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1	2018 ECOS Plan Public Comments					
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3	CEDS Draft	4	If we are looking for assets, the CVTIP / Global Foundries campus have an "industrial strength" waste treatment plant - it is one of a kind in Vermont. Understanding this can help us attract businesses that need "high test" waste treatment. I know that Global Foundries is interested in maximizing the value of this important asset.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. This is a good point. We have listed the Global Foundries campus as a strength in general, and pointed out some of these specifics.
4	CEDS Draft	5	I think there should also be more push for skilled craftsmen (e.g. carpenters, plumbers, mechanics, etc) since many of those jobs are being ignored in favor of college education. Also, I think there should be less of a push for college degrees, and more of a push for teaching people on the job and use work experience to preclude paper degrees. A lot of older people, and even young people, can't afford college, or have (had) circumstances that have not allowed them to get degrees. These people are probably even better employees than those who have degrees and expect to make a lot more money than they are going to get.	Jennifer		Thanks for making this point. We have added more information about vocational and on-the-job training to our list of actions at the end of the CEDS.
5	CEDS Draft	5	Could we talk about increasing broadband options in Chittenden County to attract these workers. In Essex, we are hopeful that BT will expand out Route 15, giving businesses and residents an additional broadband option. This potential might fit into the plan?	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. Several people made points about discussing the need for increasing broadband options in the county, and we will increase our discussion of this topic in a general way. Given the current uncertainty about the future of Burlington Telecom, we don't plan to identify it as a specific project right now. We'll keep an eye on this for future CEDS edits though.
6	CEDS Draft	5	It is critical that SOV and CCRPC take steps to quantify the impact of remote works. I'm thinking the influx of remote workers may equal the addition of a major employer (or two) annually. Would be great to know. If this is true, then we should have a more proactive attitude about these workers.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. We added ACS data on people who work at home. Strengthened discussion of internet expansion also addresses this issue.
7	CEDS Draft	5	I don't see any discussion or rail - either commuter or freight or passenger. In Essex Junction and Essex, this is key. Right now, Essex is on a line that meets National Rail Standards - which gives us a competitive edge. We would like to see that acknowledged and highlighted. Also, the land around the CVTIP (Champlain Valley Technology and Innovation Park) - the Global Foundries Campus - can host rail spurs. VRAN has a plan to develop this. The CCRPC plan should recognize this as an opportunity, I believe. And please use the term CVTIP in this plan - Global Foundries is trying to add more businesses to their campus as well as develop 300,000 sf more of light manufacturing on the "North 60"!!	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	We changed the name of the Global Foundries campus to CVTIP, thanks for the tip! As for the rail issue, we have an extensive discussion of rail in our Metropolitan Transportation Plan, which is another chapter of the ECOS Plan. We provided a summary and let readers know where they can find more information. We also added text highlighting that companies being able to take advantage of the region's rail infrastructure is an important economic benefit.
8	CEDS Draft	5	A focus on narrowing/eliminating the Digital Divide is a key to engaging the retirement population & New American population. 1) give affordable access to high-speed internet and computers 2) give affordable access digital literacy 3) use these programs to promote workforce development, education, better health outcomes, and civic engagement.	Abigail Tykocki		Thanks for making these points, we included an action specifically about internet access in the action list.
9	CEDS Draft	5	Also, consider adding CCV - who are doing basic STEM education to prepare students for the workforce. Such as remedial math education to prep folks for tech jobs.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great suggestion, we added them.

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10	CEDS Draft	5	Add VTC to list of higher education - with their Williston campus, VTC is addressing education associated with advanced manufacturing. Essex has proposed a program to VTC that would mirror a "Center of Excellence" (like the Emergent Media Center at Champlain) where students would be paid to produce parts for manufacturing companies. This is still under consideration.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great suggestion, we added them.
11	CEDS Draft	5	This effort should be linked to building stronger relationships with STEM employers - more internships / apprenticeships.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. We added more information about vocational and on-the-job training to our list of actions at the end of the CEDS.
12	CEDS Draft	6	If we are going to mention retail sales, it might be important to highlight that Essex is the VT leader in industrial jobs / advanced manufacturing. I believe Burlington is #2. This data is from VT Business Magazine - several years ago. If interested, I have a Powerpoint with the reference.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	We added data from this reference. Thanks for providing it!
13	CEDS Draft	8	Global Foundries is now optimistic that the emergence of the autonomous car may be a new user of the chips made here in Essex. Adding that information to the report might add a positive note. That said, yes, there is uncertainty. Has the CCRPC thought about undertaking a planning process that would address potential uses for the Global Foundries Campus? I know no one wants to suggest they might leave, but shouldn't we be thinking about the future?	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great question. We funded GBIC to do master planning for Global Foundries through the ECOS plan implementation, and that was completed in 2013. I have sent the report to you. The issue of which chips will be used in autonomous cars is not definite enough to include in this draft of the CEDS, but we'll keep on eye on it for future drafts.
14	CEDS Draft	13	In Essex we are seeing a cluster of bio-tech companies emerging. Is this included in #5 - Health Care & Wellness.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great question. These would certainly be included in our key sectors, but depending on the company's work it might be classified as "high value-added manufacturing" or "clean tech/green tech" instead.
15	CEDS Draft	18	Also, note that GBIC has declared Essex as the last Chittenden County source of significant amounts of undeveloped and zoned commercial / industrial land. Based on what I know, I agree with Frank and Curt.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion.
16	CEDS Draft	18	This comment also applies to #2 - Industrial Site Locations below.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion.
17	CEDS Draft	18	Admittedly biased, but I think that the Essex brand also deserves mention - as Vermont's second largest municipality, home to and steward of the backbone of the Vermont economy (GlobalFoundries), the leader in industrial jobs in VT (where Global makes up only about half of the tech / industrial jobs). I have a PowerPoint that documents this job base.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. We added language to the part of the plan that discusses the Vermont and Burlington brands, stating that it is important to support communities working to build brands (Essex, Colchester, etc.). Additionally, we added an action that explains the connection between the CEDS and our land use strategy: 80% of growth in 20% of land.
18	CEDS Draft	19	Is it possible to recommend expansion of BT to surrounding towns - to create more options for consumers, both business and residential?	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Please see the response above.
19	CEDS Draft	19	There is an example of Essex that makes this point perfectly. Many of our innovators were not born here. Also, do you want to mention the rise of co-working / maker spaces specifically? This write up doesn't seem to capture the great work done in BTV - and some of the surrounding towns.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for this suggestion. We added more discussion of co-working and maker spaces to our discussion. Thanks!

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20	CEDS Draft	19	An FYI - Accelerate Essex is now working collaboratively with the Essex Hub for Women & Business. This group recently sponsored steAmfest - a creative economy festival - in Essex.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for the information!
21	CEDS Draft	5	I think there should also be more push for skilled craftsmen (e.g. carpenters, plumbers, mechanics, etc.) since many of those jobs are being ignored in favor of college education. Also, I think there should be less of a push for college degrees, and more of a push for teaching people on the job and use work experience to preclude paper degrees. A lot of older people, and even young people, can't afford college, or have (had) circumstances that have not allowed them to get degrees. These people are probably even better employees than those who have degrees and expect to make a lot more money than they are going to get.	Jennifer		Thanks for this suggestion. We added more information about vocational and on-the-job training to our list of actions at the end of the CEDS.
22	CEDS Draft	5	How about engaging young professionals to keep them in the state?	Andy Watts		Great point, we added this to the list of opportunities to complement our discussion of engaging retirees and engaging New Americans.
23	CEDS Draft	5	Is lack of local control a detractor? Being a Dylan's rule state means innovation of governance is limited.	Andy Watts		Great question. No one has specifically raised Dillon's Rule as a concern in our process, but many people have raised concerns about Act 250 and the difficulty of getting permits for development. The plan discusses Act 250-related concerns so I think that covers the issue of local control.
24	CEDS Draft	10	Two of my sons graduated from high end schools but have had to leave the state to find a job. I am frustrated by comments that we lack a skilled workforce.	Andy Watts		Thanks for bringing this up. We will add language to this section to explain that, while there are a number of very well educated workers in the region, there is often a mismatch between the skills that workers have in the county and the specific high and medium skill jobs that employers wish to hire for.
25	CEDS Draft	11	VTC has expanded it's Manufacturing Lab in Williston - <a href="https://www.mfgday.com/events/2017/vermont-tech-3">https://www.mfgday.com/events/2017/vermont-tech-3</a>	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great suggestion, we added them.
26	CEDS Draft	12	Perhaps we could say this differently. Instead of using the Global Foundries vs. small entrepreneurs language, I would prefer to see this talked about in the positive. For example, several of our most successful business ventures started very small and grew into the area's major employers - such as Ben and Jerry's and Dealer.com and IDX. This removes the negative connotation - and no one I know things we are looking for the "next" IBM. Just a thought.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great point, we changed the tone of this section.
27	CEDS Draft	11	Is it possible to acknowledge other initiatives outside of BTV. For example, Hinesburg has a new co-working space. And Accelerate Essex and the Essex Hub for Women and Business are initiatives that are currently serving the region today. If we just include Burlington projects, I'm afraid we run the risk of creating an impression the entire county is sitting her watching initiatives in Burlington.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Great suggestion, we added them.
28	CEDS Draft	11	Is this a place to mention Burlington Telecom's expansion mandate that is tied to the sale being finalized right now. I know that in Essex we are hoping to entice / encourage the new owner to create another broadband option in our community.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Please see comment above.

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29	CEDS Draft	18	I am not sure this is true in Essex - which means it may not be true for the county. We have significant zoned land that is designed for commercial / industrial development. It would be great to the plan to acknowledge this. We have been sitting on this land for decades - so I'm not sure development is imminent. That said, a recent sale means this land may be developed for the next 10 to 20 years. Could this plan reflect this fact?	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	Thanks for raising this point. What we're trying to convey here is that while there is land that is zoned industrial, it has not gone through the process to get Act 250 approval, permits like water and wastewater, or local building permits (unlike an industrial park that is considered "ready to build"). Our latest draft clarifies this.
30	CEDS Draft	18	Where you thinking about the land available in Saxon Hill Industrial park when this was written? This land is not affiliated with any existing company - that would be the Global Foundries site, where there is at least the potential for 300sf of light industrial on what has been called the North 60.	Greg Morgan, Chair, Essex Economic Dev. Commission	Essex	This is referring to the Global Foundries site, but we changed it to include other existing industrial areas as well.
31	CEDS Draft	5	Raised the point that college graduates often do not fully utilize their degrees, but are saddled with debt.	Darren		Please see response to Kathi below.
32	CEDS Draft	5	I agree we need to promote the skilled craftsmen as we hear from our manufacturers about the challenges facing their future workforce. I realize VTC and VMEC are working on this, but there is much more we need to be doing.	Kathi		Thanks for this suggestion. We added more information about vocational and on-the-job training to our list of actions at the end of the CEDS.
33	CEDS Draft	6	Would it be relevant to include the percentage of the county population employed by federal, state ,regional, and local governments including public schools?	Andrea Morgante		Thanks for this suggestion. 16% of jobs in Chittenden County are in the Government sector (this includes public school employment). We made sure this is in the text and in our indicators
34	CEDS Draft	10	In the section where the proportion of jobs within private industry is at 54% in 2016 what jobs make up the remaining 46%? Of that what percentage are public sector jobs? see previous question	Andrea Morgante		Great question. The question is referring to this statement: "Between 2012 and 2016, Chittenden County's employment base has remained concentrated within five private industry sectors: healthcare and social assistance; retail trade; manufacturing; accommodation and food service; and professional, scientific and technical services. However, the proportion of jobs in these sectors has dropped from 71% of total employment in the County in 2012 to 54% in 2016." The other 46% of employment is spread through various sectors, including 16% of the total workforce in the public sector. We also added a graph showing how employment was distributed by sector in 2016. (See above also)
35	CEDS Draft	18	Colchester is the only community in VT to be named Money Magazines best places to live in America!!	Kathi O'Reilly		Thanks for letting us know. We added language to the part of the plan that discusses the Vermont and Burlington brands, stating that it is important to support communities working to build brands (Essex, Colchester, etc.). Additionally, we added a section in the implementation section that explains the connection between the CEDS and our land use strategy: 80% of growth in 20% of land.
36	CEDS Draft	18	Forgot to mention received that honor twice, 2015 and 2017	Kathi O'Reilly		Please see above.
37	CEDS Draft		There is a lot of great information and good analysis in here. However, the CEDS, in general, seems a little skewed towards Big, Traditional, Industrial Employers in Industrial Park settings and doesn't seem to cover as much in terms of how the economy is changing around us (beyond the basic data which tells macro-level stories, but perhaps not the flows within those macros trends). The assessment is a little thin on analysis of and future actions related to our downtowns & the types of business that are growing in the 21st Century in Chittenden County. As one small example, the CEDS says that tech industrial are a big area of growth. Do we know whether the "tech type" businesses want to be in industrial parks, or do they want to be in places like Pine Street, similar to national trends? If that's the case, how are we supporting development that reinforces these strengths of our economy and supporting the needs of the businesses. More broadly, the CEDS doesn't seem to quite capture the vibrant elements of the economy, and any threats thereto.	Paul Conner	South Burlington	This is a good point. We added discussion to draw a clearer for connection for readers between this section, which is focused on larger companies and value added products, and the economic development-related strategies elsewhere in ECOS. The most important one here is supporting our downtowns and villages (our strategy of 80% of growth in 20% of land area). There will be edits in our action section and the introduction to the CEDS. At the LRPC meeting on 12/14, it was decided to add in encouragement for industrial operations to re-use land and/or existing buildings, instead of building on greenfields. This also addresses the fact that there is industrial land that's already zoned for industrial, but not being used for it.

