Hughes, from the Vermont Racial Equity Association. The Legislature is asking VTrans
16 to incorporate racial equity into the VPSP2 process and CCRPC will partner with VTrans and other
17 RPCs to hire a consultant to help us do that. Charlie explained, from the discussions he has had with
18 VTrans staff, Kevin Marshia and Michele Boomhower, they are open to comments or suggestions we
19 might have to get this conversation further down the road. We took a first look at adding a racial
20 equity evaluation to projects for their consideration.

21
22 John said he understands this is only the starting point, but if VTrans is already looking at working
23 racial equity into the process, are we going to throw the system out of alignment. Member
24 discussion ensued regarding confusion between our scores/ratings and the scores/ratings outlined
25 in the Racial Equity Association Report; Equity Review of Regionally Driven Capital Projects, as
26 prepared by Mark Hughes. Eleni and Charlie explained we are working on sending VTrans the
27 transportation values and providing comments on racial equity for VTrans consideration. John asked
28 what is the next step, in terms of what exactly we are taking to the Commission? Charlie explained,
29 we are providing the background work from CCRPC Staff and Mark Hughes in order that VTrans can
30 have information on how best to incorporate Racial Equity into the VPSP2 process. We are
31 acknowledging this is an important criterion and we need to start someplace. Eleni agreed, and
32 explained we are trying to develop a system and we are at the very beginning stages; we will need
33 to go much further and deeper with this to make it more objective. She agreed with members that
34 there needs to be a clear criterion for racial equity in the VPSP2 process. Members felt there should
35 be an overview presentation and a clear direction in what the Board is voting on in the June
36 meeting. Eleni and Charlie clarified with members the Board should be asked to vote on the
37 Transportation Project Values/Ranking with comments to VTrans on VPSP2 scoring process and
38 racial equity. CCRPC preliminary equity methodology will be forwarded to VTrans for consideration
39 as they develop the statewide equity process. John felt it was important to extend thanks to CCRPC
40 staff for their hard work and many contributions to this effort. Members agreed. Eleni will pass this
41 message along to Bryan and Christine.

42 43 7. Calendar of Meeting Dates

44 Charlie asked members to review the proposed FY22 schedule of meetings for the Commission and
45 Committees between July 2021 through June 2022. Members reviewed. John asked what the
46 September Celebration means. Charlie and Mike explained, like previous annual meetings we held
47 in June, this will be more of a social meeting than a business meeting. Members suggested that we

1 discuss this at the board meeting to determine people's comfort level with meeting in person in
2 September.

3
4 JOHN ZICCONI MADE A MOTION, SECONDED BY CATHERINE MCMAINS, TO RECOMMEND THE
5 MEETING SCHEDULE, AS PRESENTED, TO THE BOARD. MOTION CARRIED UNANIMOUSLY.
6

7 8. Review VELCO Long Range Transmission Plan Comment Letter

8 Regina reminded members of the recent VELCO presentation given at the May Board meeting. She
9 explained the presentation highlighted multiple challenges associated with the State's renewable
10 energy goals. Regina referred members to the VELCO letter included with the packet and said this
11 letter would be presented to the board. Regional Planning Committees are working with the
12 Department of Public Service and assessing the criteria for energy determinations, for instance;
13 Does the criteria make sense? Are there items that need to be updated? Regina explained we will
14 work together because we need to figure out solutions. The staff offered the following draft
15 comments on the VELCO draft plan:

- 16 • CCRPC supports the plan's recommendation to focus on increased electric efficiency and
17 non-transmission alternatives to avoid negative impacts on electric transmission reliability in
18 the short-term.
- 19 • CCRPC understands the requirement that VELCO and the Vermont Systems Planning
20 Committee (VSPC) conduct least-cost integrated planning and seek non-transmission
21 alternatives to reliability issues (30 V.S.A. 218c and PUC Docket 7081). However, CCRPC
22 observes that the findings of the 2021 Vermont Long-Range Transmission Plan clearly
23 indicate that it will be extremely difficult for municipalities, regional planning commissions,
24 and the State of Vermont to achieve the goals of our enhanced energy plans (24 V.S.A.
25 4352) and the State Comprehensive Energy Plan through only non-transmission alternatives.
26 Additional transmission infrastructure will be needed, particularly in northern Vermont, to
27 ensure that each geographic region of the State is able to contribute to our future
28 renewable energy goals. Therefore, CCRPC recommends that VELCO establish a "next steps"
29 section of this plan to include work with all necessary partners to identify and plan for
30 transmission upgrades to ensure the state meets the future energy goals, and identification
31 of best locations for storage near distributed generation.
- 32 • CCRPC also recommends a summary of the findings and an action agenda with specific next
33 steps and identification of responsible entities for a clearer and more concise message to all
34 stakeholders.
35

36 John thanked Regina and staff. He voiced concerns with VELCO's long term strategy for dealing with
37 power distribution, specifically in areas where development calls for power upgrades. He feels the
38 current practice places an enormous financial responsibility upon a single developer, which will
39 (potentially) restrict economic development opportunities. John said he recently discussed this
40 issue with Taylor Newton. Taylor said it has been discussed at various State meetings, and that the
41 Vermont Public Service Department is also concerned. The Vermont Public Utility Commission is also
42 investigating imposing a possible impact fee in northern Vermont where power transmission is
43 already close to capacity. John would like this worked into the letter. Regina agreed and said this can
44 fit under comment number two. Catherine agreed. She feels VELCO needs a proactive approach,
45 that upgrades and planning need to be addressed now to meet the needs of the future. Bard said
46 he feels the plan is reactive rather than proactive, and lack of integration is an issue. Regina thanked
47 members for their comments and committed to updating the draft comment letter for
48 consideration by the board.

9. Equity Leadership Team Update Charlie said the team recently held their second meeting. He explained we want to ensure we are sharing the information from the meetings with our board and committee members. Mike asked if we have shared the reading materials yet? Charlie said no, in addition to sharing with Board members, we also need to share the information with the TAC, PAC, and various committees. Charlie said there will be information sent out over the next few weeks and then after any subsequent meetings. Charlie said Creative Discourse is going to ask Board Members to participate in an equity screening interview. Mike said we need to make sure everyone is aware this is happening. Amy will e-mail board members once dates are determined. Everyone will be given a choice between two dates for the equity screening interview.

10. Chair/Executive Director Report

a. I-89 2050 Study Update

Charlie stated there has only been one I-89 Study meeting since the last Executive Committee meeting with the Central Vermont RPC TAC. We did meet with RSG to explore ways to reduce traffic demands and we are going to hire them to provide strategic modeling analysis on how to reduce traffic demand. Eleni said this will be a great tool for us that we can use in the I-89 Study but also during the next MTP update. More information on this will be shared in the fall.

b. Legislative Update

Charlie explained much of the policy work did not reach fruition. The Rental Registry Bill did not move forward, nor did the Bylaw Modernization Bill. Specific to RPC funding, \$75,000 was approved in additional planning grant funds for each RPC. This money can be spent over a period of one to three years. There is also \$12,000 to \$13,000 in funding to be used to assist municipalities with the ARPA Funding for each of the next couple of years. There was \$1 million in brownfield assessment funding passed for RPCs of which we should receive about \$100,000. There was also a last-minute addition of \$1 Million Dollars to be used by RPCs to support towns in implementing their energy plans. We believe that there is an intent for this funding to be more than a one-year commitment. We are likely to receive between \$80,000 and \$120,000 in FY22. This will equate to a full-time staff person supporting energy committees around Chittenden County. Regina said our municipalities' energy committees do not typically have any dedicated staff. Catherine agreed, she said Jericho has no staff at all for the energy committee, and funds are very helpful to help educate community members and promote energy initiatives. We are looking into how best to staff these initiatives. Charlie mentioned that Sandy Thibault, the Executive Director for CATMA, is still interested in office sharing. Our staffing needs will be evaluated to see if that idea will make sense.

11. Draft CCRPC Board Meeting Agenda.

Charlie reviewed the June Board agenda with members. Mike suggested we add an Equity Leadership update regarding interviews the Board members will be asked to participate in. Bard said he would like to discuss staff working from home and ways the CCRPC can hold hybrid versions of meetings to accommodate both in-person and video conference meetings. Member discussion ensued. Regina said CATMA is currently doing research on telework trends.

12. Other Business: There was none.

13. Executive Session: CHRIS SHAW MADE A MOTION, SECONDED BY JOHN ZICCONI, TO MOVE INTO AN EXECUTIVE SESSION TO DISCUSS PERSONNEL MATTERS WITH THE FOLLOWING MEMBERS IN

1 ATTENDANCE: MIKE O'BRIEN, CATHERINE MCMAINS, JOHN ZICCONI, CHRIS SHAW, BARD HILL, and
2 staff, CHARLIE BAKER, BEGINNING AT 7:18 PM. MOTION CARRIED UNANIMOUSLY.

