

2018 ECOS Plan - First Public Hearing Comments

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1	2018 ECOS Plan Public Comments: First Public Hearing Draft					
2	ECOS Plan Section	Topic	Comment	Commenter	Municipality	Response
3	CEDS		Kathi Walker O'Reilly has reviewed the CEDS draft and had two comments. On page 5, she states there is the need to promote the skilled craftsmen as manufacture state concerns about the challenges of the future workforce. While VTC and VMEC are working on this, there is more that needs to be done. On page 18, she comments that Colchester is the only community in Vermont to be named to Money Magazine best places to live in America in both 2015 and 2017.	Kathi Walker O'Reilly via Colchester Dept. Head memo	Colchester	Thank you for these comments. In Supplement 2 of the ECOS Plan, there is a list of recent accolades. We have updated this list to include awards won from 2013-2017, including Colchester's inclusion in Money Magazine lists in 2015 and 2017. As for the skilled craftsmen point that you raise, we have incorporated the State Workforce Development System Report of Findings & Recommendations into our latest draft, and added an action to discuss GBIC and CCRPC's future work on the recommendations raised in the report. Ensuring that workforce training programs are providing an adequate number of skilled manufacturing workers is one of the report's key actions.
4	CEDS	childcare	You call out childcare affordability in the economy update. We'd also like childcare capacity and access to be highlighted. We need more affordable options - AND we also just need MORE options and spaces.	Jessie Baker	Winooski	Thank you for this comment. Where the draft identified "lack of affordable child care" as a weakness, we have instead included "lack of child care options for working families, especially affordable child care." The ECOS Plan's main discussion of childcare is in the Education section (Strategy 8). We have added a reference to this section in the Economic Resilience section of the CEDS and in the CEDS Implementation section.
5	CEDS	Workforce Development	Collaborate to advance multi-generational workforce (giving seniors an extended work force experience that is flexible and meeting employer/employee needs)	Deb Sachs		Our Comprehensive Economic Development Strategy (Supplement 4 of the ECOS Plan) identifies "Engaging a highly skilled and trainable retirement age population" as an Opportunity in our SWOT analysis.
6	CEDS	Workforce Development	Encourage and support new manufacturing start-up businesses that address and reduce solid and organic waste. For example, Recycle Balls-- http://www.recycleballs.org/	Deb Sachs		While our Comprehensive Economic Development Strategy (Supplement 4 of the ECOS Plan) does not identify business types at such a specific scale, such a business would absolutely be encouraged in the plan's identified target sectors of clean tech/green tech, and possibly high value-added manufacturing.
7	CEDS	Workforce Development	Need to make sure that the CEDS is updated to includes an appropriate discussion of relevant policies from the State Workforce Development System Report of Findings & Recommendations: http://gbicvt.org/files/2018/01/S.135_WorkingGroup_WorkforceDevelopment_FinalReport_Legislature_1.15.18.pdf	Internal staff comment	N/A	Data from this report were added to the Workforce and Recruiting section of the Competitive Assessment. Action 3 was edited to describe GBIC and CCRPC's future work on the actions identified in the report.
8	CEDS	Broadband Internet	Make sure that the state's broadband plan is incorporated as appropriate	Internal staff comment	N/A	The Vermont Broadband Action Plan's specific goals for internet speed availability have been added to Action 1.
9	CEDS	SWOT Analysis	Regionalization of our economy services is going to be something that will increase over time, and will probably really benefit Chittenden County. This should be recognized in the plan. Additionally, it's a benefit that we have clean drinking water here, which a lot of places in the country do not have.	Andrea Morgante	Hinesburg	Thanks for your comments. We have made these changes to the Strengths and Opportunities section of the SWOT.
10	CEDS	Lake Champlain TMDL	The way the TMDL is discussed (last bullet, page 18) seems like it's blaming the TMDL for the cost of lake cleanup, rather than blaming the pollution that has happened in the past. Andrea will send us suggested language to change this.	Andrea Morgante	Hinesburg	Thanks for your comments. We have changed this bullet to read "Funding the water quality projects to address high phosphorous levels and other pollutants in surface waters, including Lake Champlain, will present financial challenges for municipalities necessitated by (See the Lake Champlain TMDL for more information)." We've also changed the threat from 'cost of implementing the TMDL' to 'phosphorus pollution'.

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11	Energy		I have participated in the Planners Advisory Committee and provided comments in the development of the energy section as it was developed. This energy section draft includes many of the requirements to meet the State's energy plan of 90% renewables by 2050. To accomplish this, the draft energy section provides a wide variety of considerations for the county including increasing renewable energy production and energy conservation measures. While Colchester did not provide many constraints to the siting of solar and wind, many other communities have created significant constraints that may push energy development to less restrictive areas such as Colchester. The concepts of how to reduce energy needs are very conceptual and nonbinding at this time. This will allow communities to explore energy reduction strategies in a variety of ways. Overall, the energy sector will better inform member communities and provide the data necessary for the development of local energy plans without binding communities to specific measures.	Sarah Hadd via Colchester Dept. Head memo	Colchester	Thank you for your comment. No edit needed.
12	Energy		"Wind -Base" is missing from the Renewable Electric Generational Potential table on page 6	Billy Coster	Vermont Agency of Natural Resources	Thanks for pointing this out. This has been added to the table.
13	Energy	Glossary	Develop a glossary and ensure that renewable energy does not include "clean renewable natural gas".	Deb Sachs		CCRPC has a complete glossary on the website. A link to this glossary has been included in the Plan.
14	Energy	Phrasing	I noticed some omissions of three phase power lines in Milton	Deb Sachs		Thanks for you comment. We changed the symbology of the line data to improve the readability of the map. We are using the data available from the Vermont Center for Geographic Information.
15	Energy	Biomass	In comments sent to PSD on the draft energy plan, the Agency recommended CCRPC consider adding more discussion about the source and management of woody biomass to meet wood heating targets, including the share of these resources that could be sustainably harvested from Chittenden County. The Agency finds the ECOS Plan could still benefit from such additional analysis; at a minimum, a description of the Woody Biomass Resource Areas map should be provided. PSD's Guidance for Regional Enhanced Energy Planning Standards provides direction on the level of analysis expected on this topic and sample actions CCRPC may want to consider adding to the ECOS Plan.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your thorough review of the ECOS Plan, including the energy sections! We have added more detail and context in several places: 1. In Supplement 6, we have added a description to explain what the Woody Biomass map shows. 2. In the main piece of the plan, we have added an additional action to Strategy 4, Action 2 - Working Lands Implementation, to show our support for sustainable harvesting of forest products to advance our energy goals. 3. On Page 49 of Supplement 2, we have summarized the 2010 BERC Vermont Wood Fuel Supply Study's findings on wood harvesting in Chittenden County, and explained that the county will continue to depend on importing wood products into the county for the McNeil Generating Station as well as individual wood heat systems.

