

# REGULAR MEETING AGENDA

## Wednesday, May 17, 2023, 6:00 pm



### Via Video Conference Only:

Join Zoom Meeting: <https://us02web.zoom.us/j/84951403124>

One tap mobile: + 16468769923,84951403124#

Dial in: +1 646 876 9923 Meeting ID: 849 5140 3124

### CONSENT AGENDA –

C.1 Minor TIP Amendments

### DELIBERATIVE AGENDA

1. Call to Order; Attendance; Changes to the Agenda (Action; 1 minute)
2. Open Public Hearing for the FY24 UPWP and Budget (Action; ? minutes)
3. Open Public Hearing for 2023 Metropolitan Transportation Plan (Action; ? minutes)
4. Public Comment Period on Items NOT on the Agenda (Discussion; 5 minutes)
5. Action on Consent Agenda - none (MPO Action; 1 minute)
6. Approve Minutes of the April 19, 2023, Board Meeting\* (Action; 1 minute)
7. Staff Introductions: Ann and Melanie (Discussion; 6 minutes)
8. Infrastructure & National Highway System Reliability Targets\* (MPO Action; 15 minutes)
9. Federal Adjusted Urban Area Boundary Approval\* (MPO Action; 15 minutes)
10. Close Public Hearing & Adopt FY24 UPWP and Budget\* (MPO & RPC Actions; 10 minutes)
11. Close Public Hearing & Adopt 2023 Metropolitan Transportation Plan\* (MPO Action; 5 minutes)
12. Executive Committee Nominations\* (Information; 5 minutes)
13. Equity Update (Discussion; 10 minutes)
14. Chair/Executive Director's Updates (Discussion; 10 min.)
15. Committee/Liaison Activities & Reports \* (Information; 1 min.)
  - a. [Executive Committee](#) (Joint Executive & Finance [draft minutes](#) May 3, 2023)\*
    - i. Act 250/248 Applications
  - b. [Equity Advisory Committee](#) ([draft minutes](#) April 26, 2023) \*
  - c. [Transportation Advisory Committee](#) ([draft minutes](#) May 2, 2023) \*
  - d. [MS4 Sub-Committee](#) ([draft minutes](#) May 2, 2023) \*
  - e. [LRPC Energy Sub-committee](#) ([draft minutes](#) April 18, 2023)\*
16. Adjournment (Action; 1 min.)

\*Attachment

*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. \*121 or [evaughn@ccrpcvt.org](mailto:evaughn@ccrpcvt.org), no later than 3 business days prior to the meeting for which services are requested.*

Upcoming Meetings - Unless otherwise noted, all meetings are held primarily virtually:

- LRPC Energy Sub-committee – Tuesday, May 25, 2023, 6:30pm
- Equity Advisory Committee – Wednesday, May 31, 2023, 5:00pm
- Transportation Advisory Committee – Tuesday, June 6, 2023, 9am
- Clean Water Advisory Committee - Tuesday, June 6, 2023, 11am
- CWAC MS4 Subcommittee - Tuesday, June 6, 2023, ~12:30pm
- Executive Committee – Wednesday, June 7, 2023, 5:45pm
- Long Range Planning Committee - Tuesday, June 13, 2023, 2022, 7pm
- Planning Advisory Committee – Wednesday, June 14, 2023, 2:30pm
- CCRPC Board Meeting - Wednesday, June 21, 2023, 5:00pm

Tentative future Board agenda items:

June 21, 2023, Annual Meeting <a href="#">Maquam Barn &amp; Winery</a>	Election of Officers for FY24 FY24 Meeting Schedule Approval Warn FY24-27 TIP 40 <sup>th</sup> Anniversary of MPO
July 19, 2023	FY24-27 TIP (transportation improvement program) Economic Development District intro Enhanced Energy Plan update?? Committee Appointments Equity Update
August	NO MEETING
September 20, 2023	Committee Appointments Health Equity? Equity Update

*Other potential topics:*

*West Central Vermont Economic Development District MOU.*

*ECOS Plan*

*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. \*121 or evaughn@ccrpcvt.org, no later than 3 business days prior to the meeting for which services are requested.*

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
REGULAR MEETING MINUTES  
**DRAFT**

DATE: Wednesday, April 19, 2023  
TIME: 6:00 PM  
PLACE: CCRPC Offices; 110 West Canal Street, Suite 202; Winooski, VT 05404 and/or  
REMOTE ATTENDANCE via ZOOM MEETING VIDEO

PRESENT:	Bolton:	Vacant	Buel's Gore:	Garret Mott
	Burlington:	Andy Montroll	Charlotte:	Dana Hanley
	Charlotte:	Deidre Holmes (Alt)	Colchester:	Jacki Murphy
	Essex:	Tracey Delphia (Alt)	Essex Junction:	Dan Kerin
	Huntington:	Absent	Hinesburg:	Mike Bissonnette
	Jericho:	Catherine McMains	Milton:	Chuck Wilton
	Richmond:	Absent		
	St. George:	Absent	Shelburne:	John Zicconi
	So. Burlington:	Chris Shaw	Underhill:	Brad Holden
	Westford:	Benjamin Bornstein	Williston:	Andrew Watts
	Winooski:	Mike O'Brien	Cons/Env.:	Miles Waite
	VTrans:	Amy Bell	VTrans:	Matthew Arancio
	FHWA:	Absent	Bus/Ind:	Tim Baechle
	GMT:	Absent	Socio-Econ/Housing:	Bruce Wilson
	Agriculture:	Absent	BIA:	Larry Lackey
Others:	CCTV,	Scott Moody	BIA:	Nic Longo
CCRPC Staff:	Charlie Baker,	Executive Director	Taylor Newton,	Planning Prgrm Mgr.
	Forest Cohen,	Sr. Business Mgr.	Amy Irvin Witham,	Business Office Mgr.
	Eleni Churchill,	Transp. Prgrm Mgr.	Christine Forde,	Sr. Transp. Planner
	Marshall Distel,	Sr. Transp. Planner	Dan Albrecht,	Senior Planner
	Anne Nelson Stoner,	Equity-Engagement Mgr.	Mckenzie Spear,	Business Office Assoc.
	Emma Vaughn,	Communication Mgr.		

1. Call to order; Attendance; Changes to the Agenda. The meeting was called to order at 6:00 PM by the Chair, Catherine McMains. Charlie Baker requested to move agenda item 8. Burlington International Airport earlier in the agenda, to item 6.

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

3. Staff introductions; Eleni Churchill & Christine Forde.

Eleni Churchill, Transportation Program Manager and Christine Forde, Senior Transportation Planner, provided brief introductions and overviews of their individual roles and responsibilities at the CCRPC.

Eleni Churchill greeted the members and stated that she is currently the Transportation Program Manager at the CCRPC. Her educational background is in Civil Engineering (bachelor's degree from Drexel University and master's degree from Clemson University). She joined the CCMPO (now

CCRPC) in 2007 and prior to that she worked at VTrans for 12 years where she was hired as a traffic engineer and then moved on to the Policy & Planning Division and worked on numerous Modal & Policy Plans for the state. Her current job at the RPC includes managing transportation staff and overseeing the transportation program for the organization. This job requires her to have knowledge of all transportation projects and other RPC programs and initiatives so she can provide support and assistance to staff, member municipalities, partner agencies and organizations, where needed. In addition to managing the program, she also manages specific scoping and corridor studies, the latest of which was the I-89 2050 Study that was concluded a few months ago. One of the major efforts that she is currently working on is the 2023 MTP. This plan was developed exclusively in-house, it has been a great team effort, and she is very proud of all the work that transportation staff did to bring the plan to the Board this evening.

Christine Forde greeted members and stated she joined CCRPC in 1998, which is the longest duration of any current CCRPC employee. She holds a bachelor's degree in Botany/Environmental Studies from the University of Vermont and a master's degree in City and Regional Planning from Rutgers University in New Jersey. She worked for an engineering consulting firm in New Jersey for about 10 years, working primarily on environmental impact statements and environmental assessments for highway projects. Christine spent about two years doing highway noise analysis and highway noise barrier design. In 1998 she accepted a position with CCMPO – at that time CCRPC and CCMPO were separate organizations. She was hired to manage the transportation improvement program and develop and manage the process for doing scoping studies – at the time called the Project Development Program. Currently she still manages the TIP and works on scoping studies. Christine is also responsible for the annual project prioritization with VTrans and participated in the development of the new Vermont Project Selection and Project Prioritization Process (VPSP2). Christine also oversees CCRPC's emergency management work and provides coordination between Vermont Emergency Management and Chittenden County Municipalities.

#### 4. Action on Consent Agenda - TIP Amendment (MPO Business)

The changes described are necessary to make the TIP consistent with the most recent VTrans Transportation Capital Program and current project schedules. The FY2023-2026 TIP has not yet been approved by FHWA so these changes will apply to both the FY2022-2025 TIP (which remains in effect) and the FY2023-2026 TIP.

- **US2 Paving, Bolton-Richmond** Amendment FY23-16, Project (STP 2924(1) -Reduce federal funds in FY24 from \$5.2 million to \$3.9 million. This project obligated more funds than was expected in FY22 and the additional funds are not needed.
- **Railyard Enterprise Project, Burlington** Amendment FY23-17, Project (BREP (3) - Adjust TIP funding to match the 2024 VTrans Transportation Capital Program. Reduce funding in FY24 from \$1,459,440 to \$1,040,000. Reduce funding in FY25 from \$5,000,000 to \$600,000. Reduce funding in FY26 from \$7,783,680 to \$1,329,000.
- **US7 Paving, Charlotte-South Burlington** Amendment FY23-18, Project NH PS22(2) - Reduce funding in FY24 from \$3,464,701 to \$1,000,000. The project has more funds than are needed in FY24. Construction will be substantially complete by the fall of 2023.
- **Prim Road/West Lakeshore Drive Intersection Improvements, Colchester** Amendment FY23-19, Project STP 5600(20)) - Move \$1,000,000 in construction funds from FY23 to FY24 for a total of \$2,640,000 in FY24. The project is scheduled to begin construction in FY24.
- **VT15 Traffic Signal Replacement, Colchester-Essex** Amendment FY23-20, Project NHG SGNL (58) – Add \$50,000 in federal funds for preliminary engineering in FY23 and \$100,000 in



- 1 federal funds for preliminary engineering in FY24. These funds were included in the TIP in  
2 FY22 but were not obligated.
- 3 • **Stormwater Retrofit at VT289/VT15, Essex** Amendment FY23-21, Project NH SWFR (4) –  
4 Add \$100,000 in federal funds for preliminary engineering in FY23 and \$45,944 in federal  
5 fund for preliminary engineering in FY24. Funds were included in the cost estimate but were  
6 not obligated.
  - 7 • **VT117/North Williston Road Improvements, Essex** Amendment FY23-22, Project STP  
8 5400(10) - Add \$75,000 in federal funds for preliminary engineering in FY23. FY23 also has  
9 \$50,000 for right-of-way. Funds were included in the TIP in FY22 but were not obligated.
  - 10 • **VT128 Culvert Carrying Alder Brook, Essex** Amendment FY23-23, Project BM19501 –  
11 Transfer \$36,000 from construction to right-of-way in FY23 and move construction funds to  
12 FY24. Construction funds are not needed in FY23.
  - 13 • **Exit 16 Improvements, Colchester** HES NH 5600(14) Contract 2 & Exit 16 Utility and  
14 Drainage Improvements, Colchester (HES NH 5600(14) Contract 1, Amendment FY23-24 –  
15 Transfer \$1,580,243 from Contract 1 to Contract 2 and add \$178,757. The new totals in FY24  
16 are \$7,759,000 for Contract 2 and \$1,919,757 for Contract 1.
  - 17 • **Exit 17 Improvements, Colchester** Amendment FY23-25, Project NH 028-1(31) – Transfer  
18 \$800,000 in federal funds from construction to preliminary engineering in FY23.  
19 Construction funds are not needed in FY23. Move \$1,800,000 for construction from FY23 to  
20 FY26. The project also has \$6,000,000 for construction in FY24, and \$16,000,000 for  
21 construction in FY25.
  - 22 • **Lee River Road Sidewalk, Jericho** Amendment FY23-26, Project TAP TA1791 – Transfer  
23 \$8,000 to preliminary engineering and \$9,946 to right-of-way from construction in FY23.  
24 Construction funds are not needed in FY23. Transfer the remaining \$112,054 in construction  
25 funds to FY24.
  - 26 • **I-89 Exit 12 Improvements Stage 3 DDI Interchange, Williston** Amendment FY23-27, Project  
27 NH 5500(21) - Add \$25,000 in FY23 and \$10,000 in FY24 to advance the scoping and prepare  
28 the project to begin preliminary engineering. This project is included in the TIP, but funds  
29 have not yet been programmed.
  - 30 • **US7/Middle Road/Railroad Street, Milton** Amendment FY23-28, Project STP 5800(3) – Add  
31 \$225,000 in federal funds for preliminary engineering and \$75,000 in federal funds for right-  
32 of-way in FY23 and add \$75,000 for right-of-way in FY24. Funds were included in the TIP but  
33 were not obligated.
  - 34 • **US2 Culvert Rehabilitation, Richmond** Amendment FY23-29, Project STP CULV (58) – Add  
35 \$50,000 in federal funds for preliminary engineering in FY23, \$30,000 for preliminary  
36 engineering and \$16,000 for right-of-way in FY24, and \$21,350 for preliminary engineering  
37 and \$16,000 for right-of-way in FY25. This change is a 6% increase in project costs which is  
38 defined as a minor amendment.
  - 39 • **VT2A/Industrial Avenue/Mountain View, Williston** Amendment FY23-30, Project STP  
40 5000(17) – Increase federal funds for right-of-way from \$250,000 to \$950,000 and add  
41 preliminary engineering funds that were not previously obligated as follows: add \$85,000 in  
42 federal funds for preliminary engineering and \$350,000 in federal funds for right-of-way in  
43 FY23, add \$350,000 in federal funds for right-of-way in FY24. This change is a 7.6% increase  
44 in project costs, defined as a minor amendment.
  - 45 • **US2 Improvements, Dorset Street to VT116, South Burlington** Amendment FY23-31, Project  
46 NH 5200(22) – Add \$25,000 in federal funds in FY23 and \$10,000 in federal funds in FY24 for  
47 enhanced scoping for this project. Funds will come from Reginal project OT006 Design

Scoping Projects. Designating the use of regional line items is defined as a minor amendment.

- **VT15 Improvements, Weaver Lane to Florida Avenue, Winooski** Amendment FY23-32, Project NH 5100(15) - Add \$25,000 in federal funds in FY23 and \$10,000 in federal funds in FY24 for enhanced scoping for this project. Funds will come from Regional project OT006 Design Scoping Projects. Designating the use of regional line items is defined as a minor amendment.