3
4 CHRIS SHAW MADE A MOTION, SECONDED BY BARD HILL, TO EXIT THE EXECUTIVE SESSION AT 7:43
5 PM. MOTION CARRIED UNANIMOUSLY.

6
7 CHRIS SHAW MADE A MOTION, SECONDED BY BARD HILL, THAT THE EXECUTIVE COMMITTEE
8 RECOGNIZE EMPLOYEE ACHIEVEMENT AND AUTHORIZE THE EXECUTIVE DIRECTOR TO SPEND UP TO
9 100% OF THE FY22 SALARY BUDGET, AS DETERMINED BY THE EXECUTIVE DIRECTOR, FOR STAFF AND
10 AS DETERMINED BY THE EXECUTIVE COMMITTEE FOR THE EXECUTIVE DIRECTOR. ALL IN
11 ATTENDANCE IN FAVOR.

12
13 14. Adjournment: BARD HILL MADE A MOTION, SECONDED BY CHRIS SHAW, TO ADJOURN THE MEETING
14 AT 7:44 PM. MOTION CARRIED UNANIMOUSLY.

15
16 Respectfully submitted,
17 Amy Irvin Witham

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, June 1, 2021
TIME: 9:00 a.m.
PLACE: Meeting held remotely via Zoom

Members Present

Bryan Osborne, Colchester
Justin Rabidoux, South Burlington
Amy Bell, VTrans
Ashley Bishop, VTrans
Dan Currier, VTrans
Matthew Langham, VTrans
Jonathon Weber, Local Motion
Bob Henneberger, Seniors
Jon Rauscher, Winooski
Dennis Lutz, Essex
Dean Bloch, Charlotte
Deirdre Holmes, Charlotte
Chris Jolly, FHWA
Sam Andersen, GBIC
Elizabeth Ross, Burlington Alternate
Josh Arneson, Richmond
Joss Besse, Bolton

Wayne Howe, Jericho
Bruce Hoar, Williston
Chris Damiani, GMT
David Allerton, Milton
Robin Pierce, Essex Junction

Staff

Charlie Baker, Executive Director
Eleni Churchill, Transportation Program Manager
Bryan Davis, Senior Transportation Planner
Christine Forde, Senior Transportation Planner
Jason Charest, Senior Transportation Planning Engineer
Marshall Distel, Transportation Planner
Sai Sarepalli, Senior Transportation Planning Engineer

1. Bryan Osborne called the meeting to order at 9:01 AM.

2. Consent Agenda

JUSTIN RABIDOUX MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY DENNIS LUTZ. THE MOTION PASSED UNANIMOUSLY.

3. Approval of May 4, 2021 Minutes

Bryan Osborne asked for any changes, which there were none. DEAN BLOCH MADE A MOTION TO APPROVE THE MINUTES OF MAY 4, 2021, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments

None.

5. Pre-Qualified Consultant Selection

Marshall Distel, CCRPC staff, introduced the process and categories. Bryan Osborne noted there was a great response to this and asked if that was typical. Marshall noted it was a bit higher than usual. Bryan also asked about the contract extension piece for two years and how common that is. Eleni noted that this was done in the last round (contracts extended twice for one-year periods) and it worked very well. Marshall added there were two new topic areas, energy/climate and transit and that might have contributed to the increased number of proposals. Justin noted 20 responses is a big number and wondered if there were rankings available? He would have trouble backing the recommendations as he's curious if there were close calls and if there was an effort to involve other consultants. Eleni apologized for not sharing the scores with the TAC and clarified that, yes, we do have scoring and comments from the selection committee meeting and that staff tried as best as they could to spread things around and include more consultants this time around. Justin reiterated he doesn't have enough information to

1 support the recommendations. Dennis Lutz had the same concern as Justin. Dennis noted there was a firm
2 on the list for selection that he had problems in the past with meeting deadlines. He would like to see the
3 scoring. Bruce Hoar echoed Justin and Dennis. He would also like to know what categories each firm
4 applied for. Bryan asked whether there was any formal process to follow up at the end of a project to
5 assess the consultant's job as feedback for next time. Eleni responded that while there wasn't a formal
6 process, each project manager on the CCRPC staff knows how their consultants are performing and that
7 influences the proposal scores. Bryan asked if there were local consultants that might be able to do this
8 job that didn't submit a proposal in response to the RFQ? Dennis commented that it's up to the firms to
9 make that decision. He added it's important to communicate to the firms you didn't select as to why they
10 didn't get it. Eleni added that those discussions do take place often. Bruce asked if we have to use these
11 consultants on retainer and Eleni clarified that the answer was no, but a project had to go through an RFP
12 process to choose another consultant. Bryan asked how time sensitive this is, and Eleni said they would
13 like to have an answer by the middle of June. The TAC agreed to receive the scores and narrative via
14 email on Monday, June 7th and members will have until Friday, June 11th to return their responses and
15 votes.
16

17 **6. Draft FY2022-2025 Transportation Improvement Program (TIP)**

18 Christine Forde, CCRPC staff, gave a presentation on the Draft FY2022-2025 TIP, including what it is,
19 how projects get on the TIP, how to read the document, funding levels for each of the next four years,
20 reviewed TIP projects by use categories, and an update on the three phases of Circ Alternatives projects in
21 the draft TIP. Jonathon asked if the CCRPC maintains a list of projects to be added to the TIP later.
22 Christine said that the projects on the VTrans Project Selection and Prioritization System (VPSP2) are the
23 next ones to be added but there is no official waiting list. Dennis recognized the good presentation and
24 asked for clarification on the Circ Alts project for Susie Wilson and Route 15, shown as \$1.7 million,
25 which started as a \$7 million project and included other items including the Kellogg Road intersection. Is
26 that intersection still included? Christine said the CCRPC would follow up. Dean Bloch asked about the
27 status of the Williston Park and Ride. Christine said it's moving forward with construction shown on the
28 TIP in FY22. Bruce Hoar said he received some paperwork for signatures after he has further discussion
29 with the State. Bryan Osborne asked if there is any work currently happening on the VT2A Corridor
30 project, he saw someone with a clipboard in the area asking people questions, Bryan didn't know if
31 someone from VTrans has more information. Amy Bell will follow up. Jonathon asked if the Intervale
32 Avenue railroad crossing project had any relation to the Intervale Avenue path project that was scoped.
33 Christine said they are separate projects, this is for the railroad crossing only, there is no funding
34 associated with the path project. JUSTIN RABIDOUX MADE A MOTION THAT THE TAC ASK THE
35 BOARD TO WARN A PUBLIC HEARING FOR THEIR JULY MEETING FOR THE FY2022-2025
36 TIP; AND THAT THE BOARD APPROVE THE TIP, SECONDED BY DENNIS LUTZ. THE
37 MOTION PASSED UNANIMOUSLY.
38

39 **7. 2023 Transportation Project Prioritization using VTrans Project Selection and Prioritization** 40 **System (VPSP2) and Pilot Transportation Equity Screen**

41 Christine Forde, CCRPC staff, gave a presentation on the 2023 Transportation Project Prioritization using
42 VTrans Project Selection and Prioritization System (VPSP2). This is Year 1 of the pilot effort and
43 includes Paving, Roadway, Traffic & Safety projects. She reviewed how the point values were assigned
44 for each criterion and shared the resulting transportation values after being scored by CCRPC and
45 VTrans. Christine and Bryan Davis then described the CCRPC's development and application of a pilot
46 transportation equity screen for the VPSP2 project list. The CCRPC engaged the Vermont Racial Equity
47 Association (VREA) to review the CCRPC's initial equity scores for projects relative to each other,
48 provide recommendations on how these projects should be scored in this first round of prioritization, and
49 provide advice about how to use the equity score either as a screen or as a number of points added to the
50 project scores. CCRPC staff presented a table showing the current VPSP2 transportation values without
51 the equity screen, the values with a 10-point equity screen, and the values with a 20-point equity screen.
52 Staff acknowledged this is only one type of equity screen process and was open to comments and
53 feedback. Jonathon pointed out that mobility and connectivity were separate on the qualification sheet