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16	Main Document	Preferred Sites Map	Can you tell me about the “Closed Landfill” features? The map shows two in Shelburne, and I question whether any should be shown. I have no idea what the one close to Route 7 is about. The one between Thompson Road and Spear Street is indeed an old town dump. But since these aren’t capped landfills of the type that might be attractive as ‘cheap space’ in more modern times, does it actually make sense to portray them?	Dean Pierce	Shelburne	Thanks for your comment. Staff checked in with the State Waste Management Program and only those landfills which have post-closure certification are eligible for preferred site status. The map has been updated to reflect this new information.
17	Main Document		I don't see this to be the case in Vermont.	Amy Saar		Thank you for your comment. I’m not sure if your comment is about crumbling infrastructure or communities isolated from economic opportunities. We believe the two to be true to some extent, and something we want to be mindful of as we move forward.
18	Main Document		What is the evidence that physical activity and tobacco use are the direct result of socioeconomic level? What about geographic location and educational quality and parents educational achievement?	Amy Saar		Socioeconomic status is often measured as a combination of education, income, and occupation so commenter's point is included. This was clarified in the text in the Main document, and these references were added to Supplement 2, Health section: https://www.cdc.gov/tobacco/disparities/low-ses/index.htm ; and https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1732269/pdf/v057p00029.pdf .
19	Main Document		I believe Ensuring Equity is implicated in both K-12 proficiency and workforce development.	Barbie Alsop		Great point, thanks for making this suggestion. We will add these check marks to the chart on page 17.
20	Main Document	Scenario section	Add a bit more detail on the benefits of the 90% land use component.	Internal staff comment		Added to the Main document.
21	Main Document	Health & Safety	Repeat of paragraph above.	Jacob Hemmerick		Thank you for noticing that the paragraph was repeated. The extra paragraph has been deleted and replaced with the correct text.
22	Main Document	Existing Utilities & Facilities Map	What scale of cell tower does this include?	Jacob Hemmerick		Thank you for your comment. We assume this comment is from the fact that only 4 cell towers are on the map. We've discovered the data set we were using from the state is not accurate enough. We've changed to e-911 data and we now have 55 cell towers. Thank you for noticing this.
23	Main Document	Introduction	Consider adding to the end of the last paragraph "It is not intended to be a prescriptive planning tool supporting or opposing any specific projects and it is important for the Commission and its municipalities to maintain flexibility in their future planning initiatives."	Vermont Gas	N/A	Thank you for your comment. We did not make this change. We found that the Plan would not prevent distribution line extensions from happening so long as these extensions are within the areas planned for growth and natural resources are avoided/mitigated. Because we don’t believe the Plan will have a negative impact on distribution extensions, we decided that the statements on the intended use of the Plan were too broad and chose not to add them to the Plan.
24	Main Document	Introduction	Add "energy systems" to the list of infrastructure facilities. Whether natural gas infrastructure or adequacy of the electric grid, specifically mentioning energy infrastructure will provide flexibility in addressing areas slated for growth.	Vermont Gas	N/A	Thank you for your comment. We do agree with the need to include “energy systems” in our actions related to areas planned for growth. Strategy 2, Action 1 has been revised to include energy systems, instead of changing Goal 16.
25	Main Document	Introduction	Goal 17: Consider rephrasing from "Transform Chittenden County's energy system to a cleaner ... " to "Move Chittenden County's energy system toward a cleaner ... " This will allow room for cleaner fuels to replace dirtier fuels even if they are not yet renewable.	Vermont Gas	N/A	Thank you for your comment. We made the change.
26	Main Document	Strategy/Actions	Action 2.4.a.ii: Add "renewable natural gas" to the list of examples for decreasing fossil fuel usage.	Vermont Gas	N/A	Thank you for your comment. We did not make this change because the Plan currently supports biogas which is broad enough to include RNG and the Plan does not preclude renewable natural gas deployment.

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27	Main Document	Strategy/Actions	Add an additional bullet "Using existing energy infrastructure, including natural gas transmission and distribution infrastructure to advance the use of renewable fuels such as renewable natural gas that could be transported and delivered through existing infrastructure, so long as investments are made to keep this infrastructure modern, well-maintained, safe and reliable."	Vermont Gas	N/A	Thank you for your comment. We did not make this change because the Plan currently supports biogas which is broad enough to include RNG and the Plan does not preclude renewable natural gas deployment
28	Main Document	Strategy 4	Section 4 of the Main Document identifies the goal to “increase investment in and decrease subdivision of working lands and significant habitats....” Within Subsection 1 – Habitat Protection, it is important to also acknowledge protections for priority forest blocks, connectivity blocks, surface waters, and riparian areas. Although higher protections are warranted in highest priority areas, priority areas still play a vital role in providing local connectivity.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. This language was added to Strategy 4.
29	Main Document	Strategy 4	The Agency supports CCRPC’s continued efforts to assist municipalities in conducting local inventories and developing development review regulations (p. 34, bullets b and c). Inventory work should not be limited to just high priority areas and could be expanded to include natural community mapping (as noted in the Science to Action example). The value of including natural community mapping is the additional detail regarding special features within the highest priority and priority blocks, as well as within surface water and riparian areas.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. This language was added to Strategy 4.
30	Main Document	Strategy 4	Future regional mapping efforts could identify what resources are being protected and to what standard. Tiered maps can show different tiers of resources based on scale (i.e., small scale rare species locations and wetlands versus large scale forest blocks) and protection standards. Small scale resources may require higher standards, where large scale resources may accommodate some development and require less protective standards to maintain functions and values.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. An action was added to Strategy 4 to address this suggestion.
31	Main Document	Top Ten Actions	This is a summary of input provided at the 4/21 public hearing - Action 2: Expected a train to come to Richmond 25 years ago, and will need to wait another 25 years. Action 7: Only includes traditional health providers and not necessarily population health; add social service providers. Action 8: How did autonomous vehicles get such prominence because they aren't going to solve our problems?	Bard Hill	CCRPC Board - Richmond Rep	Thank for your comments during the hearing. We clarified this statement to include the partners that we do work with, but did not limit it to others. We also added some caveats to the autonomous vehicle action to address your concern.
32	Main document	Energy constraints & suitability	In reviewing a new solar application on a parking lot, it isn't clear that existing development (i.e. rooftops or parking lots) take precedence over suitability constraints, which Staff believes is the intent.	Internal staff comment		Staff believes this isn't the intent and a previous version of the language made this more clear, and has added a sentence to the first constraint policy to say: "Renewable energy generation sited on an existing structure or parking lot complies with this policy."
33	Main Document	Future Land Use Map	Potential change from Underhill depending on whether zoning is adopted at Town Meeting.	Internal staff comment		The Underhill Village has been changed to mimic their newly adopted zoning district boundary; this boundary also includes the state designated village area.
34	Main Document	Strategy 4	Overlaying Vermont Conservation Design Highest Priority areas in Chittenden County with towns’ current zoning and/or their future land use maps could be a future analysis to identify what percent of the highest priority forest blocks are prone to development. New mapping tools such as Vermont Conservation Design4 and BioFinder5 created since 2012 will be useful in future natural resource analyses.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. This concept was added as an action under Strategy 4.
35	Main section	Strategy 3	A typographical error appears in this section and following sections: readers are referred to Supplement 4 for a description of state and local known constraints. That description is provided in Supplement 3.	Billy Coster	Vermont Agency of Natural Resources	Thanks for pointing this out. We've corrected the reference to Supplement 3 in both Strategy 3 & 4.
36	MTP	Indicators/Performance Measures	Add whether the data is County or State level in the titles?	Internal staff comment		These have been clarified.

