

STATE OF VERMONT
DEPARTMENT OF PUBLIC SERVICE

Comprehensive Energy Plan
Transportation and Land Use
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1 COMMISSIONER MILLER: Good morning. I
2 really appreciate all of you being here. This
3 is great. My name's Liz Miller. I'm the
4 Commissioner of the Department of Public
5 Service, and this is our second stakeholder
6 meeting for the energy planning process.

7 Today we're going to focus on land use
8 and energy -- I'm sorry, land use and
9 transportation in the energy planning process.
10 This is just, it sounds like a pun, but this
11 whole process has really re-energized the
12 Department, and I just -- it's because frankly
13 we have had so much input already from folks
14 in the room and other organizations as well as
15 other agencies and departments in state
16 government. It's really been a positive
17 process. It's been a very interesting process
18 and these meetings are key to that. So,
19 again, I just thank you all for taking the
20 time to be here and to help us with this.

21 Before we get started let me just point
22 out, and if I miss somebody please let me
23 know, the other folks in the room from the
24 state government who have been supportive and
25 are going to help us out today. Chris Recchia

1 is here. He's the Deputy Secretary of ANR up
2 here in the front, and, Chris, I know you have
3 some other folks from the Department. I think
4 I saw Brian Woods. Brian and Dick
5 Valentinette are here, and there's Brian and
6 Dick. Thank you for coming, and Justin
7 Johnson from DEC, if not here now, will
8 probably be here later. So thanks to ANR for
9 coming and helping out so much in this
10 process.

11 Transportation is here as well. Sue
12 Minter, the Deputy Secretary of
13 Transportation. Thank you for coming, Sue,
14 and I know Gina Campoli is here as well.
15 There's Gina, and who else do we have?

16 DEPUTY SECRETARY MINTER: We have Chris
17 Cole and Costa Pappis.

18 COMMISSIONER MILLER: Great. Thanks for
19 coming. Really appreciate it. The Department
20 -- I'm sorry. Agency of Agriculture has also
21 been key, and Chuck Ross is planning to come
22 this morning and hopefully he'll have a chance
23 to give us a few of his thoughts and
24 perspective on energy planning from
25 Agriculture's point of view. Is anyone else

1 here from Ag right now? Okay. I'm having a
2 little difficulty with the glare, so if I miss
3 you please let me know.

4 Noelle MacKay's here from Agency of
5 Commerce and Community Development. Thank
6 you. So Noelle is going to present for us
7 later on land use issues. We've also been
8 working closely with Human Services,
9 particularly Jeff Wilcox. I don't think I saw
10 him come in the door yet this morning, and
11 Buildings and General Services. I know Deb
12 Baslow is here. There's Deb. Hi, Deb. Thank
13 you for coming.

14 Have I missed anyone from state
15 government? No. Good. It's really exciting
16 to have so many of the partners in the room
17 for this topic, and also I just want to
18 recognize Kelly Lucci and Jeff Monger from
19 Senator Sanders' office. Thanks so much for
20 coming. Senator Sanders obviously has been
21 such a key player at the federal level. His
22 solar roofs legislation, for example, and a
23 number of other things he's championed in the
24 Energy Environment Committee has been key, and
25 his office has been incredibly helpful to us

1 and I really appreciate you coming today.

2 So with that let me just tell you what
3 the framework is for the process that we're
4 going through. I have a number of folks from
5 my Department here as well and I'll just
6 quickly point them out, not necessarily in the
7 order above here.

8 Dave Lamont, our retired planning
9 director, has the flu and couldn't be here
10 today, and it's not the ski flu it's the real
11 flu, but Kelly Launder, our assistant planning
12 director, is here at the door. Andy Perchlik,
13 our clean energy fund director, can't be here
14 this morning, but has been a key person
15 involved in the planning process. TJ Poor,
16 one of our energy efficiency specialists who's
17 testifying at the Legislature today. Brian
18 from energy efficiency is here, Brian
19 Cotterill, over by the door. Ed Delhagen,
20 he's our facilitator for the day, upfront and
21 has been just a key person in getting these
22 meetings together. So thank you, Ed.

23 Let's see. Karin McNeill is over by the
24 window here with George Nagle as well, and
25 you'll meet some of these folks later as we go

1 through the small group process because the
2 Department will be sitting in and taking notes
3 and making sure to get everybody's
4 perspective.

5 I've already gone through agencies and
6 department partners. So format for the
7 meeting. We've going to have a brief
8 presentation by our staff, as well as by other
9 agencies and departments, to set the
10 framework.

