



For VMT reduction, there are many things involved in achieving the target, including constructing bike paths, parks, stores, etc. near where people live so they have viable alternatives to making a trip alone in their car.

The principal plan and targets are driven by science. With this effort we are working towards how we meet those targets and laying out the steps to get there. The project will prioritize actions in an implementation plan.

### **Overview of the Transportation Implementation Work Plan**

The work plan for the transportation implementation project was reviewed to provide an overview of the way the project is laid out.

- Task 1 encompasses all the advisory group meetings spaced out to provide regular check ins with open questions to explore different ideas and develop a sounding board for the work.
- Task 2 is a review of the existing plans and policies to understand the context and existing documentation.
- Task 3 pulls the draft climate mitigation actions coming out of the principal CAP and refines or expands those based on best practices and similar work. This task also entails providing guidance on how to achieve housing and mixed-use density goals.
- Task 4 focuses on the engagement with the community and targeted engagement with impacted communities through this development process. In this task we are focused on having targeted focus groups, like meetings with the senior community and service and hospitality industry communities. This task also includes a community wide questionnaire that the City and CCRPC will be managing and a larger public meeting.
- Task 5 will be the development of the implementation plan with relevant actions and how to get there. This will include looking at case studies.

Erica shared the schedule for the work plan, which is expected to run through to June, with three to four meetings with this group.

Melanie introduced the questionnaire and shared a link where the group can access the questionnaire. She noted we are looking for high level comments from this group. The questionnaire will go out community wide. The questions gauge community sentiment and potential impacts of actions like electric vehicle adoption and compact development. The intention is to understand how to mitigate negative impacts associated with the actions.

Ann noted that the questionnaire will help us understand how people feel about all the options. It will also collect some demographic information so we have an idea of who we can reach. We will follow up via email with the Advisory Group to let you know when we need comments by.

Erica shared that she would send out all meeting materials after the meeting.

Sandy asked when the questionnaire is being launched and closed. Erica responded that they are targeting a February to March timeline. That will afford enough time to analyze the data. This will also overlap with when we are targeting the focus groups. This Advisory Group will be essential in getting the word out.

### **Role of the Advisory Group**

Erica shared the envisioned role of the advisory group. The City Manager presented how she would like the plan to be developed, which entailed having a lot of folks at the table. The group can provide input and advise the City Manager on the implementation actions. The advisory group represents important resources to making these implementation steps happen. We recognize this group's involvement in other initiatives and communities that will position them to provide valuable feedback on how these actions will impact the community.

Paul noted that the City Council has adopted the plan and the policy framework is in place already. In this process we want to figure out how to get it done. This is focused on implementation of the CAP.

Donna asked if the Advisory Group is going to be discussing these actions with the same level of detail as the task force had. Paul responded that the focus is on the high impact action and figuring out the next level of detail on how to accomplish those pieces.

Donna noted that we did not talk about commercial vehicles in the task force. She suggested a look at what bigger corporations are doing to electrify their fleets. It seems like an area that businesses are forging forward with.

Paul suggested that as ideas come up that were not part of the principal plan, those things might be flagged in this process if they are connected to these high impact actions. It is intended to be a living document. There may be additions connected to the high impact actions that are appended to the CAP and involve spin off work for sectors like economic development.

Steve noted there are certain items he has seen in the larger list that are in the back – supporting actions – that may warrant being pulled forward for more discussion, like where micro-transit might fit. Quite a few of the actions are about mobilizing people to adopt new or different behaviors while some are more like city policy or specific government programs. The overarching question is how far down does this plan go?

Paul offered that what the group sees as significant topics that you would like to see as part of the implementation we can discuss later in the meeting. One of the things that the climate action task force and CCRPC helped to identify was if there is some role for the city or different roles the city can take on – sometimes they act as a policy maker and sometimes they communicate and coordinate other efforts. For example, with buildings/thermal energy, we partnered with efficiency Vermont to get into more homes for energy audits. We might either grant funds or push the city to get more chargers out in certain areas. We may have a role to lobby the state legislators on topics important to us. If new development must include conduit for level 2 charging, a role could be for us to regulate or to have it on our policy agenda to lobby for that. Some of this work is identifying what the city's role should be to progress the actions. It is the city's CAP, but the city cannot complete these tasks by ourselves, we see the city as being the catalyst. It is also an opportunity to showcase to others how significant of an issue this is for us. For example, how could we help CATMA to get more people to use their resources?