presented last time but are shown together on the transportation values spreadsheet. Christine said that the qualification sheet is a tool designed to help with scoring, but the workbook with the transportation values is the actual scoring. Bruce asked why the Circ Alt projects can't be considered Asset Driven, and he also said that Williston doesn't agree with the project ranked order. Christine said the asset driven projects are data-driven and identified differently by VTrans but that doesn't mean the regional projects aren't important. Bryan asked why the Lake Champlain Byway/Bikeway wasn't considered as a priority bike corridor in the methodology, which only used the VTrans on-road priorities for extra points. Amy Bell said the Lake Champlain Byway/Bikeway was a local not state priority. Bryan said the Town would like to see this considered as a state priority. Christine said we could submit this as part of our comment package with the scores. Jonathon asked if paths were considered as part of the health access points and if not, could they be. Christine said paths were included in the health access criterion scoring. Bryan asked when we could anticipate the scoring to impact the delivery of projects. Christine said projects would go on the next capital program after existing funding commitments are fulfilled. The capital program has 4 years of projects which are in the TIP, so these VPSP2 projects would not advance for 4 years. Robin said he was shocked that the train station got zero points in the equity screen since it serves all modes. Bob Henneberger asked if age was considered in the equity screening process and suggested that it should be. Sam Andersen agreed with both Robin and Bob. Dennis recognized the importance of data, but the screening tool tends to favor urban areas since they have more people of different races living there. The process needs to include more types of equity, not just race, and doesn't think that 20 points is realistic but he's OK with 10 points from a transportation perspective. Justin has a similar concern and questioned if this type of decision (*equity scoring*) is an appropriate role for the TAC or should be made by the CCRPC Board instead. Christine said for this round the equity scores won't affect the Transportation Values. Bryan asked if Amy or Matthew are involved in the equity screening process on behalf of VTrans. Amy said that Michele Boomhower and Charlie Baker are leading the effort for VTrans and RPCs, respectively. Charlie said that equity isn't currently part of the VPSP2 criteria, but it needs to be, and this effort by CCRPC is the start of the process and doesn't have the level of work as the other VPSP2 criteria. Jonathon noted that it seems like the scores by VREA are based on the ECOS Map and his lived experience, and that in the future a committee could also provide more lived experience. He asked if there will be a new screening process based on these comments by the June Board meeting. Charlie said there won't be a new screen by then, we're taking feedback like this over the next 6 to 12 months. Bob offered a general observation that equity equals fairness, for example projects in rural towns usually score lower than projects in other areas. Dennis said he's fine with the transportation value scores as presented, and Robin agreed. DENNIS LUTZ MOVED TO APPROVE THE VPSP2 TRANSPORTATION VALUE SCORES AS PRESENTED AND FOR CCRPC TO PROVIDE COMMENTS TO VTRANS ON THE SCORES AND THE METHODOLOGY, SECONDED BY ROBIN PIERCE. THE MOTION PASSED UNANIMOUSLY. Staff noted the comments will include those made about the Lake Champlain Byway, considering age in the equity screening tool, and considering the train station as a multimodal facility. JUSTIN RABIDOUX MADE A MOTION THAT THE CCRPC SEND COMMENTS TO VTRANS ON BOTH THE TRANSPORTATION VALUES AND EQUITY SCREENING PROCESS, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY. Dennis said we need better data, and this is a broader issue than what was looked at, it's too narrow as it is, it's more than just racial equity. There are areas in Essex with low-income populations. Robin said this doesn't seem like an equitable approach. Charlie said his sense is that the legislature and administration may seek a racial equity process so this may warrant a larger conversation. Jonathon said that the murder of George Floyd prompted this type of effort so we'll need a value statement, so we understand equity for whom through this process. Bob asked if we could borrow methodologies from other MPOs, states and federal government. Bryan Davis said yes, we are looking at what other MPOs are doing, as well as the federal government, and welcome any resources from TAC members. Chris Jolly said the federal government is doing some work and is evolving, but MPOs are doing more.

8. Status of Projects and Subcommittee Reports

See bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to ask staff for more information on the status of any of these on-going or recently completed projects.

1
2 **9. CCRPC Board Meeting Report**

3 In May the Board heard a presentation on the Draft VELCO Long Range Transmission Plan, voted to
4 approve the FY22 UPWP and budget, heard an update on the draft VPSP2 Transportation Equity Screen
5 for Regionally Driven Transportation Projects, and heard updates on the CCRPC Equity Leadership
6 Team, I-89 Study, CWSP Rule and Start Up, and the legislative update from the Executive Director.
7

8 **10. Chairman's/Members' Items**

9 The Vermont Agency of Transportation (VTrans) has issued a grant solicitation for new infrastructure
10 projects that improve access and safety for bicyclists and pedestrians through the Bicycle and Pedestrian
11 Grant Program. Materials, information, and recorded pre-application training webinar available at
12 <https://vtrans.vermont.gov/highway/local-projects/bike-ped>. Applications must be received by 1:00 p.m.,
13 June 4, 2021. For more information contact Jon Kaplan at 802-498-4742 or Jon.Kaplan@vermont.gov.
14

15 The next TAC meeting is scheduled for Tuesday, July 6, 2021.

16 The meeting adjourned at 10:53 AM.

17
18
19 Respectfully submitted, Jason Charest and Bryan Davis

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

DATE: **Tuesday, June 1, 2021**
SCHEDULED TIME: 11 a.m. to 12:15 p.m.
PLACE: ONLINE
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:	St. George:
Buels Gore:	Huntington: Darlene Palola	Underhill:
Burlington: James Sherrard	Jericho:	Westford:
Charlotte: Mariana Dubrul	Milton: David Allerton	Williston: Christine Dougherty
Colchester:	Richmond: Ravi Venkataraman	Winooski: Ryan Lambert
Essex: Annie Costandi, Co-Chair	Shelburne: Chris Robinson	VAOT: Jennifer Callahan
Essex Junction: Chelsea Mandigo	South Burlington: David Wheeler, Tom DiPietro	VANR:
Burlington Airport: Catie Calabrese (EIV)	University of VT: Lani Ravin	CCRPC Board: Don Meals, co-chair
Friends of the Winooski River:	Lewis Creek Assoc: Kate Kelly	Winooski NRCD: Remy Crettol
Other Attendees: DEC: Karen Bates, Christy Whitters Other: Jill Sarazen, Salix Solutions / Blue Stormwater		
CCRPC Staff: Dan Albrecht, Marshall Distel, Regina Mahony, Charlie Baker		

- 1. Call to Order.** With the consent of the co-chairs, it was agreed to have Dan Albrecht run the meeting since it was all online. The meeting was called to order by Dan Albrecht at 11:03 a.m.
- 2. Changes to the Agenda and public comments on items not on the agenda** No changes.
- 3. Review and action on draft minutes of May 4, 2021** After a brief recap by Dan Albrecht, *Darlene Palola made a motion, seconded by Jennifer Callahan to approve the minutes as drafted. MOTION PASSED with no abstentions.*
- 4. Consultant Selection – Water Quality Project Assessment, Concept Plans, Design, and Construction Management**
Marshall Distel provided an overview of the consultant selection process. The CCRPC received twelve water quality proposals in response to this RFQ from the following consultants:
 - AECOM
 - Aldrich + Elliot
 - DuBois & King
 - Fitzgerald Environmental
 - FluidState Consulting
 - Hoyle Tanner
 - SLR
 - Stantec
 - Stone Environmental
 - SWCA
 - VHB
 - Watershed Consulting

The water quality selection committee included: Annie Costandi – CWAC; Marshall Distel, Chris Dubin, and Dan Albrecht – CCRPC.

The committee selected the following firms to recommend for approval:

Water Quality Project Assessment, Concept Plans, Design, and Construction Management

- Watershed Consulting
- Fitzgerald Environmental
- Stone Environmental
- VHB
- Hoyle Tanner
- DuBois & King
- SLR

James Sherrard made a motion, seconded by Chris Robinson to recommend that CCRPC move forward with the seven water quality consultants. Further discussion: Marshall Distel added that both the TAC and CWAC approve the water quality consultants. The TAC did not make a final decision this morning, as they'd like more detail on the scoring criteria. MOTION PASSED. Don Meals abstained because he has had professional relationships with a number of these firms.

5. Updates:

a. CWSP Clean Water Service Providers (CWSP): Final Rule, CWSP start-up grant to CCRPC for Basin 5

Dan Albrecht provided an update. The rule is not yet finalized, though may be set in the coming month or so. The start-up grants will start up in a month or so. The CCRPC is designated CWSP for Basin 5 (Northern Lake Champlain Direct-to-Lake drainages) and the Basin 5 Water Quality Council up and running while on a similar time frame Northwest RPC and Central VT RPC will do the same for the Lamoille and Winooski basins, respectively. Work this winter will include project review, prioritization, and pre-qualification of engineering firms and of organizations to actually implement the projects on the ground. Project funding won't flow until July 2022. Charlie Baker added that we will need to take a look at the final rule, and the final scope of work for the start-up funds. Ultimately, we will need a municipal representative on the Basin Water Quality Council. Darlene Palola asked when the Winooski Basin Water Quality Council rep will be decided. Dan Albrecht added that Central Vermont is administering that Council and will be on the same timeline. He anticipates that Central Vermont and Northwest RPC will reach out to CCRPC when looking for municipal Reps on each of the Councils. CCRPC will bring those requests to the CWAC.

b. MRGP compliance: Grants-in-Aid projects, tracking road work by municipalities.