11 We're then going to have some breakout
12 groups so that we can specifically get your
13 perspectives on the issues at hand, and then
14 come back and have a facilitated large group
15 discussion. So we have a chance to go talk on
16 a more detailed level in the small group and
17 then make sure we all have a chance in a
18 larger format, and really we're trying in this
19 process to set the path for Vermont's energy
20 future.

21 Today is just the beginning. We have
22 had the kickoff meetings, let's see, about a
23 week and a half ago on energy efficiency and
24 renewable energy issues. Today on
25 transportation and land use. We're developing

1 a web based opportunity for comment. Right
2 now at the Department's web site you can
3 submit by e-mail any comments that you have.
4 We're collecting all of those. We're also
5 recording, transcribing comments that we
6 receive today, and we're aiming toward a
7 public hearing schedule later in the summer of
8 2011 when the new draft Comprehensive Energy
9 Plan is available.

10 Our goal is October 15th. That's the
11 deadline the Governor has set to have a new
12 Comprehensive Energy Plan on his desk and so
13 we're working hard toward that goal.

14 Just quickly the statutory framework for
15 the plan. It is required to be a
16 comprehensive analysis and a projection
17 regarding the use, cost, supply, and
18 environmental effects of all forms of energy
19 resources within Vermont. It needs to include
20 recommendations for state implementation
21 actions, regulations, legislation, as well as
22 suggestions for public and private action that
23 may carry out the plan.

24 We are going to, as a part of this
25 process, also update the Department's --

1 what's known as the electric plan. It's
2 separate from the energy plan. It's focused
3 solely on the electric sector, and it makes
4 sense to us that the energy plan and the
5 electric plan be updated in harmony with one
6 another. So we'll undertake that process at
7 the same time.

8 We create a Comprehensive Energy Plan so
9 that we can assure to the greatest extent
10 possible that Vermont can meet its energy
11 needs in a manner that's adequate, reliable,
12 secure, and sustainable, that assures
13 affordability, and encourages economic
14 vitality in the state through the efficient
15 use of energy resources, cost effective
16 demandside management, all in a way that's
17 environmentally sound. So that's the
18 statutory mandate and purpose for the
19 Comprehensive Energy Plan that we're
20 following.

21 We create the Comprehensive Energy Plan
22 by looking at all of the state laws presently
23 touching upon the subject and taking those
24 into account in the planning process. So, for
25 example, the greenhouse gas reduction goals

1 that the Legislature has passed, the SPEED
2 goals in the standard offer program, those are
3 laws that presently exist that the planning
4 document must take into account.

5 There's a few things the Comprehensive
6 Energy Plan does not do. First of all, it
7 doesn't prescribe outcomes on specific pending
8 projects. There is a PSB process for pending
9 projects and the Department has a role in that
10 process as do any other parties who come into
11 the Public Service Board process.

12 The planning document is meant to be
13 future looking. It's to plan for the coming
14 20 years, and in that regard does not take a
15 position on specific pending projects separate
16 from the PSB process, and in that regard
17 Yankee is a question that I get a lot so I
18 like to address it right upfront.

19 The Comprehensive Energy Plan itself is
20 not a place to analyze relicensing Yankee.
21 Instead, it's a document to look toward
22 Vermont's future. Obviously there is a state
23 process for continued operation of Yankee or
24 not. Under the state law process Yankee has
25 not received authority to operate past March

1 2012, and the plan will plan for a
2 post-Vermont Yankee future because the
3 Governor has been clear that we have not had
4 that plan in place and need to do so.

5 Overarching goals to keep in mind.
6 First of all, all energy sectors. That's why
7 we're here today talking about transportation
8 and land use. We need to address those
9 sectors in order to strive toward a lower
10 greenhouse gas footprint toward our state law
11 targets, and we need to do it in a way that
12 keeps Vermont regionally competitive. So when
13 thinking of all of the aspects of our plans
14 these are the three things that we focus on.

15 Let me just talk briefly about the
16 stakeholder draft which we have up on our web
17 site. We have some copies on our table near
18 the entrance. The Department, which is
19 charged with creating the Comprehensive Energy
20 Plan, hasn't adopted a plan since 1998. So
21 it's been a while. We did adopt an electric
22 plan in 2005 and, as I said, we'll be updating
23 that.