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37	MTP		Bryan Osborne is the Chairman of the Technical Advisory Committee (TAC) and has provided informal comment on the development of the Metropolitan Transportation Plan (MTP). He had noted concerns about the long term impacts of the proposed MTP as demonstrated by the RPC's transportation modeling. The plan as drafted will push more interstate congestion northerly toward Colchester in the future. However, given that the MTP must operate within established fiscal constraints the only options are to remove any capacity upgrades to the interstate system, or focus entirely on upgrades to the interstate and eliminate any investment into local projects. Neither of these options are practical. Therefore he believes there is not a practical solution to this issue within the current life of the plan and that it is a very logical and practical plan to which he has no further comments.	Bryan Osbourne via Colchester Dept. Head memo	Colchester	Thank you for your comment. No edits needed.
38	MTP		VTrans comments: Staff addressed generalized comments related to numbering tables and charts, adding titles/subtitles, differentiating between statewide vs Chittenden County statistics, adding sources to graphics (to be completed). Many comments were related to minor edits or clarifications, table formatting, adding descriptive text under each graphic for the transportation indicators and performance measures, updating language for Montreale Amtrak service, clarifying disparity between transportation-related GHG emissions from VT vs transportation-related GHG emissions on a national scale, questions related to individual projects highlighted in the transportation corridors sections, adding an introduction to the MTP project list, reevaluating the number of Burlington projects in the short-term timeframe.	Amy Bell, Dave Pelletier		Thank you for your detailed comments. Your comments have been addressed.
39	MTP	Transportation/Energy connection	This is a summary of the comments presented at the 4/21 public hearing: We can't get to 90x2050 with the goals as currently stated in this plan. If you have a glossary, add rail to the public transportation definition. I absolutely disagree with widening I-89 which is a 20 minute problem. Instead invest the \$74 million in public transit/commuter rail. Consider the use of salt on our roads which eats away at the infrastructure and lowers the life expectancy of it. Revisit the vision and really look at a future where we shift from cars to transit. Increase investment in TDM programs to address climate change. Consider a regional transportation authority to oversee transportation investments.	Deb Sachs		Thank you for taking the time to come to the public hearing and providing comments.. The issues of widening I-89 between Exits 14 and 15 was discussed at the TAC and Executive Committee meetings and the consensus was to leave this project in the MTP as we strive to have a balanced plan that addresses all transportation modes and needs in the county. The MTP also includes substantial public transit investments and calls for improvements on all existing GMT services in the county.
40	MTP	Transportation/Energy connection	This is a summary of the comments presented at the 4/21 public hearing: This Plan is absolutely not going to work. We have a CO2 problem that is going to destroy our civilization and this is a 'business as usual'/'status quo' plan. Autonomous cars are not going to save us. Everything needs to shift to electric, though we may use diesel in the in between. Infrastructure around the car is our biggest problem; and continuing to build in and invest in more fossil fuel infrastructure is a total disaster.	David Blittersdorf		Thank you for taking the time to come to the public hearing and providing comments. This Plan calls for moving away from fossil fuels and towards sustainable, renewable energy sources albeit it at a slower pace than you are suggesting. However, as we implement the Plan we will be doing what we can, within our ability, to be moving off of fossil fuels. In addition, we will revisit the Plan again in five years.
41	MTP	transit	We'd like to see a priority around extended public transportation access across Chittenden County communities. We have decent access in Winooski but sometimes it is hard for our non-car-owning population to get to job opportunities outside of Burlington and Winooski.	Jessie Baker	Winooski	The current MTP includes significant improvements in public transit service in Chittenden County.
42	MTP	bike facility	Bike project on Ferry Road is not included on the list.	Fritz Tegatz	Charlotte	The Active Transportation Plan identifies and prioritizes regional bike corridors in the county, including Ferry Rd. in Charlotte. Various segments of these corridors have been scoped and a preferred alternative selected and they are ready for design and construction pending funding but others still need to go through project definition/scoping before they become projects and could be included in the MTP list. The CCRPC could assist a municipality with scoping and then the municipality could apply for a VTrans bike/ped grant for implementation.

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43	MTP	Transportation Maps	MAPS--Show Vermont's existing rail system on a resource map, illustrating: 1) the overall Vermont rail system map (freight and passenger); and 2) the northeast rail system to show Vermonters and tourists regional connections and how one might travel by rail. Include on these resource maps all available transportation options including available multi-modal options (i.e., bus routes, train stations, transit centers, P&R locations, EV charging, car and bike share availability, shuttles, hotels and public parking locations. On the regional map, be sure to include Vermont's 11 train stations, all transit centers, including a symbol for inactive train stations to encourage member communities to recognize the future might include community rail.	Deb Sachs		Thank you for taking the time to review and provide comments on the draft ECOS document. The MTS map on page 17 does identify rail lines and active stations as well as transit hubs and other intermodal facilities. All of the MTP maps focus exclusively on Chittenden County and while wider statewide context can be informative, we have decided to limit the information presented to the area that the CCRPC has jurisdiction for.
44	MTP	Transportation/Energy connection	Add to the top ten CCRPC Next Steps: Explore how a broader sustainability/net zero energy vision of the regional transportation system in 2050 might look like. Could it include regional multi-purpose pathways, an expanded and convenient transit system, community train line and convenient stops in town and village centers with transit oriented designs, shared bikes and vehicles, and market rate housing options and mixed uses. Suggestion: CCRPC might commission a study to examine a proposed new community/passenger rail service (that complements the regional Amtrak service) connecting the five core towns of Chittenden County (i.e., BTV, So. Burlington, Essex Junction, Colchester, and Winooski). What if it were located on the former CIRC highway and state-owned ROW?	Deb Sachs		The draft MTP is moving in the right direction, accomplishing energy reductions in the transportation sector, by reducing Single Occupant Vehicle (SOV) travel through significant investments in transit, bike/ped facilities, and EV infrastructure. In addition, the MTP calls for increases in land use density that will allow for additional investments in non-auto modes in the future. This topic will be re-examined and further evaluated over the next several years and will be incorporated into future plans. The CCRPC will be open to studying a new community/passenger rail service (that complements the regional Amtrak service) in partnership with GMT, VTrans and others in future years - this request will have to go through the CCRPC's UPWP process.
45	MTP	transit	Study, explore and recommend to the VT legislature the development of an inland Port Authority and/or P3, a public/private partnership. This will enable and attract public private investments and partnerships to help develop expanded train and public transit service within our region.	Deb Sachs		This may be an appropriate task to undertake in our UPWP in partnership with VTrans, GMT and interested municipalities.
46	MTP	I-89 Widening	MTP--Remove/eliminate the proposed widening of I-89 between Exit 14 and 15 and other interchange improvements. Instead prioritize and re-direct investments to improve our public transportation system, a bus system that is more convenient, reliable and runs more often. Also invest in a connected sidewalk and multi-use path system and shared mobility options including ebikes, cargo bikes, carshare and truck share.	Deb Sachs		The \$74 million proposed for interstate and interchange projects is just over 4% of the total funds coming to Chittenden County over the next 34 years. The MTP investments and projects seek to balance the diverse needs of the traveling public and freight transportation. Results from the regional transportation model suggests that even with concentrated development, expanded transit and bike and pedestrians facilities, some improvements to the interstate will be necessary by 2050. A planning study will be initiated in the summer/fall of 2018 to fully understand the need to expand I-89 and improve access to the Interstate.
47	MTP	transit	Complement the improved fixed route bus service with flexible trip planning options (i.e., VIA Transportation, Inc) so that today's youth and elderly have confidence they can age in place and live in Vermont without a car.	Deb Sachs		CCRPC has been involved in planning for increased transportation options for all travelers and these conversations will continue and may be expanded in future plans.
48	MTP	Policy	Encourage adoption of new legislation--as in Washington state--supporting a "Mandatory Commuter Trip Reduction Act"--similar to Everett, Washington, since 1997, now operating 400 vanpools serving the region and its businesses.	Deb Sachs		This is a state issue. Currently, the CCRPC works with CATMA, GMT, VTrans and other partners on many TDM initiatives and we will continue to work on strategies to increase transportation options and reduce single occupant vehicle use.
49	MTP	transit	Adopt a public transportation definition that includes "passenger and community rail".	Deb Sachs		Passenger and commuter rail are not excluded from the definition of public transit. AMTRAK service is discussed in the plan and other services will be discussed if and when they become available.
50	MTP	Policy	Adopt 55 mph speed limits on Interstates-89 and I-91. Pair it with a public education campaign to highlight the benefits of slower travel.	Deb Sachs		Reduced speeds have both safety as well as environmental benefits but making such a change requires action at the state and federal level.