Current funding deadline is end of October. A site visit needs to be conducted by Chris or the interns prior to any construction. Dan will also reach out for an update of what road work and stormwater work was done in Calendar Year 2020 as part of the annual activity tracking for recommended actions in each town's hazard mitigation plan.

c. Legislative update

More money is coming into water quality projects, though stay tuned on specifics. Jim Pease added that the clean water SRF has a loan forgiveness component for design, not construction. Dave Wheeler added that there is \$1.5 million dedicated for such engineering designs for "3-acre" permit properties.

6. Items for Tuesday, July 6th meeting agenda

May cancel meeting if nothing pressing.

7. Adjournment. The meeting adjourned at 11:35 p.m.

Respectfully submitted, Regina Mahony & Dan Albrecht

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

DATE: **Tuesday, June 1, 2021**

SCHEDULED TIME: 12:15 p.m. to 1:30 p.m.

PLACE: ONLINE via Zoom

DOCUMENTS: Minutes, documents and presentations discussed and a video recording accessible at:
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance		
Burlington: James Sherrard	Burlington Airport: Catie Calabrese	Williston: Christine Dougherty
Colchester: Karen Adams (arr. ~12:30 pm)	Milton: Dave Allerton	Winooski: Ryan Lambert
Essex: Annie Costandi, co-chair	Shelburne: Chris Robinson	VAOT: Jennifer Callahan
Essex Junction: Chelsea Mandigo, co-chair	South Burlington: Dave Wheeler, Tom DiPietro	Univ. of VT: Lani Ravin
DEC:		
Other Attendees: Winooski NRCD: Remy Crettol; DEC; Stone Environmental: Amy Macrelis; Fitzgerald Environmental: Evan Fitzgerald		
CCRPC Staff: Dan Albrecht, Sai Sarepalli		

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

The meeting was called to order at 12:17 p.m. No changes to the agenda nor public comments were made. As the meeting was online Dan asked for concurrence from the co-chairs to facilitate the meeting. The chairs concurred.

2. Review and action on draft minutes of May 4, 2021

After a brief recap by Dan, *Jennifer Callahan made a motion, seconded by Chelsea Mandigo to approve the minutes of May 4th as drafted. No further discussion. MOTION PASSED with no abstentions.*

3. Update on offline meeting concerning Adopt-a-Drain

Chelsea Mandigo noted that she had met with staff of some other towns regarding mutual plans to start an Adopt-a-Drain program, a national template managed by Hamline University in St. Paul, MN. Essex, Essex Junction and Burlington are definitely interested while Milton, Winooski and South Burlington are considering it. They will be meeting virtually with Hamline University staff later this week and will report back on the outcomes.

4. Review and approval of base budget elements for FY22

Dan brought up the rough draft of the proposed budget for FY22 on the screen. He explained that it would be good to have the committee adopt a budget that fund the essential annual elements before consideration of how to spend the surplus which will be addressed later in the agenda. Dave Barron of Pluck noted an error in the numbers for Pluck (which should total \$9,000) not \$12,180. After a walk-thru of the various budget elements, *on a motion by Christine Dougherty, with a second by James Sherrard the following budget was approved unanimously:*

RETHINK RUNOFF BUDGET, FY22	As Adopted	6/1/2021
Lead Agency Services: CCRPC		
Albrecht, Salary & Fringe plus indirect (~\$97/hr)	\$7,760	estimate: 80 hours
Web hosting, domain regis	\$450	
Incidentals	\$300	ad hoc purchases
Survey set aside, per annum	\$3,000	
	sub-total>>>	\$11,510

Advertising: paid to vendors		
July 1 - mid-Sept, 2020	\$10,000	
January 1 - February 28, 2021	\$2,800	
April 1 - June 30, 2021	\$13,200	
	sub-total>>>	\$26,000
Marketing: Pluck (@\$100/hr)		
Reports	\$1,500	
New Creative	\$1,000	
Content and Web Updates	\$3,500	
Ad production/placement/media buying	\$2,000	
Design for Stream Team	\$1,000	
	sub-total>>>	\$9,000
Stream Team: WNRCD (@\$50/hr)		
Admin	\$3,000	estimate: 60 hours
Outreach (+ cost of promotional items)	\$9,300	estimate: 180 hours
Project Development & Implementation (+ supplies, minor subcontractors, misc)	\$12,200	estimate: 200 hours
Mileage	\$500	
	sub-total>>>	\$25,000
	TOTAL	\$71,510
<u>Dues@ 12 x \$6,000</u>	\$72,000	

5. First review of possible uses of accumulated surplus

a) Projected Surplus: Dan displayed a table showing expenses to date and projected expenses for FY21. The prior estimate from our May meeting of \$14,886 is no longer applicable. The projected year-ending surplus is now about \$12,423 due mostly to him having 20 more hours in April and May then projected due to the effort needed to manage the Social Change Marketing RFP process.

b) Rethink Runoff options: Dave walked through his memo posted earlier. The options are shown in order of preference. 1. Social Media Content Development, estimated at \$250-\$1,000 per month. This would create opportunities for more 2-way engagement with residents rather than just one-way as currently happens with the Program broadcasting its message; 2. Interactive Basin Map, estimated at \$5,000 but this option would need more research if it is endorsed; 3. Refresh Current Animated Spots, estimated at \$5,000-\$6,000. This was originally planned for FY23 but could be moved earlier.

c) Stream Team options: Dan displayed the options presented by WNRCD in their memo posted earlier. These are 1. Regional Rain Barrel Workshop(s)-\$3,000; 2. UVM Campus Project-\$1,500-\$3,000; 3. Airport Project-\$1,500-\$3,000; 4. VTRANS Project-\$1,500; 5. Stream Clean Up-\$3,000 and 6. Add Stream Team Parameters (to water quality sampling)-\$3,000

d) Discussion: the following points were raised

Ravin: UVM happy to work with Stream Team on a project

Mandigo: could support use of surplus to do both MM1 and MM2 "new" projects

Dougherty: could support Regional Rainbarrel Workshop and a boost to advertising.

Sherrard: agrees with Dougherty. Surplus should be spent, not good to carry it

Callahan: could work with Stream Team to expand programming with VTRANS. Currently have rain barrel display at Williston Welcome Center.

Dougherty: Disagrees. Wants use of the surplus funds to have regional impacts as per her earlier recommendations. Noted however that it can be hard to find/purchase lots of rainbarrels.

Wheeler: all ideas are okay but wants to see a) large cisterns sized appropriately for roofs as rainbarrels are too small and b) more promotion on reduction of salt use. He referenced such an effort in Wisconsin.

Sherrard: He wants to see surplus spent on additional media purchases. He (admittedly selfishly) advocated for messaging that CSO overflows are not a big problem as they do not cause the frequent algal blooms.

Mandigo: She noted that all the other respondents to our RFQ promote the idea of more Social Media Engagement.

Barron: followed up, we have just been doing one-way communication. Social media is more of a conversation.

Mandigo: given time, let's summarize the consensus so far. No interest in new work on the basin map. For MM2, add stream cleanup and stream team (water quality) parameters. There is interest in regional rainbarrel workshop and doing some boost to media. Barron indicate he will refine the estimates for Social Media Development. This will be discussed at the next meeting because we want to move quick to spend down the surplus. Albrecht noted and Mandigo concurred that a small operational reserve is still appropriate (\$1k-\$2k) to start the year and then we can assess its use later in FY22.

6. How to keep stream flow monitoring going via-cost sharing

Christy Witters, Amy Macrelis and Evan Fitzgerald all indicated that they are happy to help the MS4 communities in any capacity on this issue. Some of the potential candidate streams include Potash Brook, Indian Brook, Morehouse Brook to name a few. Witters noted that although it is no longer required to be collected having more data is always better. Some members noted especially the need for data on low-flow.

The staleness of bio-monitoring data (aka "bugs and fishes") was noted. Witters indicated that she is reaching out to the DEC Bio-monitoring staff to see if they can produce data more frequently and in more public-friendly format. Macrelis noted that the towns have been doing lots of work on flow restoration but we don't know if it is working to revive the various bug and fish species. Wheeler noted that UVM researchers are collecting data as well conducting more modelling so it would be good to have this flow data collected for comparative purposes. Lani Ravin noted that UVM is developing a stormwater website and trying to populate it with new data so we are willing to work with anyone to help the website be useful for everyone.