24 The Department did go through a process
25 to produce a new draft in the 2008 time period

1 and that draft was put out for public comment.
2 There's a lot of good detail in that draft,
3 and when I came into the Department and we
4 started talking about this process it was my
5 judgment that the 2008 plan should be a
6 starting point for engagement. That it
7 shouldn't just be put in a drawer and ignored.
8 That instead we should look at it and have
9 comments made on it and suggestions on how we
10 go forward from that point.

11 Specifically, the land use section in
12 the Comprehensive Energy Plan draft from 2008
13 has actually been significantly updated since
14 the time the 2008 draft was made available to
15 the public, and there are other portions of
16 the draft that staff at the Department did
17 update after the 2008 time period. So, again,
18 I felt like it was important work. It was a
19 lot of effort, and it was important to put
20 that out there as a starting point for this
21 process.

22 There's quite a bit of other state
23 activity that we need to take into account
24 moving forward. Obviously I've already
25 mentioned the legislative mandates. There's a

1 good deal of action on the climate front as
2 you know, cabinet level action, as well as
3 interagency committees such as Climate Neutral
4 Working Group, and again close partnership
5 with ANR is key in our view.

6 The State Agency Energy Plan, which
7 Department of Buildings and General Services
8 puts together with respect to state facility
9 energy planning, is also key to this process
10 as well as transportation planning,
11 agriculture initiatives, and green energy jobs
12 initiatives. So the state is looking at all
13 of those together in creating this plan
14 because, frankly, as a Comprehensive Energy
15 Plan we have to do that.

16 We're also looking to what has happened
17 outside of state government because there's
18 been a lot of work done by many of the groups
19 that all of you represent, and we have no
20 interest frankly in reinventing the wheel. We
21 want to use those wheels to drive Vermont
22 forward. So we are collecting and reviewing
23 the work that many folks in this room and
24 others have done to be able to utilize and
25 recognize that expertise, and that includes --

1 the list is long frankly, but town energy
2 committee reports, various transportation
3 groups around the state, as well as
4 environmental and land use groups. So those
5 reports will be taken into account as we move
6 forward.

7 Let me just finish with a couple minutes
8 here just describing the energy landscape for
9 you as it currently exists. This is a pie
10 chart of Vermont's energy usage, and as you
11 can see it's essentially a third, a third, a
12 third; transportation, residential usage, and
13 commercial and industrial, and I think the
14 important thing to note here is the swing.
15 Residential and commercial and industrial rely
16 heavily upon electricity for their energy
17 usage, whereas, transportation unsurprisingly
18 relies heavily upon petroleum, and the sector
19 of petroleum in residential is also
20 significant. It's about 50 percent, and when
21 you include natural gas it's trending even a
22 little bit higher than that.

23 So when we think about the energy
24 picture in Vermont it's critical that we
25 include transportation because it is one-third

1 of our energy usage. It's also critical that
2 we think about land use because our pattern of
3 home and commercial building usage really
4 drives our energy picture.

5 Consumption has gone up over the years,
6 and we have had a recent dip both because
7 efficiency measures have been successful as
8 well as the economy, but even with efficiency
9 measures and the success of our efficiency
10 programs over time we still have seen a total
11 energy sector increase, and this chart shows
12 you where those increases have occurred.
13 Transportation is a good one to focus on.
14 It's the second bar there. Am I reading that
15 correctly? Yes. It's the second bar there,
16 and this is just showing that over time
17 transportation usage has grown to be a larger
18 chunk of our total energy usage in the state,
19 and you can see electricity likewise has grown
20 over time.

21 With that, unfortunately, our greenhouse
22 gas emissions have also continued to grow,
23 although at a slower pace because of some of
24 the measures we have already put into place,
25 and this chart shows where we might expect

1 them to continue to go in the absence of other
2 actions, and this is what they call the high
3 emission scenario. This is from -- well it's
4 most recently been in the Climate Neutral
5 Working Group Report, but it's appeared in the
6 State Agency Climate Report.

7 So, again, there's different sectors
8 here. For purposes of today transportation
9 gasoline use is the big green bar in the
10 middle, and it's projected to continue to be a
11 significant contributor to greenhouse gasses
12 going forward, although you can see it does
13 narrow a little bit based upon at the time
14 this was created assumptions on fuel
15 efficiency. If other assumptions are used for
16 fuel efficiency or for a different mix of our
17 transportation, we could get that bar smaller,
18 and in the planning process that will be part
19 of the goal in order to get this entire chart
20 lower to make our greenhouse gas emissions in
21 line with the state mandates.