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38	CEDS Draft	3, SWOT Analysis	This section doesn’t mention much about the role of VT-based businesses, and VT-grown businesses, which at least appear to play a more significant role here than elsewhere in the Country. Is that the case? If yes, it should be listed in here.	Paul Conner	South Burlington	Thank you for suggesting this, but unfortunately, we were unable to find data specifically showing the different economic impacts of "home-grown" businesses and national chains.
39	CEDS Draft	3, SWOT Analysis	Food economy (ag, and value-added, such as beer production, Lake Champlain Chocolates, or food tourism) isn’t discussed much in here	Paul Conner	South Burlington	Thanks for this suggestion. This was strengthened.
40	CEDS Draft	3, SWOT Analysis	Tourism economy in general isn’t discussed much	Paul Conner	South Burlington	Thanks for this suggestion. This was strengthened.
41	CEDS Draft	6, Economic Base Analysis	Paragraph 2 uses the word “disquieting.” It’s the second use of this term in the first 6 pages. It’s a very word that sends a strong message of concern about the economy, especially when repeated. Is that the intent?	Paul Conner	South Burlington	Thanks for this suggestion. Disquieting is now only used once.
42	CEDS Draft	6, Economic Base Analysis	Very little mention about the role, function, or operation of our villages and downtowns, except Burlington being mentioned. Surprising, especially with Winooski’s & Essex Junction’s efforts these past several years.	Paul Conner	South Burlington	Great point, we have added language to bring more attention to the role of the villages and downtowns and beyond Burlington. This is a good way to address the brand comment up above as well.
43	CEDS Draft	6, Economic Base Analysis	Chittenden County’s Place in VT Economy: i. What’s the overall story, or stories, this is telling? ii. Mixing of data that that is national data, rank data within the state, and proportions of the state makes the bullet list difficult to read and/or interpret. Maybe re-organize? iii. Very surprised to see Colchester as #2 retail sales tax data in the state. Maybe double-check? Also, if it is correct, what’s the story that is telling us? (consider which uses pay retail sales vs those that don’t)	Paul Conner	South Burlington	Thanks for this suggestion. We have re-organized for clarity and intent. We double checked the Colchester data and it is correct: <a href="http://tax.vermont.gov/research-and-reports/statistical-data/sales-and-use/2016">http://tax.vermont.gov/research-and-reports/statistical-data/sales-and-use/2016</a> .
44	CEDS Draft	6, Economic Base Analysis	Employment, Wages and Key Sectors: i. 5th bullet includes a statement that in the past there had been some concerns about a few large businesses being dominant as a problem, the statement then says this is not a problem. In a list filled with data, neither statement here is fact-driven. ii. Is there a way to break out “service-providing industries”? With such a large % of the economy, it would be helpful to break these out into “higher” and “lower” value serve employment iii. Do we have any data about “VT-grown” vs “national outlet” in the services & retail? iv. Top of page 8: The list seems to be heavily weighted towards large employers. Is that telling the Chittenden county story? v. Global Foundries – is the timeframe for the job reduction correct? 4,000 fewer jobs in 2017 than in 2007? Or is this outdated information? vi. Last bullet talks about tech industry growth and key role. Perhaps this bullet should be near the top of this list.	Paul Conner	South Burlington	Thanks for these suggestions. i. Thanks for the comment. These statements are drawn from the economic analyses completed for the ECOS Plan in 2013 and our continued conversations with GBIC. ii. We received some suggestions on how to break down these data and did so to show disparities within certain sectors (see our response to Line 133 below) lii. See above. lv. Yes, the trend of losses in higher wage jobs is true across companies/organizations of all sizes. V. There have been over 4,000 jobs lost between 2001 and 2015 (latest data that we have available. This has been clarified in the text. VI. We moved the bullet
45	CEDS Draft	6, Economic Base Analysis	Competitive Assessment a. Page 11, 6th bullet (Industrial parks). Part of the story here too, is that there is pressure for the remaining industrial land to be used for uses that aren’t strictly industrial (eg office complexes), which could go elsewhere. GBIC, property owners, and communities should work together to assure that industrial parks are reserved for uses that aren’t as compatible with residential, as these are some of the key problems. (same issue also on Page 18)	Paul Conner	South Burlington	Thanks for pointing this out, we added it.
46	CEDS Draft	6, Economic Base Analysis	Page 15, Table: a. Line 1 – embraces complexity. Mentions planning for new industrial parks but does not include support for downtowns	Paul Conner	South Burlington	Please see our response to line 122

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47	CEDS Draft	6, Economic Base Analysis	5. Page 25-26 a. Very positive story to be told here on HS degrees and unemployment. Is there any data to back up the statement earlier that there is a higher % of people who are under-employed? b. Median HH income by Race: is this data correct? Drop of avg income from \$57,567 to \$25,092 in 2 years? That is shocking if accurate.	Paul Conner	South Burlington	Thanks for these questions. a. Yes, these data are also reported at the statewide level by the BLS. B. These data are from an ACS table. We added a note to this table explaining that the margins of error on this particular statistic are extremely large (+/- \$18K to \$25K), which likely explains the huge drop
48	CEDS Draft	N/A	Deb is experiencing significant challenges in obtaining permits for her new business, for which she is building a new facility. She's concerned that the CEDS doesn't reflect the challenges she's facing in that, or the challenges that small rural towns in Chittenden County face. While the local permitting process in Richmond was easy enough, the state permits (Act 250, water and wastewater, wetlands, etc.) are "bleeding her dry," and it's especially bad because she hasn't started making any money from the business yet! She wants an "ambassador" who can walk people through the state permitting process and help people understand all the permits they will need, what the timeline will be and the expected cost.	Deb Shelby	Bolton	Thanks for this suggestion. Economic development coordinators in Winooski and South Burlington agree that this is a problem and that an "ambassador" position might be helpful. We added this as a component of our action related to participating in the Act 250 Commission effort.
49	CEDS Draft	N/A	In a board meeting, Chris made a comment that we should look for a better measure of how affordable the region is for an average family.	Chris Shaw		This is a very good suggestion, but we have been unable to find a good index for this. We will continue reporting on housing affordability and whether the average household can afford the average housing/transportation costs in Chittenden County, but we have not been able to find a reliable source for data on tax and permitting fee burden in the county, and unfortunately do not have the staff capacity to do the primary data collection.
50	CEDS Draft	ECOS Scorecard	Average Wages for All Businesses: First, overall average wages masks the large differences between and within sectors. For example, the detailed graph shows the 2016 average wage for Education and Health Services (\$51,303), but there are very significant differences within the super sector. Note: Some county data is confidential because of too few employers, but the statewide data tells the story. Look at the differences between large components such as Social Assistance (\$21,428) and Hospitals (\$59,942), or Nursing & Residential Care Facilities (\$31,484) and Colleges & Universities (\$57,451). The same is true for most of the super sectors (e.g., look at retail compared to utilities; both in the same super sector).Since you can't disaggregate "Health Care & Social Assistance" at the county level, I encourage you to add a very brief note about the huge variances within that super sector. You have the figures in a bar graph, but it's a bit confusing since the data is not shown lowest to highest. I would use one bar graph for the latest year and add a second graph with percent growth over time. This would make the data more accessible. Average wage: You might consider reporting the figure for the private sector, rather than the overall. All of the goals and strategies are directed to the private sector. That's what I did in the graph above.	Doug Hoffer	Burlington	Thanks for the suggestion! We will disaggregate these data where possible and provide context in the narrative, and add public sector wage data. The Scorecard software we use is tailored to line graphs generally, but we will investigate adding more bar graphs as suggested.
51	CEDS Draft	ECOS Scorecard	In my view, it is preferable to report real (inflation-adjusted) income figures.	Doug Hoffer	Burlington	Thanks for pointing this out. The income figures are adjusted for inflation, and we added language to the scorecard to make that clear.
52	CEDS Draft	ECOS Scorecard	It is not optimal to use single year data. Multi-year figures are much better because they smooth out single-year anomalies due to limited sample size. Census ACS reports this data.	Doug Hoffer	Burlington	Thanks for this suggestion. We use single year ACS data because they allow us to compare year to year, while 5-year estimates can only be compared in non-overlapping years (ex. you can compare a 1-year 2015 estimate versus a 1-year 2016 estimate, but you can't compare a 5-year 2011-2015 estimate with a 5-year 2012-2016 estimate.
53	CEDS Draft	ECOS Scorecard	There are no measures on income distribution. Data is available from Census, as well as the Tax Dept. I don't find the traditional measure of inequality (Gini coefficient) all that useful (and I don't think it's available at the county level), but there are other data sources that could help show changes over time. For example, statewide tax data allows us to show the percentage of total AGI reported for the top 1% or 5%. The Tax Dept. reports data by town, but the top tier is defined as \$150,000 or more, whereas the statewide data goes up to \$1 million. Nevertheless, you could provide readers with information about the change in the percent of total AGI over time reported by those at \$150,000 or more.	Doug Hoffer	Burlington	Thanks for this suggestion. The newest draft of the CEDS includes data on income inequality.

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54	CEDS Draft	ECOS Scorecard	Poverty: The poverty methodology is decades out of date. See pages 2 and 3 in the report linked below. <a href="https://www.census.gov/content/dam/Census/topics/income/supplemental-poverty-measure/sum.pdf">https://www.census.gov/content/dam/Census/topics/income/supplemental-poverty-measure/sum.pdf</a> Therefore, while we must continue to report it, you have an opportunity to educate citizens about the flaws in the methodology, which explains why eligibility for so many public assistance programs is based on a multiple of the poverty measure (e.g., 150%, 175%, etc.).	Doug Hoffer	Burlington	Thanks for bringing this up, and for your thorough reading of our work! It is much appreciated. We will consider this change as we update the scorecard going forward.
55	CEDS Overview	2	This is a great goal but seems incredibly unrealistic. What campaign? What are the hurdles to lower costs homes? Land prices? Building costs? Zoning?	Tim Loucks		Thanks for your comments. The campaign we're referring to here is the Building Homes Together campaign ( <a href="http://www.ecosproject.com/building-homes-together/">http://www.ecosproject.com/building-homes-together/</a> ), a partnership between CCRPC, Champlain Housing Trust and Housing Vermont. This campaign has identified a number of challenges, including funding and permitting challenges. Other actions in our full CEDS draft, such as streamlining the permitting process, are intended to address these challenges.
56	CEDS Overview	2	The terminology "affordable housing' is applicable to whom? It's certainly not to those many making less than \$15 per hour.  Also the need is really low income housing. There will be an excess of housing for market rate from your proportional calculations.	Barbara Wynroth		Thanks for your comments on the CEDS. You're absolutely right that affordable housing prices vary by income. We use the federal definition: housing is affordable when a household pays 30% of their income or less on housing costs. There is a need for low income housing in the county, but there is also a need for more housing of all types to increase our very low vacancy rates. We chose this proportion with our partners at Champlain Housing Trust and Housing Vermont, and continue to work with those partners on the Building Home Together Campaign ( <a href="http://www.ecosproject.com/building-homes-together/">http://www.ecosproject.com/building-homes-together/</a> ).
57	CEDS Overview	2	One of our region's truly unique features is our location side-by-side with the largest French-speaking population in the hemisphere. More than a million more native French-speakers live within 2 hours of Burlington than native English-speakers. Capitalize on the opportunity to become the U.S.'s center of French-language study at all academic levels, teach all of our schoolchildren French from Kindergarten through 5th grade, and invite investment by Canadian, French and franco-African institutions and industries.	Steve Norman		Thanks for your comment. The tourism industry in Chittenden County, through the Chamber of Commerce and others, certainly works to cater to French speakers. We support these efforts through our work on the Byways program, which includes French and English interpretive panels at key points around the county. We have revised our tourism actions to emphasize the importance of being welcoming to those who speak other languages, especially French.
58	CEDS Overview	2	There is no mention of healthcare access or cost. The cost will drive many older folks to work longer or to go back to work. These folks will need meaningful work. I don't see loss of workforce as the only impact of an aging population.	Andy Watts		This is a good point. Healthcare is discussed in the Health Section of Supplement 2 in our ECOS Plan, but we added a reference to the CEDS to draw this connection and show readers know where they can learn more.
59	Energy Overview	2	What about natural gas heating? How does that cost compare to the cold climate heat pump cost?	Anonymous		Thanks for your comment. Staff will research data on cost comparisons for each fuel type and will include the data in the next version.
60	Energy Overview	2	[Reply to the above comment] Great question! Here's a complimentary one: assuming natural gas heating is "cheaper", how might we find ways to make heat pumps (local and clean energy) the go-to choice?	Anonymous		Thank you for your comment. Heat pumps do provide air conditioning and the energy which powers a heat pump is "greener" than natural gas. However, in VT Gas's territory heat pumps are a tough sell as saving money with a cold climate Heat Pump (CCHP) is highly unlikely, even if the system you purchased displaces 75% of the natural gas your building consumes during a typical year. In fact, current natural gas prices would need to double in order for most CCHP systems to generate enough savings to pay back your initial investment of between \$3500 and \$5000 in 9 years. See the ECOS Plan Supplement 2 Section 17 for how this comment is addressed in the plan.
61	Energy Overview	2	Where does this data come from, the DPS fuel price report? <a href="http://publicservice.vermont.gov/content/retail-prices-heating-fuels">http://publicservice.vermont.gov/content/retail-prices-heating-fuels</a>	Wayne Maceyka		Thanks for providing the data reference!
62	Energy Overview	2	What percentage of Chittenden homes and residences have access to natural gas?	Tim Loucks		Thank you for your comment. There are 37,073 homes or 57% of homes heating with natural gas. See Supplement 6.
63	Energy Overview	2	What about energy storage strategies as part of this shift to electric?	Tim Loucks		Thank you for your comment. A discussion on energy storage's role has been added to the key issues in Supplement 2 Section 17.