The discussion concluded that a meeting with Dave Braun between him and the municipalities would be appropriate and also to discuss whether each town would pay just for its applicable stream or would the towns pool funds.

7. Update on Costandi & Mandigo presentation to NEWIPCC Nonpoint Source Pollution Conference

Chelsea noted that she and Annie presented last Thursday. Over 100 people were signed on. Some questions were received on budget, collaboration with other organizations and how we decide where we advertise.

9. Items for July 6th meeting agenda

New initiatives for FY22, Action Item: Stream flow monitoring for which streams, Adopt-a-Drain update,

10. Adjournment

The meeting was adjourned at 1:28 p.m.

Respectfully submitted, Dan Albrecht

Brownfields Advisory Committee
Tuesday, May 11, 2021

Meeting Summary
Scheduled Time: 11:00 a.m. – 12:15 p.m.

Held via Zoom: Various documents referenced below are available for download at:
<http://www.ccrpcvt.org/our-work/economic-development/brownfields/#advisory-committee>

In Attendance	
Committee Members:	
Curt Carter, GBIC, Chair	Heather Carrington, City of Winooski
Katie Kinstedt, Burlington CEDO	Pablo Bose, UVM
Guests:	
Miranda Lescaze, Champlain Housing Trust	Michelle Caver, VFW Post 782
Kevin Fleming, VFW Post 782	Will Clavelle, Burlington CEDO
Melissa Manka, Town of Westford	Kimberly Caldwell, DEC
Angela Emerson, LE Environmental	Nate Dagesse, EIV
Kurt Muller, VHB	
EPA Brownfields Staff	Staff:
Christine Beling	Dan Albrecht, Senior Planner
	Taylor Newton, Senior Planner

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

The meeting was called to order at 11:09 p.m. by Chair Curt Carter.

2. Public comments on items not on the Agenda

No comments

3. Review and action on 3/4/2021 meeting summary

Dan Albrecht recapped the summary of the March 4th meeting. *On a motion by Heather Carrington, seconded by Pablo Bose the meeting summary was approved unanimously.*

4. Action on Site Nominations/Assistance Requests

a. WESTFORD: Pigeon Family Trust, 1705 VT Route 128

REQUEST: \$6,670 – PAH Delineation, LE Environmental, Hazardous Substances assessment funds

Angela Emerson summarized the need for this work, namely to get a better handle on the extent and depth of the contamination discovered so far. Separately, she noted that using insurance funds she will be preparing a Corrective Action Plan to address the petroleum contamination discovered underneath where the tank was pulled. Those funds will also help to pay for that petroleum-related cleanup costs.

Melissa Manka noted the Town received a CDBG grant from the Agency of Commerce and Community Development to enable the town to work with its residents and hire an engineer to develop a preliminary site plan and subdivision plat for a mixed-use public/private redevelopment. Items for consideration include room for an expansion of the town office, affordable housing, small-scale commercial and public access to the river. The site is located in both a Designated Village and Designated Neighborhood and the planning effort has lots of in-kind support from residents, the Champlain Housing Trust, Green Mountain Habitat for Humanity and the Vermont River Conservancy.

Motion made by Pablo Bose, seconded by Heather Carrington to accept the staff recommendation and support funding in the amount of \$6,670 for PAH delineation. Motion passed unanimously.

b. BURLINGTON: Nate Dagesse, 157 South Champlain Street

REQUEST: \$9,000 – Corrective Action Plan, VHB, Hazardous Substances assessment funds

Nate Dagesse introduced the project. It will have 32 units in five stories with ground floor resident amenities. The project is moving along nicely in permitting. They will be before the Burlington DRB on June 1st. The project takes of the area's Form Based Code provisions.

Kurt Muller recapped the prior work on the area. A Phase I ESA identified a release from a nearby dry cleaner. A Phase II ESA noted soil contamination. Therefore, a Corrective Action Plan is needed including oversight of the installation of a sub-soil depressurization system to deal with the vapor issues.

Motion made by Heather Carrington, seconded by Pablo Bose to accept the staff recommendation and support funding in the amount of \$9,000 for development of a Corrective Action Plan. Motion passed unanimously.

c. BURLINGTON: Veterans of Foreign Wars Post 782, 176 South Winooski Avenue

REQUEST: \$ TBD, Site Investigations-t.b.d, Consultant-t.b.d., Hazardous Substances assessment funds

Michelle Caver and Kevin Fleming of the VFW provided an overall vision for the redevelopment of the property. The ground floor would contain space for both existing and new programming to serve local veterans. We are also in contact with Burlington's Community Economic Development Office to use part of the VFW space to house programs aimed to uplift the BIPOC community as well as support entrepreneurs with little capital to start a business.

Miranda Lezcase of CHT indicated they are looking to partner with the VFW by building approximately 11 housing units on the floors above the first floor.

Committee members discussed the staff recommendation. Members also noted the need for the property to be enrolled in the State's BRELLA program. The prior Phase I ESA identified several RECS some of which may have come from offsite parcels and some of which appear to come from the property namely a possible UST and associated piping. A hazardous substances eligibility determination has been granted by EPA. *Therefore, as of now DEC cannot issue a Petroleum Eligibility determination. No formal motion was made. The Committee expressed its concurrence with the staff recommendation and asked staff to work with DEC, EPA, VFW and CHT to develop an issue an RFP to a subset of CCRPC's qualified firms for limited Phase II ESA investigations to assess magnitude of the identified Recognized Environmental Conditions especially those coming from offsite sources.*

5. Updates

Dan noted no news yet on whether its FY21 Assessment grant application to EPA was successful. Christine Beling noted that these will be announced soon. Dan added that the CCRPC anticipates receiving about \$100k in pass-through Federal COVID relief money through ACCD for brownfields assessment work.

6. The meeting adjourned at 12 noon.

Respectfully submitted by Dan Albrecht

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
PLANNING ADVISORY COMMITTEE - MINUTES

DATE: Wednesday, May 12, 2021
TIME: 2:30 p.m. to 4:00 p.m.
PLACE: Virtual Meeting via Zoom with link as published on the agenda

Members Present:

Ravi Venkataraman, Richmond
Cymone Haiju, Milton
Paul Conner, So. Burlington
Darren Schibler, Essex
Matt Boulanger, Williston
Larry Lewack, Charlotte
Katherine Sonnick, Jericho

Zachary Maia, Colchester
David White, Burlington
Owiso Makuku, Essex

Staff:

Regina Mahony, Planning Program Manager
Melanie Needle, Senior Planner
Taylor Newton, Senior Planner

1. Welcome and Introductions

Paul Conner called the meeting to order at 2:36 p.m.

2. Approval of March 10, 2021 Minutes

Ravi Venkataraman made a motion, seconded by Darren Schibler, to approve the March 10, 2021 minutes. No further discussion. MOTION PASSED.

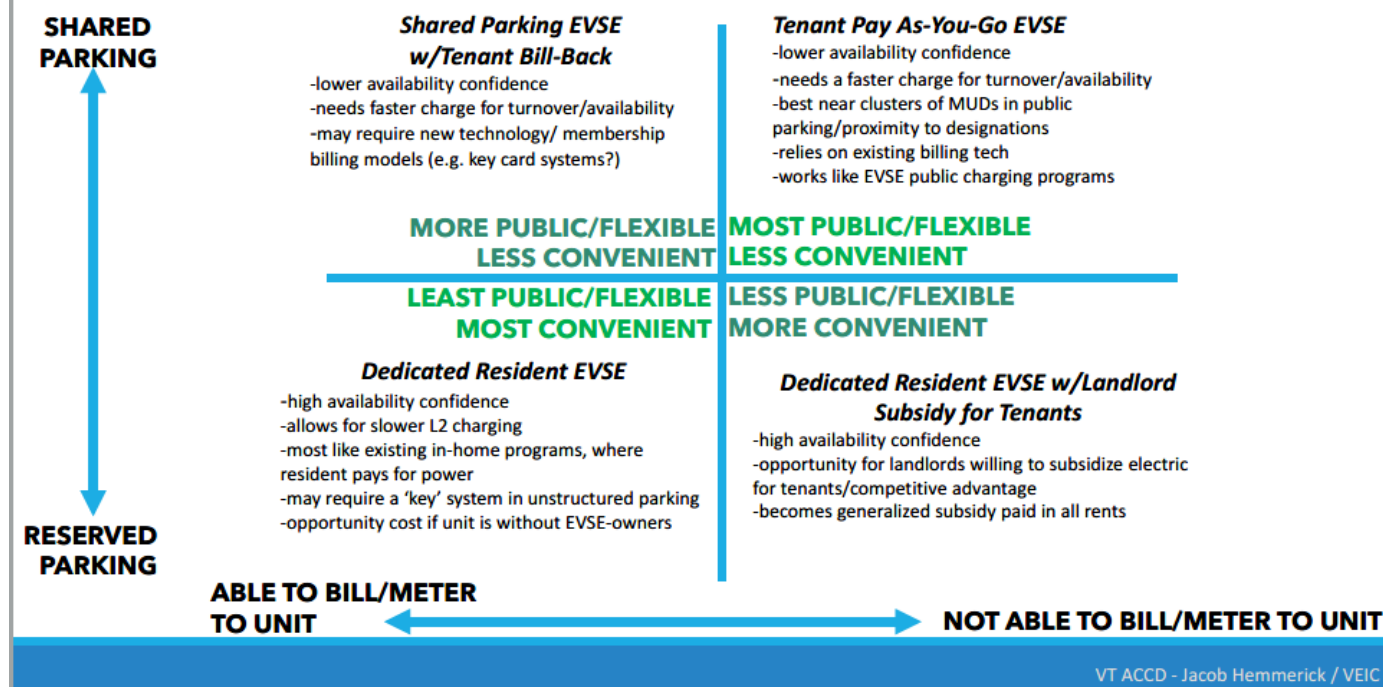
3. Multifamily Housing EV Charging VEIC Report