22 So finally, as I said, about two-thirds
23 of the total statewide energy usage is not
24 electricity but is instead related to other
25 aspects of transportation and land use, and

1 really the integration between the two is
2 important and we're going to talk about that a
3 lot today, but I just want to set it up this
4 way. You can't make transportation decisions
5 fully successful unless you're doing them at
6 the same time as you make land use decisions
7 to support those transportation choices, and
8 really the converse is true as well. You
9 could put in a great public transportation
10 system, for example, but if you don't have
11 strategies to have people live and work in
12 places where that public transportation system
13 would be most efficient, then you haven't done
14 everything you can to reduce energy usage in
15 the state. So that's why in our view it's
16 important to take these two topics together
17 and why we're excited to have all of you here
18 today.

19 Thank you very much for coming. Let me
20 turn it over to Ed Delhagen now. Thanks, Ed.

21 MR. DELHAGEN: Thank you very much, Liz,
22 and thanks so much for all of you for coming
23 out today. This is our second iteration on
24 the stakeholder meetings and we're very
25 excited about being here. I'd like to thank

1 all of the partners from the agencies who have
2 come to participate and work with us on this
3 process.

4 Before we get started a couple of quick
5 questions. I'm curious how many people here
6 got here by walking. Raise your hands. A
7 couple. How many people took a bus? How
8 people took a train? How many people drove?
9 All right. How many people carpooled? Okay.

10 AUDIENCE: What kind of car?

11 MR. DELHAGEN: Okay. Yeah. How many
12 people here represent either regional planning
13 commissions or metropolitan planning
14 organizations? Kind of get a sense of who is
15 in the room.

16 How many people here work in the private
17 sector with businesses or manufacturing or
18 transportation in some way? Okay. A couple.
19 How many people here work with non-profits or
20 community groups? And how many people here
21 are with some level of government; local,
22 regional? Okay. So we have a nice balance
23 here. That's nice to see.

24 During our first set of meetings we were
25 trying to break out into small groups that had

1 a nice diversity that allowed people to hear
2 one another, and we got many, many great
3 comments during the first breakout session and
4 we're looking forward to that today.

5 I would like to quickly walk through a
6 couple points for today's meeting and we've
7 already talked about these objectives for
8 today, and this is our agenda. Everyone
9 should have a copy of it by now. We're going
10 to try to segue the morning conversation into
11 the afternoon because, as Commissioner Miller
12 has said, the conversation of land use and
13 transportation are integrally connected
14 together.

15 That said, we are going to focus the
16 morning conversation on transportation aspects
17 and the energy parts related to that, and then
18 try to bridge that conversation into the
19 afternoon for folks who plan to stay
20 throughout the whole day. We may wind up with
21 some people coming in fresh in the afternoon,
22 and Commissioner Miller will do a little bit
23 of a reset around 1 o'clock to help bring the
24 new people into the conversation, and then we
25 will commence with some other conversations

1 about the land use part.

2 As you see on the agenda both parts have
3 a small group breakout, and we have a
4 relatively small group today so hopefully by
5 now everyone has had a chance to sign up for
6 one of our three breakout groups. If you
7 haven't done so, you don't need to do. So
8 when we break in a couple minutes you will
9 have a chance to select a group. We have
10 breakout groups here on the side. We have not
11 structured any normal break time into the
12 agenda, so if you need to use the facilities
13 they are located off on to the side of the
14 building over here, and please feel free to do
15 so during the travel time.

16 I would also like to suggest some
17 working groups for today to help us stay
18 focused and provide as much opportunity as
19 possible for you to share your comments. We
20 do have many people here and many different
21 points of view and perspectives, and we would
22 like to hear as much of that as we can.

23 The first one is try to keep focused on
24 the conversation today around transportation
25 and land use. That said, we did -- we do

1 recognize that some people may not have had a
2 chance to attend previous meetings and might
3 have comments that relate to some other part
4 of the plan that we have not planned to talk
5 about today. Please feel free, we'll welcome
6 those comments as well, but to the extent we
7 can focus on land use and transportation that
8 would be very helpful, and we will have some
9 mechanisms, as Commissioner Miller has said,
10 for additional feedback and we'll talk about
11 some of those in a little bit.

12 The second one is try to keep comments
13 brief and either in large group or small group
14 try to keep your comments focused to about one
15 or two minutes if possible, and that should
16 leave room for everybody to have their
17 opportunity to speak.

18 And one person at a time and that's
19 largely important for our court reporter who
20 is transcribing our conversation today so that
21 she can capture what we're saying. Everyone
22 will have an opportunity to use the microphone
23 and we'll ask you to use it and speak clearly
24 so that we can capture your comments as
25 accurately as possible.