Andrew wanted to echo and follow up on Donna's questions. The three items we discussed up front are the targets, in the task force we spent time thinking about how and what actions will facilitate meeting those targets. He does not want that good work to get overlooked. It would be useful to go over those how's, so we are all on the same page.

Paul agreed that those are important and that is the starting point that we gave to VHB. That effort was foundational to the scope of work for this project.

Erica noted that Task 3 is to take those actions and refine them to see which ones make the most sense to do first. Which ones are going to be efficient, and most equitable? This task will step through the specific actions one by one and refine them, as well as bring in something new as appropriate and gather information from these groups.

Donny noted we were provided all the actions and appendices. VHB's job is to see if there are things missing and see how to implement all those moving forward in the long term.

Melanie noted that in the CAP, there is a good summary of the high impact actions work needed to achieve those targets on page 12.

Donny noted that page 44 also details the actions and supporting actions.

Erica noted that we will follow up with the important pages.

### **Taking Stock of Relevant Plans and Policies**

Karen S. provided an overview of the document review process. The team has reviewed over 40 documents and the aim is to align the plans and strategies that have been brought forward and make sure we are doing the due diligence to align with what has been done in the community or beyond to date. To do this work we reviewed the documents in a crosswalk analysis. We looked at the various plans and studies with the lens of encouraging active walking and biking modes, electrification of vehicles, demand management, vehicle miles traveled reductions, and strategically increasing density and multiuse land uses. We reviewed the strategies that have been held up

already as potentially effective in these areas. There have been a broad range of strategies that have already been identified. These were categorized into policy making, programming, infrastructure, maintenance, etc. This is a large body of work with many strategies.

A few highlights include:

- Infrastructure plans with a focus in the crosswalk analysis of specific strategies around walking and biking. These projects are in places that have not been well served with these modes. They are also the most specific geographically as they key into those places where it may be difficult to walk and bike. The most visible example is the recent Exit 14 bike ped bridge project. Host of other projects that are planned or on the front of the books in capital programming.
- Reduction in single occupancy vehicle trips, there were some strategies identified in the studies. In terms of mode shift in transit, there were strategies regarding expansion of GMT service. For example, City Center Parking Movement Plan looked to establish a mobility hub to serve multiple modes including transit. There were other strategies around this that we can key in on and uphold and align with in this work. Increasing ridership of transit and making it viable for SB residents and/or visitors to get to and from places within South Burlington for work and shopping and other trip making without relying on a vehicle.
- Electrification at the state level a lot is happening which aims to deploy a system of infrastructure to support the fleet. We identified strategic charging hubs in the SB community to uphold regional plans for electrification. Locally, there are strategies like the city departments installing infrastructure to support and make viable an electrified city fleet. There are also strategies regarding overall electrification of the fleet and what that means for infrastructure.
- In addition to these more specific strategies there are broader goals and strategies to highlight that have been identified, like the regional TDM planning work that is in progress with the I-89 2050 Study that will continue to happen.

The plans and studies we reviewed are foundational to this conversation as this work has been happening through several other projects. We are making sure that we are aligning with that work to date. We can share the documentation we have studied to see if there are any key documents we overlooked.

Erica noted that we can add more information and share with folks if you want to let us know if there are gaps. She welcomed sharing documents or plans that are relevant.

Ann pointed out that part of the work that VHB is doing is looking at studies that have already been done to achieve the high impact actions and to do an analysis on which of these will create significant reduction in GHG emissions. There is a cost-benefit element to help the city prioritize these projects that are already queued up.