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51	MTP	Policy	Assess the “Clear roads policy”--and pass a “No clear roads” policy similar to other states, like Colorado. Limiting or eliminating road salt--will save billions of dollars in lose. Pair it with reduced speed limit. Road salt ruins our streets, roadways, bridges, vehicles, vegetation, critters and water quality.	Deb Sachs		Reducing winter salt application certainly has some benefits and VTrans is the appropriate agency to evaluate the pros and cons of such a policy change. Recommendations from this study could then be shared with municipal staff and officials.
52	MTP	Transportation/Energy connection	Commission a visioning process modeled after Net Zero Vermont’s “Sustainable Montpelier 2030 Design Competition” held in 2016/17. Focus on communities with train stations (western corridor, EJ, Winooski, Richmond and BTV). The process could be less comprehensive than Montpelier, as simple as a 2-3 day charrettes. See example of the Sustainable Montpelier 2030 project online--projects "Montpelier" at www.netzerovt.org	Deb Sachs		This recommendation would be best to make through our annual UPWP process in partnership with the affected municipalities interested in undertaking this effort.
53	MTP	Freight	Develop a containerized business for freight to allow more companies to ship materials by rail versus truck. Vermont doesn’t have this option to businesses. Freight shipping is much more efficient than trucking, approximately one third to one half the cost.	Deb Sachs		The ability to move freight via rail vs. truck comes with environmental and energy benefits. However, rail freight transport has been decreasing relative to truck for decades in VT. This recommendation should be targeted to VTrans as it would be more effectively implemented at a state level. The CCRPC would be a willing planning partner in such a venture.
54	MTP	Policy	Support policies to place a price on carbon to help incentivize low carbon alternatives. The plan should include a section on carbon pricing as a priority step to meeting shared goals.	Deb Sachs		The CCRPC's Energy subcommittee and Long Range Planning Committee discussed this and felt that it should be left to others to take the lead on such significant tax and policy issues.
55	MTP	Park and Ride	I disagree on the proposed location of the P&R lot on Route 7 in Charlotte. In my opinion (in the best of all worlds) it belongs at the Charlotte train station with TOD and mixed uses around the station.	Deb Sachs		The more pressing current need for a Charlotte P&R is nearer the US 7 corridor, where GMT service is currently offered, hence our focus there. The train station location is well off the main travel corridor and was rarely if ever used when it was open. That said, this is a reasonable place for such a future facility should commuter rail again become a regional priority.
56	Online Map	Utilities & Facilities	DHCD Staff Comment: The ECOS online mapviewer is accessible, dynamic, and offers comprehensive information on the built, social, economic, and natural environments. Existing utilities and facilities are identified on Maps 1 and 3, and future transportation improvements are identified on Map 4 of the plan. While many proposed improvements and projects are mapped in the plan, some are not. Future amendments and mapviewer updates offer opportunities to visualize infrastructure and facility projects proposed in, but not limited to: Strategy 2, Supplement 4, and Supplement 5.	DHCD Staff		Thank you for your comment. The mappable projects from the CEDS list are being added to the ECOS map viewer.
57	Online Map	Flood Resiliency	DHCD Staff Comment: The plan references Vermont’s Flood Ready website as well as the County’s All Hazard Mitigation Plan, which includes detailed maps identifying flood resilience resources. Further integration into the mapviewer could improve awareness and management of these resources in a one-stop planning resource (with second source disclaimers as appropriate).	DHCD Staff		Thank you for this comment. We've added the following three data layers from the AHMP to the ECOS online map: individual assistance claims, public assistance project locations, and geomorphically incompatible culvert.
58	Supplement 2	Energy	2030 District Folks in Burlington requested that the 2018 ECOS plan acknowledge the formation of Burlington’s District 2030 as a way to draw attention and give credibility to their efforts. See Email saved	Jenna Antonio Dimare	Burlington	Thanks for your comment. The 2030 District will be added to the CEDS list.
59	Supplement 2	Built Environment, Infrastructure & Facilities	I saw on Front Porch Forum that the ECOS plan is being updated. I have info for the paragraph regarding solid waste on page 63 in Built Environment of Supplement 2 and the Scorecard. Revised paragraph was sent on 2/14/18.	Nancy Plunkett	CSWD	Thank you for your edits. They've been incorporated as suggested.
60	Supplement 2	Built Environment	Second full paragraph: Add "investments in energy infrastructure" to the list of vital infrastructure.	Vermont Gas	N/A	Thank you for your comment. The edit has been made to include energy systems.