1 As we are we started a little bit late.
2 I will try to catch up during the course of
3 the morning. We might wind up going about 10
4 minutes over to make sure we have enough room
5 to hear what you have to say. We'll plan to
6 end the morning session at some point in the
7 ball park of 11:30 to 11:45, and then we'll
8 take a lunch break and plan to come back
9 around 1 o'clock. So how does that sound to
10 help us move through the conversation? Is
11 that something we can all work with? Okay.
12 All right. Great.

13 So with that I would like to turn the
14 conversation over to Deputy Secretary Sue
15 Minter who is going to share some reflections
16 on transportation with us.

17 DEPUTY SECRETARY MINTER: Most people
18 who know me know, I'm not a technology whiz,
19 so I just push that?

20 So thank you all for being here and I'm
21 really excited as a land use planner now
22 involved in transportation policy and
23 strategic development to be seeing
24 transportation as part of the discussion
25 around our energy future. I think we have

1 done so much in the policy realm in Vermont.
2 We really have been national leaders in the
3 electric sector and now we need to be a leader
4 in the transportation sector, and it's great
5 to have a strong participation component into
6 our energy plan. So thanks.

7 So to that end I just want to begin by
8 saying we have some heavy lifting to do. We
9 will be looking a little bit here -- I'm just
10 -- really been asked to begin some
11 conversation by looking at some overall trends
12 and seeing the kind of energy we use primarily
13 by car and thinking about how we might be able
14 to be more efficient.

15 I want to thank Costa Pappis and Gina
16 Campoli from my staff for helping to develop
17 this presentation. I also want to recognize
18 that most of these slides and the data here
19 are actually from a report by our
20 Transportation Research Center at the
21 University of Vermont. Is Karen Glitman here?
22 Karen is here. Thank you. She's probably the
23 one who got us thinking about these data, and
24 I'm glad we have her report to really share
25 with you.

1 So the key point here is that in Vermont
2 the transportation sector is the largest
3 energy user followed closely by residential.
4 This is slightly different from the Public
5 Service Department slide which combined
6 commercial and industrial, but it's also worth
7 noting because this looks also at the national
8 trends; that transportation energy use in
9 Vermont accounts for a substantially higher
10 share than the national average, probably
11 because the rural nature of our state and the
12 distances we have for travel especially to
13 work.

14 You know I think we have, as I said,
15 done a lot to address energy efficiency and we
16 really see a compelling reason to bring
17 transportation into the discussion, and, of
18 course, when relating this to greenhouse
19 gasses and climate change we see again that
20 the transportation sector contributes the
21 largest share of Vermont's greenhouse gas
22 emissions. We have here 44 percent. That's
23 from 2007. I believe our current data show
24 that as higher. Maybe we will be learning
25 more about carbon from Chris Recchia so he

1 might be able to get that, but clearly it's
2 about the combustion of transportation fuels,
3 gas and diesel, that contribute more to the
4 greenhouse gas emissions than any other
5 source.

6 So the question is how do we analyze the
7 transportation sector and the part of the
8 energy consumption and greenhouse gas puzzle.
9 So the policy framework in which we are
10 operating talks about a four-legged stool. We
11 think about the vehicle miles traveled. We
12 think about our fleet and the efficiency of
13 that fleet, we have some data on both of
14 these, and we think about our fuels. I
15 believe Chuck Ross will be talking more about
16 the potential for biofuels.

17 The fourth leg here is more related to
18 national thinking. It looks at how do we
19 reduce congestion through different
20 strategies. That is less relevant here in
21 Vermont frankly, but we also do think about
22 that in a national policy context.

23 So what do we know about VMT, vehicle
24 miles traveled? Well -- and actually this is
25 looking at our Vermont spending because I know

1 our plan has to look at affordability.
2 Vermonters have been spending a lot and a lot
3 -- an increasing amount on their
4 transportation. An increase between 2005 to
5 2008 over half a million dollars spent on
6 transportation, but we also see that declining
7 more recently.

8 Guess what? It's because we're driving
9 to work in our single occupant vehicles. 94
10 percent of our mode of choice right now going
11 to work in Vermont is in our car usually
12 alone, and look at those different modes and
13 how they contribute differently. This slide
14 demonstrates the energy use by mode. Not
15 surprisingly the highest energy user is the
16 single occupant vehicle SUV. The SUV-SUV way
17 out there, but it's really worth noting that
18 we can do so much just by carpooling. If you
19 look at the difference between the single one
20 car per -- one passenger per car to two
21 passengers per car, you can see that we can
22 reduce energy use almost by half by adding a
23 person, and our transit vehicles are ever so
24 important, but unless they are full we need to
25 fill them up for them to really be the

1 efficient mode of choice.