ANDY MONTROLL MADE A MOTION, SECONDED BY CHRIS SHAW, TO APPROVE THE CONSENT AGENDA. MOTION CARRIED UNANIMOUSLY BY MUNICIPAL MPO MEMBERS AND VTRANS.

5. Approve Minutes of the March 15, 2023, Board Meeting

ANDY MONTROLL MADE A MOTION, SECONDED BY GARRET MOTT, TO APPROVE THE MARCH 15, 2023, BOARD MINUTES, WITH EDITS. MOTION CARRIED WITH ABSTENSIONS BY BRAD HOLDEN, JACKI MURPHY, JOHN ZICCONI and TIM BAECHLE.

- Edit page 3, Line 6 - Update acronyms SWOT and SOAR:
  - SWOT -Strengths, Weaknesses, Opportunities, Threats
  - SOAR - Strengths, Opportunities, Aspirations, Results

**Moved to agenda item 8. Burlington International Airport discussion with guest Nic Longo.**

6. Warn Public Hearing for the FY24 UPWP & Budget for May 17, 2023

Marshall Distel explained there were three meetings of the UPWP Committee held in January, February, and March to determine how best to allocate funds. Marshall felt the overall process went very well. The UPWP Committee voted to approve all project requests received, which included a tentative approval for the Chittenden County SOV Commuter Reduction Program. The project was originally approved as part of the FY23 UPWP, however, the applicant requested to defer the project until FY24 and switch the sponsor including match from UVM to VNRC. The UPWP Committee asked the original applicant to send an updated application before the Executive Committee meeting on April 5, 2023. Staff received an application on April 4th that was minimally revised with information no longer relevant due to the change in the project sponsor. The Executive Committee discussed this project and voted to remove the project from the FY24 UPWP.

Charlie Baker referred members to the FY24 UPWP & Budget and memo included with the packet. He explained the FY24 proposed Unified Planning Work Program (UPWP) included a significant increase in funding amounts for various projects and programs. The UPWP Committee, chaired by Chris Shaw, reviewed each project, and recommended it to the Board. Charlie screen shared the Draft FY24 Budget with members. He explained the sections were divided between Municipal-Regional, Land use, Transportation, and Natural Resources and Energy. The yellow highlighted lines are tentative.

Charlie reviewed revenues first and noted the 26% increase in regional planning funds and explained this year there is \$544K budgeted. He highlighted Line 24-Regional Planning Grant Funds and explained \$100K was budgeted last year to match MPO funding versus this year where we are planning to use \$35K as match. The increase in MPO funding puts a lot of pressure on dues Line 8-Local/Town dues which dropped from \$100K last year, to \$1,330 this year, after the match for MPO work. Charlie said using regional planning funds to match funds is a new phenomenon. Charlie

pointed out Line 13-Housing Navigator \$15K in funding available to assist with moving housing projects forward. Also, there is \$29K in Line 18 to continue to provide staffing support for the newly formed Communications Union District. The Transportation budget grew substantially, with just over \$1.7 million on the staffing side and Line 26-MPO Expenses/Consultants/Locally Matched and Carry Forward went from \$3.5 million to almost \$4, with the Transportation staff budget in Line 29 at almost \$2 million. Charlie said the RAISE grant is almost under contract with the FTA, and we have booked \$1 million dollars to pass through to consultants and partners. There are a wide variety of projects in the budget under Natural Resources and Energy. Charlie pointed out that the \$9K in Line 41. Energy Efficiency Community Block grant is not likely to happen, as well as \$10K in Line 53 Urban and Community Forestry. The staff hours will be able to move into other tasks. Charlie said the last section of the budget is Emergency Management and Health. We have been passing through Health Department funds to the Vermont Racial Justice Alliance. Coming in at almost \$9.4 million dollars, the overall budget is by far the biggest budget we have ever had. Charlie said the expense side had a significant increase in the salary line, due in part to the midyear approval of an additional full time staff member. There are also inflationary pressures for current staff salaries and benefits. The rest of the expense budget remained close to the same. Line 104 - Internal Consultants was added and holds \$20K, because we are working with an HR Consultant and need to perform a compensation study. The overall budget arrives a bit negative, which Charlie said is pretty much standard operating procedure at this juncture. Charlie feels confident this will become positive as the year goes on. Overall, we are in a good financial state.

AS THE RPC, ANDY WATTS MADE A MOTION, SECONDED BY GARETT MOTT, TO WARN A PUBLIC HEARING FOR THE FY24 UPWP & BUDGET FOR THE MAY 17, 2023, BOARD MEETING AT 6:00PM. THE MOTION CARRIED UNANIMOUSLY.

AS THE MPO, JOHN ZICCONI MADE A MOTION, SECONDED BY CHRIS SHAW TO WARN THE PUBLIC HEARING FOR THE TRANSPORTATION PORTION OF THE BUDGET, FY24 UPWP & BUDGET, AT THE MAY 17, 2023, BOARD MEETING. MOTION CARRIED WITH 20 OF 24 VOTES AND 15 OF 18 MUNICIPALITIES VOTING IN THE AFFIRMATIVE.

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

#### 7. Warn Public Hearing for the Metropolitan Transportation Plan (MTP) for May 17, 2023

Eleni referred members to the MTP documents included with the packet (memo and the draft MTP report) and provided members with an overview presentation of the 2023 Metropolitan Transportation Plan.

The MTP is the primary tool that the CCRPC uses to plan transportation needs within the county and recommend solutions based on anticipated funding availability over a minimum 20-year horizon. Updated every five years, the MTP sets out a vision for the development of the region's transportation infrastructure. It articulates regional goals and objectives; analyzes transportation needs and trends; evaluates future transportation scenarios; develops the MTP scenario that includes transportation investments that will help achieve the vision and goals; and lists

transportation projects throughout the county for all modes of transportation. As mandated by federal regulations, the MTP must both articulate and work towards the region's comprehensive long-range land use plans, development objectives, and overall social, economic, environmental, system performance and energy conservation goals and objectives. It should also be consistent with the State's Long Range Transportation Plan. In addition, the CCRPC is required to engage all relevant stakeholders and the public during the development of the MTP.

#### **The Metropolitan Transportation Plan**

- The region's principal long-term transportation plan sets the regional transportation vision and goals.
- The MTP is one of four key responsibilities of an MPO in addition to the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and Public Participation Plan (PPP).
- The MTP is updated every five years and is a fiscally constrained document.
- Federal Regulations (23 CFR 450.324(f)) mandate what needs to be included in the document.

#### **The vision of the MTP**

*A regional transportation system that is safe, efficient, reliable, and resilient; provides for interconnected and sustainable mobility choices in support of livable, equitable, and healthy communities; addresses the climate crisis, and supports the economy of this region.*

#### **The Goals of the MTP**

*Safety, livable and healthy communities; mobility and efficiency, equity, environment and resilience, economy, existing transportation system.*

The 2023 Metropolitan Transportation Plan can be found on the CCRPC website through the following link: [https://www.ccrpcvt.org/wp-content/uploads/2023/04/2023-ECOS-MTP\\_Public-Hearing-Draft\\_20230413.pdf](https://www.ccrpcvt.org/wp-content/uploads/2023/04/2023-ECOS-MTP_Public-Hearing-Draft_20230413.pdf)

AS THE MPO, JOHN ZICCONI MADE A MOTION, SECONDED BY JACKI MURPHY, TO WARN THE PUBLIC HEARING FOR THE METROPOLITAN TRANSPORTATION PLAN FOR MAY 17, 2023. THE MOTION CARRIED UNANIMOUSLY BY MUNICIPAL MPO MEMBERS AND VTRANS.

#### **8. Burlington International Airport**

Catherine introduced Nic Longo, Director of Aviation at Burlington International Airport (BIA). Nic greeted members and said he has been with BIA for about 10 years now. Nic also said he holds a degree in Airport Management. Nic also introduced Larry Lackey, Director of Engineering and Environmental Compliance at BIA. Nic said Burlington airport is soon to be renamed Patrick Leahy International Airport.

Nic provided a presentation to members. He said there is an unprecedented amount of funding in the budget and many projects are underway. These improvements and changes will be implemented over the coming years. This is a huge investment in the future of the airport overall.

The presentation highlights included the following:

- Historic Capital Program - over \$180 million
  - Runway Rehabilitation \$25 million

- New Cargo Apron Design & Construction \$5.5 million
- Taxiway Rehabilitation \$5.2 million
- New Maintenance Facility \$20 million
- Sound Insulation & Map Program \$5.5 million (annually)
- Congressionally Directed Spending Awards - \$45 million:
  - BTV Project "NEXT" \$34 million
  - South Terminal Design work \$4 million
  - New General Aviation Ramp \$5 million
  - New Jet Bridge \$2 million
- Newest BTV Tenant
  - The current BTV tenant invested over \$15 million.
  - BETA Technologies signed a 75+ year long-term lease in August 2022
    - Over \$300 million development investment
    - 355,000 sf building for design, production, and assembly of electric aircraft.
    - Sustainable infrastructure - geothermal/solar/green space
    - Adding hangar spaces around vacant airport property
    - Substantial increase in airfield revenue
- Financial Overview
  - FY22 audit shows the airport is fiscally strong.
  - Largest capital program in history
  - New airline negotiations for multi-year deal
  - Revenue has increased.
- BTV's financial response to COVID-19
  - Received over \$20 million in recovery funding from the FAA:
    - Issuance of Airport Revenue Refunding Bonds
    - CARES Act
    - Coronavirus Response and Relief Supplemental Appropriations Act
    - American Rescue Act

Nic thanked members asked for any questions they might have. Chris Shaw asked Nic several questions:

**Q.** What is the split between military, private and commercial?

**A.** Nic replied general aviation is 40-45%, Commercial is 20% and Military is only 7%.

**Q.** Does BETA have two versions of production, is one passenger and one cargo?

**A.** Nic said he is not sure, currently it is vertical takeoff capability, Nic is not aware of exact splits.

**Q.** Chris asked if the airline route non-stop to Toronto is still an option.

**A.** Nic said, no, Toronto has not been and will not be in the line-up.

**Q.** Chris asked about the plans and location for an airport hotel.

**A.** Nic said a new hotel will be situated on the north side of the parking garage.

**Q.** Chris asked if there is any work being done in terms of sound proofing of the Chamberlain school?

**A.** Nic said yes.

1 Q. Chris asked about ongoing sound monitoring for the area and how that works since South  
2 Burlington and Burlington does not want to pay for this.

3 A. Nic said there are three active sound monitoring stations located in Williston, South  
4 Burlington and Winooski, there is an online link: <https://www.btvsound.com/public-portal/>  
5

6 Dana Hanley thanked Nic for a great presentation and asked if there were cargo improvements; she  
7 wondered if there is a correlation with increased air-cargo transport to reduce 18-wheeler traffic on  
8 the roadways? Nic said this is tough to gauge and he isn't sure.  
9

10 Andy Watts thanked Nic for the thoughtful and informative presentation. Andy asked if there are  
11 any new airlines coming in; specifically, if there are efforts to secure budget airlines such as  
12 Allegiant? Nic said, yes, there are constant efforts to bring ultra-low-cost carriers to BIA.  
13

14 John Zicconi thanked Nic for all the hard work. He said the improvements to the airport are terrific.  
15 He asked what is the percentage of Canadians traveling to Vermont to take flights of BIA? Nic said  
16 they are challenged in finding statistics on this. However, BIA staff do conduct manual license plate  
17 counts of the parking areas. Currently, the best estimate is 12-15% of travelers are traveling from  
18 Canada. Nic said the pre-pandemic number was slightly higher, coming in at around 20% which  
19 equates to approximately 100K travelers per year. He said he anticipates they will return to 20% or  
20 greater this year.  
21

#### 22 9. Equity Update

23 Anne Nelson Stoner said she is still working with two University of Vermont interns, Grace Colbeth  
24 and Annika Zimmerman. Annika continues to work on the Guide to Community Engagement and  
25 Grace is still working on the Residents Guide to the CCRPC. Anne Nelson explained Equity Advisory  
26 Committee meetings have continued and they are exploring how transportation funding can be  
27 used to help facilitate increased participation in projects. She is meeting with Equity Advisory  
28 Committee members as well as community members to get a sense of equity work happening  
29 within Chittenden County. Anne Nelson is scheduling an all-staff equity meeting to take place next  
30 month. She is also working to integrate equity work within the ECOS plan and various projects taking  
31 place in our municipalities.  
32

33 Chris Shaw asked Anne Nelson if she had thoughts on the Metropolitan Transportation Plan,  
34 particularly the projects that address bike/ped and what more can be done to integrate equity into  
35 the plan. Anne Nelson replied no, she has not had time to delve into the MTP yet. Anne Nelson  
36 offered to follow up with Chris separately.  
37

38 Charlie explained Anne Nelson is currently working on many equity initiatives and since the MTP has  
39 a five-year deadline to adopt by June, the CCRPC had to move that work along.  
40

#### 41 10. Chair/Executive Director's Updates

- 42 a. Staffing update. Charlie said we are currently advertising a new planner position.  
43 b. Legislative update: Charlie said the last few weeks are approaching and our legislators are  
44 trying to finish everything by May 12, 2023. One major item he has been working on is RPC  
45 funding. An increase of \$1.5 million was included in the budget by the House. This is in front  
46 of the Senate Appropriations Committee now.  
47 c. Housing Bill: The Housing Bill S-100 has received some media attention as of late. It recently  
48 passed through the Senate and is in the House now. The bill works to remove municipal

1 zoning barriers to housing production. There has been frustration that the bill is not  
2 addressing State barriers within Act 250 too. There are a couple of Act 250 studies that will  
3 be due in December and will be addressed in 2024. Charlie said he testified this morning to  
4 help refine language to make the bill more functional. Charlie believes the bill will move  
5 through the House but feels there will be frustration that the issues/restrictions within Act  
6 250 are not being addressed.

7  
8 Catherine asked if there was any news about the Affordable Heat Act, S-5. She said there is a  
9 push for people to reach out to their legislators about this. Charlie said there are some final  
10 edits happening with this, but he is not familiar with the details.

11  
12 Garret said he is following bill H.480 to move the responsibility for reappraisals from town  
13 listers over to the State. Garret is not sure if this will be acted upon this year, but he is  
14 watching this bill closely and will report back any updates at the next meeting. Catherine  
15 said towns are having a difficult time finding qualified appraisers.

16  
17 11. Committee/Liaison Activities & Reports. Catherine noted that minutes of various committee  
18 meetings were included in the board packet as well as links to the minute documents posted online.

19  
20 12. Adjournment. DAN KERIN MADE A MOTION, SECONDED BY GARRET MOTT, TO ADJOURN THE  
21 BOARD MEETING AT 7:42 PM. THE MOTION CARRIED UNANIMOUSLY.

