DATE: November 10, 2026
TIME: 5:30 PM to 7:00 PM
LOCATION: Hybrid

Members Present:	Staff:
Ben Bornstein, Board Rep (Westford)	Kate McCarthy, Community Development Program Manager
Paul Conner, PAC Rep - online	Maya Balassa, Planner
Annie Costandi, CWAC Rep - online	Bryan Davis, Transportation Planning Program Manager
Scott McCormick, Board Rep (Essex Junction) - online	Jason Charest, Transportation Technical Program Manager
Matthew Arancio, Vermont AOT - online	Taylor Newton, Deputy Director
Erica Towle, TAC Rep - online	**Public:**
Dana Hanley, Board Rep (Charlotte) - online	
Mike O'Brien, Board Rep (Winooski) - online	

1. **Call to order; Attendance; Changes to the Agenda**
D. Hanley called the meeting to order at 5:34 pm.

2. **CCRPC Group Agreements**
K. McCarthy shared the group agreements. No modifications were made.

3. **Draft Minutes of September 8, 2026**
M. O'Brien moved to approve the minutes, seconded by D. Hanley. No discussion. The motion passed unanimously.

4. **Public Comment Period on items NOT on the Agenda**
None.

5. **Update on the Status of Multiple Regional Plans**

K. McCarthy shared a timeline showing how some of the CCRPC plans (Comprehensive Economic Development Strategy (CEDS), All-Hazards Mitigation Plan, Regional Housing Needs Assessment, ECOS Outreach, and Metropolitan Transportation Plan (MTP)) are being worked on in overlapping timelines.

The CEDS work has begun. A funding application has been submitted. CCRPC is planning to check on that application after Thanksgiving. M. O'Brien asked why Northwest RPC is not a part of this. T. Newton responded that they are in their own Economic Development District with Lamoille County and the Northeast Kingdom. D. Hanley asked for clarification about how the CEDS plan supports CCRPC's work. T. Newton responded that federal recognition by EDA will support future funding.

A Request for Qualifications was sent out for the Regional Housing Needs Assessment. The project now includes a collaboration with South Burlington, which will develop a housing action plan, piloting this approach for the region. S. McCormick asked if the Housing Needs Assessment

would be broken down by the municipality. T. Newton responded yes, there will be municipal breakdowns.

There was a Request for Proposals sent out for the All-Hazards Mitigation Plan. The project is being funded through a grant from Vermont Emergency Management which has now been received. The project includes some outreach to share what has happened since the last plan. A part of the plan update is exploring what has been done at the local level.

P. Conner asked about what plans are adopted by the CCRPC Board and what planning efforts are underneath that. B. Davis responded that other regional plans are the Regional Active Transportation Plan, Regional Safety Action Plan, Regional Transportation Options Plan, and Regional Park and Ride Plan. P. Conner clarified his question about which plans the CCRPC is required to adopt, in addition to the regional plan. B. Davis said the MTP and Public Participation Plan (PPP).

For the ECOS update, there is an ongoing discussion about what engagement should be done. The plan is to develop a firmer engagement plan to coordinate carefully and use residents' time wisely. D. Hanley asked about what the Land Use Review Board (LURB) is doing on the plan timeline schedule. K. McCarthy responded that the amendments require a return to the LURB for their review and approval. CCRPC will highlight what changes have been made and why. D. Hanley asked if the process with the LURB has been positive and produced a better plan. K. McCarthy responded that there are a lot of planners on the LURB, as well as people with legal and environmental backgrounds, that have useful perspectives. There has been good communication. P. Conner concurred that the change has been positive.