2 So VMT. We see vehicle miles traveled.
3 The slide to your left really looks at the
4 longer period. We have had a very steady and
5 rather dramatic increase in vehicle miles
6 traveled in Vermont since the 70's. Looking
7 more carefully at more recent trends, however,
8 it is interesting to note that since 2006 that
9 has declined somewhat and steadied off, and
10 there are some predictions that it will go up,
11 but we point out here the relation, the
12 connection between fuel prices and followed by
13 the recession. That's how we think is
14 affecting this behavior unless, of course, it
15 is the bad condition of our roads. Maybe
16 that's another strategy we can consider. We
17 could just leave the potholes and it would
18 become too unaffordable to drive.

19 So we see the trends in vehicle miles
20 traveled, but what about our fleets. Well
21 this slide really shows us -- gives us some
22 hope. Vermonters are buying hybrids and more
23 efficient vehicles. Significant increase.
24 Good news. Not such great news on the
25 electric vehicle front I will note. It raises

1 a policy question. We don't have the
2 infrastructure for people to drive electric
3 vehicles very far yet in Vermont. Maybe
4 that's something we should invest in. Chicken
5 and egg thing, which one do we do first, but
6 still the majority of Vermonters are still
7 buying the least energy efficient cars on the
8 market. We made progress in some forms, but
9 overall we still have a long way to go.

10 So what are we doing in here in VTrans
11 land? I want to recognize Chris Cole who has
12 recently come on board as the director of a
13 newly restructured division. It's called
14 Policy, Planning, and Intermodal Development.
15 One of the first things this Administration
16 has done is trying to start to actually, as a
17 matter of policy and direction, look across
18 the modes, and we are so thrilled to have the
19 successful director of CCTA to come lead that
20 vision forward.

21 One of the things I think has great
22 opportunity is Go Vermont. If you haven't
23 checked it out, I encourage you to do so.
24 This is how I think we have in this rural
25 state the biggest chance to make an impact on

1 VMT and it's by carpooling. This is an online
2 resource that is up and running to help
3 support ride sharing, ride matching, and van
4 pooling, and it gives you all the information
5 about the different resources you could go to,
6 but it also links people up, and I'm not going
7 to run it, but you see that little -- when you
8 go onto YouTube sometimes you're going to see
9 an ad, Go Vermont ad, on there about how great
10 it is to carpool, and what I think is exciting
11 about this is a commuter calculator. I only
12 carpooled one day, and once you register you
13 can input how you're getting to work, and it
14 will feedback your benefits.

15 So one day I realized that just by
16 carpooling once in a week I had saved 8 bucks,
17 and I forget the -- but it looks at your
18 greenhouse gas emission reduction as well, and
19 this is a place that we put a little new
20 investment in. I want to mention, especially
21 to the community energy committees we see, the
22 folks who are really mobilizing at the
23 community grassroots level as the key to
24 success, how are we going to energize new
25 people into this commuting world and matching

1 people up. So we are going to have a
2 challenge grant opportunity for those working
3 with the regional planning commissions to see
4 how we can grow that opportunity.

5 Buses. We have actually invested
6 significant resources into public transit in
7 Vermont. I think we're one of the leaders of
8 the rural states in this country. We should
9 be proud of that. It costs a lot of money and
10 our system really is maturing. I think we are
11 at a new phase of growth and strategic
12 thinking about where we go from here, but look
13 what we've achieved: Real ridership
14 improvements over that time, over a million
15 trips by bus in 2009, a little less since
16 then, but we put it out there and people are
17 riding it.

18 We also have park and ride lots, 27
19 around the state. That's over a thousand
20 spaces and they are generally quite full. In
21 fact, it's not a good story, on the one hand,
22 because we need to do better to making more
23 opportunities, but a quarter of the lots are
24 exceeding their capacity. Anyone trying to
25 ride the link from Richmond knows a lot of

1 people cannot find places to stop. So linking
2 this -- these park and ride lots better with
3 our public transit system and our carpooling
4 opportunities is key to our future of changing
5 that modal split.