22  
23 Respectfully submitted,  
24 Amy Irvin Witham



**Chittenden County Regional Planning Commission**

**May 17, 2023**

**Agenda Item #8: Action Item**

**NHS Infrastructure Condition, System Reliability, and Freight Movement  
Performance Targets for the Metropolitan Planning Area**

**Background:** The Federal Transportation Acts (MAP-21 and FAST Act) placed considerable emphasis on system performance and directed State Departments of Transportation (DOTs), MPOs and Transit Providers to evaluate how well the transportation system is doing. At the national level, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established a Transportation Performance Management (TPM) program, a strategic initiative designed to achieve national transportation performance goals. The intent is to measure progress against the national goals through a reliable data-driven process. FHWA has established measures in the following areas: Safety, Infrastructure Condition (Pavement & Bridges), Congestion, System Reliability (NHS Performance), Freight Movements (Interstate), and Environmental Sustainability. Once the *measures* were established, it was up to state DOTs and MPOs to set quantifiable *targets* to gauge progress towards national goals. The schedule to establish targets varies by measure. Federal regulations generally have state DOTs set performance targets in various categories (safety, asset condition, system performance, etc.) and then give MPOs another 180 days to either accept the State targets or establish their own.

**NHS  
Infrastructure  
Condition  
Measures and  
Targets**

Established performance measures for the National Highway System (NHS) Condition are:

***Pavement***

1. Percentage of pavement on the Interstate in good condition
2. Percentage of pavement on the Interstate in poor condition
3. Percentage of pavement on the non-Interstate NHS in good condition
4. Percentage of pavement on the non-Interstate NHS in poor condition

***Bridges***

1. Percentage of NHS bridges in good condition
2. Percentage of NHS bridges in poor condition

VTrans establishes statewide pavement and bridge performance targets for the interstate and non-Interstate NHS in collaboration with the CCRPC. VTrans has submitted the statewide infrastructure performance targets to FHWA in December, 2022 (Statewide Transportation Asset Management Plan) and the CCRPC is required to act on these targets within 180 days.

Under federal regulations the CCRPC can either:

1. Accept the state targets for each performance measure and support them through programming; or
2. Define their own quantifiable targets for the MPO area.

The following tables show the NHS Infrastructure Condition (pavement and bridges) measures and targets for the Metropolitan Planning Area.



CCRPC NHS Pavement Condition as of August 23, 2022			
Interstate System		Non-Interstate NHS	
77.3 Total miles		47.97 Total miles	
Percentage of pavements of the Interstate in <b>Good</b> Condition		Percentage of pavements of the Non-Interstate in <b>Good</b> Condition	
61.98 miles 80.7%		11.40 miles 23.8%	
<b>Target:</b>	<b>28.0%</b>	<b>Target:</b>	<b>30.0%</b>
Percentage of pavements of the Interstate in <b>Poor</b> Condition		Percentage of pavements of the Non-Interstate in <b>Poor</b> Condition	
4 miles 5.2%		3.27 miles 6.8 %	
<b>Target:</b>	<b>4.9%</b>	<b>Target:</b>	<b>9.9%</b>
Federal Maximum:	5.0%	Federal Maximum:	10.0%

All NHS Bridges (59) in CCRPC area	
Percentage of NHS Bridges classified as in <b>Good</b> Condition:	
Current:	52.5%
<b>Target:</b>	<b>35.0%</b>
Percentage of NHS Bridges classified as in <b>Poor</b> Condition:	
Current:	0.0%
<b>Target:</b>	<b>6.0%</b>

### NHS Reliability Measures and Targets

Established performance measures for National Highway System Reliability are:

1. Interstate travel time reliability: Percent of the person-miles traveled on the Interstate that are reliable
2. Non-Interstate NHS travel time reliability: Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Freight reliability measure: Truck Travel Time Reliability (TTTR) Index (Interstate)

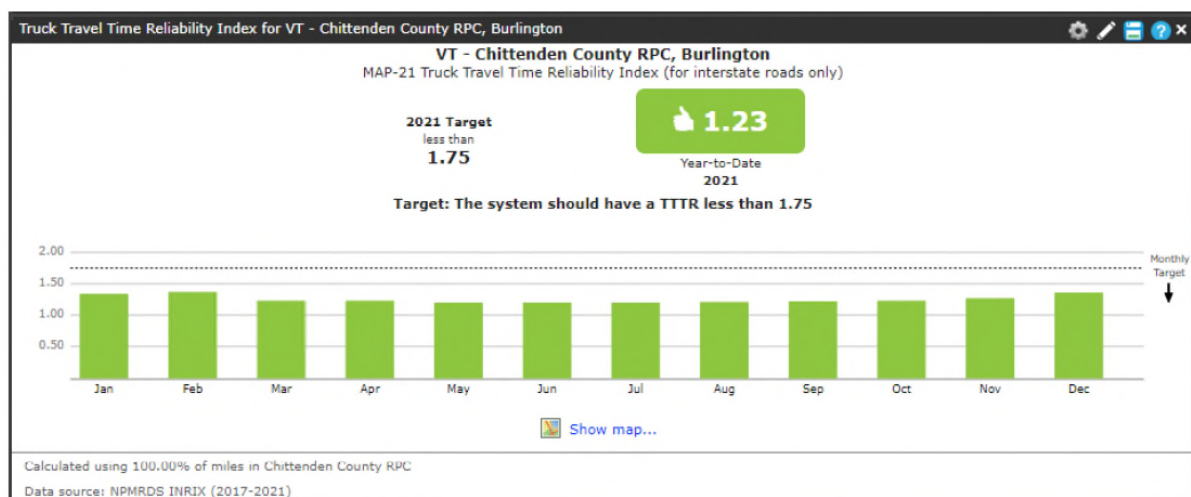
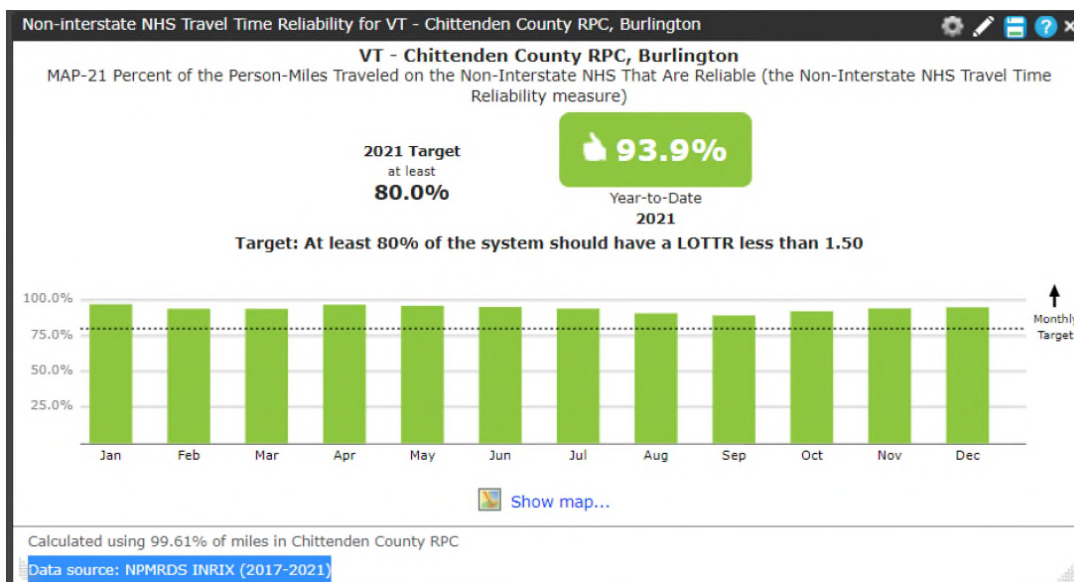
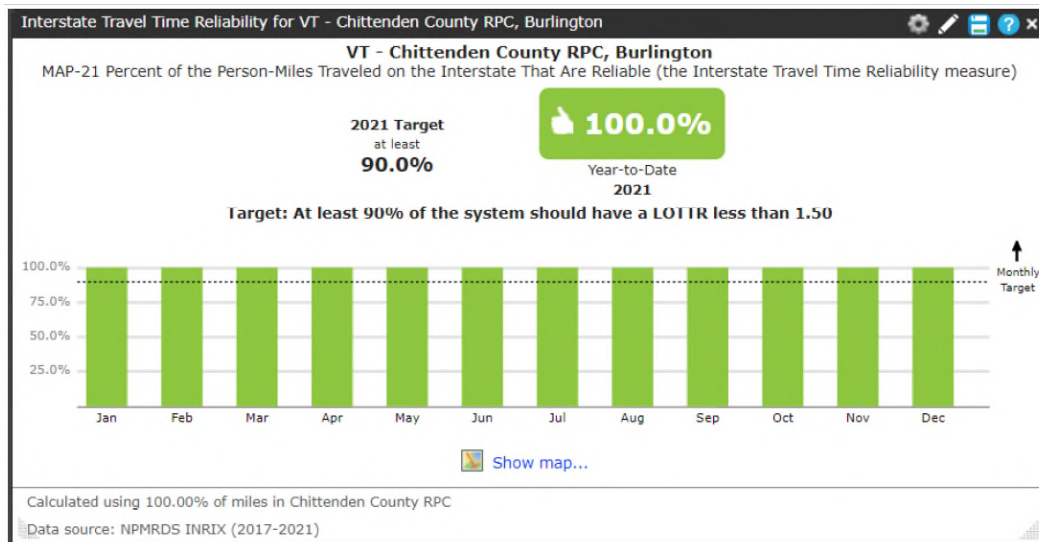
*Travel time reliability* is a measure of how reliable, or predictable, travel times are on the NHS over the course of a calendar year. *Truck time travel reliability* index is a measure of how reliable the truck travel time is on the Interstate.

VTrans used FHWA's National Performance Management Research Data Set (NPMRDS v2) to monitor travel time performance for passenger vehicles and trucks on the NHS.

The following Travel Time Reliability and Freight targets were set for Vermont:

- Interstate travel time: 90% of the person-miles traveled are reliable
- Non-Interstate NHS travel time: 80% of person-miles traveled are reliable
- Freight reliability measure: Truck Travel Time Reliability Index less than 1.75

Graphs below indicate that targets were met for all travel reliability measures as well as freight in Chittenden County based on 2021 data.



**TAC Recommendation:** At their May 2<sup>nd</sup> meeting, the TAC accepted the latest statewide NHS Infrastructure and System Reliability performance targets established by VTrans in CY2022 for the metropolitan planning area and voted to recommend that the CCRPC Board approves these targets.

**Staff contact:** Sai Sarepalli, PE, [ssarepalli@ccrpcvt.org](mailto:ssarepalli@ccrpcvt.org)



## **Chittenden County Regional Planning Commission**

**May 17, 2023**

**Agenda Item 9: Action Item**

### **Federal Adjusted Urban Area Boundary**

**Background:**

Following a Federal Highway Administration (FHWA) process, staff has been working to establish the Federal Adjusted Urban Area Boundary in Chittenden County. This process happens every 10 years following the decennial Census. It starts with the Census Urban Areas and expands them according to FHWA guidance. The resulting boundary determines whether a roadway is functionally classified as urban or rural. This will have minimal if any effects to transportation funding. It will primarily be used for transportation planning and reporting highway statistics as part of FHWA's Highway Performance Monitoring System (HPMS). Aside from urban versus rural designation, no changes to functional classification are being proposed at this time.

The TAC approved the proposed Federal Adjusted Urban Area Boundary at its April 4<sup>th</sup> meeting. Staff have continued to work with VTrans to smooth out any inconsistencies or irregularities in the proposed boundary. An online map will be shared in advance of the meeting that showcases the proposed boundary and other relative data.

**Staff  
Recommendation:**

Staff recommends the Board approve the proposed Federal Adjusted Urban Area Boundary with the understanding that there may be additional minor changes following further conversations with VTrans and FHWA.

**For more  
information contact:**

Jason Charest, [jcharest@ccrpcvt.org](mailto:jcharest@ccrpcvt.org)

**Attachments:**

Online map to be shared in advance of the meeting.

## Chittenden County Regional Planning Commission

May 17, 2023

### Agenda Item 10: Action Item

## FY 2024 Unified Planning Work Program & Budget

**Background:** Each year the CCRPC undertakes the development and implementation of a Unified Planning Work Program (UPWP). The UPWP serves as the annual work plan for local and regional transportation projects and other planning activities in Chittenden County. The Board of Directors of the CCRPC has established a committee process for the development of the UPWP. The FY24UPWP Committee members appointed by the Chair consists of the following members:

**Board:** Chris Shaw, South Burlington (Chair); John Zicconi, Shelburne; Mike Bissonette, Hinesburg; Jaqueline Murphy, Colchester

**PAC:** Charles Dillard, Burlington

**TAC:** Kurt Johnson, Underhill; Barbara Elliott, Huntington

**CWAC:** David Wheeler, South Burlington; Annie Costandi, Essex

**VTrans:** Matthew Arancio

**FHWA:** Chris Jolly

**GMT:** Chris Damiani

### FY24 UPWP Requests & Entire Program:

The UPWP Committee met in January, February, and March to determine how best to allocate funds to develop the FY24 UPWP. The CCRPC received \$2.175 million in project requests for FY24 and will be able to fund all the requests for new consultant and partner-funded transportation projects and initiatives.

Please see the table on the second page indicating the funding categories for the new FY 24 UPWP projects. Note that just over \$400,000 that we dedicate each year for GMT transit planning is not included in the table.

<b>FY 24 UPWP Funding Categories (New Projects/Initiatives)</b>	
<b>Roadway/Misc.</b>	<b>\$340,000</b>
<b>Bike/Ped</b>	<b>\$574,818</b>
<b>Water Quality</b>	<b>\$75,000</b>
<b>TDM</b>	<b>\$510,050</b>
<b>Energy</b>	<b>\$90,477</b>
<b>Other (Tech assist, planBTV: New North End, Equity funding, etc.)</b>	<b>\$585,000</b>

<b>Total</b>	<b>\$2,175,345</b>
--------------	--------------------

The table below indicates the overall FY24 UPWP funding (consultants and CCRPC staff) for specific task areas.