Vermont Energy Investment Corporation's Drive Electric Vermont conducted a study and produced a report on electric vehicle charging in multifamily homes. Dave Roberts, VEIC, provided a presentation on this topic. **The presentation is attached to these minutes.**

Dave Roberts first provided an overview of electric vehicle incentives and resources on the [Drive Electric Vermont website](#). Dave Roberts also provided an overview of the types of chargers, and plans to add fast charging throughout the state.

Dave Roberts provided information, challenges and potential solutions from the multi-family residential EV charging study. Multi-family units make up about 40% of the housing stock in Chittenden County and most of the residents are renters. Challenges in establishing EV charging in multi-family buildings include: renter willingness/ability to invest; dedicated parking v. shared access; metering/usage fees; potential service upgrades required for existing structures; and condo/HOA agreements (they haven't heard many of these issues but it could be an issue). In the survey conducted last year of multi-family developers, VEIC heard that funding was the main challenge. The graph below describes some of these challenges/solutions (EVSE = Electric Vehicle Supply Equipment).

Multifamily EV Charging Options



Other opportunities include:

- Vermont ACCD has developed [EVSE friendly development regulations](#).
- Requiring EVSE in multi-family structures in the development review process.
- Education/outreach.
- Curbside charging programs are something that Montreal is looking at, may be an option especially if installing within the multi-family housing is too difficult.
- Funding - there is a \$1 million multi-family EVSE pilot in the draft Transportation Bill for nonprofit/affordable housing.

Questions/comments from the PAC:

1. Should we be encouraging development of Level 2 charging since Level 1 is not much more than a regular home outlet. Dave Roberts stated that Level 1 is an affordable option; and may be a decent option for retrofitting an older building with limited capacity. Level 1 is better than nothing. Dave suggested that you could steer toward Level 2 unless cost or power supply issues are a challenge.
2. How common is a power supply challenge? Dave Roberts stated that if you are putting in a bunch of level 2 in one building it could be tricky. One level 2 is typically the highest load a household would be using; so it is necessary to have the capacity. Utilities are pushing the smart level 2 chargers so they can control the load if need be. Dave Roberts added that from a grid perspective there won't be much of a challenge anytime soon.
3. Any multifamily buildings in the area tackled these issues? Flynn and Pine – level 2 charger put in as a BED pilot. BED has worked with other properties in the City. CHT is also getting some bids in for some of their properties.

4. Draft Future Vision for Taft Corners

Town of Williston and CCRPC staff presented the **draft** future vision for Taft Corners. This is stage 1 of the [Williston form based code project](#). A [Mentimeter](#) demonstration was also provided in the presentation.

Regina Mahony explained that the 10 day public engagement charette was just completed on May 3rd. The consultant team conducted the charette virtually. They started by gaining input from the public and ended by presenting some concepts for the future vision. The plan is to make Taft Corners a much more walkable, vibrant, downtown type

1 destination than it is today. Regina Mahony presented some of the visuals that can be found in the [May 3rd](#)
2 [presentation](#).

3
4 The PAC provided generally positive feedback on the draft vision via a Mentimeter interactive question. There was a
5 discussion about mentimeter as a presentation/engagement tool.
6

7 **5. Broadband Legislation**

8 CCRPC has been following H.360 and is waiting to see how the Legislature will decide to deploy broadband connectivity
9 funds. Regina Mahony explained that the latest legislation that passed the Senate allows for deployment of funds to
10 Communication Utility Districts (CUDs) as well as small service providers. Small service providers are defined as those
11 that serve less than 3 counties. CCRPC will continue to monitor the legislation and once the final decisions are made
12 CCRPC will reach out with options for serving the 2,000+ households in Chittenden County that are underserved.
13

14 **6. Members Items Open Forum**

15 Paul Conner asked if any members had any items to discuss with each other.
16

17 Paul Conner stated that they've been receiving requests for greater accessibility to online meetings including closed
18 captioning and access to meeting recordings after the fact. PAC members provided the following: Zoom has a great
19 closed captioning feature included; WebEx can do closed captioning in 105 languages. Other municipalities indicated
20 that they've had their recordings done through Town Meeting TV and the meetings are accessible on their platform
21 (via youtube).
22

23 Paul Conner asked if folks are thinking about hybrid meetings in the future? Most respondents indicated that they are
24 going to try to do hybrid considering the increased level of participation in virtual public meetings. Darren Schibler
25 followed up with a question on what technology folks are planning to use? PAC members provided the following:
26 Williston is going to try out a hybrid through Town Meeting TVs technology (at least for the meetings in the room
27 they can mic up and for the meetings they cover). Burlington is learning about some technology that the airport has
28 been using. Richmond has heard about a conference type phone/microphone system that another community has been
29 using even pre-COVID. The cost is in the \$2-2,500 range. CCRPC got an owl and has tested it (just for a staff
30 meeting so far) with some success.
31

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

33 Paul Conner asked the PAC to email Regina and Taylor any Act 250/Section 248 updates.
34

35 **8. Other Business**

36 a. Congrats to the 2021 VPA Planning Award Winners in Chittenden County:

- 37 • Mark Blucher Professional Planner of the Year: **Meagan Tuttle, AICP**, Principal Planner for
38 Comprehensive Planning, City of Burlington
- 39 • Career Achievement Award for Excellence in Planning: **Dean Pierce, AICP**, Director of Planning and
40 Zoning, Town of Shelburne. This is a discretionary award that recognizes individuals who make unique
41 and lasting contributions to Vermont planning throughout their career.

42 b. CCRPC is working with three other regions (Addison, Rutland and Central VT) on a combined Comprehensive
43 Economic Development Strategy (CEDS) currently called the West Central Vermont CEDS. While Chittenden
44 County already has a CEDS this will help us update that component of the ECOS Plan (in 2023); and set us up
45 for the possibility of becoming an [Economic Development District](#), which could provide a more consistent
46 amount of EDA funding in the region. **Save the date for the first public engagement meeting on the evening
47 of June 17th.**

48 c. **Summit on the Future of Vermont: May 26 & 27, 1-5pm.** Join the Vermont Council on Rural Development to
49 consider transformational goals and actions for the future of our economy, environment, communities, and
50 people at the Summit on the Future of Vermont. Share your voice and shape action for Vermont's future. [Learn
51 More & Register »](#).

- 52 d. The [2020 ECOS Annual Report: The State of Chittenden County](#) was released at the end of March.
- 53 e. Next meeting potentially in June, and may take July and August off. But it might depend on Underhill's
54 Town Plan.

1
2
3
4
5
6

9. Adjourn

Meeting adjourned at 4:01pm.

Respectfully submitted, Regina Mahony

DRAFT

Multifamily Electric Vehicle Charging Update

CCRPC PAC MEETING
MAY 12, 2021

Drive---
Electric
Vermont

About Drive Electric Vermont

- Drive Electric Vermont is a public-private partnership established in 2012 by VEIC and the State of Vermont
- Working to advance transportation electrification through:
 - Stakeholder coordination
 - Policy engagement
 - Consumer education & outreach
 - Infrastructure development



<https://www.driveelectricvt.com/>

Why Go Electric?