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61	Supplement 2	Energy	Energy Goal, as noted above, consider rephrasing from "Transform Chittenden County's energy system to a cleaner ... " to "Move Chittenden County's energy system toward a cleaner." This will allow room for cleaner fuels to replace dirtier fuels even if they are not yet renewable.	Vermont Gas	N/A	Thank you for your comment. The edit has been made.
62	Supplement 2	Energy	Consider rephrasing the sentence under energy goals as follows: "To meet state energy goals, the region is planning for a major shift away from fossil fuels in the transportation and heating sector to renewable electric sources of energy, energy efficiency in all sectors, and an increase in in-state renewable energy generators." This will allow flexibility for the inclusion of out-of-state renewable natural gas for uses other than electric generation.	Vermont Gas	N/A	Thank you for your comment. We made the change to the first strikeout but not the second and third.
63	Supplement 2	Energy	first bullet: Add renewable natural gas to the list of options to be promoted in achieving goal.	Vermont Gas	N/A	Thank you for your comment. We included a bullet to the section on transitioning to renewable energy which says" Vermont Gas Systems in currently working to deploy renewable natural gas in their service territory. The economic viability of renewable natural gas, its impacts on climate change, and its classification as a renewable resource will be monitored."
64	Supplement 2	Energy	Consider adding a new bullet stating: "Renewable natural gas will provide Chittenden County residents with an additional opportunity to increase the amount of renewable resources available."	Vermont Gas	N/A	Thank you for your comment. We did not make this change because the Plan currently supports biogas which is broad enough to include RNG and the Plan does not preclude renewable natural gas deployment.
65	Supplement 2	Energy	Might include the current numbers/specifics re NG heat vs. heat pumps in a separate sidebar, given these will change.	Sharon Murray	Bolton	Thanks for your comment. The last two sentences of the second bullet on this page were deleted.
66	Supplement 2	Natural Resources	Since approval of the first ECOS Plan in 2012, many Agency initiatives have come into effect or been updated to further support water quality improvements in Chittenden County. In addition to the Lake Champlain TMDL, these initiatives include but are not limited to: <ul style="list-style-type: none"> • Shoreland Protection Act and Permit; • Update of Lake Champlain Watershed Basin Plans - Lamoille and Northern Lake Champlain; • Flood Hazard Area and River Corridor Protection Rule and Permit; • Update of Stormwater Rules and Permits; and • Designation of Sandbar Wetlands as a Class I Wetland. CCRPC may want to update the Natural Systems Analysis Report to reflect these recent initiatives, as well as other trends and analyses identified below.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. We don't intend to update the Natural Systems Analysis Report at this time, but we've added these initiatives to the Ecological Systems section of Supplement 2.
67	Supplement 2	Ecological Systems	The most significant change is the pattern of the forest cover and relative connectedness of forest blocks to each other and riparian areas. Growth outside of planned areas has had a visible (and ecological) impact on the pattern of forests and forest cover. A key indicator which may provide a finer metric than land cover data to identify extent of forests is the Vermont Fish and Wildlife Department's Habitat Block dataset. This dataset is likely updated more regularly than the USGS Land Cover Data. Currently ANR is updating the dataset using LIDAR and looking to continue updates in the future.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. This additional information has been added to the Ecological Systems section. Also an action has been added to Strategy 4 to consider switching the data for this key indicator.
68	Supplement 2	Ecological Systems	The Natural Resources Analysis Report provides the bulk of goals, policies, and strategies which could address Act 171. An additional trend the Agency is seeing is forest blocks in Chittenden county are getting smaller and more isolated from other forest blocks, as well as surface water and riparian areas. Leaving islands of habitat within more dense development contributes to losses in biodiversity. These trends speak to the broader concept of the pattern of forest cover versus focusing on core forest areas.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. That trend was added to the Ecological systems section, and in Strategy 4.
69	Supplement 2	Ecological Systems	Reducing fragmentation of forest blocks and riparian areas will help limits the effects of climate change on species. As species adjust their ranges, they will need to cross roads and less suitable habitats. Maintaining a connected network of lands and waters is the one of the most important climate change adaptation strategies.	Billy Coster	Vermont Agency of Natural Resources	Thank you for your comment. This adaptation strategy was added to the Ecological systems section.

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70	Supplement 2	Solid Waste	We should track our waste stream and compost.	Andrea Morgante	CCRPC Board - Hinesburg Rep	Thank you for your comment. We do track this data and have included updated information from CSWD in the Utilities & Facilities section of Supplement 2. Also, the waste stream data is updated annually on the scorecard.
71	Supplement 3	Constraint description	Clarify this in the Plan: I received clarification from the State's Waste Management program about landfills. They indicated that landfills with post-closure regulatory documentation are the only ones that are qualified to be preferred sites.	Internal staff comment		Thanks you for your comment. Action 2.4.b.iii.has been revised to further define landfills with preferred site status.
72	Supplement 3	ECOS Plan Policies & Maps	Add the following to the end of the first full paragraph under ECOS Plans Policies and Maps. "For clarity, this Plan is not intended to require the Regional Planning Commission, or any individual municipality, to support or oppose any specific development proposal based on any particular goal or objective of this Plan."	Vermont Gas	N/A	Thank you for your comment. We did not make this change. We found that the Plan would not prevent distribution extensions from happening so long as these extensions are within the areas planned for growth and natural resources are avoided/mitigated. Because we don't believe the Plan will have a negative impact on distribution extensions, we decided that the statements on the intended use of the Plan were too broad and chose not to add them to the Plan.
73	Supplement 3	Regional Plan	Add Plans that are incorporated by reference to the list - ITS, Active Transportation, and AHMP.	Internal staff comment		These have been added to Supplement 3 - Regional Plan.
74	Supplement 6	Energy	On Figure X on page 23 (CCRPC 2050 MTP Scenario Energy Use Over Time, by Fuel), how did LEAP reach its assumptions about the reduction of Natural Gas usage over time, particularly between 2025 and 2050 – are they assuming that heat pumps become sufficient to heat as a primary fuel source for buildings, and that electricity costs come way down? The other fuel reductions / increases seem plausible but I'm concerned as to whether such a dramatic NG decrease is realistic. Forgive me if we already went over this issue during the meetings.	Will Dodge	Essex	Thank you for your comment. Yes you are correct the LEAP model is assuming the cold climate heat pumps will be the source of heating. Please keep in mind that this is just one scenario for achieving the 90X2050 scenario that is based on the state's assumptions in the Total Energy Study.
75	Supplement 6	Introduction	First paragraph. It may be helpful to strike "in-state" and "generators" before and after "renewable energy" in the last sentence. This will allow flexibility for the inclusion of out-ofstate renewable natural gas for uses other than electric generation.	Vermont Gas	N/A	Thank you for your comment we edited the first strikeout, but not the second.
76	Supplement 6	Introduction	Second paragraph. Consider adding the "While balancing other critical factors such as economic vitality and afford ability" to the end of the last sentence." This will help convey/remind that there are numerous factors to be considered.	Vermont Gas	N/A	Thank you for your comment. We agree with the concept of balancing other objectives while meeting energy goals. However, this concept is not applicable to the analysis section. This statement was added to Action 2.4.
77	Supplement 6	Introduction	Third paragraph. Consider adding to the following sentence to the end of the paragraph. "As noted above, in practice this will require balancing of several objectives and it is critical that flexibility in planning be maintained."	Vermont Gas	N/A	Thank you for your comment. We agree with the concept of balancing other objectives while meeting energy goals. However, this concept is not applicable to the analysis section. This statement was added to Action 2.4..
78	Supplement 6	Introduction	Please add "or renewable natural gas" to the list of various renewable energy technologies.	Vermont Gas	N/A	Thank you for your comment. We did not make this change because the Plan currently supports biogas which is broad enough to include RNG and the Plan does not preclude renewable natural gas deployment.
79	Supplement 6	Methodology for Renewable Energy Generation Targets	Please add "including renewable natural gas." to the last sentence.	Vermont Gas	N/A	Thank you for your comment. We did not make this change because the Plan currently supports biogas which is broad enough to include RNG and the Plan does not preclude renewable natural gas deployment.
80	Supplement 6	Supplement 6 tables	The Existing and Future Data Analysis section in Supplement 6 consists solely of data tables and maps. Written descriptions and analysis of the information presented in the tables and maps would be helpful.	Billy Coster	Vermont Agency of Natural Resources	Thanks for your comments on this section. We have added more written description and explanatory text throughout Supplement 6 to make it more reader-friendly.