<b>FY 24 UPWP</b> <b>Approx. Funding by Task Area</b> <b>(All Projects/Initiatives)</b>	
<b>Land Use and Development</b>	<b>\$716,735</b>
<b>Transportation</b>	<b>\$6,817,174</b>
<b>Brownfields</b>	<b>\$306,283</b>
<b>Energy and Climate</b>	<b>\$138,856</b>
<b>Water Quality</b>	<b>\$922,820</b>
<b>Emergency Management</b>	<b>\$64,043</b>
<b>Health</b>	<b>\$268,939</b>
<b>TOTAL</b>	<b>\$9,225,320</b>

<b>UPWP Committee Recommendation:</b>	On March 29 <sup>th</sup> , the UPWP Committee recommended to advance the FY 2024 UPWP to the Executive Committee and Board.
<b>TAC Recommendation:</b>	On May 2 <sup>nd</sup> , the Transportation Advisory Committee recommended approval of the FY 2024 UPWP and Budget to the Board.
<b>Executive Comm. Recommendation</b>	On May 3 <sup>rd</sup> , the Executive Committee recommended approval of the FY2024 UPWP and Budget with edits to the Board.
<b>Staff Recommendation:</b>	Staff is recommending that the Board approve the FY 2024 UPWP and Budget with edits removing completed projects and updates to projects based upon anticipated grants from state agencies.
<b>Staff Contact:</b>	Charlie Baker, <a href="mailto:cbaker@ccrpcvt.org">cbaker@ccrpcvt.org</a> or 802-735-3500 Marshall Distel, <a href="mailto:mdistel@ccrpcvt.org">mdistel@ccrpcvt.org</a> or 802-861-0122

**Chittenden County Regional Planning Commission****May 17, 2023****Agenda Item 11: Action Item****2023 Metropolitan Transportation Plan**

**Background:** The CCRPC is updating its Metropolitan Transportation Plan (MTP). The MTP is the primary tool that the CCRPC uses to plan for transportation needs within the metropolitan area and recommend solutions based on anticipated funding availability over a minimum 20-year horizon. Updated every five years, the MTP sets out a vision for the development of the region's transportation infrastructure. It articulates regional goals and objectives; analyzes transportation needs and trends; evaluates future transportation scenarios; develops the MTP scenario that includes transportation investments that will help achieve the vision and goals; and lists transportation projects throughout the county for all modes of transportation.

As mandated by federal regulations, the MTP incorporates the goals of the region's land use plans, development objectives, and overall social, economic, environmental, system performance and energy conservation objectives. It should also be consistent with the State's Long Range Transportation Plan. In addition, the CCRPC is required to engage all relevant stakeholders and the public during the development of the MTP.

**Comments Received:** Staff received comments from FTA to add the Transit Asset Management performance targets and the Transit Safety performance measures and targets in the Performance Management section of the 2023 MTP.

**Staff Recommendation:** Adopt the 2023 MTP with changes to address FTA and Public Hearing comments.

**Staff Contact:** Eleni Churchill, 802.861.0117, [echurchill@ccrpcvt.org](mailto:echurchill@ccrpcvt.org)



## **CCRPC Board Meeting**

**May 17, 2022**

### **Agenda Item 12: Information Item**

## **Report on Nominations for FY24**

**From:** Michael O'Brien, Board Development Committee Chair

The Board Development Committee met on April 24th and recommended the following the slate of officers for FY2024.

- Chris Shaw, Chair
- Bard Hill, Vice-Chair
- Jacki Murphy, Secretary/Treasurer
- Elaine Haney, At-large for Towns over 5,000
- Michael Bissonette, At-large for Towns under 5,000
- Catherine McMains, Immediate Past Chair

The Election of Officers will occur at the CCRPC Board's Annual Meeting on June 21, 2023. 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  
JOINT EXECUTIVE AND FINANCE COMMITTEE MEETING MINUTES  
DRAFT

DATE: Wednesday, May 3, 2023

TIME: 5:45 PM

PLACE: Remote Attendance via ZOOM

PRESENT: Catherine McMains, Chair Chris Shaw, Vice-Chair  
Michael Bissonette, at large <5000 Mike O'Brien, Past Chair  
Jacki Murphy, at large >5000

OTHERS: Matthew Arancio, VTrans

ABSENT: Bard Hill, Secretary/Treasurer Jeff Carr, Finance

STAFF: Charlie Baker, Executive Director Taylor Newton, Planning Mgr.  
Forest Cohen, Senior Business Mgr. Amy Irvin Witham, Business Office Mgr.  
Mckenzie Spear, Business Office Assoc. Anne Nelson Stoner, Equity Mgr.  
Emma Vaughn, Communications Mgr. Eleni Churchill, Transportation Mgr.

1. Call to Order, Attendance. The Joint Finance and Executive Committee meeting was called to order by Chair, Catherine McMains at 5:48 PM.

2. Changes to the Agenda, Members items. There were none.

3. Approval of the April 5, 2023, Joint Finance and Executive Committee Meeting Minutes  
MIKE O'BRIEN MADE A MOTION, SECONDED BY JACKI MURPHY, TO TABLE THE APRIL 5, 2023, JOINT EXECUTIVE AND FINANCE COMMITTEE MINUTES TO THE MAY EXECUTIVE COMMITTEE MEETING.  
MOTION CARRIED UNANIMOUSLY.

4. FY24 Draft UPWP and Budget  
Charlie referred members to the Draft FY24 UPWP and Budget documents included with the packet. He said there were minimal edits and asked for a motion to recommend this iteration to the Board. Catherine asked if the color coding would be edited, specifically the red highlights. Charlie explained yes, most of the red highlighted projects indicate completion and all of this will be cleaned up before it is presented at the Board Meeting.

MICHAEL BISSONETTE MADE A MOTION, SECONDED BY MIKE O'BRIEN, THAT THE EXECUTIVE COMMITTEE RECOMMEND THE DRAFT FY24 UPWP AND BUDGET TO THE BOARD FOR APPROVAL WITH EDITS AS DISCUSSED. MOTION CARRIED UNANIMOUSLY.

5. Act 250 & Section 248 Applications.

a. Milton Lamoille Solar LLC; Milton; 45-day Notice of Application; #23-1263-AN  
Taylor Newton presented members with a screenshare of the map that accompanied the 45-day Notice application included with the packet. The application is to be submitted to the VT Public Utility Commission for the development of a 500kW solar array project located at 145 Lamoille Terrace in Milton, Vt. The parcel is owned by the town of Milton and also hosts a wastewater

1 treatment facility. The developer, Norwich Solar, and the Town of Milton want to designate this  
2 as a preferred site. After review, the CCRPC has identified the following known and possible  
3 constraints:

- 4
- 5 • Known constraint: Wetlands. The CCRPC understands the wetland will not be impacted by  
6 the proposed development.
- 7 • Possible constraints: Agricultural Soils, Highest Priority Wildlife Crossing, and Habitat Blocks.  
8 The CCRPC requested each of the possible constraints be addressed in accordance with  
9 recommendations of the Vermont Agency of Agriculture, Food and Markets, and Vermont  
10 Agency of Natural Resources.
- 11

12 The site meets all the 2018 ECOS Plan's suitability standards and advances the 2018 ECOS Plan's goal  
13 of increasing renewable energy generation in Chittenden County. The CCRPC supports the  
14 identification of this site as a preferred site for net metering. These comments are based on  
15 information currently available. The CCRPC may have additional comments as the process continues.  
16 CCRPC will review and comment on each new submittal to confirm the findings as the process  
17 continues.

18

19 Chris Shaw asked Taylor for additional information on habitat block and local constraints, specifically  
20 how the Vermont Agency of Natural Resources Bio-Finder interactive mapping works. He wondered  
21 how a user can drill down to the scoring within the atlas. Taylor stated the data is contained online  
22 within the atlas. Taylor explained that his understanding is the acreage and connection is to larger  
23 habitat blocks.

24

25 MIKE O'BRIEN MADE A MOTION, SECONDED BY JACKI MURPHY, TO APPROVE THE 45-DAY NOTICE  
26 APPLICATION LETTER, AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

27

28 6. Board Development Committee Update

29 Mike O'Brien said the committee met on Monday, April 24. Members decided Chris Shaw will move  
30 from Vice Chair to Chair, Bard Hill will move from Treasurer to Vice Chair, Jacki Murphy has agreed  
31 to come on as Treasurer, Mike Bissonette will be the small-town representative and Catherine will  
32 move to the Immediate Past Chair position. The only spot left to fill is the large-town representative.  
33 This could be filled in by a representative from Essex City, Williston, or Burlington. Mike said if Dan  
34 Kerin (Essex City) is unable to take on the role as he moves to an alternate board member, Elaine  
35 Haney (Essex City) may agree. However, if Elaine is unable to commit, Mike is going to reach out to  
36 Andrew Watts (Williston). The back up plan will be Andy Montroll (Burlington). Charlie asked Mike  
37 to forward the final decision to him by Wednesday because this is on the May Board agenda. Mike  
38 let everyone know it has been the policy to fill these positions with a current Board Representative  
39 and not an alternate. Catherine thanked Mike for his work in bringing this all together.

40

41 7. Equity Update:

42 Anne Nelson Stoner greeted members. She said the Equity Advisory Committee has continued  
43 working to develop an approval process for the allocation of transportation funds into equity work.  
44 Anne Nelson recently teamed with Taylor Newton to integrate equity into our ECOS plan. She said  
45 the current two UVM interns will wrap up next week and Annie Henderson, a graduate student at  
46 Antioch, will begin as a summer intern on Monday May 8. Anne Nelson said she continues her  
47 outreach efforts to meet with Chittenden County community members and has scheduled an in-  
48 person equity meeting for CCRPC staff on Monday, May 8. Chris Shaw brought up Artificial

Intelligence (AI) and posed a question around how AI will impact equity and community engagement work, perhaps making it easier. Anne Nelson shared her thoughts that it could make sharing of top-down information easier, and ease internal processes a bit, but will not take away the need to gather lived experiences of residents. It is important with AI to think about what forms of knowledge are and are not captured. Anne Nelson emphasized that it will be interesting to see how it shapes our work, the new opportunities, and challenges it will bring.

8. Legislative Update

Charlie said things are now winding down in the Vermont Statehouse. He reminded everyone that the Regional Planning Commissions asked for full statutory formula funding for FY24 early in the Legislative session. What is in the budget approved by the Senate and the House is an increase of \$1.5 million. This request would allow RPCs to meet many of the needs that RPCs are not currently able to address. The next big hurdle with this will be the conference committee and getting this signed by Governor Scott. A veto on the budget is a real possibility. He is still watching Housing Bill S.100. This bill is considered a high priority and is currently working its way onto the House floor to be voted on. Charlie believes that the Senate will consider concurring with the House version; although he does not anticipate a conference committee. There are multiple layers to this. Charlie said Representative Seth Bongartz is championing the H.5 bill which includes a study on how to make future land use maps more consistent and effective for use by State agencies. He has brought it into the Housing Bill S.100. Essentially, this bill holds multiple changes on zoning and housing, as well as requiring several studies that will keep us very busy over the coming months. Charlie explained Regina Mahony had been working on this prior to leaving the CCRPC and Taylor has picked up where she left off. They are dealing with housing barriers, but not the housing barriers that come with Act 250. Members discussed the various changes this could bring.

9. Chair/Director Report

- Auditor Search Charlie and Forest said the Request for Proposals (RFPs) went out last week in search of a new Auditor. Forest is hoping this will be a decision for the June meeting agenda.
- Planner Hiring Update Charlie and Taylor said we currently have a dozen or so strong candidates for the open planner position.
- NADO Policy Update Charlie reminded members he was appointed as an officer for the National Association of Development Organizations (NADO). Last week he was in DC for meetings with congressional committee staff and agency leadership. There is an opportunity with the 2023 Farm Bill Reauthorization that includes provisions to have Northern Border. Regional Commission funding be considered local funding for the purposes of matching other federal grants.
- Annual Meeting  
Charlie shared that Kesha Ram Hinsdale, Vermont State Senator, will be the guest speaker for our annual meeting being held at Maquam Barn in Milton. The meeting will begin with a social hour and hors d'oeuvres, then we will hold a quick Board Meeting before sitting down for dinner. Charlie said we are going to charge \$20 per guest to make sure guests are committed to attending. Emma Vaughn said this year's meeting will be very similar to 2019 when it was held at the Mansfield barn in Jericho. Members said they are looking forward to it and agreed the format and location sound lovely.

10. May Board Meeting Agenda Charlie referred members to the draft May Board Agenda included with their packets. He said we decided to explicitly open and close public hearing for the FY24 UPWP and

1 Budget and the 2023 Metropolitan Transportation Plan. Staff introductions for Ann Janda and  
2 Melanie Needle are scheduled. Eleni asked members if they wanted the Transportation  
3 Performance Reliability measures in the Consent agenda or if they prefer an agenda item and memo  
4 with a short presentation? Catherine said a small presentation would be appreciated, particularly for  
5 newer members. Charlie said there will be an equity update and a brief follow up to the Census  
6 Urbanized Area (which we do once every ten years). Mike requested the addition of the Board  
7 Development Committee nominations to the agenda.  
8

9 11. Other Business: Catherine thanked Mike O'Brien for his service on the Executive Committee and said  
10 we are going to miss him. Everyone agreed.  
11

12 12. Executive Session: None needed.  
13

14 13. Adjournment: MIKE O'BRIEN MADE A MOTION, SECONDED BY MICHAEL BISSONETTE, TO ADJOURN  
15 THE MEETING AT 7:02 PM. THE MOTION CARRIED UNANIMOUSLY.  
16

17 Respectfully submitted,  
18 Amy Irvin Witham

May 3, 2023

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

Re: 145 Lamoille Terrace, Milton  
Preferred Site Letter of Support and Review of 45-Day Notice of Application (23-1262-AN)

Dear Ms. Whitney,

The Chittenden County Regional Planning Commission ("CCRPC") is in receipt of the 45-day notice of application submitted by Norwich Solar to develop a 500kW solar array to be located at 145 Lamoille Terrace in Milton, VT. This parcel is owned by the Town of Milton and also hosts its wastewater treatment facility. In addition, the developer and Town wish to designate this site as a "preferred site" as described in PUC Rule 5.100.

The 2018 ECOS Plan and CCRPC's "Guidelines and Standards for Reviewing Act 250 and Section 248 Applications" provide guidance for the siting of renewable energy facilities and the designation of preferred sites. Based on the draft site plan, CCRPC has identified the following site development constraints as detailed in the 2018 ECOS Plan:

#### Known Constraints

- **Wetlands.** The site plan submitted with the 45-day notice of application shows a Class II wetland (Vermont Significant Wetlands Inventory) to the west of the proposed site. CCRPC understands that this wetland will not be impacted by the proposed development.

#### Possible Constraints

- **Agricultural Soils.** Primary Agricultural Soils underlie the southern two-thirds of the site. CCRPC requests that impacts to the agricultural soils be minimized in accordance with the recommendations of the Vermont Agency of Agriculture, Food, and Markets.
- **Highest Priority Wildlife Crossing.** A Highest Priority Wildlife Road Crossing is mapped at the bottom of Lamoille Terrace near the entrance to the site. CCRPC requests that the applicant work with the Vermont Agency of Natural Resources to ensure that the fencing proposed directly around the proposed solar installation will not affect this crossing.
- **Habitat Blocks.** Habitat Blocks Scoring 8-10 as shown on the Vermont Natural Resources Atlas (a local possible constraint) are shown on the site. These are more recently described as Priority Interior Forest Blocks on Vermont [BioFinder](#) as areas of natural cover (mostly forest) surrounded by roads and development. However, the resolution of this layer is unclear and may inadvertently include non-forested areas of the site. Since it is previously cleared and developed, CCRPC finds proposed solar installation will not further impact the Habitat Block.