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64	Energy Overview	2	Why no mention of wood pellet heating since the state is promoting this with incentives for wood pellet boilers?	Tim Loucks		Thank you for your comment. The energy overview was intended to focus on the highlights of the enery sections and wood pellet heating has less of a focus given there are little to no siting/land use implications to them. Wood pellet heating is part of the pathway for achieving 90X2050.
65	Energy Overview	2	Natural gas is a fossil fuel so using it doesn't help our renewable energy goals. My guess is that the plan highlights oil because there's good reason to switch from oil to heat pump now. Heat from natural gas and heat pumps costs about the same, so you can't yet recover the cost of installing the heat pumps, but for new construction or a failed furnace, a heat pump would be competitive and a lot of the new construction is using heat pumps	Damon		Thank you for your comment. See Section 17 in the main document for how we addressed the cost competitiveness issue of heat pumps vs. natural gas.
66	Energy Overview	2	Maybe suggest that incentives on the units are contrary to the state goals and they should be removed? Also, a lot of people like the cooling ability that heat pumps have. Last I knew heat pumps in Maine were quite a bit cheaper so our industry still had some learning to do. Catching up to ME's pricing will help.	Damon		Thanks for your comment.
67	Energy Overview		add rooftop solar to target graphics	LRPC		Thanks for your comment. We add this if we continue to use the graphics.
68	Energy Overview		add amount of land area that is in constrained area to circl graphic	LRPC		Thanks for your comment. We add this if we continue to use the graphics.
69	Energy Overview	2	Agreed, and greater incentives for individual homeowners. If people provide their own power there is little need for large farms. Also, increasing public awareness of the incentives that currently exist and, on all new projects, making the sustainable option the default one, while still allowing the homeowner the freedom to opt out should they wish to put in the extra effort required to do so. "Nudge"	Kalin Thompson		Thanks for your comment. Public awareness of incentives is included in the ECOS Action 2.4.a.vi
70	Energy Overview	3	Has floating solar been explored as an option?	Kalin Thompson		Thanks for your comment. No floating solar has been explored. However the region's targets are technology neutral so a utility or municipality has the flexibility to implement various technologies to generate renewable energy.
71	Energy Overview	2	This would be good, but given the rural distribution of most Vermonters, it would still require some commute to get the station. I wonder if the problem lies in the fact that most people already have cars? How can the state incentivize trading them in for electric cars? Otherwise, even if they do buy electric, people will only be adding to their current fleet of vehicles and this won't be changing the ratio very significantly. One possible option might be in parking. If city and business parking for non-electric vehicles is either super expensive or very awkwardly far away from everything no one will want to drive. And this goes for business employees too: let's suppose I get hired to work at Dealer. The company says, "will you be parking a non-electric car?" I say."Yes." They say, "you understand that a monthly fee will be deducted from your paycheck..." If its more than a few thousand dollars a year, that could tip the scale. OR, the government could give tax incentives to businesses based on what percentage of their workforce commutes sustainably. This might give rise to creative solutions, and possibly even have the added benefit of incentivizing a more local workforce (of course, the housing goals would also need to be met).	Kalin Thompson		Thanks for your comment. TDM is supported in the Plan. See the MTP section. Transportation Demand Management (TDM) is using strategies and policies to reduce single occupant vehicles and encourage/incentivize other modes such as walking, biking, ridesharing, vanpooling, transit, and car-sharing. <a href="https://www.ccrpcvt.org/our-work/transportation/transportation-demand-management-park-ride/">https://www.ccrpcvt.org/our-work/transportation/transportation-demand-management-park-ride/</a>
72	Energy Plan	N/A	Thanks for updating me on this - I'm very interested, especially in conservation in this area. Let me know if there will be meetings open to the public.	Paula DeMichele	Essex	Thank you for your interest. Meeting times for the energy sub-committee and LRPC were provided to Paula at the end of October.



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73	Energy Plan	7	Perhaps this should be saved for the Transportation section, but a reference to electric transit buses (as demoed in Burlington) might be in order here.	Anonymous		Thank you for the comment. See policy statement 2.5.d.IV.3 in the main document of the ECOS Plan.
74	Energy Plan	10	Smart Grid without price signals to allow customers to share in the value of shifting their demand to optimal times (such as those with lower demand or when the sun is shining) will not work. Protections need to be in place for those vulnerable populations who can not shift demand, but transparency in the price of energy at certain times is paramount for Smart Grid to work.	Anonymous		Thank you for the comment. The discussion of price signaling was added to the key issue which focuses on smart grid technology as a mechanism to inspire behavior change. See the ECOS Plan Supplement 2 Section 17
75	Energy Plan	10	Vermont pioneered the energy efficiency model that has been replicated around the globe. Now, let's put the same Market Transformation mechanism to work for transportation!	Anonymous		Thank you for your comment. We discussed that this comment is referring to carbon taxes and also efficiency programs related to vehicles, similar to the way Efficiency Vermont has improved efficiency for electricity.
76	Energy Plan	10	As with Burlington Electric's "Net Zero Burlington" initiative, no one wants to talk about the elephant in the room: natural gas. Can we call out specific steps to get us off the addiction of "cheap" (but costly to the environment) natural gas?	Anonymous		Thank you for your comment. The draft plan already acknowledges that we are challenged with meeting the 90X2050 goal being in VTGAS's territory.
77	Energy Plan	11	YES! Heat local (biomass or PV-fueled heat-pumps) and fuel your car locally (PV-fueled cars) to keep money in the local economy!!!	Anonymous		Thank you for your comment.
78	Energy Plan	11	Don't pellet stoves produce more greenhouse gases than natural gas heating systems?	Scott Pennington		Thank you for your comment. A literature search indicates, that the combustion of wood releases carbon dioxide into the atmosphere, but through the cycle of growing trees, using the wood, and replanting more trees, the carbon dioxide is recycled from the atmosphere. As long as trees are replanted at the same rate they are harvested and used, they take in approximately the same amount of carbon dioxide as is released during combustion. Therefore, using wood for energy does not contribute to climate change by adding more carbon dioxide to the atmosphere. Heating with wood produces less carbon overall as long as it sustainable harvested.
79	Energy Plan	11	Add-on question: how do the new EPA wood stove guidelines or newer (80% efficient) pellet stoves and boilers match up with natural gas from an emissions standpoint?	Anonymous		Thank you for your comment. According to the EPA, natural gas or propane emit less soot and other air pollution than wood stoves.
80	Energy Plan	14	This sort of growth in heat pump use in the C&I sector may be a surprise to the local electric utility. Does it match their projections? Is it even technically possible?	Anonymous		Thank you for your comment. From Robert Dostis at Green Mountain Power" The electric utilities subject to Act 56 are offering innovative products and services to meet the statute and deliver innovation. These electric utilities offer a host of services and programs that encourage strategic electrification to reduce fossil fuel use. For example, BED, in addition to being its own efficiency utility is exploring electric buses to replace old diesel busses. GMP is promoting cold climate heat pumps and heat pump water heaters with a finance to own program. GMP also offers Tesla Powerwall batteries, and when coupled with roof top solar, they increase renewable generation and reliability. GMP's offerings, like electric vehicle charging stations, and mobile control devices for heat pumps and water heaters, not only provide convenience to customers they also allow GMP shared access to these appliances to lower costs for all. VEC is providing incentives for electric vehicles and heat pumps. VEC along with all the utilities are working with their commercial customers to customize solutions for strategic electrification. As these services and programs are being deployed and as they demonstrate value they will not doubt be shared and offered by all the electric utilities. Opportunities in general for strategic electrification in C & I sector is big. Heat Pumps are a definite option for warehouses and manufacturing "

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81	Energy Plan	16	This plan with its increased reliance on electricity reminds me of the push for electric heat in the sixties. It was then and is now really short-sighted to promote one fuel source over others. What we need is diversity, not uniformity. What happens if and when the grid goes down? Not only will all the latest gadgets be unusable, but people will be stranded with no alternatives for power. The latest wind storm is a good example of my point. Many are searching for generators powered by oh horrors - fossil fuels.	Leslie Rowley		Thank you for you comment. While more renewable energy options may become available in the future, at this point in time, a switch to electricy is a necessary pathway toward meeting the state's 90x2050 goal. As we transition to more renewables, grid resilience is valued by both residents and business, especially because Vermont’s climate makes us vulnerable to grid outages. When storage is coupled with distributed energy generation it can provide a source of backup power and also offer the potential to minimize loads at peak times, thereby reducing energy costs. See section 17 in the main document of the ECOS Plan for how storage is incorporated into the Plan.
82	Energy Plan	16	For back-up, battery storage (as prices continue to plummet) and yes fossil fuels are going to be the answer. Using fossil fuels for a main heating system or for transportation, however, is going backwards.	Anonymous		Thank you for your comment. See section 17 in the main document of the ECOS Plan for how storage is incorporated into the Plan to address the issue of back up generation when heating becomes electrified.
83	Energy Plan	16	What kind of land was measured for this data, solely just open agricultural land? Does this include available land over previously developed, impervious parking lots? There is huge potential in citing ground mounted solar canopies over existing developed spaces while also preserving their uses for parking. Diversifying use, offering infrastructure to EV charging, and, of course producing energy.	Anonymous		Thank you for your comments. All land free from state and local known constraints was used to measure energy potential. Existing developed areas were not subtracted out from the analysis. The ECOS Plan does include assumptions on energy potential on rooftops and includes a policy statement encouraging solar canopies on parking lots.
84	Energy Plan	20	How can we make these ideas into reality?!	Anonymous		Thank you for your comments. The ideas you refer to are the CCRPC's action items and we will work to make them a reality through our unified work program and the work we do with our partners. Our partners include municipalities, Department of Public Service, Efficiency Vermont, and energy utilities.
85	Energy Plan	30	I’ve only looked at the EV areas so far— MEGO— and what I see looks like pretty good Rx, but could maybe use more timeline details and specifics. For instance, many, many more level 2&3 chargers in varied locations will be necessary to get people comfortable with buying an EV. For instance, where do people spend time with their cars parked, besides work? Restaurants, department stores, gym/sport facilities, etc. These establishments need to be convinced that sponsoring charging stations will increase their patronage while drivers wait for their cars to charge. I only became comfortable buying an EV when the Bolt came out because I felt I could drive for a day of errands and still get home to Huntington in the winter. Rural drivers will get the most out of EVs if they can be confident of returning home. Really every town and village needs multiple spots to recharge— look at how long it takes as opposed to filling up with gas! Also, a universal standard charging port would be good to encourage, or at least cheap or free adapters so everyone can use the Tesla stations. VHS vs. Beta, again? I hope to be able to look at other sections as time allows, but I am crunched to get projects done before the snow flies...	Knox Cummin		Thank you for your comment. The Plan does specifically reference downtowns as being key locations for public charging. See the ECOS Plan Main Document Strategy 2.5.d.5
86	Energy Plan	16	What kind of land was measured for this data, solely just open agricultural land? Does this include available land over previously developed, impervious parking lots? There is huge potential in citing ground mounted solar canopies over existing developed spaces while also preserving their uses for parking. Diversifying use, offering infrastructure to EV charging, and, of course producing energy.	Anonymous		Thanks for your comment. All land free from state and local known constraints was used to measure energy potential. Existing developed areas were not subtracted out from the analysis. The ECOS Plan does include assumptions on energy potential on rooftops and includes a policy statement encouraging solar canopies on parking lots.
87	Energy Plan	19	It's good to mention CNG, but given that engines must be altered to run on it, it might not be worth investing in retrofits or new technology that will be outdated within 50-100 years.	Darren Schibler		Thanks for your comment. Compressed natural gas although cleaner than gasoline is not in alignment with reducing fossil fuels in the transportation sector.

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88	Energy Plan	20	Has anybody explored policies that replace gas taxes with vehicle taxes? This would solve the infrastructure problem in the short term while incentivizing non-SOV travel long-term; subsidies for high-efficiency or low/no-emissions vehicles could help bridge the financial gap and further the 90/2050 goal.	Darren Schibler		Thanks for your comment. The Agency of Transportation completed this report on EV registration fees. <a href="https://legislature.vermont.gov/assets/Legislative-Reports/2016-Legislative-EV-Study-FINAL-formatted.pdf">https://legislature.vermont.gov/assets/Legislative-Reports/2016-Legislative-EV-Study-FINAL-formatted.pdf</a>
89	Energy Plan	21	The wording here is somewhat confusing--has driving alone increased by 71%, or decreased to that number?	Darren Schibler		Thank you for your comment. The wording has been revised.
90	Energy Plan	22	Discussion of rail transportation is sorely lacking in this section, especially given the existing rail network in the county, and the potential efficiency and ability for rail to transition to renewable energy sources. Air transportation is already cost-prohibitive (at least from Burlington) and will become unsustainable in the near future.	Darren Schibler		Thank you for your comment. Please see the MTP section's discussion on rail.
91	Energy Plan	3	This land use section does not seem to relate to energy, but could discuss how compact settlement is more energy-efficient because of reduced travel distances, heating efficiency of clustered buildings, etc.	Darren Schibler		Thanks for your comment. This has been addressed in section 13 of supplement 2.
92	Energy Plan	46	Add a Chittenden County .005 gasoline tax/along with an electrical surcharge of \$X a year on all, making a tiered charge so that larger users pay more than the lowest users.	Jim Calder		Thank you for your comment. CCRPC does not have the authority to tax gasoline.
93	Energy Plan	47	There are many non-profit church buildings, why not work to have solar arrays installed on their roofs, provide the church some of the output energy and the rest going into the grid. This might also be done on our public school buildings, many of which are flat, again providing that school some of the energy while the grid gets the remainder.	Jim Calder		Thanks for you comment. The ECOS Plan energy related policy statements and actions in the main document address solar arrays on all types of buildings, so it is not necessary to specifically highlight church buildings.
94	Energy Plan	48	With many parking lots both public and no-public, we could partner with a solar company to install covered parking with solar panels on top, and then provide charging points and such for the electric/partial electric cars.	Jim Calder		Thanks for your comment. We added 'paired with solar generation' to the action 2.5.d.iv.4
95	Energy Plan	49	Do not forget your church buildings and public school buildings need to move to heat pump heat/a/c systems and again, they do need assistance in adding these to their buildings.	Jim Calder		Thanks for your comment. This specific action has been removed as it was already covered under other actions. Also we are referring to buildings more generally now.