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81	Supplement 6	Energy	<p>3rd paragraph—This page includes the disclaimer “These data targets are intended to be a demonstration of one possible scenario to reach 90% renewable by 2050 and are not intended to describe a future.” At a Selectboard meeting in Charlotte on 2/26/18 CCRPC director Charlie Baker confirmed this disclaimer, saying “...keep in mind this is not the plan of what should happen. We were tasked with the Legislature to try paint a scenario of how you could, not how you should, get to go 90%.”</p> <p>However, on some later pages of the ECOS Supplement 6, the targets are characterized as compulsory obligations (e.g., p. 33, “To determine how much renewable energy generation Chittenden County should plan to generate by 2050...”), and this compulsory language also appears on the two-page ECOS handout that was made available at the meeting in Charlotte (“90% OF ENERGY NEEDS TO BE FROM RENEWABLE SOURCES BY 2050”). From statements made by CCRPC (see for instance the first sentence in the handout) it is clear that CCRPC is using compliance with the ECOS energy plan as a crucial test for certification of town energy plans under Act 174. The disclaimer is therefore not in accordance with actual practice. CCRPC needs to clarify to what extent and why it regards the ECOS plan as a compulsory criterion for certification</p>	Hans Ohanian	Charlotte	<p>Thank you for your comment. According to the energy planning standards, a town plan is required to be adopted and approved to qualify for a determination of energy compliance by CCRPC. CCRPC's procedure for approving a town plan involves a review to determine if the town plan is compatible with the regional plan. The ECOS Plan is the Regional Plan for Chittenden County.</p>
82	Supplement 6	Energy	<p>4th paragraph—The LEAP model is described here as “one possible path for Chittenden County to meet the state energy goals.” This is misleading, in that the goal of 90% renewables is not (yet) a statutory state goal (it is merely a goal proposed by Gov. Shumlin—he of ill fame—in his CEP, but this goal was never enshrined in a State statute). And it is false, in that the LEAP model fails to achieve this goal for Essex, Essex JCT, and South Burlington, where there is insufficient space for solar panels, and insufficient wind power potential to meet the heavy energy requirements for the existing industries.</p>	Hans Ohanian	Charlotte	<p>Thank you for your comment. The LEAP model is not the mechanism by which CCRPC determined the renewable energy targets for municipalities. While our analysis of combining energy potential and constrained area, does indicate that Essex/Essex Jct and South Burlington cannot achieve the targets it is only under one particular scenario of solar. CCRPC in total can meet the targets with this scenario.</p>
83	Supplement 6	Energy	<p>5th paragraph—Biomass is here mentioned as a viable renewable energy source. But wood-biomass burning produces pollution and has a larger carbon footprint than oil burning. The 2020 update of the global treaty on climate now being drafted will close the loophole that permits wood-burning power plants to discount their carbon emissions and be regarded as renewable resources. The cavalier assertion of the Vermont legislature that the burning of wood biomass is regarded as renewable will then have to be rescinded. Furthermore, recent investigations of pollution connected with biofuel production (such as alcohol and biodiesel) have demonstrated that the ecological and social costs of this pollution far outweigh the (fairly small) benefits in carbon-footprint reduction. For consistency with the Paris accord, Vermont will have to reconsider its biomass and other biofuel use and shut down the McNeil and Ryegate power plants.</p>	Hans Ohanian	Charlotte	<p>Thank you for your comment. The Act 174 energy planning standards CCRPC is required to follow consider biomass heating as a strategy for reducing fossil fuels for heating.</p>
84	Supplement 6	Energy	<p>5th paragraph—The role of externally supplied renewable energy (such as hydroelectric power imported from Canada) is not made clear. This is needs to be explained. Imported generation is mentioned without any explanation in a table on p. 5.</p>	Hans Ohanian	Charlotte	<p>Thank you for your comment. This point has been made clearer on page 1 and again in the section which describes the targets.</p>
85	Supplement 6	Energy	<p>electric vehicles—The wild speculations about large increases in the number of electric vehicles ignore a serious problem associated with the shift from gas-powered vehicles to electric: What happens to the gas-powered cars when Vermonters trade them in for electric? They all go into the used-car market, and if all of the US adopts the same policy as VT, there will be a large surplus of hundreds of millions of gas-powered used cars, which will be exported to third-world countries, where people will enthusiastically welcome this windfall of cheap cars and will drive them to the max and thereby generate catastrophic amounts of CO2 (especially because they will probably continue to drive these cars for 20 or more years and not maintain them in a fuel-efficient condition). The net result of the introduction of electric cars in the US will then be a drastic increase of global green-house gases, not a decrease. What do you propose to do to prevent this disaster? Dump the cars into Lake Champlain?</p>	Hans Ohanian	Charlotte	<p>Thank you for your comment. Planning for what happens to gasoline powered vehicles is beyond the scope of the ECOS Plan.</p>