Additionally, the site meets all of the 2018 ECOS Plan's suitability standards, which define characteristics of sites where CCRPC encourages renewable energy generation facilities. These relevant standards for this project are:

1. Strategy 2, Action 4(b)(i): Locate energy generation proximate to existing distribution and transmission infrastructure with adequate capacity and near areas with high electric load: The project is located with

direct access to three-phase power and is near a Vermont Electric Power Company transmission line without distribution constraints. In addition, the project is located close to the areas of highest development density and electric load in Milton.

2. Strategy 2, Action 4(b)(ii): Locate renewable energy generation in areas designated by a municipality: The Milton Selectboard and Planning Commission have both signed a letter designating this site as a preferred site.
3. Strategy 2, action 4(b)(iii): Locate solar generation (including but not limited to net metering) on previously impacted areas: The project is located at an existing wastewater treatment facility.
4. Strategy 2, action 4(b)(iv): Locate ground-mounted solar larger than 15 kW...outside of state designated village centers: The project is located outside of Milton's designated village center.
5. Strategy 2, action 4(b)(v): Locate ground-mounted solar generation in Chittenden County's areas planned for growth, while allowing for infill development wherever reasonably practical: The project is located in the growth-oriented Metro Planning Area and utilizes an existing partially developed site not available for other forms of development, but still allows for expansion of the wastewater treatment facility.

Finally, this project advances the 2018 ECOS Plan's goal of increasing renewable energy generation in Chittenden County. **The CCRPC supports the identification of this site as a preferred site for net metering.** This review is based on the information currently available. CCRPC will review and comment on materials submitted as the Section 248 review process continues.

Thank you for your time and attention.

Sincerely,

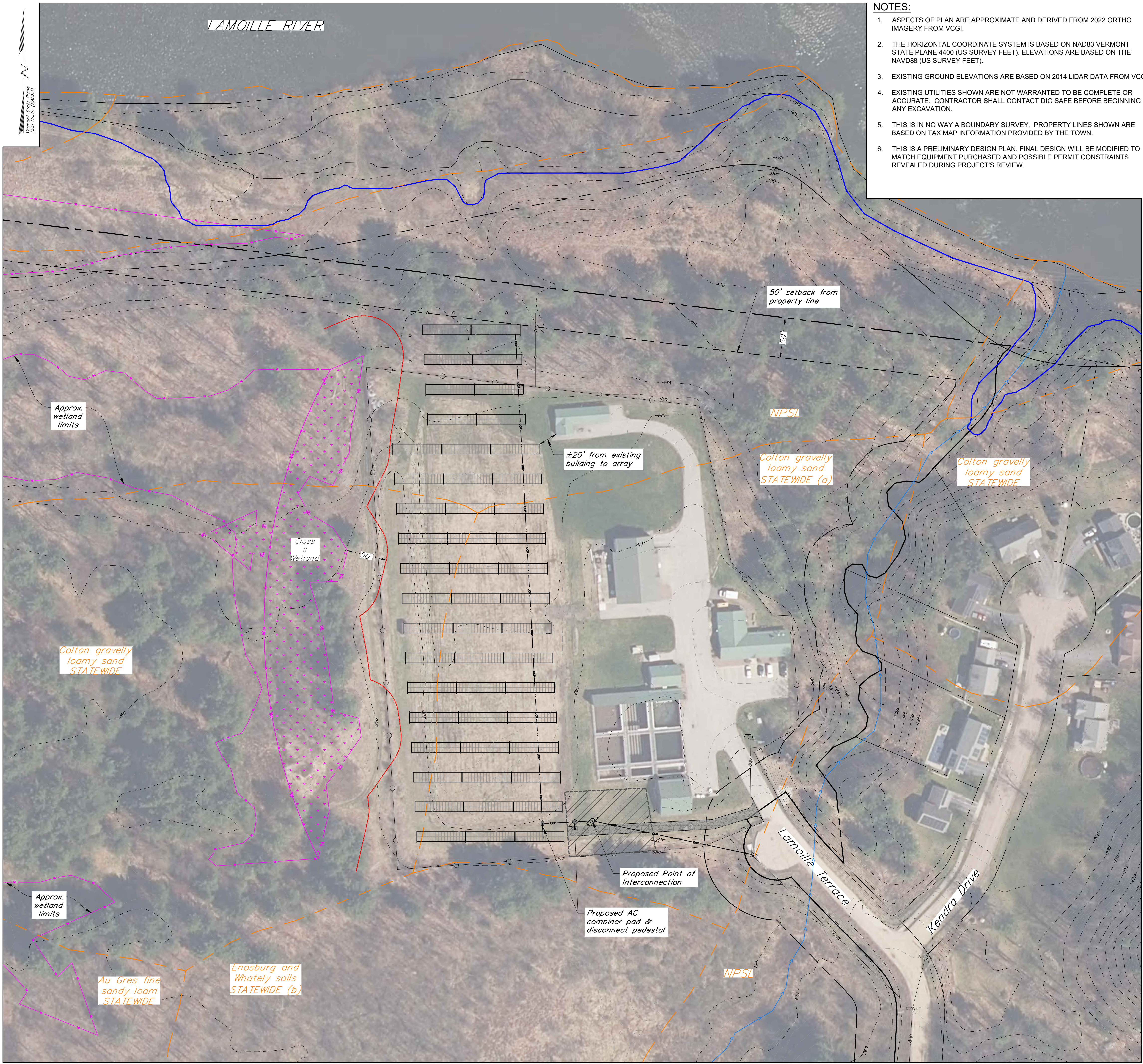
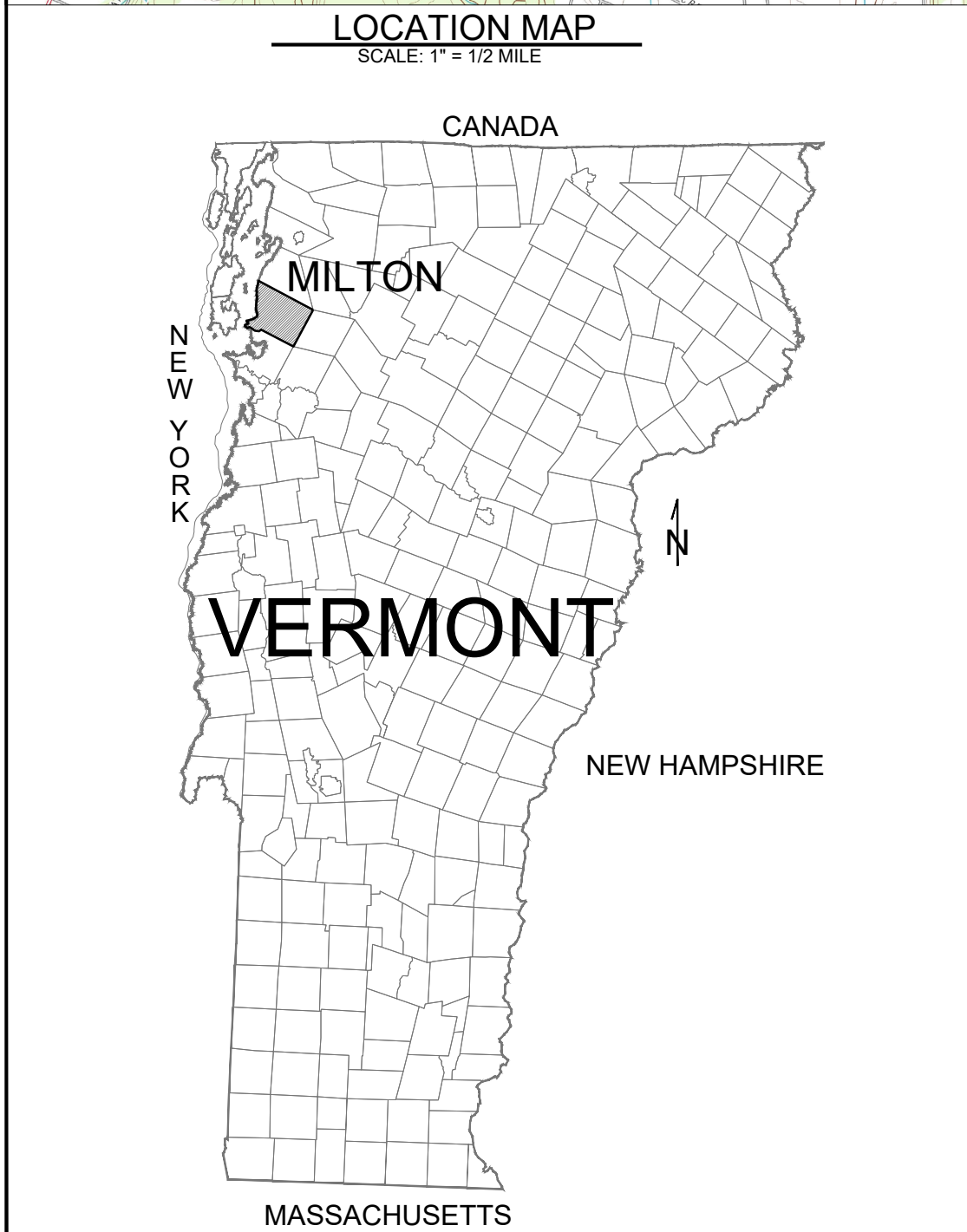
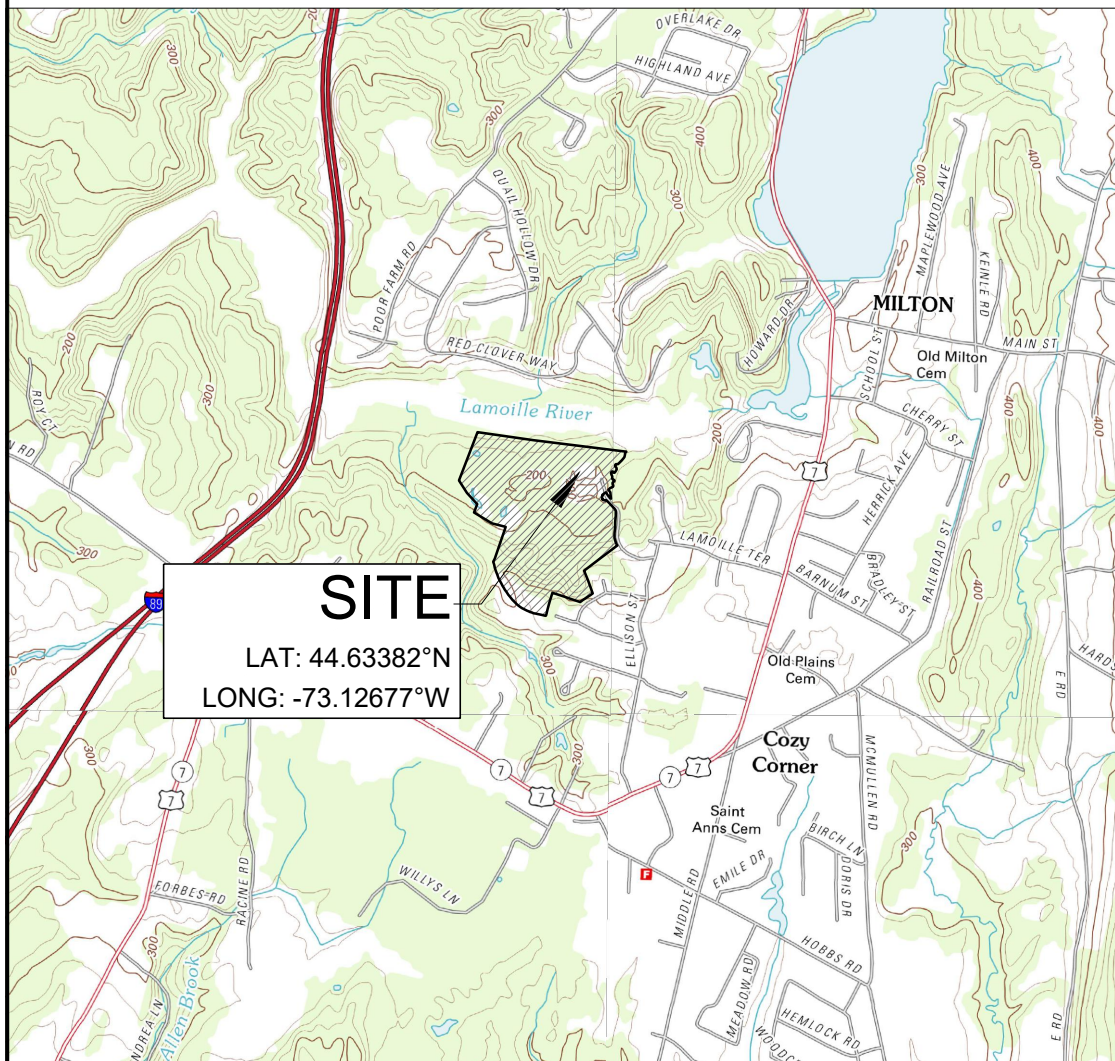
Charlie Baker  
Executive Director

CC: CCRPC Board  
Cymone Bedford, Milton Planning & Development Review Director



LEGEND

- EXISTING / PROPOSED POWER POLE
- EXISTING GRADE CONTOUR LINES (5 FOOT INTERVALS)
- EXISTING GRADE CONTOUR LINES (1 FOOT INTERVALS)
- EXISTING OVERHEAD POWER LINES
- APPROXIMATE PROPERTY LINES
- APPROXIMATE PROJECT PROPERTY LINES
- SETBACKS TO SOLAR PANEL RACKING
- WETLANDS (LOCATED BY AE)
- WETLAND BUFFER
- MAPPED SOIL BOUNDARY (VCGI)
- RIVER CORRIDOR (VCGI)
- 100-YEAR FLOOD LIMITS (VCGI)
- STREAM (VCGI)
- EXISTING PERIMETER FENCE
- PROPOSED PERIMETER FENCE
- PROPOSED 12' GRAVEL ACCESS ROAD
- PROPOSED UNDERGROUND POWER
- PROPOSED OVERHEAD POWER
- PROPOSED FIXED SOLAR PANEL RACKING
- PROPOSED STAGING AREA



- NOTES:
- ASPECTS OF PLAN ARE APPROXIMATE AND DERIVED FROM 2022 ORTHO IMAGERY FROM VCGI.
  - THE HORIZONTAL COORDINATE SYSTEM IS BASED ON NAD83 VERMONT STATE PLANE 4400 (US SURVEY FEET). ELEVATIONS ARE BASED ON THE NAVD88 (US SURVEY FEET).
  - EXISTING GROUND ELEVATIONS ARE BASED ON 2014 LIDAR DATA FROM VCGI.
  - EXISTING UTILITIES SHOWN ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL CONTACT DIG SAFE BEFORE BEGINNING ANY EXCAVATION.
  - THIS IS IN NO WAY A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE BASED ON TAX MAP INFORMATION PROVIDED BY THE TOWN.
  - THIS IS A PRELIMINARY DESIGN PLAN. FINAL DESIGN WILL BE MODIFIED TO MATCH EQUIPMENT PURCHASED AND POSSIBLE PERMIT CONSTRAINTS REVEALED DURING PROJECT'S REVIEW.