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96	Energy Plan		<p>1. We want to encourage the location of renewable energy generation following these guidelines as relevant. Inability to meet these guidelines does not limit the ability to develop renewable energy development.</p> <p>What does this mean? ...We'd like you to meet the following, but it's quite alright if you don't? This does not offer clear guidance. Again, as plan policies, these are already recognized as guidance statements and not enforceable "rules". Would simply state that "the following represent adopted policies for [intended to guide] the siting of renewable energy facilities in Chittenden County. Where state or municipal policies differ, the more stringent will apply...</p> <p>3.Ultimately, it'll be left for the PUC to decide, but I still fear this language could well render the plan, and all the hard work that went into it, irrelevant with regard to its use/interpretation. It allows the possible exception to become the rule – how do we determine which, if any, guidelines are relevant to a particular project, when an applicant argues they're not? How is "inability" determined—based on financial constraints? Physical constraints? Or, per the PUC's version of the Quechee test, other overriding state interests? How do we distinguish between well and poorly sited projects, without clear and consistent guidance? The PUC and courts have regularly ignored plan language that is not relevant to a particular project, or that is unclear or ambiguous in its interpretation. Here we're handing them both—that it can be argued that the policies aren't relevant to a particular project, and that we're only encouraging, not requiring facilities to be sited accordingly. "Encourage" in this context is especially worrisome, as one of those words that's been highlighted in the past as meaningless in a regulatory context. Again, some rewording to get at your point, without given up the ship, might help. And yes, technologies and circumstances change over time (as is true for all types of development), so plans must be updated and readopted every 8 years to adjust and remain current – and can be amended at any time as needed (admittedly a much tougher call at the regional level). Consider this my input on the current draft, as a not very active member of the committee (again my apologies for having missed so many meetings). I'm definitely not speaking for the town...will seek their input before any board votes. And again, I really appreciate all the great work you and Emily have put into this over the past several months—I just want to make sure it counts, at the other end, to the extent any of us can anticipate what the PUC might do...</p>	Sharon Murray (NOT on behalf of the Town)	Bolton	Thanks for your comment. We added "it does not necessarily preclude and replaced encourage with recommend.
97	Energy Plan		How is the ECOS Plan addressing the proposed rule on decibel limits?	Michael Oman	Underhill	Thanks for your comment. We decided that adding a policy statement about the decibel limits is out of scope with the ECOS Plan.
98	Energy Plan		CEP Goals refer to per capita energy use but all the town and county data is shown in totals	Michael Oman	Underhill	Thanks for the update. Staff will consider converting all data into per capita to better track progress on CEP goals and it will likely be included in the second public hearing draft.
99	Energy Plan		Is it possible to utilize the wind speed data to show MWh potential in more detail?	Michael Oman	Underhill	Thanks for the comment. Staff will address this when providing technical assistance to Underhill to assist them enhancing their town plan consistent with Act 174 standards.

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100	Energy Plan		<p>Folks,</p> <p>Surprisingly, the Chittenden County Regional Planning Commission's draft Regional Energy Plan (REP) ignores entirely an important source of renewable energy: passive solar energy technology. The county and the state would realize significant benefits by including programs that encourage and facilitate the use of passive solar designs in new construction and retrofits of both residential and commercial buildings.</p> <p>Please accept this email as a formal comment on the REP, along with the attached letter to the editor that appeared in the Burlington Free Press on February 18, 2016.</p> <p>Combined with energy conservation measures, passive solar technologies have resulted in buildings in Vermont whose annual budgets for supplemental energy are much less than half of the average building. A well insulated single family home in Vermont can easily derive more than half of its annual heating budget by incorporating passive solar design elements such as a sunroom, a solar greenhouse, south facing windows with insulating shades, and thermal mass to store the energy.</p> <p>One of the most significant advantages of passive solar technologies is that the issue of siting is non-existent. Large scale wind energy or photovoltaic installations are unfortunately often impacted by controversies, expenses, increased timelines, and legal issues due to siting concerns. With passive solar, the building IS the collector, so there are no siting issues outside of the normal process for building permits and zoning.</p> <p>Vermonters such as Doug Taff and the late Robert Holdridge of Hinesburg (right here in Chittenden County!) designed groundbreaking buildings that were used as examples nationwide of how designing with the sun can provide large energy savings in cost effective ways. The first nationwide conference on solar greenhouses was held at Marlboro College in 1977, where then Representative Jim Jeffords was the keynote speaker. Garden Way Sunrooms in Charlotte became the #2 greenhouse company in the nation in 1984. Beth Sachs and the late Blair Hamilton were pioneers in the area of passive solar retrofits, along with their phenomenal work with the Vermont Energy Investment Corporation that they co-founded in 1986. There are dozens of other examples.</p> <p>If only a portion of the buildings that have been built in Vermont in the last 40 years had utilized principles of passive solar design, the state's energy demand today would be many percentage points lower. Today we continue to see most new buildings being designed and built in ways that fail to utilize the solar energy that strikes the buildings. We are wasting that energy that is delivered directly to the building and thus incurs no cost for transmission. It is critical that the Chittenden County Regional Energy Plan not let this opportunity pass us by in the decades ahead.</p>	Scott Hicks	Underhill	Thanks for your comment. Passive solar was added to the ECOS plan policy statement 2.4.a.vii found in the main document
101	Energy Plan		<p>CONTINUED FROM ABOVE: The draft REP should be amended to include strong and extensive measures to encourage the use of passive solar designs and technologies. The plan should include the following elements to foster and facilitate the use of passive solar technologies in both new construction and retrofits:</p> <ul style="list-style-type: none"><li>• Plans and funding for incentives.</li><li>• Capital availability through low interest loans.</li><li>• Technical assistance for designers and builders.</li><li>• Improvements in building codes and standards.</li><li>• Public education.</li></ul> <p>There are decades of work to draw upon in formulating this portion of the plan – technical principles, design tools, economic justification, and methods of working with designers, builders, and the public.</p> <p>Partnering with Green Mountain Power would be an excellent way to build upon that company’s outstanding leadership in the use of renewable energy by an electric utility. Going forward, Vermont cannot afford to overlook this significant source of clean renewable energy.</p> <p>If possible, I would appreciate acknowledgement that the CCRCP has received this comment. I submitted a similar comment to the draft Vermont Energy Plan in 2015 and never received an acknowledgment. I do not believe that the state's plan was amended to include passive solar initiatives. Thank you for your consideration of these suggestions.</p> <p>Best Regards, Scott D. Hicks PO Box 14 Underhill Center, VT 05490 shicks.vt@gmail.com 802-899-4772</p>	Scott Hicks	Underhill	Thanks for your comment. Passive solar was added to the ECOS plan policy statement 2.4.a.vii found in the main document

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102	Energy Plan		<p>I am writing to offer some additional comment concerning the identification of know or possible local constraints in the ECOS Energy Plan that CCRPC is currently working on. I had previously submitted that steep slopes (30% or greater) be identified as a known local constraint because they are used for reducing allowed density in the town’s development regulations. You had previously let me know that the Energy Committee at CCRPC recommended that steep slopes be listed as a potential local constraint because an applicant might be able to obtain a variance.</p> <p>That reasoning is not in keeping with Williston’s development regulations as written nor as administered. Chapter 19 of the town’s Unified Development Bylaw (attached)detail how density is calculated. This includes the metric used for steep slope. There is no mention of a variance as a possible exception to the calculation method described. In addition, the town is not really open to the notion of granting variances. In my 9+ years working in Williston the DRB has approved a single variance and has rejected all others. We have never entertained a variance request on density calculations</p>	Ken Belliveau	Williston	Thanks for you comment. We included steep slopes as a local known constraint.
103	Energy Plan		<p>Richmond has requested the following constraints, but there is not supporting language for them in the zoning or in the town plan, as the plan is expired and a drafting process is ongoing. The following will be considered by CCRPC staff after the adoption of the Town Plan. (1. Ridges</p> <p>2. Slopes &gt;_ 30%</p> <p>3. Trails</p> <p>4. Conserved Land</p> <p>5. ANR Primary Conservation Areas 6. Highest Priority Habitat derived from STA Report)</p>		Richmond	Thanks for your comment. The resources and associated language in the Town Plan is not sufficient for inclusion as constraints in this Plan. However, the zoning language protection for slopes equal to or greater than 35% is strong enough and has been included in this Plan as a constraint.
104	Energy Plan		<p>Removal of a 1,500 exemption for wind turbines is part of a zoning regulation change that is going town vote in March. Can we use the town plan as the guiding policy which says no development is allowed above 1,500 ft</p>	Andrew Strniste	Underhill	Thanks for your comment. Yes we are deferring to the Town Plan as the guiding policy.
105	Energy Plan	13	<p>There is a difference (discrepancy?) that I don't understand in the CC wide tables (pdf.13)</p> <p>* Fossil Fuel Energy Used for Transportation in 2015 = 4,971,503 MMBtu</p> <p>* Total Light Duty Transportation Energy Use in 2015 = 7,552,000 MMBtu</p> <p>I don't understand why these two numbers are so different and especially why total light duty energy, which seems to be a subset of total transportation energy, would be ~50% higher</p>	Michael Oman	Underhill	Thanks for your comment. This has been fixed. The difference lies in modeled assumptions vs. estimated fossil fuel use from number of vehicles.
106	Energy Plan		<p>It would be helpful to number tables for easier reference.Several of the maps included with the plan pdf are unreadable</p> <p>Sometimes energy reduction targets seem to be total (eg pdf.10), and sometimes per capita (eg pdf.19); do targets reflect per capita or total reductions?</p> <p>It would be helpful to number tables for easier reference.</p> <p>Several of the maps included with the plan pdf are unreadable</p> <p>Sometimes energy reduction targets seem to be total (eg pdf.10), and sometimes per capita (eg pdf.19); do targets reflect per capita or total reductions?</p>	Michael Oman	Underhill	Thanks for your comment. Showing the data on a per capita basis will be included in the second public hearing draft.

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107	Energy Plan		<p>It appears that solar constraint layers do not reflect existing structures (eg houses) with or without immediately adjacent property, which may make assessments of land available for large scale solar arrays less than totally reliable. It would be helpful if this information could be made available somehow since it will significantly affect where large ground based solar arrays may be located.</p> <p>* A suggestion to make mapping a little easier to use by municipalities: I note the wind composite layer includes considerable information re wind details (ie hub height &amp; avg wind speed in both mps &amp; mph (wndrsccl (wind resource class?) appears to be null) but neither the wind nor solar layer includes the nature of possible constraints directly. This will necessitate bouncing between many constraint layers to determine what is going on. Since these layers delineate only *possible* constraints (not known/definite constraints) it is possible that, under some circumstances a community may wish to circumvent some constraints to particularly desirable conditions for RE generation (eg located on 3 phase power). Is there any way that the RPC could populate the mapping units with constraint attributes (for at least the State possible constraints). I think this would make the mapped layers much more productive for communities to use.</p> <p>&gt; Also, is there any more information on how to use the wind data (hub height and avg wind speed) to help us refine wind potential at our locations?</p>	Michael Oman	Underhill	Thanks for your comment. Staff will work on making the GIS layers more accessible.
108	Energy Plan		<p>It seems like the goals for (a) a reduction in energy use and (b) the source of renewables should somehow be linked. A town plan should get credit from doing very well with one of these goals while perhaps not meeting the other.</p>	Michael Oman	Underhill	Thanks for your comment. Yes going forward we are working with Efficiency Vermont and others to track progress on all these areas. At the same time we are planning to site more renewables we also need to be reducing our energy consumption by 1/3.
109	Energy Plan		<p>In general, the more information available with respect to the projected effectiveness of conservation measures beyond just targets the more to the point will be local plans, To wit, what specific actions might we be taking in order to realize our targets and how effective might we expect them to be in doing it? To the extent that these measures can be quantitative, it will be helpful.</p>	Michael Oman	Underhill	Staff will work with Underhill on this when we provide TA on their town plan update
110	Energy Plan		<p>While it is likely true that "cold climate heat pumps are more efficient than oil heating systems", at least at moderately cold temperatures, the source of the electricity makes a huge difference in their effectiveness at reducing GHG and will be dependent on the successful implementation of effective RE program.</p>	Michael Oman	Underhill	Thanks for your comment.
111	Energy Plan		<p>I don't see very much discussion of what role, if any, electricity storage might play in this plan. This could be an important contributor to a variety of important network qualities, RE variability, reliability, and load management, including reducing the need for peak load distribution network for distributed storage. Some approaches such as pumped storage would have important land use implications as well if they are possible at all. Would it make any sense to include electrical storage discussion in the plan both at the industrial level and distributed storage with or without extensive distributed RE generation? I don't know how important this might be in our energy planning, but as we succeed in reducing VMT &amp; gas usage, sources of financial support for infrastructure, etc will diminish dramatically, affecting our ability to implement further change. Is there any thought to exploring/addressing this issue at all</p>	Michael Oman	Underhill	Thanks for your comment. Energy storage discussion has been added to the energy section key issues as a mechanism for resiliency.
112	Energy Plan	16	<p>(tables: Land Available for Wind and Solar Generation, Renewable Electricity Generation Potential, Renewable Energy Generation Target &amp; Possible Scenarios...): I am worried that demanding such a high proportion of potential generation (&gt;~1/3 of potential for both wind &amp; solar (in terms of acreage) for high target) won't leave much room for error or adjustments. Not sure what, if anything can be done about this.</p>	Michael Oman	Underhill	Thanks for your comment. There are also a variety of ways a town can meet their target through other technologies and these targets are regional in nature so we need to work regionally to meet the targets.