6. MTP Discussion

a. Draft Vision/Goals based on TAC discussion

B. Davis shared that the Regional Active Transportation Plan will also be updated alongside the other plan updates and will be incorporated by reference into the MTP. B. Davis reviewed slides on the draft Vision and Goals of the MTP, offered three options for the updated vision and goals, and said he shared this information with the Transportation Advisory Committee (TAC) which helped craft the proposed vision and goals. The goal themes include safety, connected and accessible network, reliability and efficiency, well maintained and resilient, sustainable and healthy communities, and thriving communities. K. McCarthy asked if the vision leads into the ECOS Plan goal and suggested considering that when choosing the vision. M. O'Brien preferred option 3 and also liked the vision that the TAC came up with. Mike preferred the language "move towards zero transportation fatalities" versus "eliminate transportation fatalities" due to feasibility. B. Davis suggested keeping the stronger language because it reflects the Board-adopted Regional Safety Action Plan which is based on Vision Zero and Safe Systems Approach. E. Towle supported the language "eliminate" because they have a vision zero plan. D. Hanley shared that the language "eliminate" is ambitious and makes it sound like the CCRPC is solely responsible. P. Conner felt that if CCRPC wants to support the vision zero plan, it should be an all in approach. D. Hanley asked what is meant by an equitable community. B. Davis responded that it means the transportation system is equitable to everyone and serves people of all ages and abilities,

and citizenship status. M. O'Brien added that the goals "reliable & efficient" and "well-maintained & resilient" overlap, and asked if they could be combined. K. McCarthy and M. Arancio responded and supported their distinguished meanings – performance compared to maintenance/condition. M. O'Brien asked about adding the word performance as part of the "reliable & efficient" goal. J. Charest responded that performance could be a good word to weave in. M Arancio added that some of the language is tied to funding sources and the code of federal regulations. B. Bornstein responded that maybe there are too many R words (reliable and resilient) and suggested moving "efficient" to be the first word. E. Towle asked about including language about being fiscally responsible. K. McCarthy suggested fiscal responsibility fits best within the goals. J. Charest added that the fiscal component is a critical piece. P. Conner suggested that full mobility choices may not align across the plan. The word everyone feels misaligned. E. Towle agreed that it is a very definitive statement and liked the word "widespread," as P. Conner suggested. D. Hanley liked the word "people," as suggested by K. McCarthy. P. Conner said that it might be okay to not have "everyone" have multimodal options in our county due to growth pattern goals and ongoing funding limitations – if everything is captured, there is no way to prioritize. Mike suggested removing the word "everyone." D. Hanley suggested the word "residents." P. Conner rebutted that it excludes people who live outside the county and commute in. B. Davis likes either option of replacing "everyone" with "people" or "widespread." S. McCormick shared that Essex Junction is going through a Comprehensive Plan Update. One of the things they have done is update their Land Development Code. He suggested that the MTP include public private partnerships for innovative solutions. B. Davis responded that there might be a place for that in this plan, and those opportunities may open as they move forward.

b. Public Engagement

B. Davis shared that he has been working with Anne Nelson Stoner to create an engagement plan for the MTP. There is a desire to not duplicate engagement efforts. The public engagement approach may include an open house, focus groups, surveys, etc.

c. Plan structure/content update

B. Davis shared that they are expecting to maintain the format and structure of the prior MTP through the update. K. McCarthy suggested LRPC members review the MTP flow and organization.

d. Regional Travel Demand Model update

J. Charest shared that the Regional Travel Demand Model is being updated. The Model reports region wide outputs, such as vehicle miles traveled and delays, and is used to test different scenarios for development and transportation. The Board recently approved a demographic forecast that is the starting point for the model (where people live and where people work). The model hasn't been updated since 2017. Sai Sarepalli, from CCRPC, is leading some of this work. The project will reach out to municipalities to make sure the model reflects anticipated future development. Scenarios will start being run in January/February. Part of Burlington's BTV2050 looks at jobs alongside housing, which is not something that has been done at the regional level in discussions about housing targets. J. Charest offered to do a presentation on the model at a future LRPC meeting.

7. Other Updates

a. December meeting: ECOS Implementation Discussion – in-person or remote

Five people would be open to in person and one person preferred remote. K. McCarthy shared that the December LRPC meeting will be in person with a remote option.

8. Adjournment

M. O'Brien made a motion to adjourn, seconded by S. McCormick. The motion passed unanimously.

Respectfully submitted,
Maya Balassa