Donny noted the scope of work and the crosswalk are part of the refinement of the actions. Anything we can be tapping into that is already in progress or on the way. The next task is the action refinement. This is not a comprehensive list but please inform us if we are missing any.

Donna noted that the task force discussed if school districts had any transportation planning or planning for their fossil fuel use. Helpful to know about this piece.

Debbie shared that in thinking about the barriers for lower income residents, the high cost of electric vehicles will make conversion challenging. This cost will come down eventually, but she is wondering if ride sharing opportunities or other kinds of electric bikes/scooters may serve that gap where people could have access to electrified mobility collectively. Something along those lines of shared electrified bikes/scooters might serve a need, otherwise she is not sure how people would be able to afford their own electric cars.

Karen S. noted that one of the pieces touched on in this conversation is this idea of micro mobility strategies. We can take a second pass at that theme. In terms of rideshare or carpooling, there is some great work at the state level by Go! Vermont and there may be some opportunities to highlight and expand access to work being done at that level. Shared mobility strategies were identified in the review including CarShare expanding to South Burlington. There may be opportunities to try to expand that network for folks who won't be able purchase electric vehicles themselves but could get a CarShare membership and have access to those resources.

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Erica noted that this review has focused on local and regional level strategies. Another task will be to review best practices that have been effective in other places which will inform case studies presented in the final Implementation Plan.

Sandy shared that medical center housing in South Burlington is something that might warrant a different kind of discussion. Would that fall under land development regulations? Just thinking about planned projects that we know of – where are those aligned so we can plan different modes to access that planned development. With Exit 14 and that connection, thinking about proposed development plans that might be served by that. She noted she has lots of thoughts on TDM and mode shift conversations.

Paul noted that this may not be specific to individual projects but rather at a policy level. Having the transportation implementation plan lay out how we will most effectively get people to move to and from and within City Center, for instance, and make it is easier for people to not be in a car. A piece of this is compact development in our City Center area.

Chris noted micro transit is a topic to discuss here. Micro transit explores using smaller vehicles (vans, buses, etc.) which are typically more fuel efficient and financially viable in an on-demand service structure. There are a lot of requests in Chittenden County. GMT has done a couple of feasibility studies and are engaged in a system wide micro transit study to evaluate where does it make sense to implement this service. Case study with Montpelier. There is also the transit financing study, which came out in January 2022 that looks at how transit is funded across the state. He noted three main goals were to reduce reliance on property taxes, expand transit service, and replace fares across the state. The study pointed to an investment level of \$5 million for expanded transit service statewide.

Susan wanted to echo Donna and Debbie's comments on school engagement. Local Motion is the Safe Routes to School Coordinator and her information seems to suggest that there is low engagement from the South Burlington School District. If there are opportunities this could be an ideal time to look more closely at what could be done from their transportation perspective. She also noted that Local Motion has an E-bike lending library that has not visited South Burlington. This provides an opportunity for folks to get an idea of how an e-bike may fit into their transportation habits.

Erica asked how we take these ideas to the next steps to leverage your organizations?

Dave commented in the chat in response to Debbie. "In the near term I agree not everyone is likely to be able to afford an EV purchase, so finding ways for other mobility options to electrify or reduce vehicle emissions in other ways is important (e.g., CarShareVT has several EVs in their fleet, e-bikes, etc.). For those who may be able to move forward with a personal vehicle purchase there are several incentives (federal, state and GMP) available. All these offer higher incentives for lower-income buyers to help reduce the up-front costs. Awareness of these programs is still limited, and people may need support in navigating them. Plus supply of more affordable used EVs is low (need more new EVs to feed into the secondary market). There is an incentive calculator on the Drive Electric VT website for those interested in what incentives could be available: [Electric Vehicle Incentive Calculator - Drive Electric Vermont \(driveelectricvt.com\)](https://driveelectricvt.com). There are not many used EVs in the market right now. Those programs are out there, and awareness is important as are ways to provide support."

Debbie noted she was glad to hear about these programs. There is work to be done to make people more aware. Faith communities are one way we can get out the word.