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113	Energy Plan	17	3.3.3: A personal observation: I don't really like goals of the form "strive for..". Goals by their nature will need to be striven for. In my mind a goal should be something more like: "Locate 80% of new development in areas planned for growth, which amounts to 15% of our land area". We can then strive to achieve it.	Michael Oman	Underhill	Thanks for your comment. We are not intending to edit the 8 strategies at this time.
114	Energy Plan	20	I for one, could use more information on "stretch energy code" & how does it avoid disincentives for infill in growth areas?	Michael Oman	Underhill	Thanks for you comment. The policy statement 2.4.a.iV has been clarified.
115	Energy Plan	21	it would be helpful to have at least a passing allusion to the contents of (or hyperlink to) constraint strategies (3.2.3.1.f, 3.2.4.1.e, 3.2.4.2.e.) and setback requirements 30 V.S.A. §248(s) (what are these? mapped? how define suitable lands w/o mapping?); also note "municipal screening requirements adopted in accordance with 30 V.S.A. §248(b)(B)"	Michael Oman	Underhill	Thanks for your comment. The Plan is linked to the specific statute.
116	Energy Plan		I don't know how extensive the problem is elsewhere, but at least here in Underhill we have encountered some issues with net metering projects, even at currently envisioned low levels, with the rigid territories of different suppliers. Is there anything that can be done to ease this issue or address it in any way?	Michael Oman	Underhill	Thanks for your comment. Staff will work with Underhill on this issue through the update of their town plan.
117	Energy Plan		Although there is some discussion of 3 phase power in conjunction with regional scale transmission lines, the role of 3 phase service to potential renewable sites has not been addressed, or at least emphasized. RE electrical generation on the scale apparently envisioned in this plan will (as I understand it) requires 3 phase service to far more sites in the rural areas where they can be located than is currently available. It would be helpful to have some discussion of this issue and where and how this service can be extended to facilitate extensive RE generation.	Michael Oman	Underhill	Thanks for your comment. The plan addresses the issue of connecting to existing distribution through the policy statement "Locate energy generation proximate to existing distribution and transmission infrastructure with adequate capacity and near areas with high electric load". Additionally, we reviewed the utilities Integrated Resource Plan and they do not conduct long term planning of distribution lines in a way that discusses where lines will be extended in the future.
118	Energy Plan		Given how difficult weatherization has proven overall, and given the legitimate question as to whether it’s better to replace structures with energy efficient new structures (versus trying to insulate what is often poor construction or very old structures), does it make sense to recalibrate the weatherization date for something other than 60,000 by 2017 / 80,000 by 2020?	Will Dodge	Essex	Thanks for your comment. The weatherization goal is based on State statute so we do not have the authority to change it
119	Energy Plan		Section 3.2.2 Invest in Areas Planned for Growth, Sec. 1(c) (p.100) – should there be a concept of replacing housing to improve energy use and lower emissions?	Will Dodge	Essex	Thanks for your comment. The term retrofit existing buildings does assume that the building will be weatherized to reduce energy use. Also, any time a building is replaced it would be required to follow the state energy code.
120	Energy Plan		In deciding to promote heat pumps over natural gas, is CCRPC basically taking a position that Vermont Gas’s efforts to employ “renewable” (i.e., anaerobic digester-based) natural gas is futile? Would there be a scenario by which CCRPC would consider a switch toward that product as a suitable alternative to cold heat pumps?	Will Dodge	Essex	Thanks for your comment. Because renewable natural gas is in its infancy we'll revisit this gain when the Plan is update in 5 years.
121	Energy Plan		Is the Energy Star program the only metric by which a Chittenden County home is considered “weatherized”?	Will Dodge	Essex	Thanks for your comment. Because of data availability we are only measuring homes using the energy star program.
122	Energy Plan		Do the sites shown in the chart reflect “constructed” sites or only “permitted” sites? Either way, it would be good to disclose in the source information	Will Dodge	Essex	Thanks for you comment. The renewable energy sites are permitted sites and the Department of Public Service is currently working with utilities to vet whether a facility was constructed.



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123	Energy Plan		Has CCRPC considered (or would it consider) a “solar ready” requirement for new affordable housing stock (at least as a recommendation)?	Will Dodge	Essex	Thanks for your comment. We decided that we would not include a solar ready requirement.
124	Energy Plan	102	6. Section 3.2.4ai Transform Region’s Energy System (p.102) * While we’ve enjoyed the Button Up events we worked on so far this year, it’s worth at least evaluating whether this is the best / most effective means of encouraging weatherization. (In other words, build a continual reevaluation mechanism into the “continue partnerships” bullet of subsection ai).	Will Dodge	Essex	Thanks for the comment. The change has been made.
125	Energy Plan	103	Section 3.2.4avii Provide assistance to municipalities * Wondering whether the assistance on enhancing town plans to meet the energy certification requirements of Act 174 should be “where requested”, as some towns might decide it’s not necessary (and that the suitability policies can be used instead).	Will Dodge	Essex	Thanks for your comment. A town is not required to update their town plan per Act 174. If they choose to and we have funding available, we are able to assist them. I agree that adding “where requested” would help to clarify that this process is optional for towns.
126	Energy Plan	104	8. Suitability Policies (p. 104):  * Modify romanette (iv) to say “30 meters (98.43 feet)” OK * Modify romanette (v) to read “50 meters (164.04 feet) in Chittenden County’s areas planned for growth),”OK	Will Dodge	Essex	Thanks for your comment. The change has been made.
127	Energy Plan	105-106	Might make sense here (if true) to state something about CCRPC support for the Agency’s attempts at procuring electric school buses as part of the VW Settlement: <a href="http://dec.vermont.gov/air-quality/vw">http://dec.vermont.gov/air-quality/vw</a>	Will Dodge	Essex	Thanks for your comment. We have included an action to work with municipalities and other entities who manage fleets to replace vehicles with electric powered vehicles. See 2.5.d.iv.2
128	Energy Plan		May also make sense to mention something about encouraging the use of electric vehicles in tourism promotion (i.e., that VT is an electric-vehicle-friendly place to visit, with an ever-increasing amount of public EV-charging infrastructure).	Will Dodge	Essex	Thanks for your comment. The change has been made.
129	Energy Plan	138	Last non-bulleted paragraph, second line, change “guidesits” to “guides its”	Will Dodge	Essex	Thanks for your comment. The change has been made.
130	Energy Plan		Electric efficiency programs have always worked to reduce electrical demand especially during peak periods but the development of the Smart Grid will provide a powerful tool to address this issue. Smart Grid coupled with education, behavior change, and load control technologies can help reduce peak demand and defer substation upgrades which can result in substantial cost saving. "I’m not clear how by “Smart Grid” per say is going to achieve what is spelled out "	Robert Dostis	GMP	Thanks for your comment. Price signaling is part of the discussion in the key issues section 17 in supplement 2.
131	Energy Plan		See WORD Document regarding an area you might want to emphasize, namely partnering with utilities serving Chittenden County on energy transformation. You mention in the report that you would work with utilities, this I hope provides a bit more rationale for why that’s a good strategy. Feel free to use any of the language if it’s helpful.	Robert Dostis	GMP	Thank you. The explanation is very thorough and helpful. Some of the language is included in the Transition to Renewable section of the Plan.

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132	Energy Plan	77	Chapter 2, 2.5.5 Energy, under Efficiency and Conservation, 4th bullet :While efficiency programs targeting electricity and natural gas have been largely successful (add: <i>in the commercial and residential sectors</i> ), there is an urgent need to fund and develop programs for non-regulated thermal fuels and for the transportation sector (add: <i>as well as for multi-family rental properties where the tenant pays the utility bills</i> ); Last sentence: To prepare for widespread adoption of electric vehicles, charging infrastructure should be developed (add: including the availability of at-home charging infrastructure.)	Jennifer Green	BED	Thank you. The change has been made.
133	Energy Plan		Chapter 2, under Renewable Energy Generation, 3rd bullet: Second to last sentence, no longer as relevant: “In addition, Burlington’s plan to capture ‘waste heat’ from the McNeil power plant and distribute it to the ONE and heat greenhouses in the Intervale, etc....” could be rewritten to read: Burlington is hoping to advance a district heating system using McNeil’s waste heat for distribution to the down town core, among other venues	Jennifer Green	BED	Thank you. The change has been made.
134	Energy Plan	103	Chapter 3, High Priority Strategies, under 4. Energy, page 103:  Decrease fossil fuel heating by working with partners such as Efficiency Vermont (add: and the Burlington Electric Department for Burlington residents)	Jennifer Green	BED	Thank you. The change has been made.
135	Energy Plan		Under viii: Use the Energy Acton Network Community Energy Dashboard to educate residents....Add: Institutions (including municipalities, institutions of higher education, businesses and non-profits) can use the Vermont Climate Pledge Coalition Tracker to upload actions that will help the State achieve its 90% renewable energy 2050 goal.	Jennifer Green	BED	Thank you. The change has been made.
136	Energy Plan		Is it fair to treat Global Foundries separately from Essex/Essex Junction for the purposes of energy, considering that we also benefit disproportionately from the jobs and tax base it provides? How is this handled for other metrics and realms of governance (water/wastewater, transportation, etc.?)	Darren Schibler	Essex	Thanks for you comment. Global Foundries is included in the total electricity for Essex Junction and the Town. See the ECOS Plan Supplement 6 for a discussion on the renewable energy targets.
137	Energy Plan		South Burlington will also not be able to meet its targets—how are they going to handle this? Will there be agreements or a credits market involving towns that have excess supply? Can Essex/EJ participate in that	Darren Schibler	Essex	Thanks for your comment. See the ECOS Plan Supplement 6 for a discussion on the renewable energy targets.
138	Energy Plan		Burlington seems to have already met its target despite the fact that it has the lion’s share of population and energy use. Is this due to the McNeil plant? Can similar large-scale renewables facilities be sited in the towns that have higher energy demands, residential or commercial?	Darren Schibler	Essex	Thanks for your comment. Yes this is due to all of Burlington’s generation that is sited within the City and includes McNeil, half of Winooski One, and numerous large solar array projects. Yes large scale renewables can be sited in other towns so long as it is consistent with land use plans and adheres to permitting.
139	MTP	N/A	Will this update include the advent of autonomous vehicles?	David Usher	Colchester	Thank you for your interest. The plan included an analysis of autonomous vehicles. This can be found in the Scenario Planning section in Supplement 5 - the Metropolitan Transportation Plan.