Milton Lamoille Solar LLC

Lamoille Terrace  
Milton, Vermont



15 RAILROAD ROW, SUITE 201  
WHITE RIVER JUNCTION, VERMONT 05001  
802-285-5413  
WWW.NORWICHSOLAR.COM

THIS DOCUMENT IS THE PROPERTY  
OF NORWICH SOLAR TECHNOLOGIES  
INC. AND CLIENT REPRODUCTION OR  
MODIFICATION WITHOUT WRITTEN  
PERMISSION IS PROHIBITED



164 Main Street, Suite 201  
Colchester, Vermont 05446

P: (802) 878-0375  
www.krebandlansing.com

ISSUED FOR PERMIT REVIEW  
NOT FOR CONSTRUCTION

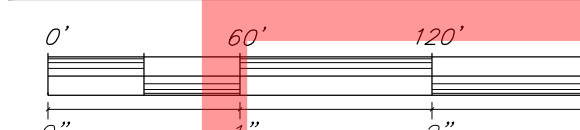
SOURCE DATA LEGEND

MAPPING SOURCE DATA USED FOR PLAN COMPILATION

Electrical Design:  
Norwich Solar Technologies  
15 Railroad Row  
White River Junction, Vermont 05001

Civil Engineering:  
Krebs and Lansing Consulting Engineers, Inc.  
164 Main Street, Suite 201  
Colchester, Vermont 05446

Environmental:  
Arrowwood Environmental  
950 Bert White Rd  
Huntington, Vermont 05462



Proposed Solar Array

SET	REV	REVISIONS/COMMENTS	DATE
-----	-----	--------------------	------

Drawing Title:

PRELIMINARY SITE PLAN

DATE of Issue: 03/01/2023

Drawn by: JBC Checked by: JBC

Project No.: 23141 Scale: 1" = 60'

Drawing No.: Rev No.:

C-100



## **CCRPC Equity Advisory Committee Meeting**

**Wednesday, April 26th, 5:00-6:30pm | Via Zoom**

**Participants:** Jasim Mudafar, Omar Derzi, Ahmed Mohamed, Mike O'Brien, Lydia Diamond, Ragab Mohamed, Faried Munarsyah, Zoraya Hightower, Rachel Batterson, Bruce Wilson (EAC Members); Mona Tolba (Translator & Participant); Malana Rogers Bursen (The Creative Discourse Group); Anne Nelson Stoner, Eleni Churchill (CCRPC Staff)

### **1. Welcome, Updates and Announcements**

Anne Nelson welcomed participants, (re)introduced Malana from The Creative Discourse Group and explained she has been working with her on exploring participatory budgeting. As an icebreaker, Malana asked everyone to share the last full album they listened to.

### **2. Overview of Last Meeting**

Anne Nelson provided a brief reminder of what was discussed during the last meeting and shared the following links in the chat.

Progress Report:

<https://docs.google.com/spreadsheets/d/1vQJ91EQ7KPNxL76tQVeX3D1o59IZHRcKADfbuNUUBjE/edit?usp=sharing>

Network Map: [https://miro.com/app/board/uXjVMcs3sFc=?share\\_link\\_id=307269717364](https://miro.com/app/board/uXjVMcs3sFc=?share_link_id=307269717364)

Federal Transportation Funds to Build Civic Infrastructure Project Description:

<https://docs.google.com/document/d/1EZXzsXvogn-f69wnKRZ1zZP6ZUTlwha1jSKm5drcmAY/edit?usp=sharing>

### **3. Moment for Reflection**

Anne Nelson shared that she has received some feedback that the workgroups outside of regular meetings is too much, so we are going to put that work on hold for the time being, focusing in on this funding project. In the future, as we start to pick that work up, we will bring it to monthly meetings rather than additional meetings. She expressed the challenge of wanting to involve the EAC in as much as possible, while also needing to respect members' time and lives outside of this work. Rachel mentioned we could always break out in groups during our monthly meetings for the workgroup work. Anne Nelson asked if there were any additional thoughts or feedback around this. Ahmed said thank you for opening the conversation up.

### **4. Overview of Federal Transportation Funds to Build Civic Infrastructure**

Anne Nelson started presenting a slideshow and provided an overview of the Federal Transportation Funding project to build civic infrastructure. She shared the project title and defined civic infrastructure and community engagement. She shared some details of the project: the amount is \$100,000, the funds are from the Federal Highway Administration and would become available at the beginning of our fiscal year in July. They are for community groups, organizations, and businesses that represent marginalized communities in Chittenden County for the purpose of building capacity for greater representation from



these communities in CCRPC transportation planning projects and beyond. Anne Nelson walked through the parameters for the funding.

Eleni clarified that not all the \$100,000 needs to be used in a year. The unused funds would carry over to the next year. We could start with a smaller amount if wanted. Mike asked if these funds are in our UPWP (annual work plan) and whether the projects need to be pre-identified. Eleni explained that yes, the \$100k is in the UPWP, and no, the specific projects do not need to be pre-identified in the UPWP. Mike suggested that the Executive Committee should approve the specific projects. Eleni confirmed this is possible. Mike also asked about the “transportation and beyond” phrase in the project title, asking whether we are including land use projects. Anne Nelson explained that since the funds are coming from The Federal Highways Administration, they have an explicit goal to increase public participation in transportation-specific projects, but the civic infrastructure would end up benefitting participation across all planning projects. Faried in the chat asked whether transportation includes the transportation of all people, goods, and food. Anne Nelson responded, yes, all transportation-related projects. Eleni provided some explanation around all the various types of projects CCRPC is involved in: energy, water quality, brownfield remediation, housing, etc.

## **5. Overview of Participatory Budgeting**

Anne Nelson shared her screen and shared the first four minutes of [a YouTube video](#) explaining participatory budgeting. Mona asked how these funds would sustain into the future, sharing we cannot give funds out for only one year. Mike responded that we commonly stop projects when funding runs out. Eleni explained that we receive these funds each year, so the program could sustain and grow into the future. We would just need to decide what it would look like. Bruce suggested we partner with other cities and organizations that are setting aside funds for this purpose (Burlington’s REIB office gives out similar funds; Vermont Community Foundation might have funds for civic infrastructure). Mike shared that Municipalities do pay dues to CCRPC, so maybe some of those dues could go to this project. Eleni clarified that 80% of the \$100k comes from the FHWA, 10% comes from CCRPC, and 10% from Municipal dues. So, they are already contributing. Ragab asked whether we would need project ideas before we can access the funds, or whether we get the funds before we have project ideas? He also shared that he is confused why we are having a hard time deciding what to do with \$100k when it is not much money. Anne Nelson responded we do not need specific project ideas in order to access the funds and explained that CCRPC manages a lot of funds that go to different planning projects. Spending these funds on civic infrastructure is a new idea, which is why this might feel confusing. Ragab shared it is important we go out and let the community know who we are and what we are doing. Bruce emphasized the funds should go to economically challenged, people of color, BIPOC, and other marginalized groups. Lydia shared in the chat she likes the participatory budgeting idea and has an idea for a project in Winooski.

Mike shared that there seems to be a lot of confusion, and it would be helpful to have a clearer sense of what these funds can be spent on. Ahmed shared the idea of developing project ideas and putting out a mobile poll to the community to vote on which projects should get the funding. We could use the Miro Network Map we worked on last meeting to develop project ideas. Rachel shared that she partially agrees with that idea, but also thinks it’s important to involve the community in the development of the project ideas. Malana clarified that we have two different decisions to make. What projects will be funded and who decides what projects will be funded? The second question could be answered with Participatory Budgeting or a more limited engagement process depending on capacity.

Conversation was cut short due to time, but Anne Nelson shared appreciation for walking through this confusing process together and that she would send a follow up email with a meeting summary and plan to bring some more details and guidelines to our May in person gathering.

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION ADVISORY COMMITTEE  
MINUTES

DATE: Tuesday, May 2, 2023  
TIME: 9:00 a.m.  
PLACE: Virtual Meeting via Zoom

**Members Present**

Amy Bell, VTrans  
Chris Jolly, FHWA  
Jacqui DeMent, FHWA  
Barbara Elliott, Huntington  
Bob Henneberger, Seniors  
Dayton Crites, Burlington  
Deirdre Holmes, Charlotte  
Adam Wechsler, People with Disability  
Bruce Hoar, Williston  
Jonathon Weber, Local Motion  
Sam Andersen, GBIC  
Chris Damiani, GMT  
Adam Lawrence, SSTA  
Aaron Martin, Essex  
Josh Arneson, Richmond  
Mary Anne Michaels, Rail  
Kurt Johnson, Underhill  
Matthew Langham, VTrans  
Sandy Thibault, CATMA

Kit Luster, Shelburne,  
Chris Yuen, Essex Junction  
Lisa Schaeffler, Milton  
Tom Dipietro, South Burlington  
Jon Rauscher, Winooski

**Staff**

Eleni Churchill, Transportation Program Manager  
Taylor Newton, Planning Program Manager  
Bryan Davis, Senior Transportation Planner  
Chris Dubin, Senior Transportation Planner  
Christine Forde, Senior Transportation Planner  
Marshall Distel, Senior Transportation Planner  
Jason Charest, Senior Transportation Planning Engineer  
Sai Sarepalli, Senior Transportation Planning Engineer

**Guests**

Matthew Arancio, VTrans  
Katharine Otto, VTrans

1. Barbara Elliott called the meeting to order at 9:02 AM.

**2. Consent Agenda**

No consent agenda this month.

**3. Approval of April 4, 2023 Minutes**

SAM ANDERSEN MADE A MOTION TO APPROVE THE MINUTES OF APRIL 4, 2023,  
SECONDED BY BOB HENNEBERGER. THE MOTION PASSED UNANIMOUSLY.

**4. Public Comments**

Dierdre Holmes let TAC members know Charlotte had a bridge failure last week and has been in touch with CCRPC and others to get immediate attention. No other comments from the public.

**5. FY24 UPWP**

Marshall Distel, CCRPC, reviewed the process to develop the draft FY24 Unified Planning Work Program (UPWP) and gave an overview of the funding allocated to planning categories and task areas, as outlined in the memo in the TAC agenda packet.

KURT JOHNSON MADE A MOTION TO RECOMMEND APPROVAL OF THE FY2024 UPWP TO THE CCRPC BOARD, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.

**6. Infrastructure (pavement and bridges) and National Highways System (NHS) Reliability Targets**

Eleni Churchill and Sai Sarepalli, CCRPC, gave an overview of the Transportation Performance Management (TPM) program, then presented the measures established by FHWA and the targets set by

VTrans to gauge progress towards the national goals ([see presentation here](#)). TPM is a strategic, data-driven approach to making investment and policy decisions to achieve goals. National goals were established for Safety, Infrastructure Condition (Pavement & Bridges), Congestion, System Reliability (NHS Performance), Freight Movements (Interstate), and Environmental Sustainability. VTrans established statewide pavement and bridge performance targets for the Interstate and non-Interstate NHS in collaboration with the CCRPC. As an MPO, the CCRPC has 180 days after VTrans sets targets for specific measures to either agree to accept the statewide targets, or establish our own quantifiable targets for the MPO area.

Sai presented the data on Chittenden County NHS (national highway system) pavement condition and targets, and the NHS infrastructure (bridges) condition and targets. Eleni suggests that next time we include the number of bridges in addition to the percentages. Sam commented that the 28% target for “good” pavement condition seems like a low bar. Jon Rauscher asked if the pavement condition scores are based on pavement condition index (PCI) scores, and what those scores are. Sai will provide that information after the meeting. Sai then presented the NHS travel time and freight reliability data and targets. He noted that the data source is probe data called National Performance Measures Research Data Set (NPMRDS) from the company INRIX from 2017-2021.

Chris Jolly added that for the pavement conditions, which are on a statewide basis, VTrans did not meet the pavement target largely based on rutting on the interstate pavement. The safety measures weren’t addressed in the presentation (note: they were presented at the January 2023 TAC meeting) but Chris said VTrans hasn’t met their safety target in terms of fatalities so they are restricted in how they can spend their safety funding. Sam notes the pavement rutting is particularly bad in Lamoille County. She asked if trucks are monitored for whether their destination is within Vermont versus path-through trips. Chris notes there is some origin-destination data but he’s not sure of the extent to which it’s tracked across the country. Sai isn’t familiar with datasets that can provide this information but perhaps the regional model can forecast this. Trucks need permits but we don’t really know how many trucks whose origin or destination is Chittenden County, we have a better handle on general freight moving into and out of the county rather than truck volumes. Sam recognizes the challenges and reflects that the state is going to start charging a per mile fee, how will we capture Canadian trucks in the formula. Eleni notes this is a good point and this may get captured through DMV permit fees. Chris Jolly notes that DMV tracks through registration of diesel fuel tax and whether they are interstate or intrastate.

In the chat Jason Charest shared a link to the NHS in Chittenden County for reference:  
<https://map.ccrpcvt.org/ChittendenCountyVT/?extent=-8189223.7771%2C5504253.1986%2C-8070364.1981%2C5569912.6059%2C102100>

KURT JOHNSON MADE A MOTION THAT THE TAC ACCEPT THE LATEST STATEWIDE NHS INFRASTRUCTURE AND SYSTEM RELIABILITY PERFORMANCE TARGETS ESTABLISHED BY VTRANS IN CY2022 FOR THE METROPOLITAN PLANNING AREA AND RECOMMEND THAT THE CCRPC BOARD APPROVE THESE TARGETS, SECONDED BY ADAM WECHSLER. THE MOTION PASSED UNANIMOUSLY.

#### **7. Milton Downtown Core Charette Project**

Taylor Newton, CCRPC, provided information about the Milton Downtown Core Charette Project and the process to select a preferred consultant. The CCRPC does not have a pre-qualified consultant with this skill set so an RFP was issued. Since this project is using federal highway planning funds, the TAC needs to approve the preferred consultant. Matthew Arancio reminded the group that the Route 7 corridor study should be referenced and included in this project, and Taylor said it was referenced in the RFP and will be used as part of the project.

BOB HENNEBERGER MADE A MOTION THAT THE TAC APPROVE HIRING DUBOIS & KING AS A CONSULTANT TO COMPLETE THE MILTON DOWNTOWN CORE CHARETTE PROJECT, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.