- Reduce emissions
- Great performance
- Quiet
- Convenient charging at home
- Savings

**It's time for
a better drive.**




Website EV Model Explorer

Plug-in Cars Available in Vermont

Vehicle Type: Electric Range[†]: All Wheel Drive: Base MSRP: Number of Seats: Vermont Incentive:

Filters for vehicle characteristics


Audi e-tron



All Electric (SUV)
Electric Range: 204 miles

+


Chevrolet Bolt



All Electric (Crossover)
Electric Range: 259 miles
Vermont Incentive Eligible

+


Hyundai Kona Electric



All Electric (Crossover)
Electric Range: 258 miles
Vermont Incentive Eligible

+

Hyundai Kona Electric




All Electric (Crossover)
Electric Range: 258 miles
Vermont Incentive Eligible

Total Range: 258 miles
Battery Size: 64
Seats: 5
Cargo: 19.2 ft³
Base MSRP: \$36,950
Federal Tax Credit Amount: \$7,500
Standard Monthly Lease: \$329
Lease Down Payment: \$3,899
Manufacturer Website

-


Jaguar I-Pace



All Electric (SUV)
Electric Range: 234 miles

+


Kia Niro EV



All Electric (Crossover)
Electric Range: 239 miles
Vermont Incentive Eligible

+

Nissan Leaf Plus



All Electric (Hatchback)
Electric Range: 226 miles
Vermont Incentive Eligible

+

www.DriveElectricVT.com

Combined Incentive Example

	New Nissan LEAF 150 Mile Range		Nissan Sentra
	Standard Incentive	< \$50k Income Incentive	
Starting Price	\$31,600	\$31,600	\$19,310
Federal Tax Credit	-\$7,500	-\$7,500	--
State Incentive	-\$2,500	-\$4,000	--
Automaker Discount	-\$7,500	-\$7,500	--
Utility Incentive	-\$1,500	-\$2,500	--
Price after Incentives	\$12,600	\$10,100	\$19,310

Drive Electric VT Incentive Calculator

Electric Vehicle Incentive Calculator

This tool estimates potential incentives for electric vehicle purchases or leases, including those from electric utilities, the State of Vermont and Federal incentives. Not all eligibility factors are accounted for. See the information below and check with incentive sources to confirm your eligibility prior to purchase.

***This tool is in beta.** This information in this tool is based on the latest information available to Drive Electric Vermont, but actual incentive amounts may vary based on eligibility criteria. Please **let us know** if you encounter any issues using this tool.*

Your Utility	<input type="text" value="Green Mountain Power"/>
Vehicle Type	<input type="text" value="All-Electric (new)"/>
Car Make	<input type="text" value="Nissan"/>
Tax Filing Status	<input type="text" value="Individual filing as single or"/>
Adjusted Gross Income [†]	<input type="text" value="0 - \$50,000"/>

[†] Adjusted Gross Income can be [found on your tax return](#)

Estimated **Utility Incentive**: **\$1,500 - 2,500 ***

** Bonus of **\$1000** available to income-qualified purchasers. Check your **utility's website** to see if you are eligible.*

Estimated **State Incentive**: **\$4,000**

Estimated **Federal Incentive**: **\$7,500**

Estimated Total Incentive: **\$13,000 - 14,000**

*Additional **automaker or dealership incentives** may be available. Check with your dealership to learn more.*