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140	MTP		At the energy sub-committee Keith Epstein from South Burlington asked why there is so much money in the MTP for highway expansion, and whether the energy committee can change this because it’s contrary to our energy goals. Jeff Forward, from Richmond, also stated that he hopes that towns will be able to set transportation goals at the local level to get people out of their cars, and said that he supported Keith’s comments.	Keith Epstein	South Burlington	The MTP is somewhat constrained by federal funding requirements, and our actions to shift almost 90% of the light duty fleet to electric vehicles means that driving doesn’t necessarily go against our energy goals. Major capacity projects are likely way off into the future and any future MTP will be re-examining these recommendations. It is also possible that the CCRPC will take a closer look (scoping study) within the next 5 years to better understand the need for possible I-89 expansion and Interstate access improvements. Our modeling analysis showed likely severe congestion on the Interstate when we look out to 2050, as well as traffic benefits if we improve Interstate access between Exits 12 and 15. Another note about federal funding: While this comes in a variety of programs – Interstate, surface transportation, congestion mitigation, transit, etc., there’s flexibility in transferring funding from one category to another. That flexibility is primarily granted to state DOTs that they then work with MPOs in their state to program those funds. If numerous public comments were recommending that we head in another direction (say away from expanding the Interstate) we would discuss these comments with the appropriate CCRPC committees (TAC, LRPC) and the Board that will ultimately decide on any changes to the current MTP recommendations. I should also point out that our regional transportation planning is closely coordinated with VTrans and FHWA. Their views can also influence the MTP direction and recommendations. Ultimately, developing the final MTP recommendations is a balancing act to address all multimodal needs in the county.
141	MTP		GMTA and SSTA offer limited ADA transportation. My company <Big Brother Security Programs, Inc. 802 242-4440> has offered to contract with GMTA and SSTA to provide ADA transportation services for oversized chairs (Bariatric) as well as emergency transportation. Those companies have refused to even consider us providing ADA services. We operate onholidays and Sundays, 24/7 <even Battle of Bennington Day!!!>. They do not. We permit riders to stop at pharmacies or multiple locations. They do not. We offer variable time pick up and drop off times for medical procedures like dialysis. They do not. We offer ADA transportation between counties. They do not. We offer ADA transportation for medical needs or emergencies. They do not. We properly train all our drivers in the safe handling of ADA transports. They do not. We offer fuel <2X or better> efficient late model vehicles designed especially for ADA transportation. They do not. We train and are equipped for the transportation of individuals needing oxygen. They are not. We are equipped to transport oversized wheel chairs (both length and width). They are not. We take special need people from our vehicles safely out of the vehicle to their destination in person. They do not. We permit the transportation of individuals with support animals and individuals like aids <for the same price>. They do not. We transport from medical providers from and to other counties and States. They do not. Perhaps some of the millions of dollars spent by the local transportation services could be used to contract with private sector firms to provide many different types of services rather than having a one size fits all system. Many needy ADA riders are prevented from receiving reasonable accommodations because federally subsidized local transport companies have inflexible rules and limited ability to accommodate all handicapped persons needs. This could be easily fixed by using local contractors in the private sector to provide the necessary transportation. Handicapped persons are regularly denied services where services could easily be provided. There are no current plans to address these issues. We are frequently asked (in many counties) to provide ADA transportation services GMTA and SSTA <and others> won't provide. The State has given us the cold shoulder and has said we can not receive Medicaid or Medicare payments for transportation. If you call SSTA for a ride there is a 92%-94% chance of getting a completed ride. That means if you are going to dialysis, you only have a 1 in 20 <or greater> chance of dying from transportation failure EACH TIME YOU RIDE. There are no effective plans in place for either GMTA or SSTA for providing emergency ADA transport in Vermont <or non-emergency>. Many medications can not be given out without the person with the script being present. No ride, no meds. If your needs change it can take over 5 days to get a ride with CCTA. In many cases, this can be life threatening. The diabetic without insulin normally won't last very long. GMTA meetings to address ADA issues with ADA transport are ineffective. I've attended for a number of years and presented issues and possible fixes. They promise to call but have always failed to call or write. Many in the handicapped community are afraid that the poor service they receive will get worse if they "complain". Does the transportation plan forbid the use of private assets to accomplish transportation goals or is that the exclusive domain of the heavily funded quasi-governmental bus companies? I'd love to provide solutions to many of the issues above if there was anybody interested in listening. Do they help dementia patients or people with mental issues safely get from the vehicle to their destination? Unfortunately no. We service many hospitals and provide transport services you just can't get from the local bus transportation providers.	Shelley Palmer		Shelley - Thanks for these comments. Under the ADA, GMT is responsible for providing the ADA paratransit service. They have historically, since the ADA came into effect back in the 90’s, contacted that service to SSTA. I believe that every few years (perhaps 3) they rebid that work. SSTA has won all past bids. This latest contact period is probably ending next year and I would expect GMT will again consider bidding out the service. We will share these comments with GMT.

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142	MTP	Environmental Mitigation	I would encourage any discussion or strategies in the plan that would encourage municipalities to consider use of GSI in transportation projects, during maintenance or expansion. Most important would be to figure out how to encourage use of stormwater infiltration practices. One idea would be to help them determine at what point during a project, they could apply for grants that support use of GSI. Is there a place in the plan to encourage use of new technologies, like pervious pavement, asphalt by providing education and opportunities for demonstration projects. The last suggestion is to acknowledge the Green Infrastructure Collaborative and their Green Infrastructure round table as a resource. I had mentioned that in developing the mitigation sequence, it would be best to include more specific information from each permit program: Floodplains – Rebecca.Pfieffer@vermont.gov; rivers program – Rob.evans@vermont.gov; Wetlands program – Laura LaPierre@vermont.gov. The plan should acknowledge that if a project gets to the point of requiring mitigation, the resulting increase in expense may make the project less of a priority. Projects that require upgrade and maintenance of existing roads might not be able to avoid mitigation, but a park and ride opportunity at one spot could become a reduced priority over another because of mitigation requirements.	Karen Bates	VT DEC	Mitigation Strategies table revised to add more ANR sections under Regulatory and Information Contacts; Green Stormwater Infrastructure added to mitigation activities list
143	MTP		First, Local Motion offers its heartfelt appreciation and support for the even greater emphasis in this plan (as compared with past years) on investing in bike-walk related improvements. As you of course know, this is consistent with the priorities of a majority of Chittenden County residents (as indicated by the county transportation survey that you conduct) as well as with the goals of the ECOS Plan. The CCRPC is a leader in this regard, and we are glad (though unsurprised) to see that continue with this plan	Jason Van Driesche	Local Motion	No response necessary
144	MTP		Second, while we also applaud the inclusion in the plan of a goal of getting to 20-minute headways on all transit routes countywide, we would like to see that taken further. We recognize that this goal represents a very large leap in service (and in cost) from the current status of our transit system. That said, if we are going to be ambitious, let's go all the way in two specific regards: 1. Set a goal of 15-minute headways. That is the level of service at which choice ridership increases significantly. We won't get there right away, but we can set the goal now. 2. Invest in planning for bus rapid transit. Planning studies are needed regarding opportunities to reallocate existing lanes on multilane roads for BRT and carpooling, as well as other innovative strategies for making transit the fastest option for commuters.	Jason Van Driesche	Local Motion	The goal was changed to 15-min headways on the four major trunk routes in the county (US2, US7, VT15 and North Ave) and 20 - 30 min headways for all other transit routes. BRT on major arterials/transit routes (US2, US7, VT15, North Ave) was evaluated and it was deemed prohibitively expensive for our region.
145	MTP		Third, we would like to voice our strong reservations about planning for any further investment in our interstate highway system. Investments in highway capacity directly undermine the impact of investments in all non-SOV modes (as well as divert enormous quantities of money that could be used for more forward-looking transportation investments). Most Vermonters do not want six-lane highways and more interchanges; they want a transportation system that works and that reflects Vermont's character. We understand that the proposed improvements are many years out and entirely speculative at this point. Even so, we question the wisdom of including them.	Jason Van Driesche	Local Motion	There was considerable discussion at the Transportation Advisory Committee (TAC) on the issue of capacity expansion on I-89 between Exits 14 and 15 and the TAC decided to keep this investment on the MTP project list. This comment will be presented to the TAC, LRPC and CCRPC Board at their January meetings for further discussion.
146	MTP		Finally, we request that CCRPC institute a policy of subjecting all major projects to a "VMT test," and that any projects that increase VMT be removed from consideration for funding. Your modeling demonstrates that many key links in our transportation network are already at capacity at peak hours. The last thing we need is more cars on the road.	Jason Van Driesche	Local Motion	Alternative evaluation and selection considers many factors and the overall impact on the transportation network is an important one. Using a VMT test is a good suggestion and CCRPC will work to incorporate this measure when applicable to the project in question.

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147	MTP		1. Table of Contents- Replace “Safety Performance Management” with “National Performance Management Measures”. Then list “Highway Safety Improvement Program”, “Pavement Condition”, “Bridge Condition” , “Performance of the NHS”, “Freight Movement on the Interstate”. This aligns with the wording in our regs. in 23 cfr Part 490. Note there are two more National Performance Management Areas in the regs. CMAQ regarding traffic congestion and CMAQ regarding on-road mobile source emissions neither of which apply to the CCRPC because you are not a TMA and you are in attainment. For informational purposes you may want to list these and note they do not apply to the CCRPC.	Chris Jolly	FHWA	This section has been revised.
148	MTP		2. Table on page 4. Suggest title says Federal, State and Local funds. The \$1,744.72 in the first row is shown as a “Cost”. This may be a little confusing. Can you add “available” after Total funding and maybe a Bold line separating the 1st and 2nd row. Can you add “and project costs” at the end of the sentence which ends in “...34 years”.	Chris Jolly	FHWA	This comment has been addressed.
149	MTP		3. Page 6. Top of page identify as National Performance Management Measures and then start with Highway Safety Improvement Program to replace “Safety Performance Management”. After the Highway Safety Improvement Program info. suggest you list each of the additional Measures as noted in comment #1. above with the note that these are to be identified in consultation with VTrans. For each performance area you may want to include the measures that are identified in our regs. Under pavements 23 cfr 490.307 the Measures are - 1. % of pavements of the Interstate system in good condition 2. % of pavements on the Interstate in poor condition 3. % of pavements on the non-Interstate NHS in good condition and 4. % of pavements on the non-Interstate NHS in Poor condition. Note our regs. establish the performance measures and the States and MPO’s set their own targets.	Chris Jolly	FHWA	This section has been revised.
150	MTP		4. Suggest you include a discussion on the ECOS Scorecard pertaining to transportation measures in the “Transportation Goal, Issues and Performance Measures” section.	Chris Jolly	FHWA	Added the other ECOS transportation indicators from the scorecard to this section.
151	MTP		5. Page 11- Current Transportation Conditions- There does not seem to be much information on the actual existing condition of the pavement that make up the MTS. There is a brief discussion at the bottom of page 3 on the condition of the arterials. Suggest additional information be provided.	Chris Jolly	FHWA	Will discuss possible revisions with staff to address pavement condition on MTS.
152	MTP		6. Page 24 Bridges- What is the significance of having a sufficiency rating below 50 or above 50 ? Are the 8 bridges with a sufficiency rating below 50 scheduled to have work done ?	Chris Jolly	FHWA	The text has been edited to address this comment.
153	MTP		7. Page 13 Chart. I believe 2013 should show a VMT of 25.3 (not 25.4) to be consistent with the Chart on page 5 with the same information.	Chris Jolly	FHWA	Corrected
154	MTP		8. Page 35 Last paragraph “coats” should be costs.	Chris Jolly	FHWA	This change has been made.
155	MTP		9. Page 37 Suggest a line be drawn across the page under Stormwater/Environmental to reflect a summation.	Chris Jolly	FHWA	This table will be revised.
156	MTP		10. Page 45 Cross County Corridor should be in red.	Chris Jolly	FHWA	The map has been revised to show greater contrast for this corridor. We use a different color for it since it is essentially different from the others that all lead to the Regional Core, while this one is more circumferential around the Core.
157	MTP		11. Page 68 2nd line the “three quarters” should be 70%.	Chris Jolly	FHWA	Corrected.

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158	MTP		<p>Dear Peter,</p> <p>The State is looking at a plan to consolidate these services into a State wide dispatch service. A company called MTM was looking at providing these services. They had put together systems in Florida and Wisconsin, both had major flaws and the systems they put in place were far less effective then what we now have with GMTA and SSTA. If you are looking at future you might consider looking at where these sorts of transportation are heading. I might note that the VT decision makers at Green Mountain Care often have no first hand knowledge in transportation.</p> <p>Bidding is a Federal requirement and the system is set up so that it is highly impractical/improbable for anybody except the established monopolies to provide services. I suggest the current transportation providers augment their services to address some rather serious short comings. They simply refuse to even consider doing this so the public (especially handicapped people) is saddled with the current system.</p> <p>I'm looking at specific ways to provide transportation services. GMTA and SSTA are happy with the way that things are. If you are interested in transportation planning, are the issues I raise unimportant? ADA issues are complex but solvable. Our current system is not effective in providing everybody with transportation services.</p>	Shelley Palmer		<p>We agree that transportation should be available to all who need it, when they need it, to the extent possible and shouldn't be curtailed by excessive or unnecessary bureaucratic issues. Under the ADA, GMT is responsible for providing the ADA paratransit service. They have historically, since the ADA came into effect back in the 90's, contacted that service to SSTA. I believe that every few years (perhaps 3) they rebid that work. SSTA has won all past bids. This latest contact period is probably ending next year and I would expect GMT will again consider bidding out the service. We will share these comments with GMT.</p>
159	MTP	1	Burlington, neighborhood streets from Home to Flynn with separate bike, walk, vehicle lanes, and no limited access highway paving over Englesby Brook so as to destroy its capacity for storm water storage and no limited access highway bifurcating our industrial area from Sears to Lakeside Ave, degrading our economic capacity.	Anonymous		Champlain Parkway is in the Final Design phase and has included a robust public involvement process, as well as the required federal and state environmental review, to arrive at the current preferred alternative.
160	MTP	1	GMTA and SSTA offer limited ADA transportation. My company <Big Brother Security Programs, Inc 802 242-4440> has offered to contract with GMTA and SSTA to provide ADA transportation services for oversized chairs (Bariatric) as well as emergency transportation. Those companies have refused to even consider us providing ADA services. We operate on holidays and Sundays, 24/7. They do not. We permit riders to stop at pharmacies or multiple locations. They do not. We offer variable time pick up and drop off times for medical procedures like dialysis. They do not. We offer ADA transportation between counties. They do not. We offer ADA transportation for medical needs or emergencies. They do not. We properly train all our drivers in the safe handling of ADA transports. They do not. We offer fuel <2X or better> efficient late model vehicles designed especially for ADA transportation. They do not. We train and are equipped for the transportation of individuals needing oxygen. They are not. We are equipped to transport oversized wheel chairs (both length and width). They are not. We take special need people from our vehicles safely out of the vehicle to their destination in person. They do not. We permit the transportation of individuals with support animals and individuals like aids <for the same price>. They do not. We transport from medical providers from and to other counties and States. They do not. Perhaps some of the millions of dollars spent by the local transportation services could be used to contract with private sector firms to provide many different types of services rather than having a one size fits all system. Many needy ADA riders are prevented from receiving reasonable accommodations because federally subsidized local transport companies have inflexible rules and limited ability to accommodate all handicapped persons needs. This could be easily fixed by using local contractors in the private sector to provide the necessary transportation. Handicapped persons are regularly denied services where services could easily be provided. There are no current plans to address these issues.	Shelley Palmer		See responses to this comment above. We would like to reiterate that the CCRPC is not party to GMT's contracting procedures. GMT has an open bid process for ADA services and a defined selection procedure. We will send this comment to GMT.
161	MTP	3	This is especially a problem in CC because it's the Champlain basin watershed and unimpeded storm water flows into the lake carrying phosphorus and other pollutants.	Ian Stokes		No response necessary
162	MTP	5	Note: higher VMT also leads to wear and tear of pavement. (Wear rate also depends on factors including axle weight and speed).	Ian Stokes		Thanks, this is a legitimate point.
163	MTP	5	"Our Rate" Clarify - is this paragraph starting 'Our' specific to Chittenden County or national?	Ian Stokes		Change has been made.
164	MTP	6	Reducing VMT (as well as axle weight and other factors) can reduce road wear and tear and hence maintenance and repair costs.	Ian Stokes		Thanks, this is a legitimate point.