## **8. Burlington School District Travel Plan**

Dayton Crites, Burlington, presented the highlights of this plan which provides school travel plans for Burlington School District (BSD) campuses with a focused assessment of regional, neighborhood and individual school campus' travel patterns and access constraints, and recommendations for small and large scale projects to increase equitable access to public schools for all, regardless of mode of travel. This was a unique partnership among the City, School District, CCRPC and DuBois & King. [BSD Travel Plan website »](#)

Dayton pointed out the scale and focus of the project included the city, neighborhood, and campus. Public input came from walk audits/maps, online survey, and personal interviews, and the data reflected the impacts of COVID at the time. The school district was a great conduit for public input. CCRPC built a walk audit tool that allowed people in the community to pinpoint specific issues. The report design is also unique and reflects our digital world. There are numerous links in the document to access the different sections, schools, neighborhoods, etc. Recommendations were also specific including transit, crossing guards, infrastructure, traffic patterns, etc.

Key takeaways from the project include: school access improvements require partnerships; all approaches should be explored; safety and convenience can be at odds; and district wide approach needs careful involvement from those who know the site best.

Jason Charest, CCRPC, was the project manager and thanked Melanie Needle, CCRPC, for creating the online audit and map for public use. He also likes this type of digital report and its navigability and is working with staff to head in this direction for future plans and reports.

Sandy Thibault also commented on the report navigation and content presentation. This could be a great model for school districts around the state. She didn't notice any faculty/staff survey and asked if that was considered, perhaps that could be a future conversation and potential role for CATMA. Dayton thanked Sandy for the comment and agreed this could be a good consideration. Principals represented some level of staff knowledge but not all.

Jonathon Weber asked if bike parking was considered or studied. Dayton noted this came up at several schools and was also mentioned by some principals, and are included in some recommendations. Many racks are overused during the warmer months, and more could be needed.

Adam Wechsler asked if families with kids with disabilities, or kids themselves, were interviewed. Dayton said not as much as they could have been. Jason noted that these comments may have been captured through the online survey or with principal conversations.

## **9. 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 ongoing or recently completed projects.

## **10. CCRPC Board Meeting Report**

In April the Board voted to warn a public hearing for the FY24 UPWP and Budget for the May 17, 2023 Board meeting, voted to warn a public hearing for the metropolitan transportation plan for the May 17, 2023 Board meeting, heard a presentation on the Burlington International Airport from Nic Longo, Director of Aviation, and heard updates on CCRPC equity work, staffing, and legislative updates.

## **11. Chair/Members' Items**

- **VTrans Municipal Roads Grants-in-Aid Program:** VTrans invites municipalities to participate in the Municipal Roads Grants-in-Aid Program, which provides funding for municipalities to implement best management practices (BMPs) in accordance with the Vermont Department of

Environmental Conservation (DEC) Municipal Roads General Permit (MRGP). VTrans anticipates receiving funding to support BMP implementation under this program and intends to provide grant funds to participating Vermont municipalities that agree to the terms (see participation Letter of Intent on the [VTrans website](#)). The municipality must return the signed letter by **May 5, 2023** to be eligible. Details, documents, and the Initial Funding Offers are available on the [VTrans website](#).

- **VTrans Bike/Ped Grant Program:** VTrans is seeking grant applications for new infrastructure projects that improve access and safety for bicyclists and pedestrians. Applications must be received by June 9, 2023. A pre-application information and training webinar is planned for May 3, 2023, and potential applicants are strongly encouraged to participate. For more information and grant materials visit <https://vtrans.vermont.gov/highway/local-projects/bike-ped>.
- **VTrans Traffic Research counts schedule:** Please see [this list](#) of the 2023 VTrans Traffic Research counts schedule. Chittenden County cities/towns include Burlington, Colchester, Essex, Hinesburg, Milton, Shelburne, South Burlington, Williston and Winooski.
- **2023 Tier 2 Roads and Rivers Trainings:**
  - Tier 1 [slideshow](#) discusses river terms and concepts to provide a background for the Tier 2 class. The slide show may take 30 minutes to an hour to review and includes some quick quizzes that are not recorded but provide immediate feedback for the user.
  - Tier 2 two-day training at VTrans Training Center (VTTC) in Berlin:
    - May 17th & 18th @ 1716 Route 302 in Berlin
    - October 11th & 12th @ 1716 Route 302 in Berlin
  - Sign up: Non-state staff sign up through our [new registration page](#). State/municipal staff: [SOV LINC](#) (look at the events calendar for the “Rivers and Roads Tier II”).
  - Contact Staci Pomeroy, [staci.pomeroy@vermont.gov](mailto:staci.pomeroy@vermont.gov), 802-490-6191.
- **2023 Green Your Fleet event:** This is the biggest Alternative Fuel (AF) and Electric Vehicle (EV) event hosted at the NH Motor Speedway on Friday, June 9, 2023. GYF spotlights diverse vehicle, equipment, fuel, technology, and infrastructure alternatives: biodiesel, electric, hydrogen, natural gas, and propane for commercial and municipal LD/MD/HD onroad and offroad, vehicles and equipment, as well as other fuel efficiency strategies in transportation. [Register here](#). Contact Peggy O’Neill-Vivanco, [poneillyv@uvm.edu](mailto:poneillyv@uvm.edu), (802) 656-9123.
- **Wildlife Crossing Pilot Program funding:** [Notice of Funding Opportunity](#) (NOFO) for the FHWA Wildlife Crossings Pilot Program is now available for Fiscal Years 2022 and 2023 in the amount of \$111.85 million. The program helps carry out projects by certain Federal, Tribal, State, and local governments, including municipalities, counties, and others that reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species. The deadline for applications is 11:59 PM EST on August 1, 2023. Grant applications must be submitted through Grants.gov. Please check the [webpage](#) for future webinars and more information. Contact: [wildlifecrossings@dot.gov](mailto:wildlifecrossings@dot.gov).
- **2023 Clean School Bus Grant Program:** Notice of Funding Opportunity (NOFO) for the [Clean School Bus Grant Program](#) includes two sub-programs, one for school district and Tribal applicants (School District Sub-program) and one for third-party applicants (Third-Party Sub-program). EPA is providing two separate competitions under this single NOFO to address the unique needs and concerns of diverse recipients and encourage participation in the CSB grants program. EPA is prioritizing applications that will replace buses serving high-need local education agencies, rural areas, Tribal school districts funded by the Bureau of Indian Affairs and public school districts receiving basic support payments for students living on Tribal land, and rural areas. In addition, EPA is committed to ensuring the CSB Program delivers on the Biden-Harris Administration’s Justice40 Initiative that at least 40% of the benefits of certain federal investments flow to disadvantaged communities. Grant applications submitted to Grants.gov by Tuesday, August 22, 2023, at 11:59PM ET.

1 The next TAC meeting is scheduled for Tuesday, June 6, 2023. Bryan Davis asked if there was interest  
2 from the group to meet in person (with hybrid option) and got positive feedback. This could be a  
3 combination business meeting/social networking.  
4

5 SAM ANDERSEN MOVED TO ADJOURN, SECONDED BY BOB HENNEBERGER, THE MOTION  
6 PASSED UNANIMOUSLY.  
7

8 The meeting adjourned at 9:59.  
9

10 Respectfully submitted, Bryan Davis

DRAFT



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

DATE: **Tuesday, May 2, 2023**  
SCHEDULED TIME: 12:15 p.m. to 1:30 p.m.  
PLACE: In-person @ CCRPC office and online via Zoom  
DOCUMENTS: Minutes, documents discussed, and presentations accessible at:  
<http://www.ccrpcvt.org/meetings/clean-water-advisory-committee/>

Committee Members in Attendance (all attending online unless otherwise noted)		
Burlington:	Burlington Airport: Heidi Miller (EIV), Catie Calabrese (EIV)	Williston: Christine Dougherty
Colchester: Brett McCreary	Milton: Lisa Schaeffler	Winooski: Ryan Lambert
Essex: Annie Costandi, co-chair	Shelburne:	VAOT: Jennifer Callahan
Essex Jct.: Chelsea Mandigo, co-chair	South Burlington: Dave Wheeler	Univ. of VT: Lani Ravin
DEC: Sam Hughes, Christy Witters		
<b>Other Attendees:</b> Karen Bates, Keith Fritschie, and Emily Schelley, DEC; Dave Allerton and Kim Kissinger, Town of St. Albans; Chip Sawyer, City of St. Albans; Dave Barron, Pluck; Bill Sweet, Town of Rutland		
<b>CCRPC Staff:</b> Dan Albrecht (in-person), Chris Dubin, Sai Sarepalli, Taylor Newton		

**1. Changes to the Agenda and Public Comments on Items not on agenda:**

The meeting was called to order at 12:16 p.m. by Mandigo. The Chair noted that there will be no MCM#2 update. No public comments were made. Albrecht introduced the attendees.

**2. Review and approval of minutes (April 4, 2023)**

Albrecht recapped the draft minutes. He noted some editing errors: yellow highlighting and an incorrect reference to Buels Gore that he can correct.

*Costandi made a motion, seconded by Wheeler, to approve the minutes of April 4, 2023, with minor corrections as noted by Albrecht. The motion passed with no opposition and Dougherty abstaining.*

**3. 2023 Stormwater Awareness Resident Survey**

Hughes introduced Christy Witters and Emily Schelley. He noted that he will cover these topics. ( See presentation posted on Subcommittee change) MS4 GP 2023: Timelines and Changes 2) Updating the BMPDSS tool for flow modeling and 3) Street Sweeping Study.

1) MS4 GP 2023: Timelines and Changes

The draft is at EPA for review. 30-day public comment period will begin in early May. The current permit expires on July 27<sup>th</sup>, so they hope to issue the new permit by early July. Permittees will be required to submit an NOI form by July 27<sup>th</sup> but updated SWMPs and updated PCPs and FRPs will not be due until 6 months after the start of the permit so about mid-January 2024.

The most significant changes in the permit are for: MCM#4-Construction Review and inspections, MS4 partial P credit for shared projects (e.g. with 3-acre sites) and municipal road standards. For MCM#4, it will now required permittees to develop a permit system in conjunction with and coordination with the state The key revised wording is: *Develop and implement an erosion control ordinance, or zoning or subdivision regulation, or other regulatory mechanism, or if a non-traditional MS4, a policy which requires erosion and sediment controls, as well as sanctions to ensure compliance.* DEC stressed that this does not need to be in place within 6 months but you do need to demonstrate your plan for creating these regulations. Hughes displayed items 4, 5 and 6 which is proposed new language requiring development and implementation of “procedures for site plan review....,” “procedures for receipt and



consideration of comments....,” and “procedures for site inspection and enforcement of control measures.” Albrecht asked for details on what the standards might be for compliance (e.g site visit before, site visit during, site visit after?). Witters said she will look into that and is open to suggestions as to what MS4s think are reasonable and can provide feedback. Dougherty asked about site plan review vis-à-vis state level review but it looks towns can defer to the state.

Sawyer asked if there was still a gap in terms of acreage covered by a permit? E.g. disturbances greater than 1-acre require a state permit but what level requires towns to act but the state does not have to. Witters replied that there is no change proposed on that issue. That is the post -construction MCM. If earth disturbance is greater than an acre then there needs to be some Post-Construction Controls in place, e.g. rain gardens, sheet flow, other GSI. The gap is that you could have a project that has less than a half-acre of impervious but less than 1 acre of disturbance and that still remains. Dougherty stressed that she would like more clarification on what is allowed as a post-construction stormwater control practice. She is uncomfortable with this continuing burden being placed on the towns.

Witters put the following in the chat for the language regarding MCM#5> *f) For stormwater runoff that discharges from new development and redevelopment projects that disturb greater than or equal to one acre, and that are not subject to regulation under the Agency’s post-construction stormwater management permit program the permittee shall adopt an ordinance, planning, zoning and subdivision regulation, or other regulatory mechanism, or if the permittee is a non-traditional MS4, a policy that:*

*(1) Prevents or minimizes water quality impacts from post-construction stormwater runoff from such developments,*

*(2) Utilizes a combination of structural, non-structural, and low impact BMPs (e.g. green roofs; infiltration practices, such as rain gardens, curb extensions, planter gardens, porous and pervious pavements, and other designs to manage stormwater using landscaping and structured or augmented soils; water harvesting devices, such as rain barrels and cisterns; and the use of stormwater for non-potable uses) which are appropriate, and*

*(3) Ensures adequate long-term operation and maintenance of those BMPs.*

She said this is an example list. Dougherty reiterated her concerns, e.g #3 requires regular inspections of hundreds of BMP for compliance and that will build up over the coming years and require municipal staff resources.

Regarding partial credit for shared projects, there are currently two permitting options for projects that include both municipal impervious and 3-acre sites.

1. Site is permitted under General Permit 3-9050 but no PCP credit is assigned.
2. The MS4 rolls the 3-acre site into the MS4 and can get credit for the upgrade practice but must add 35% of the non-municipal load to their PCP target.

Wheeler noted that they are finishing construction of a project like this with Burlington Country Club, a large gravel wetland along Spear Street, but it is also located partially in Burlington. But can the credit (or some of it) be rolled into South Burlington’s PCP? Schelley stated that this will need more details to answer with definition. Wheeler admitted that this question is a big hypothetical noting that the City of South Burlington has no desire to roll in permit work on Vermont National Country Club which is a massive landowner in the City. Schelley noted the proposed change read as follows:

*Partial Legal Responsibility by Individual Operational Permit*

*An MS4 may assume “partial legal responsibility” for a stormwater system if the system is covered by an individual permit where the MS4 is a co-permittee. The individual permit shall provide coverage for all*

1 *impervious surface subject to an operational permit; describe the assignment of phosphorus credit to a*  
2 *PCP as described in Subpart 8.2; and describe legal responsibility for maintenance and inspection for*  
3 *each co-permittee.*

4  
5 Under the general permit, you can't really assign a partial credit to an MS4 but with this change we could  
6 do it for an individual permit.  
7

8 Dougherty thanked them for acknowledging this overlap. I would like to see the credits also work in a co-  
9 permittee situation and not just limit it to an individual permit. Schelley said she will have to defer to legal  
10 on this, perhaps it could be done if language was changed in the 3-9050 permit. Dougherty noted the  
11 challenges with the MS4 permit and the 9050 permit being on different schedules and the burden that  
12 creates for co-permittees such as an MS4 and an HOA.  
13

14 Albrecht noted potential projects that treat both MS4 runoff and from the non-regulatory sector. Is there  
15 anything in the permit that would preclude such projects? Witters noted that an individual permit can be  
16 crafted to lump in projects that might have different sectors getting p-reduction credits. Albrecht noted that  
17 the draft Chapter 6 Guidance for Act 76 does allow for such split credits proportionate to the share of the  
18 runoff, e.g. 70% of the runoff comes from the MS4 while 30% comes from the non-regulatory sector.  
19 Wheeler notes that he supports such projects.  
20

21 Wheeler asked if 1) there are different applicant costs for an individual permit vs. a 3-9050 permit and 2)  
22 that MS4s will not have to pay annual operational permit fees for our roads? DEC answered, yes there is  
23 no difference in application fees and MS4s will not have to pay a fee related to roads. Aka the impervious  
24 acreage waiver alrd  
25

26 Regarding Municipal Roads Standards, permittees will have to submit their REI reassessment by April 1,  
27 2028. They would like permittees to use Survey 123 app to conduct and upload REI data. Chris Dubin  
28 noted that CCRPC will do the REI reassessment for Burlington and Winooski this summer. They won't  
29 have to do any large scale data uploads anymore and they will use Survey 123 app. He and our CCRPC  
30 interns will be doing training with DEC MRGP staff. The training will be around June 7-9 in Underhill (or  
31 the following week as a backup) and will be open to other municipalities joining. Send him an email if you  
32 are interested.  
33

#### 34 2) Stormwater Impaired Waters Modeling.

35

36 Hughes noted the BMPDSS has been down for a while, but the good news is that they have found some  
37 CW Fund monies for tracking and accounting support. They will be distributing an RFI for model option  
38 evaluation and then an RFP for Model set-up.