6 We've also focused in this
7 Administration on rail. Big priority of
8 Governor Shumlin is to return the Vermonter to
9 Quebec, to Montreal. We know this is going to
10 really help reduce our subsidy -- increase
11 ridership, reduce our subsidy, and grow rail
12 in this state. Inner city passenger rail. We
13 also just this week submitted a significant
14 application. Costa Pappis has worked
15 extremely hard. We feel like we are well
16 positioned, we hope we are, to gain from the
17 State of Florida's lack of interest in
18 investing in rail. We want it. We had the
19 number two person in the FRA, Federal Railroad
20 Administrator, here in Vermont, had a great
21 connection with her. We hope that gets us
22 where we want to go, which is an investment of
23 80 million dollars on the western side of the
24 state so we can extend the Ethan Allen from
25 New York City to Rutland and up to Burlington

1 and beyond.

2 So it is a policy challenge. I cannot
3 stand here without telling you that we have 30
4 percent of our bridges currently are
5 structurally deficient. It is an important
6 asset that we need to maintain and we are
7 behind 322 bridges, and I'll tell you just one
8 bridge in Richmond is under construction.
9 It's going to be a two-year process to rebuild
10 that historic bridge. 13 million dollars for
11 one bridge of 322.

12 We also have 28 percent of our roads in
13 very poor condition. That's the worst of four
14 categories. If you put two categories
15 together, poor and very poor, in some parts of
16 the Northeast Kingdom 70 percent of the roads
17 are in poor or very poor condition. So this
18 is huge, and all of these efforts that we're
19 thinking about to make our sector more energy
20 efficient right now, our revenue base is
21 derived from the gas tax, so we depend on
22 those VMTs to rise. That's what we're
23 depending on.

24 So this is a conundrum that we have to
25 be thinking about in this discussion overall,

1 and I just want to leave by saying I think we
2 are at a fork in the road. I see this is
3 really a transformational time here in
4 Vermont, across the country, and even across
5 the globe as we face increasing energy
6 insecurity, economic decline, and global
7 restructuring, and of course the pending
8 climate crisis, and I am so happy that this
9 Administration and all of you are focused on
10 meeting that challenge.

11 For VTrans I think it's about trying to
12 turn -- point the ship in a new direction. We
13 know that transportation fuels our economy.
14 How and where we invest our transportation
15 resources will affect our future growth.

16 We know that for the last 50 years our
17 transportation policy and investment strategy
18 has been about accommodating the vehicle, the
19 single occupant vehicle primarily, and we need
20 to change that. We need to think about the
21 form of our transportation investment from
22 sidewalks to transit and how that affects our
23 energy efficiency, our community vitality, and
24 even our public health.

25 So I'm so pleased that we're all in this

1 together and sharing new ideas, bringing new
2 momentum at this moment of change because it
3 is so important, and each and every one of us
4 really is a part of making that new future.

5 I'll just end with a phrase coined by
6 Alice Walker; *we are the leaders we've been*
7 *waiting for*. Thank you.

8 MR. DELHAGEN: Thank you, Deputy
9 Commissioner. I noticed that Secretary Ross
10 has entered the room. Chuck, are you here?
11 Would you like to share a couple of brief
12 comments with us, Chuck?

13 SECRETARY ROSS: Sure.

14 MR. DELHAGEN: Thank you very much.

15 SECRETARY ROSS: Thank you, Ed. That
16 was quite an introduction. So Ed just
17 whispered to keep it brief so I'll try to do
18 that, but I wanted to thank Commissioner
19 Miller for including me in the introductory
20 part of the program as the Secretary of
21 Agriculture and particularly on this date when
22 we're talking about energy, land use, and
23 transportation.

24 And what's interesting for me is I cut
25 my teeth in public policy in land use. I

1 studied it in college and graduate school, and
2 my first jobs so to speak in public policy
3 were in the land use planning or the Planning
4 Commission in Hinesburg, the Chittenden County
5 Regional Planning Commission, and so
6 transportation and land use were all a big
7 part of it. Interestingly, energy and
8 agriculture back in those days was not so much
9 a part of it. So it's interesting to be able
10 to be here and talk about those things.

11 So I'm here because I want you to
12 understand I think agriculture is actually an
13 enormous player in this conversation on
14 energy, transportation, and land use. You
15 know it is often the thing that fills the
16 spaces between where we live, work, and go.
17 It's -- that space is used and oftentimes it's
18 used by agriculture, and we are in the
19 agriculture world harvesting energy every
20 single day that ends up on your plate in one
21 form or another. It's the energy that
22 agriculture harvests everyday that they put on
23 your plate. We're large and steady consumers
24 of it in all forms from electricity to liquid
25 petroleum products to gas and things like

1 fertilizer, and we're increasingly large
2 producers of it, and what's really interesting
3 is we're increasingly large producers of
4 renewable energy.