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165	MTP	6	Could refer to the CCRPC Active Transportation report here. It includes a detailed section on Health Benefits (Pages 11-14). <a href="http://www.ccrpcvt.org/wp-content/uploads/2016/01/CC-ATP-Final-Plan-Revised-March-2017.pdf">http://www.ccrpcvt.org/wp-content/uploads/2016/01/CC-ATP-Final-Plan-Revised-March-2017.pdf</a>	Ian Stokes		A new section on Transportation and Public Health has been added to the Existing System chapter
166	MTP	7	There may be better metrics. For example, (from 2010 Census data) 80,403 Vermont residents commuted a total of 564,032 (linear) miles each way in a day, and 459,843 of these miles (82%) were by 57,283 commuters (71%) in a SOV.	Ian Stokes		Thanks for the suggestion. We selected % commuting by SOV for the first ECOS Plan in 2012 and plan to continue tracking this into the future. We can discuss alternative indicators for future reporting.
167	MTP	7	Is there any measure of people who don't commute? Personally, I have gone from commuting 5-days a week to 2 or 3 days a week as working from home has become much easier with internet access.	Andy Watts		The Census does track people who work from home. However, I'm not sure it does this by daily or weekly breakouts.
168	MTP	7	Caption is confusing - delete "non-"	Ian Stokes		The caption was revised.
169	MTP	8	Additional comment on how to achieve a 10% reduction below current trend lines, i.e., to begin to close the gap between our County/State performance and the national standard set by UK/Sweden. As stated, one must adopt "systematic safety" investments as first step in "Vision 0" (adopt obviously). That means for Chittenden investments first and foremost investing in no regrets safety improvement, first and foremost roundabouts. Champlain Parkway re-design advocated by the Pine Street Coalition is a perfect way to start--besides PSC approach would save funds which could add more safety content. All major intersections should be immediately evaluated for roundabout conversions and projects for the best safety gain pushed forward in project priority and those without a strong benefit pushed back--"systematic safety." I have regularly advocated this to you in your annual workplan.	Tony Redington Burlington		CCRPC has been working closely with VTrans to improvement safety through various initiatives. This is an evolving topic that will likely be covered in more detail in future plans.
170	MTP	9	Page 7 - 10 has an interesting series of charts with regard to Safety Performance Measures. To see the units of #1 thru 5 at bottom of page 7, one has to look back at page 6. This is also true of the 5 charts that follow. Suggest restating Rate = Average Fatalities per 100 million VMT somewhere near charts.	John G		This section has been reorganized to move the explanation of the safety targets to the section before these charts.
171	MTP	9	It would be helpful to express these targets in both absolute numbers and rates. The CCRPC must also establish a figure for the County or the very least the percentage of the State--otherwise the County fails either the letter or spirit of the federal policy that their funds move safety in a meaningful way forward. Further, there should be an analysis on how the improved safety is to be achieved and what programs and investments will be made. This allows for an accounting at the first evaluation in five years. Because there is no indication that either the FHWA or AOT offices take these regulations and policy direction is no excuse for our community to do the same.	Tony Redington Burlington		The federal safety measures that both VTrans and CCRPC developed targets for include both numbers and rates. The measures are: 1) Number of Fatalities; 2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT); 3) Number of Serious Injuries; 4) Rate of Serious Injuries per 100 million VMT; and 5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

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172	MTP	9	<p>Safety US has 20,000 excess deaths each year and we went from 16th to 17th among modern nations--we once were number 1 in safety. State likewise about 40 excess deaths alone yearly, the County about 10. U.S. and individual states numbers can be found at Insurance Institute for Highway Safety <a href="http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview">http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/state-by-state-overview</a> Sweden, essentially tied with the U.K. for the lowest fatality rate, adopted a "Vision 0" highway fatality approach in law in 1997, two decades ago. The Swedish fatality rate is half that of the U.S. The Vermont rate of fatalities per 100 million vehicle miles of travel, about 0.85 (2014-2016), compares to the 1.16 (2016). But—assuming the Chittenden/Vermont rate comparable relatively to the U.S. and Sweden—our Vermont/Chittenden rate would be half, or about 0.42. So, the Vermont annual excess deaths are about 40 and serious injuries (again assuming the Swedish and UK fatality rate to Vermont injuries) amounts to 160 annually.</p> <p>Since Chittenden County is about 25% by population, the current excess deaths on our highways and streets are 10 fatalities and 40 serious injuries yearly. A fatality alone amounts to about a \$6 million each social cost and serious injuries \$126,000 (AAA study by Cambridge Systematics [2011] <a href="http://newsroom.aaa.com/wp-content/uploads/2011/11/2011_AAA_CrashvCongUpd.pdf">http://newsroom.aaa.com/wp-content/uploads/2011/11/2011_AAA_CrashvCongUpd.pdf</a> Also note the federal study The Economic and Societal Impact of Motor Vehicle Crashes 2010 (Revised) (2015) <a href="https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013">https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013</a></p> <p>Ⓜ reasonable goal for a five year period would be to decrease our County rates by at least 10%. This can only be done by investing in "systematic safety," i.e., projects identified to reduce fatalities and serious injuries to all modes—but particularly to those who walk and bike because this segment of injuries and fatalities has increased disproportionately to other modes (yes, our U.S. fatalities began to increase in 2015, up double digits for the 2014-2017 period, the biggest increase in a half century). Note the Vermont jump for 2017 up to 69 (Free Press January 2), highest since 2013.</p>	Tony Redington Burlington		Thank you for your comments and information. The CCRPC is working collaboratively with VTTrans to address safety and reduce serious injuries and fatalities on our roadways.
173	MTP	10	Would be helpful to provide rates per vehicle mile for serious injuries and some measurable rates for walk/bike injuries/fatalities. As you know Burlington has the "dirty 17" intersections averaging one pedestrian injury a year (including a fatal for the 2011-2014 period tabulated). Some of the "dirty 17" could be easily and quickly be converted to mini-roundabouts--not all projects like the "intersection of death" in Burlington have to take a decade from completion of base design!	Tony Redington Burlington		Please see response to similar comment above.
174	MTP	12	Poly. (5_yr F& SI Avg) at the bottom right implies that a polynomial curve was used for best fit line for the points displayed. Does such a curve show us moving toward or away from the target of 39.4 non-motorized serious or fatal crashes?	John G		Not sure. This question best directed to Bruce Nyquist at VTTrans.
175	MTP	16	Blue column in this bar chart is obscured, but numerals give numbers.	Ian Stokes		No response needed.
176	MTP	19	Define/explain School tripper service as adult public riding in school buses, or students riding free in regular bus routes? <a href="http://ridegmt.com/school-trippers/">http://ridegmt.com/school-trippers/</a>	Ian Stokes		School-Tripers is the service GMT provides to the City of Burlington for school transport. This is in lieu of school buses. These services are open to the general public as well.
177	MTP	20	typo - "below"	Dave		Will correct.
178	MTP	21	InterCity Bus: Unlike GMT buses, these services do not encourage bringing bicycles on buses - discouraging mixed-mode travel.	Ian Stokes		Legitimate point but this service is also vital to people with disabilities and people that do not have access to a private vehicle.
179	MTP	72	<p>Abandon this project, once and for all. It is 2017, not 1957. When confronted by the climate crisis, and fully aware of the land-use problems caused by private automobiles, the last thing that any sensible planner would do is inject car traffic into the center of the city with a highway.</p> <p>The end of I-189 is the logical place for a freight intermodal facility and an intercept parking lot with excellent shuttle service.</p>	Peter Duval		Champlain Parkway is considered a committed project because the planning and design has been completed. There has been a lengthy public and environmental review process and the design selected is the preferred alternative.



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180	MTP	73	Exit 14 is too complicated for an intercept park & ride. By the time there is any planning for it in this location, private automobiles will no longer exist. If any intercept parking should be done, the wasteland at the end of I-189 is the logical location, accessible by car from major highways, with a straightforward transit corridor to downtown.	Peter Duval		Exit 14 was identified as a priority location for an intercept park-and-ride lot in the 2011 CCRPC Park-and-Ride & Intercept Facility Plan. Additional planning would be required before advancing a construction project in this location.
181	MTP	74	Signals are obsolete and dangerous. Any civil engineer who specifies a traffic signal anywhere a roundabout (including mini-roundabouts) could be built should risk losing their PE license.	Peter Duval		Project development studies consider all reasonable alternative and select the alternative that best meets the purpose and need while minimizing impacts. Roundabouts are considered for all intersections and are recommended when deemed to be the best solution.
182	MTP	74	Signals are obsolete and dangerous. Any civil engineer who specifies a traffic signal anywhere a roundabout (including mini-roundabouts) could be built should risk losing their PE license.	Peter Duval		Project development studies consider all reasonable alternative and select the alternative that best meets the purpose and need while minimizing impacts. Roundabouts are considered for all intersections and are recommended when deemed to be the best solution.
183	MTP	74	Signals are obsolete and dangerous. Any civil engineer who specifies a traffic signal anywhere a roundabout (including mini-roundabouts) could be built should risk losing their PE license.	Peter Duval		Project development studies consider all reasonable alternative and select the alternative that best meets the purpose and need while minimizing impacts. Roundabouts are considered for all intersections and are recommended when deemed to be the best solution.
184	MTP	74	Signals are obsolete and dangerous. Any civil engineer who specifies a traffic signal anywhere a roundabout (including mini-roundabouts) could be built should risk losing their PE license.	Peter Duval		Project development studies consider all reasonable alternative and select the alternative that best meets the purpose and need while minimizing impacts. Roundabouts are considered for all intersections and are recommended when deemed to be the best solution.
185	MTP	74	Signals are obsolete and dangerous. Any civil engineer who specifies a traffic signal anywhere a roundabout (including mini-roundabouts) could be built should risk losing their PE license.	Peter Duval		Project development studies consider all reasonable alternative and select the alternative that best meets the purpose and need while minimizing impacts. Roundabouts are considered for all intersections and are recommended when deemed to be the best solution.
186	MTP	76	This should be a roundabout, not a traffic signal, nor preparation for signalization.	Peter Duval		VTrans completed a scoping study with input from Jericho that included two public meetings. The preferred alternative was selected with local input.
187	MTP	76	It is time to stop building, and planning to build, infrastructure for the petroleum age.	Peter Duval		This long range plan reflects our best effort to predict the future demands on our transportation network. CCRPC is engaged in a continuing transportation planning process that will reflect trend changes to the best of our ability.
188	MTP	78	Close Exit 15 to automobile traffic, instead.	Peter Duval		Closing Exit 15 would have implications throughout our transportation network that would have to be evaluated before a recommendation to close the interchange could be made. I-89 draws traffic from local roads so it would likely result in greater congestion in other areas. Modification of the I-89 system would also require FHWA approval since FHWA has oversight over the interstate system.
189	MTP	122	In August 2017, the SB Council joined the State of Vermont and Burlington in the Vermont Climate Pledge Coalition. This effort seeks to have our cities/state meet the obligations of the United States in the UN Paris Agreement. This effort should be noted in our plan and the specifics of the UN Paris Agreement that we set as goals (20% reduction in GHG (human greenhouse gas) emissions by 2025 should set within the plan for us and, upon consideration, by the County. Specific steps regarding the largest producer of GHG (transportation -- representing around 80% of GHG production) should be laid out. This is a vital investment in our global future that needs to be stated and set now, especially as our federal leadership has moved in the opposite direction. This rises separately alongside the energy goals set for us by 2050, and the urgency and impact of transportation GHG reductions needs to be acknowledged, emphasized and set for the short-term and is certainly within the scope of the MTP for a 2025 first target with 2035 and 2050 goals as well. Reliance on electric vehicle changeover is not entirely realistic, and seeking legislative help may well be needed in coaxing people out of their gas-driven vehicles and nudging them into civic-minded ride-sharing, mass transit, business-sponsored transportation, and other innovative initiatives is needed now.	Chris Shaw	South Burlington	Joining the Vermont Climate Pledge Coalition is decision for the CCRPC Board. Staff will bring this comment to the Long Range Planning Commission at their January 11th meeting for discussion and possible recommendation to the Board at their January 17th meeting.
190	MTP	124	Need to focus on the key connection points between Burlington and surrounding suburbs if we're ever going to see any change in SOV trips between towns. BTV is effectively cut off by 89/189 or major intersections at every single in/out point. The end of North Ave/Plattsburg ave to Colchester. Riverside/Colchester Ave to Winooski, Main St. to SoBurl & Shelburne/Pine to SoBurl are all effective "dead ends" for any sort of real bike connectivity unless you're incredibly confident on a bike.	Liam Griffin		We agree that we need improve bike connections between Burlington and neighboring cities and towns. We are currently working on a number of scoping studies to address these connections. See information on the CCRPC website: <a href="http://www.ccrpcvt.org/">http://www.ccrpcvt.org/</a>