State incentive funds are running low, but likely to receive more funds

Charging Equipment

Level 1 Charging

120V

5 miles range / hr



Level 2 Charging

240V

10-20 miles / hr



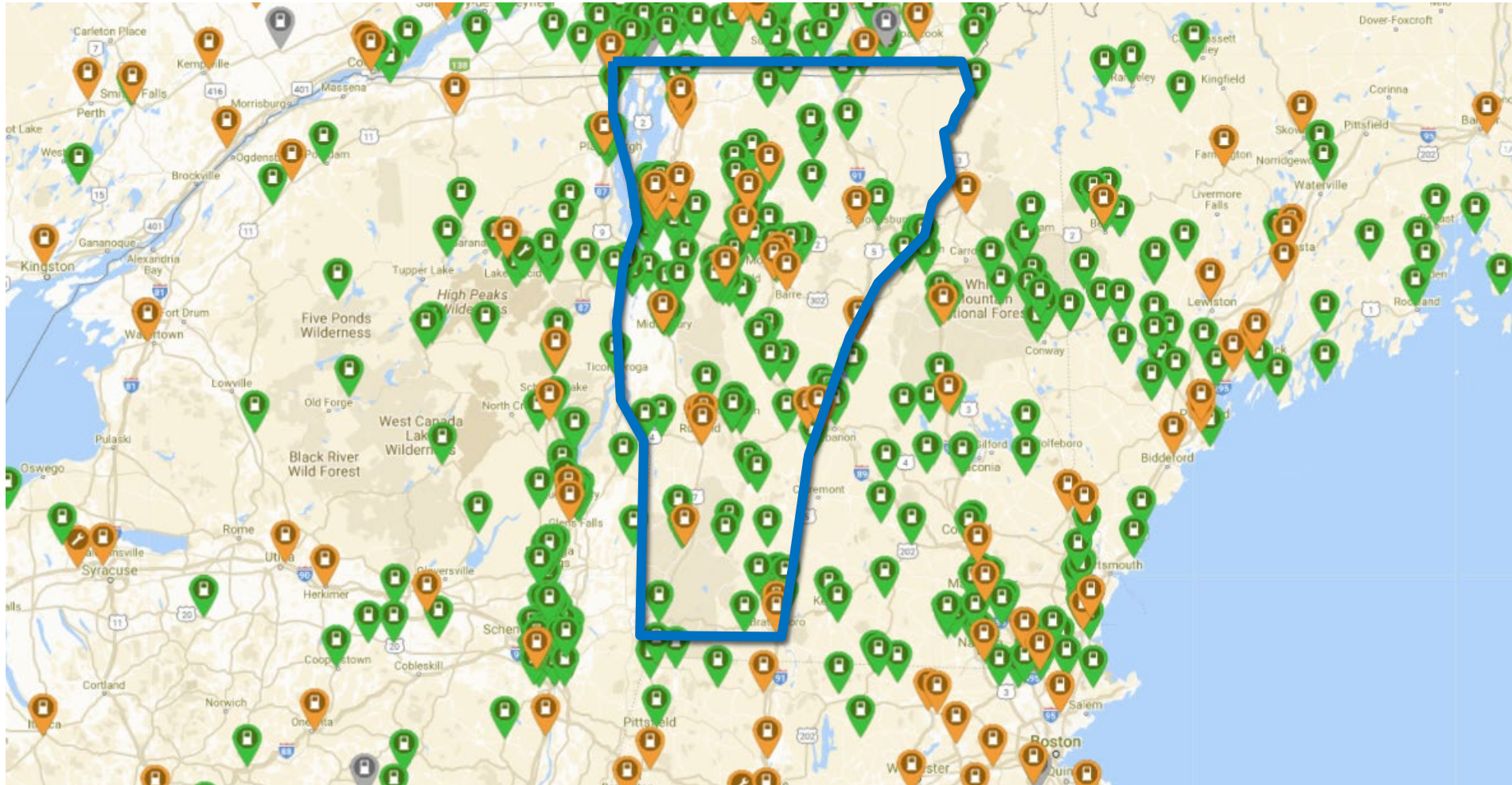
DC Fast Charging

480V

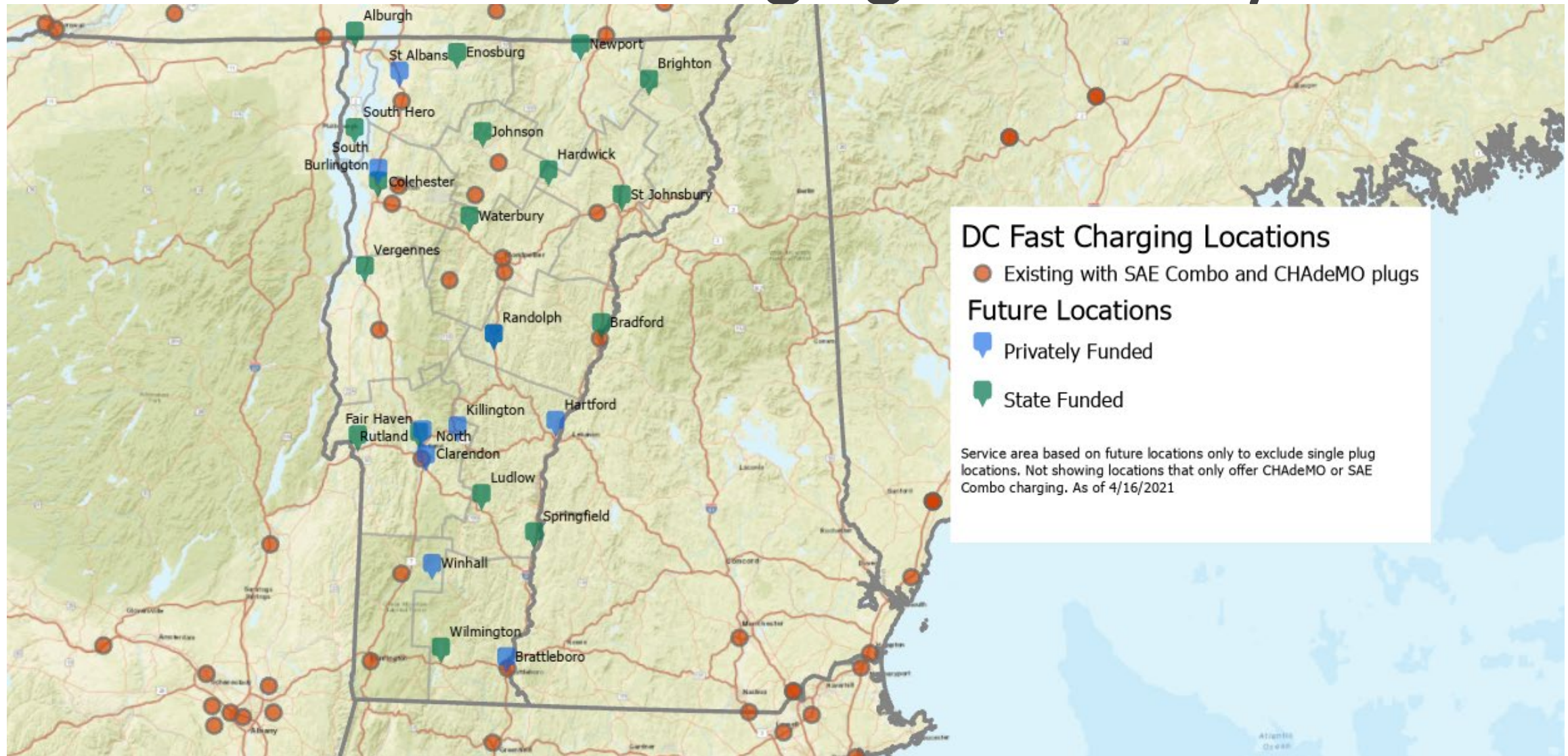
150-1,000 miles / hr



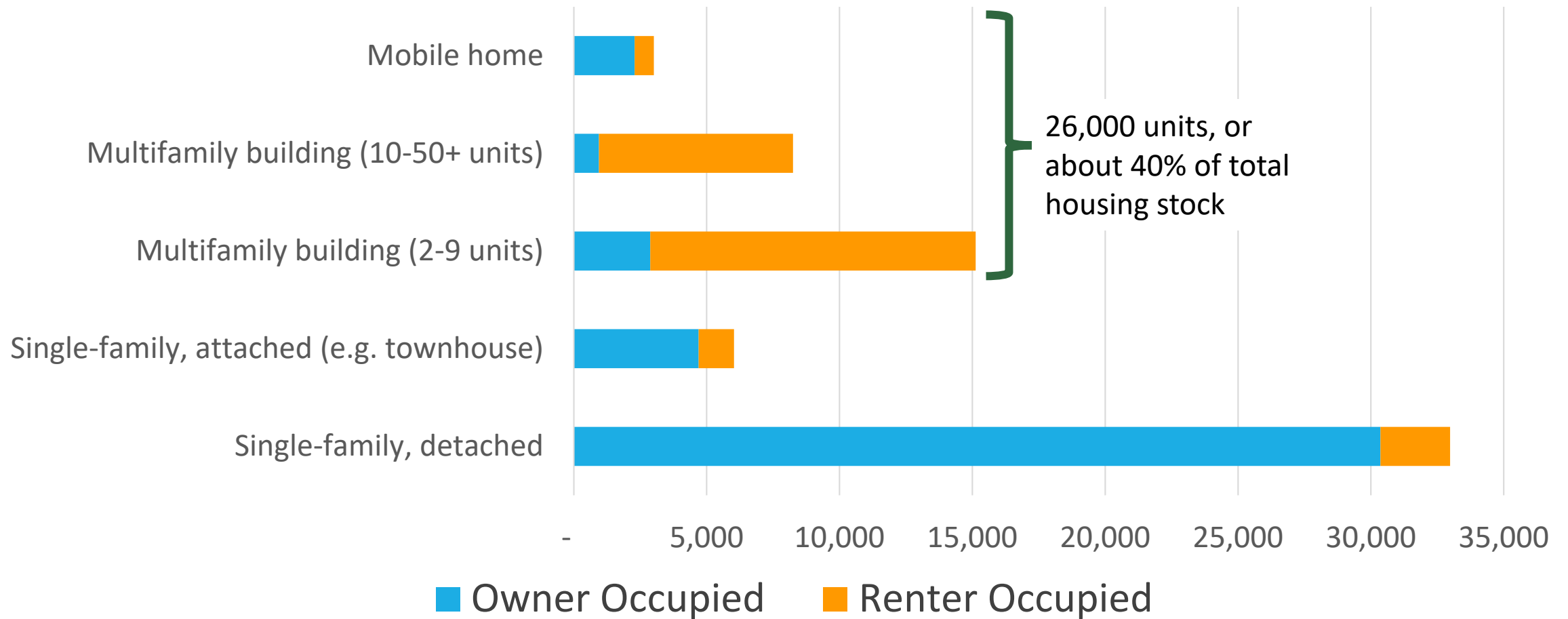
Public EV Charging Availability



Vermont DC Fast Charging Availability



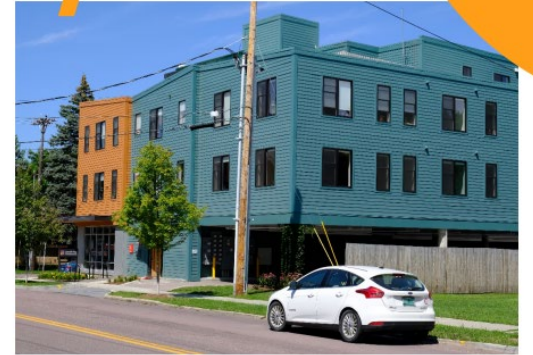
Chittenden County Residential Building Types



Multifamily EV Charging Challenges

- Renter willingness / ability to invest
- Dedicated parking vs Shared access
- Metering / usage fees
- Potential service upgrades required for existing structures
- Condo/HOA agreements

veic



Multi-Unit Dwelling Electric Vehicle Charging

Overview, Developer Survey & Program Recommendations

Prepared for: Chittenden County Regional Planning Commission
110 West Canal St, Suite 202

August 2020 Partner Review Draft

Multifamily EV Charging Options

**SHARED
PARKING**

Shared Parking EVSE w/Tenant Bill-Back

- lower availability confidence
- needs faster charge for turnover/availability
- may require new technology/ membership billing models (e.g. key card systems?)

Tenant Pay As-You-Go EVSE

- lower availability confidence
- needs a faster charge for turnover/availability
- best near clusters of MUDs in public parking/proximity to designations
- relies on existing billing tech
- works like EVSE public charging programs

**MORE PUBLIC/FLEXIBLE
LESS CONVENIENT**

**MOST PUBLIC/FLEXIBLE
LESS CONVENIENT**

**LEAST PUBLIC/FLEXIBLE
MOST CONVENIENT**

**LESS PUBLIC/FLEXIBLE
MORE CONVENIENT**

Dedicated Resident EVSE

- high availability confidence
- allows for slower L2 charging
- most like existing in-home programs, where resident pays for power
- may require a 'key' system in unstructured parking
- opportunity cost if unit is without EVSE-owners

Dedicated Resident EVSE w/Landlord Subsidy for Tenants

- high availability confidence
- opportunity for landlords willing to subsidize electric for tenants/competitive advantage
- becomes generalized subsidy paid in all rents

**ABLE TO BILL/METER
TO UNIT**

NOT ABLE TO BILL/METER TO UNIT

Charging Infrastructure Opportunities

- Adoption of EVSE-friendly development regulations
 - [Vermont ACCD Guidance](#)
- Multifamily Focused
 - Municipal adoption of “stretch” building energy code
 - Discussing options in the development review process
 - Sharing information on available support and funding options
 - Curbside charging programs
 - Public / Private partnerships for charging infrastructure
 - \$1 million MF EVSE pilot in draft T-Bill for nonprofit / affordable housing



Discussion



Contacts

David Roberts, DEV Coordinator

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