### **Next Steps**

Erica shared the next steps to the work. The step we are going through right now is reviewing the actions that are in the CAP and the actions and strategies that have been laid out in the documents that exist in an effort to refine those actions so we have it aligned the best that we can. She noted smart goals are specific, measurable, actionable, reasonable, and timely. We anticipate the questionnaire launching in a few weeks and links to the questionnaire to be shared with the communities. Open to folks that live and work in South Burlington, as it is not only residents creating VMT in South Burlington. The next Advisory Group meeting is projected for March to discuss refined actions.

### **Open Discussion**

Paul noted there were several high impact actions folks have raised today. He asked how the advisory group can anticipate giving back feedback on discrete areas.

Donny shared that today was about identifying what your role will be and leaving you with some documents that have been developed. We would like you to take a closer look at the high impact and supporting actions. What are we missing and what are the potential opportunities? What needs to be considered? You have a hand in transportation in each of your roles – think about what you can bring to the table to incorporate into this body of work. In the next meeting when we are reviewing the high impact actions, we will go topic by topic and want to hear your input and share lessons learned. This will be included in communications prior to the next meeting. We are now in the process of taking the crosswalk analysis and marrying it with the principal plan to pull it all together.

Donna noted that there are some things related to people's ability to have a plug-in car that should be discussed. Half the houses are condominiums built prior to 2000 and even the newer ones do not have 200-amp service. Many folks have explored what it would take to upgrade electric service to support vehicle charging. Is there any effort to upgrade services?

Tiana shared that this is something that GMP is talking about internally. Some of these upgrades are in the range of several thousand dollars. Inflation Reduction Act has some support with tax credits for service upgrades. Taking that all into account as we look for ways we can support our customers.

Donna asked if it is mandatory to have 200-amp service to plug in a car?

David noted that it depends on what else is running in your household. There are some devices you can use to smart load charging. Plus, most folks charge overnight when other devices may not draw load. For heat pumps and EV charging these systems can be an alternative to doing major upgrades by reducing your other services.

Paul noted that South Burlington, Burlington, and Winooski have the highest proportion of multifamily housing in the state. Viability of the electrification target is very closely tied to how charging infrastructure gets into multifamily housing. Thinking through who needs to do what is critical. With the topic of micro mobility, Paul asked if anyone has feedback on strategies you have seen or anything along those lines for VHB to be thinking about.

Susan noted that the CAP was grounded in science and evidence based as to how to technically reach those targets. Curious at the next level of actions if they will also have targets associated with them and if there will be modeling done to evaluate the impacts of specific actions. This might involve evaluating the supporting actions to make sure they will have a high impact. An example might be wider adoption of e-bikes and what affect that shift would have on transportation emission reduction.

Paul shared at a broad level, city council resolution is to report annually on a measurable action to answer the question – are we beginning to meet these goals? City anticipates measurable metrics like vehicle miles traveled and vehicles registered. That leaves the question of how to evaluate effectiveness of these actions at a more granular level.

Donny noted that we are largely relying on modeling done previously. We anticipate a high-level estimate of the potential effect of the actions. Refine the actions that are there to achieve the targets that have already been set. Evaluate what actions will have the most significant impact and what actions are the most cost effective. Ease of implementation, cost and GHG benefit will be part of this evaluation as well. Will be creating a chart to show the evaluation criteria.

Melanie noted that the monitoring piece is important for the city to measure progress in implementing the High Impact Actions. The CCRPC is working with the UVM Transportation Research Center to learn what data is available to inform this piece.

Erica noted that equity considerations are a big factor in the plan.

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Donny responded that equity will be considered. He noted examples like with multifamily housing and the barriers to electrification. Each of those actions will have equity implications.

Andrew noted that there are a lot of actions that could be considered to get us to where we need to be. It is hard to figure out human behaviors component to meeting the targets. Is there a good feel for what things have been done that have been successful? He shared an example out of Norway, where they have been incredibly successful in moving folks out of single occupancy vehicles. What are the key things that other places did to have success?