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191	MTP	N/A	As a senior citizen I would like to use the bus more often but it only comes every 30 minutes. I would also like to shop and go to restaurants in Colchester but there is no transportation in the bay section of Colchester. As Vermont ages we need more and better public transportation.....	Linda Deliduka	Colchester	Thanks for your comment. The MTP recommends improvements to all transit services including 15 minute headways for certain GMT routes and increases in weekend services.
192	MTP	N/A	<p>I have been a member of the South Burlington Energy Committee since 2009. During that time I have become increasingly aware of how important transportation alternatives are to fighting our impact on Climate Change.</p> <p>I appreciate the amount of work that the CCRPC and community representatives have done on the recent Metropolitan Transportation Plan. The call for 90% of new growth to be in areas designated for growth is excellent. However, new growth is likely to be between 1% and 2% a year and the needs of the existing built environment will remain very important. People who live where they live and work where they work will present transportation challenges for a long time to come.</p> <p>Additionally, there is one new major factor that needs to be considered in all future transportation planning and that is that at least 2 communities in Chittenden County have joined the Vermont Climate Pledge Coalition: Burlington and South Burlington. These two communities comprise about 40% of the county’s population and as major work / shopping / service centers probably see an even larger percentage of the car and truck traffic in the county. The Climate Pledge member communities are working to meet the US Paris Accord commitment of 26%-28% reduction in CO2 by 2025. Clearly that can’t happen without significant changes in our transportation system and in particular the way people commute to work and school.</p> <p>Although the new plan refers to better public transportation, bike paths and park and rides, I believe the plan should be reconsidered with the objective to help meet the Paris Accord commitment. If done, there would likely be more concrete proposals for reducing CO2 especially for people trying to get to work. Here are a few examples of Demand Management techniques that could be included or expanded upon: employer and regional programs to incentivize commuting alternatives, more and better local bus service, more commuter bus links and associated park and ride / capture lots and county wide programs to raise awareness of commuting alternatives. I am sure there are many other options beyond this short list.</p> <p>The CCRPC has been a powerful force for well managed growth in Chittenden County. Your reconsideration of the transportation plan in light of key member communities climate commitments will help cement our county’s future and send a signal that local communities can make a difference in Climate Change.</p>	Don Cummings		Joining the Vermont Climate Pledge Coalition is decision for the CCRPC Board. Staff will bring this comment to the Long Range Planning Commission at their January 11th meeting for discussion and possible recommendation to the Board at their January 17th meeting.
193	MTP Overview	1	Why is there no section on safety as US has 20,000 excess deaths each year and we went from 16th to 17th among modern nations--we once were number 1 in safety.	Tony Redington	Burlington	There is a considerable discussion on safety in the MTP report but unfortunately not as much in the MTP summary document.
194	MTP Overview	1	1. Summary uses a traffic signal head to key the “Intelligent Transportation System Investments. The traffic signal in common usage is obsolete technology (a nation with safe roads like Sweden has more roundabouts than signals and replacing 40% of remaining signals with roundabouts). Traffic signals kill, injure, pollute, waste gasoline. As a symbol the traffic signal is comparative to the skull and bones symbol. Put a roundabout as the symbol of new technology. Oh, does it make a difference that a signal over a single lane roundabout increases pedestrian and car occupant serious and fatal injuries by 900%.	Tony Redington	Burlington	Intelligent Transportation Systems is a broad category covering a wide variety of project types. A signal head symbol was used, depicting smarter signal technology, because we think it is the most understandable image representing this category for the general public. We recognize that specific project characteristic will determine the ITS project type selected for implementation.
195	MTP Overview	2	<p>I think the \$74 million that is proposed for highway expansion could be much better spent on investments that will reduce congestion and contribute to meeting our important energy goals. Expanding the highway will only encourage people to continue driving long distances to work alone, rather than carpooling, bicycling, riding public transit, telecommuting, or living close to work. Even with our shift to electric vehicles, driving long distances alone still uses a lot of energy, which makes it difficult to meet our renewable energy goals and requires more land devoted to renewable energy generation.</p> <p>Investments such as affordable housing near existing and future jobs, jobs near existing affordable housing, safe bicycle infrastructure, carpool/park and ride lots, transportation demand management programs, etc. can have long-lasting impacts on reducing congestion, while reducing energy consumption, improving air quality, health, community, and the economy. Expanding the highway temporarily reduces congestion, while increasing energy consumption, worsening air quality and health, increases highway noise, and sends more fuel dollars out of the region. Please get creative in solving congestion problems by focusing on people, not cars or traffic.</p>	Keith Epstein		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 plan development process seeks 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. Further planning is required to understand the need to expand I-89 and improve access to the Interstate.

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196	MTP Overview	2	GMTA and SSTA offer limited ADA transportation. My company <Big Brother Security Programs, Inc 802 242-4440> has offered to contract with GMTA and SSTA to provide ADA transportation services for oversized chairs (Bariatric) as well as emergency transportation. Those companies have refused to even consider us providing ADA services. We operate on holidays and Sundays, 24/7. They do not. We permit riders to stop at pharmacies or multiple locations. They do not. We offer variable time pick up and drop off times for medical procedures like dialysis. They do not. We offer ADA transportation between counties. They do not. We offer ADA transportation for medical needs or emergencies. They do not. We properly train all our drivers in the safe handling of ADA transports. They do not. We offer fuel <2X or better> efficient late model vehicles designed especially for ADA transportation. They do not. We train and are equipped for the transportation of individuals needing oxygen. They are not. We are equipped to transport oversized wheel chairs (both length and width). They are not. We take special need people from our vehicles safely out of the vehicle to their destination in person. They do not. We permit the transportation of individuals with support animals and individuals like aids <for the same price>. They do not. We transport from medical providers from and to other counties and States. They do not. Perhaps some of the millions of dollars spent by the local transportation services could be used to contract with private sector firms to provide many different types of services rather than having a one size fits all system. Many needy ADA riders are prevented from receiving reasonable accommodations because federally subsidized local transport companies have inflexible rules and limited ability to accommodate all handicapped persons needs. This could be easily fixed by using local contractors in the private sector to provide the necessary transportation. Handicapped persons are regularly denied services where services could easily be provided. There are no current plan. to address these issues.	Shelley Palmer		See responses to this comment above. We would like to reiterate that the CCRPC is not party to GMT's contracting procedures. GMT has an open bid process for ADA services and a defined selection procedure. We will send this comment to GMT.
197	MTP Overview	2	Recommendation Highlights must include passenger rail as a separate category as distinct from local public transit. The U.S. and Vermont are a backwater Nation/State when it comes to all public transportation--particularly rail. We can in the next 30 years of this plan attain a status enjoyed by nations like Taiwan and South Korea and several central European nations when it comes to rail passenger transportation as the backbone of a modern transportation system--here in Chittenden County it is a must! Put the resources in by diverting practically all interstate investments as over time congestion will drop as a shift away from car travel for many reasons (principally demographics and future housing densification) takes place. Recommendations--listed here for rail passenger: (a) intercity network with about \$100-200 million investment including commuter rail between Burlington and St. Albans/Montpelier-Barre/Middlebury and (b) regional service to Concord, NH/Boston, Montreal and NYC via Rutland and Brattleboro.  Local public transit to include para-transit for seniors and light rail lines Burlington north-south and waterfront-east via Marketplace to UVM/Champlain College. Light rail requires a \$150 million capital investment.	Tony Redington	Burlington	The CCRPC supports rail improvements in the region to facilitate intercity passenger rail, including the existing Amtrak services and the proposed Amtrak service to Burlington along the western corridor. The recommended MTP investments attempt to balance all modes of transportation given the reality of limited federal and state funding and the fact that most of our funding (70%) will go towards maintaining our existing transportation system.
198	MTP Overview	3	As a Pinewood Manor resident of 13 yrs, I can attest that Rt 117 is one long parade of cars coming West from Richmond area to Global Foundaries (and Burlington) in the morning. Will buses run at times that coordinate with shift changes? It seems to me that businesses could coordinate with transportation services and encourage ridership through incentives.	Cheryl Van Epps		Specific transit schedules are determined by GMT and GMT regularly reaches out to transit users to help determine the most advantageous schedule for each route.
199	MTP Overview	3	If Essex Junction is going to be a rail stop serving a significant number of passengers, it will need to accommodate parking for the passengers- an absolute must. From my 13 yrs living here, what I've observed is there is not a real commitment from Village planners towards any such goal. They're focused on packing in more housing units into the 5 corners area. Parking is already terrible in this area (I avoid going to some businesses because of it, especially during rush hour) and will only become worse over the next few years as more housing buildings are added.	Cheryl Van Epps		CCRPC and Essex Junction are aware of the issue of parking at the Amtrak station. CCRPC recently completed a study that looked at transportation issues in the vicinity of the train station and made recommendations for improvements, ( <a href="https://studiesandreports.ccrpcvt.org/wp-content/uploads/2017/01/Final-Scoping-Report-Essex-Junction-Train-Station-4-6-2016.pdf">https://studiesandreports.ccrpcvt.org/wp-content/uploads/2017/01/Final-Scoping-Report-Essex-Junction-Train-Station-4-6-2016.pdf</a> )

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200	MTP Overview	3	Spear street is a primary corridor for cyclist. It is a primary route for those commuting by bike into Burlington as well. Especially during the warmer months, a few hundred cyclists per day can be seen using this route. Spear street has several sections in poor repair and without adequate shoulder. The length of Spear should really have a safe and legitimate bike lane both north and southbound. Preferably one that is separated from motor vehicle traffic for maximum safety. This is a concern that should be addressed sooner rather than later. Thank you.	Don Harmeyer		The project list in the plan includes bike/ped improvements on Spear Street north of Allen Road.
201	MTP Overview	1	As the Pine Street Coalition in Burlington has suggested, we need smaller, agile, electric buses running at 15 min. intervals on major roadways and recharged at night by the BED surplus. We need an intelligent Champlain Parkway that simply opens C1 with a roundabout connecting Pine to So.	Charles Simpson		GMT is currently evaluating their entire system as part of the NextGen Transit Plan. Champlain Parkway is in the Final Design phase and has included a robust public involvement process to arrive at the current preferred alternative.
202	MTP Overview	1	As noted on the main document, the role and impact of the Vermont Climate Pledge Coalition is not sufficiently acknowledged here. Burlington, South Burlington (August 2017) and the State of Vermont have stepped up to join this initiative and we expect the Chittenden County Regional Planning Commission to reflect those same goals. This is where it happens. We have stepped up to adopt the US's goals for the UN Paris Agreement and that would indicate a reduction in human greenhouse gas (GHG) emissions of 20% by 2025 as a first target. Our transportation represents 80% of our GHG emissions and the goal of "reducing congestion" at first take might seem to fit that goal, but in reality we know that widening roads and making them more convenient for gas-driven individually-occupied vehicles just increases VMT. Whereas, congestion provides an incentive for the operators to find alternative methods of transportation that help achieve the GHG reductions that we need. Our housing goals are the first step in this direction to reduce VMT from more rural areas and we need to make this connection CLEAR for all parties in all towns. The development that is often decried within the core cities actually reduces GHG for all of us and addresses these goals. Please include the VT Climate Change Pledge Coalition goals and offer steps to reach them as targeted. Also arrange to include trackable transportation numbers that relate to these goals (GHG from transportation). Thanks	Chris Shaw	South Burlington	Joining the Vermont Climate Pledge Coalition is decision for the CCRPC Board. Staff will bring this comment to the Long Range Planning Commission at their January 11th meeting for discussion and possible recommendation to the Board at their January 17th meeting.
203	MTP Overview	2	Three years ago the Burlington City Council adopted the landmark North Avenue Corridor Plan.  The 2.8 North Avenue Corridor Plan calls for a highest safety and equality for walk, bike, and vehicle modes including end-to-end cycle track (protected bike lanes), conversion of at least three busy intersections to ultra-safe roundabouts—the first such plan and project in Vermont, perhaps in the nation. AARP for several years and this past year AAA both support signal to roundabout conversions for safety. Co-safety leader Sweden which adopted in law Vision 0 for highway deaths in 1997 now has more roundabouts than traffic signals and is converting 40% of the remaining signals to roundabouts (see OECD recent annual report),  The North Avenue project enables all who can to walk and bike and truly brings world class design when State and nation which once number one now has sunk to a new highway safety low, 17th in the world with 20,000 excess deaths each year.  Please include the North Avenue project front and center in the 30-year Chittenden County transportation plan.	Tony Redington	Burlington	Recommendations from the North Avenue Corridor Study are included in the MTP/ECOS Supplement 5 - See the MTP Project List.
204	MTP Overview	2	It's really easy to imagine more efficient road system, any time we go for a drive! So it's no wonder that road system funding approaches \$300,000,000, but alternate transit systems top out at 116,000,000, and doesn't include anything for rail. I have to wonder how it is possible to reduce carbon pollution when personal transportation is given so much priority.  I believe we should stop development of new roads, and put all new capital spending into public transit systems. A light rail connector between Burlington and White River, and Burlington and Rutland, would reduce our dependence on motor traffic and our carbon dependence.	Steven Marshall		The CCRPC supports transit and rail improvements in the region. The recommended MTP investments attempt to balance all modes of transportation given the reality of limited federal and state funding and the fact that most of our funding (70%) will go towards maintaining our existing transportation system.