39 1stRFI: Evaluate multiple models based on following criteria to aid in model selection.

- 40 1. Allow the MS4s to update their FRPs based on changing designs.
- 41 2. Can run and provide time series output at 1-hour intervals or less
- 42 3. Output can be converted to flow duration curves
- 43 4. Evaluate all data input needs in comparison to what is used in BMPDSS
- 44 5. The ability to use previously collected precipitation and flow data to calibrate the model?
- 45 6. Ability to model new treatment practice types

46 Input on these criteria is welcome. Please contact [Samuel.hughes@vermont.gov](mailto:Samuel.hughes@vermont.gov). Emily Schelley noted she  
47 will also send out an email soliciting input.  
48

49 Wheeler asked what happens if the results are different from what the BMPDSS said. Schelley said she  
50 can't answer this question until we get there. Wheeler agreed and hopes that given new technology and

1 new data the data will be more accurate. Wheeler noted that the City of South Burlington is at a decision  
2 point with regards to several 3-acre permit sites and are stuck on whether to move forward without a  
3 model run or three. Schelley notes that in the interim they hope to get the BMPDSS running on a virtual  
4 platform. Noting that final NOIs are due in a month or two on some 3-acre sites, he asked if he could get  
5 an extension? Schelley noted that they can't give official extensions, but they can hold off an enforcement  
6 actions. She encouraged him to share their hydrocads for the original FRP models that can help them to  
7 determine what the change would look like in terms of flow.  
8

### 9 3) Street Sweeping

10 Emily Schelley noted that based upon prior work by Jim Pease that some MS4s received new street  
11 sweeping numbers. Mostly recently, EPA Region 1/UNH Stormwater Center came out with a report of  
12 recommendations that for example, a) Revises % removal credit with extra credit in fall b) had a Measured  
13 organic material credit. DEC has not officially adopted any changes yet but is open based on MS4 interest  
14 to tweaking the crediting scheme for street sweeping. They want to be consistent with other MS4s across  
15 the country. If you have any data from Pease, please share it with her as she is trying to find it in his old  
16 files. In response to a question from Albrecht, she noted that yes, they have the Final Report (editor's note:  
17 the VT-focused study on efficacy of street sweeping and catch basin cleaning being authored by USGS)  
18 and its data and that the Region 1 / UNH expert panel report was a follow-up to that. She will send that  
19 around. Mandigo noted that Pease was recommending curbside pickup servicing.  
20

21 Wheeler, regarding construction permits, are there any requirements that construction crews are trained in  
22 erosion control? Frankly such training would be great for consultants, towns as well as the construction  
23 industry. Witters noted she will check in with Tom Benoit if there are any upcoming trainings.  
24

25 Witters concluded that she hopes to hear back from their EPA contact and early next week and then  
26 assuming no substantive changes they can soon issue the draft permit.  
27

### 28 4) Staff, member, and guest updates

29 Albrecht noted that Dave Barron from Pluck has worked up a draft of the press release regarding the  
30 results of the January 2023 survey and CCRPC hopes to issue it next week. That should generate traffic to  
31 rethinkrunoff.org and encouraged towns to highlight the survey results as well.  
32

### 33 5) Items for Tuesday, June 6<sup>th</sup> meeting

34 MCM#1 Update  
35

### 36 6) Adjournment

37 The meeting was adjourned at approximately 1:21 p.m.  
38  
39  
40  
41

*Respectfully submitted, Dan Albrecht*

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
ENERGY SUB-COMMITTEE - MINUTES

DATE: Tuesday, April 18, 2023  
TIME: 6:30 p.m. to 8:00 p.m.  
PLACE: Virtual Meeting via Zoom with link as published on the agenda

**Members Present:**

Keith Epstein, South Burlington  
Henry Bonges, Milton  
Daniel Parkins, Essex  
Kevin Thorley, Williston  
Dwight DeCoster, Underhill  
Jim Donovan, Charlotte

**Staff:**

Melanie Needle, Senior Planner  
Taylor Newton, Planning Program Manager  
Darren Schibler, Senior Planner  
Eleni Churchill, Transportation Program Manager

M. Needle called the meeting to order at 6:32 PM. Everyone introduced themselves.

**1. Approve March 20,2023 Minutes**

K. Epstein noted one place where Kevin's name was spelled wrong.

*K. Epstein made a motion, seconded by D. Parkins to approve the March 20, 2023, Minutes with the corrections noted. All in favor.*

**2. Sub-Committee Chair Discussion**

M. Needle explained the chair role. D. Parkins said he would volunteer, but worried that he is not a content expert.

*J. Donovan made a motion to appoint D. Parkins the Chair. K. Epstein seconded the motion. All in favor.*

**3. Renewable Energy Generation Target**

D. Schibler reviewed the memo from the packet and outlined the calculations used in the 2018 ECOS Plan for new renewable electricity generation targets. He explained that for the 2023 plan, the Department of Public Service (PSD) has provided a tool which generally reflects CCRPC's 2018 methods but provides more structure and a single target rather than the two scenarios CCRPC had used previously. It sets Chittenden County's share of new in-state electricity generation at 16% of the State's total based on the average of its share of the state's total population and total land area.

D. Schibler explained that the PSD's new tool allows regions to model reaching their targets with a mix of renewable technologies. He explained that some technologies could be excluded because there are regulatory limitations on development of new facilities using wind and hydroelectric, and that renewable natural gas and biomass do not seem likely to provide a significant amount of the region's electricity. Therefore, staff propose that the Chittenden County's 2050 renewable generation target would be achieved using 50% ground-mounted solar and 50% rooftop solar.

H. Bonges asked for clarification that the proposed targets (100% solar split 50% each between ground-mounted and roof-mounted) are for new generation going forward, not the total electricity generated. Schibler said that is correct, because we already have existing generation from other technologies. He also noted that it would be ideal to include a diversity of other technologies, but for the purpose of modeling and meeting the total generation target, solar is the only technology we can rely upon with certainty at this point. Future iterations of the regional plan may be able to incorporate other technologies.

1  
2 H. Bonges asked about how batteries and energy conservation will be considered in the plan and  
3 whether they could reduce the reliance on solar. Schibler explained that the plan will also consider  
4 conservation and peak demand management, but since those are not direct sources of electricity  
5 generation, they are not included in the PSD tool. He also noted that even with these measures, there  
6 will still be an increase in total electricity demand given the electrification of the heating and  
7 transportation sectors.

8  
9 D. Schibler also explained that the tool does include grid constraints but only as a point of  
10 information. The PSD is encouraging planners not to use these as limits to new generation potential,  
11 but rather to help inform policy discussions on grid infrastructure at the state level.

12  
13 J. Donovan asked if the rooftop solar data is detailed for the whole state. M. Needle said it has been  
14 processed for the whole state.

15  
16 D. Parkins asked about how the plan provides additional resources or capacity for installation of solar  
17 given the limitations on solar development. D. Parkins also asked how it's feasible to plan solely for  
18 solar, noting that effective, stable grids have a mix of technology to account for fluctuations in output  
19 from various sources. He asked if the plan will be based solely on political will vs. what would be  
20 prudent for efficient and effective generation. M. Needle noted that the staff's proposal is not set in  
21 stone, and they are seeking committee feedback. She noted that it is possible to include wind in the  
22 modeling, but staff felt it may not be worthwhile given the limitations of the sound rules. Schibler  
23 noted that staff could make two models, one as proposed and one with more wind included. T.  
24 Newton clarified that the plan would talk about the importance of using a diversity of renewable  
25 sources for a stable grid, but that the modeling is based more on current political will.

26  
27 D. Schibler also clarified that this modeling still only accounts for 50% of the state's electricity  
28 demand; the remaining 50% would be imported from out-of-state from a mix of resources that  
29 balance the limitations of solar.

30  
31 K. Thorley clarified, and Schibler confirmed, that establishing generation targets does not consider  
32 peak demand but total energy consumption. K. Thorley highlighted that an all-solar scenario means  
33 that we're providing cheap electricity when it's cheap, but zero electricity when it's most expensive  
34 and dirtiest in the winter. Solar alone will not get us to effectively offset greenhouse gas emissions.  
35 Solar plus batteries would be better to offset peak demands for part of the year, but he is worried  
36 about peaks later in the day after solar is unavailable. He asked whether as the largest county, CCRPC  
37 could push the state for alternative recommendations in its plan.

38  
39 D. Schibler agreed that this is a challenge, but also noted that Vermont's current electricity mix is  
40 diversified as shown in the Comprehensive Energy Plan. M. Needle also reemphasized that this  
41 modeling is solely to demonstrate that the county has set aside enough land area to produce the  
42 renewable electricity needed to meet projected demand and that target setting is not meant to be  
43 prohibition on wind or other technologies. She also emphasized that we are only discussing  
44 development of new electricity resources. K. Thorley was still concerned that focusing only on solar  
45 is not going to make meaningful impacts on reducing Vermont's greenhouse gas emissions, since  
46 most of this impact comes from purchasing fossil fuel source electricity at times when solar is not  
47 available, and that excess solar generation is more likely to be exported or used to offset Hydro  
48 Quebec. T. Newton noted that Epstein's suggestion about pairing solar with batteries will be  
49 incorporated into the text.

1 K. Epstein reiterated that batteries use/store energy and shift the demand. K. Epstein asked for more  
2 explanation about the estimates for rooftop solar. M. Needle said staff is still working on a better  
3 estimate after subtracting existing generation from the mix, and that not every rooftop could feasibly  
4 accommodate a system. K. Epstein asked if we could separate and favor parking lot ground mount  
5 versus green field ground mount. M. Needle said that unfortunately the PSD tool does not allow for  
6 this distinction, but that this could be included in a siting policy and that this could be shown on a  
7 map. K. Epstein said that text context should explain why the tool assumes only solar, and that wind  
8 could be incorporated if the sound rules change. D. Parkins seconded that proposed approach, and  
9 also noted that additional rooftop solar is only possible if we ease net-metering rules for more off-site  
10 commercial solar. H. Bonges talked about angle of solar panels and impact of generation across  
11 seasons.

12  
13 J. Donovan recommended included some wind to be forward looking and encourage policy changes.  
14 M. Needle asked for percentages. H. Bonges agreed with including wind but is not sure on  
15 percentage. K. Epstein and J. Donovan asked to include recommendations to change policy on wind  
16 and look to include 10% or 15% of it in the mix. K. Thorley suggested emphasizing that we could not  
17 responsibly meet our targets under the current regulatory atmosphere, and therefore the plan aims for  
18 10% to 20%.

19  
20 M. Needle summarized that the subcommittee would like to see wind included somewhere between  
21 10-20%; staff will try to provide more precise estimates for potential wind and rooftop solar and  
22 present a revised mix at the next meeting. D. Parkins suggested setting the wind target at an amount  
23 that would account for the gap left by solar for off-peak evening demand. D. Schibler confirmed that  
24 the committee does not want to include other technologies (biomass, hydroelectric, and natural gas) in  
25 the modeling, but that the text will emphasize that a greater diversity of sources is preferable. K.  
26 Thorley was reluctant to include RNG, which still creates carbon emissions, especially if it will offset  
27 hydro from Canada.

#### 28 29 **4. EECBG Program Formula Grant**

30 T. Newton provided an update. The Department of Energy has changed course and determined that  
31 only the county court systems are receiving these funds because they are the only form of county  
32 government in Vermont. He has reached out to the courts but has not heard back about their plans for  
33 the use of the funds.

#### 34 35 **5. ECOS Plan Energy Key Trends and Issues, Strategies and Actions**

36 M. Needle reviewed the ECOS Plan. The Committee talked about the section title and the term  
37 “climate adaptation” versus “climate mitigation” or “greenhouse gas emissions reduction” but  
38 decided to retain the latter. J. Donovan asked to add language noting the natural environment impacts  
39 of renewable generation technologies in the energy goal.

40  
41 K. Thorley reiterated that in the energy overview, there should be greater focus on producing  
42 electricity resources in-state, perhaps noting the 50% in-state goal. He also wants to understand the  
43 total percentage of dollars that leave the state vs. stay within for all energy sources (not just fossil  
44 fuels). M. Needle agreed and mentioned that the 2022 Energy Action Network Report likely includes  
45 this information which we can incorporate into the discussion.

46  
47 M. Needle reviewed the weatherization goals. D. Parkins suggested providing a better connection to  
48 the economy section and Comprehensive Economic Development Strategy (CEDS) in regard to  
49 workforce.  
50

1 M. Needle reviewed the section on fuel switching and electrification. K. Epstein asked for rephrasing  
2 regarding natural gas and electric prices to indicate that natural gas is currently cheaper, and to use  
3 consistent units when comparing costs.  
4

5 K. Epstein asked for discussion of the shift in infrastructure needed to accommodate e-bikes. E.  
6 Churchill said it's referenced in the Metropolitan Transportation Plan (MTP), which is currently  
7 under review, but this could be cross-referenced here to MTP and Active Transportation Plan. D.  
8 Parkins asked to include information about ground-sourced heat pumps in fuel switching for heating.  
9 K. Epstein asked to include language about encouraging conformance to the state's stretch code for  
10 energy efficiency; M. Needle said the current language addresses ensuring that energy codes are  
11 consistent for all types of development.  
12

13 M. Needle reviewed the sections addressing the transition to renewable energy, renewable energy  
14 generation, and energy and land use planning. K. Thorley asked if the plan can address total energy  
15 demand versus peak demand in the LEAP model, expressing concern about the narrative that  
16 renewables transition will destabilize the grid. Staff will try to address within text and speak to those  
17 different and additional challenges. D. Parkins again expressed how geothermal heating can assist  
18 with peak winter electricity demand. E. Churchill pitched providing comments on the MTP related to  
19 energy and encouraging alternative modes of transportation directly to the Board.  
20

21 J. Donovan asked about revisiting how wetlands are treated as a constraint for renewables  
22 development (i.e., downgrade to a possible constraint depending on the type of wetland). M. Needle  
23 suggested discussing an action about asking to change wetland rules at the next meeting.  
24

## 25 **6. Schedule of Energy Sub-Committee**

26 M. Needle reviewed the draft schedule.  
27

28 The meeting adjourned at 8:08 PM.  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45