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86	Supplement 6	Energy	Table—"Biofuel Blended Energy" is a confusing misnomer. This is Fossil Fuel with small amount of Biofuel additive. Maybe call it Fossil/Biofuel Blend?	Hans Ohanian	Charlotte	Thank you for your comment. A change has been made to clarify what is meant by biofuel blended energy.
87	Supplement 6	Energy	In the Tables you should make a distinction between ground-source and air-source heat pumps	Hans Ohanian	Charlotte	Thank you for your comment. This change has been made.
88	Supplement 6	Energy	3rd Table—"Low Target" and "High Target" should be explained or a reference to the later discussion on pp. 33, 34 should be given	Hans Ohanian	Charlotte	Thank you for your comment. This change has been made.
89	Supplement 6	Energy	statements about the "amount of wind."—It seems this is calculated from available area and a wildly exaggerated guess about how much power wind turbines can produce in the Champlain Valley, with its notoriously low wind strength.	Hans Ohanian	Charlotte	Thank you for your comment. We are using the best available data we have for determining wind speed potential.
90	Supplement 6	Energy	last Table—A reference should be given for the source of these numbers.	Hans Ohanian	Charlotte	Thank you for your comment. The change has been made.
91	Supplement 6	Energy	solar acreage—Do these numbers take into account that much of this acreage might be pre-empted by biofuel cultivation?	Hans Ohanian	Charlotte	Thank you for your comment. The solar acreage does not take into account that the land area could be used for biofuel cultivation.
92	Supplement 6	Energy	Does this map take into account that in, for instance, Charlotte large areas are under control of the Charlotte Land Conservation Trust, or are in a conserved wildlife area, or conserved forest area?	Hans Ohanian	Charlotte	Thank you for your comment. A statement has been added to the biomass map to indicate that the woody biomass resource areas do not account for state/local known constraints.
93	Supplement 6	Energy	To call the LEAP tool a "robust framework" is a joke. LEAP does not include any financial analysis (such as present-value calculations), and in the absence of such analysis it is impossible to say whether any investors would be interested in developing renewables generation or how much in incentives the State would have to contribute to motivate investors. LEAP isn't robust—it's flimsy speculation.	Hans Ohanian	Charlotte	Thank you for your comment. LEAP is the best tool we have available for understanding what 90X2050 means for the region.
94	Supplement 6	Energy	diesel and biodiesel—Many European cities have moved or are moving toward prohibition of diesel-powered cars, because of serious pollution problems. In the long run, diesel and biodiesel will probably have to be excluded entirely, except perhaps for heavy-duty vehicles on farms	Hans Ohanian	Charlotte	Thank you for your comment. The State's energy planning standards include planning for the use of bio-diesel in the heavy duty sector and we are working within this framework.
95	Supplement 6	Energy	rail transport—Despite the failure of Gov. Dean's attempt at promoting light-rail transport in Vermont, this will probably become an important component in our transportation system, especially because it can be implemented with electrically operated trains. This is an issue that obviously needs to be included in any plan that pretends to cover the next 30 years. Likewise, electric trolley buses merit serious discussion.	Hans Ohanian	Charlotte	Thank you for your comment. Both passenger rail and commuter rail is discussed in the MTP Supplement 5.
96	Supplement 6	Energy	Figure X—Biodiesel, Ethanol, wood chips, and wood pellets are all afflicted by serious pollution and/or carbon-footprint problems and should probably be dismissed completely (see my comments for p. 1, 5th paragraph and p. 14) The same criticism applies to the biofuel and biodiesel entries on pp. 25 and 26.	Hans Ohanian	Charlotte	Thank you for your comment. The State's energy planning standards include planning for the use of bio-diesel in the heavy duty sector and using wood heat to decrease fossil fuels. We are working within this framework.
97	Supplement 6	Energy	transportation fuel switching and increase of EVs—The ESSEX plan recently proposed by some members of the Legislature (among them Mike Yantachka) would presumably have an impact on this change in our vehicle fleet, and therefore the ESSEX plan ought to be discussed discussion in this context.	Hans Ohanian	Charlotte	Thank you for your comment. For better or worse, the ECOS Plan is rather silent on pricing proposals, as this is very much out of our hands and beyond the scope of this Plan (at least for now).
98	Supplement 6	Energy	wind energy potential—Your arbitrary adoption of a capacity factor of 0.35 for wind turbines in the Champlain Valley is absurd. This is the capacity factor for a large wind turbine operating in an exceptionally good location. Although I seem to remember that GMP proposed this number in its PSB application for its Lowell wind farm, a knowledgeable engineer of my acquaintance told me the actual capacity factor is more like that of Searsburgh, about 0.24. The capacity factor for a large turbine in the Champlain Valley would probably be only 0.15 or so, and the capacity factor for a smallish turbine (Bergey 10) would be around 0.07.	Hans Ohanian	Charlotte	Thank you for your comment. The capacity factor of .35 is included in guidance by the Department of Public Service.

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99	Supplement 6	Energy	rooftops for solar PV—Your estimate of 25% for suitable rooftops is probably too large, because people like to have a tree or two near their house, for summer shade. This makes many roofs totally unsuitable.	Hans Ohanian	Charlotte	Thank you for your comment.
100	Supplement 6	Energy	<p>formulas for calculation of solar targets for county and for municipalities—The formulas you propose, by averaging population and area percentages or population and electric-consumption percentages for county and municipalities, respectively, are mathematically nonsensical. The appendix attached at the end of my comments explains this in detail (sorry it’s such a long explanation, but because your staff is totally confused on this point, I felt it was necessary to give a complete math lesson).</p> <p>Furthermore, from a legal perspective, your formulas are probably forbidden by Act 174. The problem is that Act 174 explicitly demands that the municipal plans must have the same “energy elements” as the regional plan and must be consistent with the planning goals of the regional plan. But in your proposal, the renewables allocations for the regional and municipal plans are calculated from different formulas, so the energy elements and quantitative goals of these plans are not in agreement—the regional plan and the municipal plans do not march in unison. You had better consult with your legal counsel to find some way around this roadblock or maybe alter the formulas for regional and municipal goals, so the formulas are the same.</p>	Hans Ohanian	Charlotte	Thank you for your comment. The DPS has reviewed our formula for establishing municipal and regional targets and has not indicated any issue to date.
101	Supplement 6	Energy	The Chittenden region could achieve the regional goal with wind energy if cows could fly. To evaluate the production of renewable energy it is not sufficient to check that there is enough area, it is also necessary to examine whether the costs of the required renewable equipment are acceptable. For wind energy in the Champlain Valley, costs for wind energy are prohibitive. The most serious deficiency of the ECOS plan is that it is infected by an Alice-in-Wonderland attitude and never considers the costs of anything. Vermont has no good solar resources (except for the foggy Northwest corner of Washington State, Vermont has the worst solar resources in the US) and only mediocre wind resources (strong winds are found only on mountain ridges, which are difficult to access and make installation and maintenance of wind turbines extremely expensive). GMP builds solar and wind farms not because the resources are good, but because these projects are excellent tax shelters and because the PUC guarantees to GMP a 9% return on assets, which makes it profitable to install such assets even if the cost of energy production is extravagantly high—and, of course, the Vermont ratepayers ultimately have to pay for it all. With further increases in Vermont renewables, we will soon see rates as high as \$30/ kW-h and more, similar to the rates that now prevail in Germany.	Hans Ohanian	Charlotte	Thank you for your comment.
102	Supplement 6	Energy	other sources of renewable energy—Another obvious deficiency of the ECOS plan is its failure to examine a drastic increase of importation of clean and cheap renewable hydroelectric energy from Canada. HydroQuebec is the largest hydroelectric resource in the continent. We should consider ourselves lucky to live near it, and we should offer to buy as much hydroelectric energy from HQ as they are willing to sell.	Hans Ohanian	Charlotte	Thank you for your comment. We have clarified that 50% of renewable energy is anticipated to be from imported sources.
103	Supplement 6	Energy	local constraints—I found, to my surprise, that your lists and map of local constraints list no known constraints at all for Charlotte, only conceivable constraints. The protected wildlife areas, ecological areas, forest areas, and “forever-conserved” areas in Charlotte would seem to fall into the category of areas with known constraints. Clearly somebody in one of the several town committees in Charlotte or in your organization is guilty of gross negligence. I suggest you investigate.	Hans Ohanian	Charlotte	Thank you for your comment. According to the CCRPC methodology for determining local constraints from town plans and zoning regulations, Charlotte's ecological areas are not 100% prohibitions for development. CCRPC worked extensively with town staff to identify the type of constraints that would be included in the ECOS Plan. See the constraints and suitability methodology explanation in supplement 6.
104	Various	Forest Integrity	Need for necessary compliance language for Act 171 forestry/habitat blocks and connectivity planning	Marty Illick		Thank you for your comment. We've made a number of edits to the Ecological Systems section of Supplement 2, and Strategy 4 in the main document for Forest Integrity purposes based on ANR's comments, and we added the map as well.