Donny noted that he read a similar article where they were expecting to observe significant EV adoptions and found that most people were biking in the dead of the winter. Our scope of work includes looking at case studies to illustrate successes that may translate to this community. We are looking to you folks as the collective thought on this if you have ideas or examples to note. We want to hear that and envision these meetings will glean some lessons learned.

Andrew offered that it seems an effective strategy would be to eliminate sales taxes on EVs. Is that something we should be lobbying to change?

Sandy shared that VTrans created a TDM guidance document in 2017. It was related to traffic impact fees and allowable reduction of trips with various TDM measures. A comprehensive suite is listed in the document and might be something to look at to inform this work. There are different measures regarding shared mobility, car share, bike share, dynamic vanpooling. It will be important to understand what the impacts are and prioritize the measures from there. The intercept facility at Exit 14 was going to be a commuter hub and think it would be cool to have satellite hubs similar to the downtown transit center and brand as commuter hub with tools to use different modes.

Erica noted the intermodal intercept facility study was on our list and has been reviewed.

Donna noted that South Burlington has an extensive off-road network of shared use paths. There was a lot surveying done and the majority of people say they feel uncomfortable on South Burlington roads. In terms of questionnaire questions, it seems there should be questions around what will it take to get you out of your car? There is an extra effort there in most people's minds. Where are people's heads as there is a cost in time and energy.

Melanie noted that questionnaire question 17 is along these lines, asking what improvements would need to be made to get you comfortable biking?

Paul shared that one the high impact actions includes development of a bike ped plan for the city. Funding was approved by grant request to get that going in the next fiscal year.

Erica noted that there has been a lot of talk regarding switching to transit and the mechanism for doing that. There is a reason those things are talked about. There is ongoing work with mobility services for people with a wide range of different needs.

Karen C. noted that when we talk about GMT, we should include SSTA. Erica agreed. Karen C. continued that there are many folks using SSTA multiple times a day to meet their mobility needs.

Erica asked if there were places that you have read about or traveled to that should be explored, we would like to hear about those.

Andrew noted that there should be some balancing of the parameters to come up with an effectiveness metric. For instance, if we could reduce emissions by educating and supporting those who could adopt those changes quicker, it seems we should do that in the short term even if it means that moving others in the community in that direction might be a longer-term effort. There should be a balance to find the best way to hit our targets and consider equity.

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Donny noted that the actions focused on closing the equity gap.

Ann asked that as you look at these high impact actions, please give us that input regarding some of the communities you represent. You can help us understand the barriers for folks you work with around a certain action. She noted that for the CCRPC, it is important for us to put equity first while also bringing GHG down as quickly as possible.

Sandy shared that there is employee transportation questionnaire data collected as part of CATMA's annual questionnaire. There could be an opportunity to use this questionnaire from the institutions and membership to inform the questionnaire questions and perhaps integrate some of the data findings.

Susan shared that Local Motion conducted a questionnaire right before Susan started. They are actively working on analysis and summarizing the findings from that effort so there may be lessons learned from that work to share as well. She shared that the Ann Arbor Plan may be worth looking at, particularly as the team begins to prioritize strategies it may serve as a good resource. They organized the timing of strategies in long, medium, and short term. They also identified the collaborations and partnerships that are needed to advance the strategies.

Erica thanked everyone for their participation. She noted the action coming out of the meeting for South Burlington will be to share with the group the following:

- Principal CAP link with important page references
- Presentation
- Meeting Notes
- Overview of VHB Crosswalk Analysis of Existing Reports
- Questionnaire Link for high level comment

During the discussion there were several links shared in the chat. They are listed below:

- [South Burlington Climate Action Plan: Transportation Implementation \(office.com\)](#)
- [Electric Vehicle Incentive Calculator - Drive Electric Vermont \(driveelectricvt.com\)](#)
- [Is Norway the Future of Cars? - The New York Times \(nytimes.com\)](#)
- [Microsoft Word - VTrans TDM Guidance Feb 2017 \(vermont.gov\)](#)
- [I went to Norway to see an EV paradise, but I found so much more \(electrek.co\)](#)
- [Tools of Change](#)