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105	Whole Plan		VT Agency of Natural Resources provided a full memo of comments on CCRPC's top actions, watershed management, forests, habitats & working lands, and energy. Below are only the comments that include suggested edits.	Billy Coster	Vermont Agency of Natural Resources	N/A - see below
106	Whole Plan	Energy - VT Gas	A full page of comments were submitted; this is just a subset: "The ECOS Plan states that Chittenden County will continue efforts to avoid development in particularly vulnerable areas, and Vermont Gas has been been careless in these areas, as evidenced by their pending investigation in the Clay Plains Swamp in New Haven. Not only that, but emphasis on fossil fuels like natural gas, which the industry has tried to brand as “sustainable,” has not no place in Vermont’s energy future in the first place; especially with our ambitious plans to reduce emissions." "We should keep in mind that VGS has a monopoly on natural gas in the state, so the don’t make money on the actual fuel, and in turn they have to keep building infrastructure to make money, and at a rate that is too fast to bother with cost overruns or permit compliance." "Allowing a company who seeks dividends over the safety of their customers to work on the planning and future of the state would be a mistake. They’ll try to lull us into a false sense of security with press releases about staying safe in winter, or planting a few hundred trees in summer. A few hundred trees are a moot point when this pipeline, which threatens to leak or explode, continues to pump methane into our air. The newest scientific research tells us that methane is more potent of a greenhouse gas than previously thought—and is comparable with CO2." "As we move into the future, with or without VGS, please consider the public stakeholders which VGS often gives less than 24 hours notice to come to public hearings like the recent one in Bristol. They are not interested in engaging with stakeholders like myself. I’m not here to vilify the people working at Vermont Gas, the rank-and-file just doing their jobs, but I don’t want their clever PR team to pull the wool over our eyes when it comes to our future as a county and as a state."	Julie Macuga		Thank you for taking the time to come to the public hearing and providing comments. The Plan works towards the State's energy goals, while acknowledging our current reliance on natural gas in significant portions of our region. The Plan states "Shifting from that non-renewable fuel will require complex changes at all government levels, businesses, utilities and individual consumers." We will implement the Plan, within our ability, to be moving off of fossil fuels. It is also important to note that weatherization is also a critical goal of the State and the Plan and VT Gas is a partner in that effort.
107	Whole Plan	Energy	This is a summary of input provided at the 4/21 public hearing - Concerned about renewable natural gas and indicated it’s an oxymoron.	Rob Fish	CCRPC Board - Alternate Rep. Burlington	Thank for your comments during the hearing. The term “renewable natural gas” was not added to the Plan except for this sentence in Supplement 2: "Vermont Gas Systems is current working to deploy renewable natural gas in their service territory. The economic viability of renewable natural gas, its impacts on climate change, and its classification as a “renewable” resource should be analyzed in future updates to this plan."

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108	Whole Plan	Transportation & Housing	This is a summary of input provided at the 4/21 public hearing - There currently exists a lack of collaboration to connect deadends for bike and ped. Examples include Patchen Road between So. Burlington & Burlington and Tech Park between So. Burlington & Williston. There is a need for more "family housing."	Chris Shaw	CCRPC Board - So. Burlington Rep	Thank for your comments during the hearing. Regarding the housing comment we agree there is a need for housing at a variety of price points and will continue working on the housing issues in the next few years. Regarding the bike/ped gaps, the regional Active Transportation Plan (ATP) identifies both areas as gaps in the regional network system and in fact identifies both as regional priorities. The Williston/ South Burlington gap along Kimball Ave has long been recognized as a regional priority and has been scoped by the CCRPC. The next step is for the two communities to seek VTrans bike/ped funding to design/construct. Sidewalks are considered a local responsibility and the hope is that through development projects and municipal or grant funding, the Patchen Road and other system gaps will be addressed. However, for a project to move towards implementation it needs to be a priority for the municipality since they will be using municipal funding to either construct or match. The Active Transportation Plan also recommends to VTrans that ATP projects that support regional connectivity, such as the two you cite, be considered more favorably in the Bicycle-Pedestrian grant process. CCRPC staff would also be happy to work with any municipal groups seeking to advance these regional projects.
109	Whole Plan	Energy	This is a summary of input provided at the 4/21 public hearing - The energy section includes a discussion on the heat pumps v. natural gas conversion and we may be missing the bigger point here; and the discussion isn't forward thinking enough. Three phase power line on maps is sometimes solid and sometimes dotted. Should be consistent.	Andrea Morgante	CCRPC Board - Hinesburg Rep	Thanks for you comments! The lines on the map will be changed from dotted to solid. To address your comments on heat pumps, staff proposes including the following language: "Because of current low natural gas prices, customers are not likely to save money by replacing existing natural gas heating systems with cold climate heat pumps. However, this may change as fuel prices fluctuate. Installing cold climate heat pumps as the primary fuel source in new buildings will help the region meet its goal of shifting the heating sector away from fossil fuels."
110	Whole Plan	Forest Integrity	This is a summary of input provided at the 4/21 public hearing -Act 171 is mentioned, but this should be strengthened. Perhaps add something like: Over the coming years the RPC will work to be compliant with Act 171 and will help municipalities do the same. We should own this more. Chittenden County has some of the most diverse forest resources and biodiversity in the state.	Andrea Morgante	CCRPC Board - Hinesburg Rep	Thank you for your comment. Staff made a number of edits for Forest Integrity purposes based on ANR's comments, and we added the map as well.
111	Whole Plan & MTP	Main St. Corridor and affordable housing	We talked about the ECOS Plan at our Leadership Team meeting last week and at our Council meeting on Tuesday night. We have some high-level general thoughts to share. We really appreciate the 2-page summary sheets presented. They were clear, concise, and interesting to review. Generally, we want to emphasize the importance of the Main Street Revitalization project and increasing access to affordable housing across the Chittenden County communities.	Jessie Baker	Winooski	Thank you for your comments. We agree with the importance of both of these things and believe they are well reflected in the Plan and our actions; we also changed the Main St. Revitalization project to short-medium timeframe.