5 And if you go to the gas pump, as you
6 probably all did today or will tomorrow,
7 you're going to be consuming an agriculture
8 energy product and that's ethanol. That's in
9 our gas every single day. Now whether that's
10 the best way to raise an energy product we'll
11 leave that for another day, but with the new
12 technologies around selling cellulosic ethanol
13 production that could be changing from being a
14 questionable fuel source to being a good fuel
15 source, and in that aspect the ethanol and the
16 changing technologies and the increasing
17 presence in agriculture and energy is the
18 reason why we have an energy section in the
19 farm bill. One of the biggest appropriators,
20 one of the biggest policy generators in the
21 United States government is the farm bill and
22 that is coming up in two years.

23 So whether -- I don't know in Vermont
24 whether, you know, or actually nationally
25 whether it's producing corn, or if you have

1 been to the midwest driving by miles of corn
2 followed by miles and miles of windmills,
3 agriculture is a huge, huge player on energy,
4 and while we're not going to compete with the
5 miles of corn and the miles of windmills in
6 Vermont, it's clear to me that agriculture
7 does shape our land use here in Vermont and
8 our transportation uses here in Vermont like
9 it does in the midwest.

10 Twenty percent of our land base in
11 Vermont is engaged in some form of
12 agriculture, twenty percent, and I know
13 somebody from Agency of Natural Resources is
14 going to be here. Our partners in one part of
15 energy is on the biomass side. There he is.
16 Wave your hand, be seen, and our friends in
17 forestry are occupiers of a large part of
18 that, and on the agricultural side. Just so
19 you know, you know, we're out there cutting
20 our grass which is one of the best solar
21 collectors ever made. Surprise, surprise
22 nature that did it.

23 That agriculture sector is about 55,000
24 people in the State of Vermont in terms of
25 connected jobs, close to three billion

1 dollars. Not insignificant in the Vermont
2 economy.

3 So -- and then I want you to think about
4 so when you're in your little downtown or
5 you're in your little village in the State of
6 Vermont what's next to you? What do you
7 actually typically engage once you get past
8 the last store, the last house on the edge of
9 the village is you typically are engaging in
10 either forestry or agriculture. That's the
11 land use. We are part of your community.

12 In my town we have a farm in the town.
13 I mean like in the village right next to the
14 store. It is a part of our landscape, and the
15 location of those farms, the vitality, the
16 viability of those farms affects our land use
17 patterns, and their proximity to our
18 communities does make a difference, and you
19 need only look to Middlebury to understand the
20 connection between agriculture, energy, and
21 our communities where they are looking --
22 there's a proposal to look at collecting
23 methane gas from 3500 cows, compressing it,
24 sending it to Middlebury College, and let them
25 displace close to a million gallons of number

1 six diesel. That is all about land use. It's
2 all about energy. It's all about your
3 community.

4 And let me also suggest there's another
5 thing why it's important. The connection, the
6 best land conservation practice known to man
7 in Vermont is a good agricultural business or
8 a good forestry business because they are
9 people employed on the land and want to keep
10 employed on the land and that means they don't
11 produce houses, they don't produce roads, they
12 produce product and economy.

13 So now let me tick off a few things
14 because there's a lot of stuff that we need to
15 think about. Ed is probably coming to tell me
16 to quiet down. No. All right. Give me a
17 minute.

18 I'm just going to tick off a few things
19 that are connected. Biodigesters. Vermont is
20 a leader in biodigesters in the country. Why
21 is that good? Because there's base load power
22 on the one hand and they knock off greenhouse
23 gas on the other. The worst CO2 is one thing.
24 Methane is twenty times worse.

25 So we also have an evolution on grass to

1 energy in our report to Commissioner Miller.
2 I spoke to somebody yesterday whose got 14
3 head grass to energy, something that he's been
4 interested in for years, doing successfully in
5 Pennsylvania. We want to do it in Vermont.
6 They are a Vermont people -- Vermont people
7 figuring that out.

8 And cellulosic ethanol actually gets to
9 be viable economically. You know, bar the
10 door. There's all kinds of stuff we could do
11 in Vermont to raise product on our
12 agricultural lands to do cellulosic ethanol.

13 So I just want you to leave -- and I'm
14 close to finishing here, but I want you to
15 leave my remarks understanding and
16 appreciating the subtlety sometimes, and I
17 would suggest it's not subtle, the role of
18 agriculture in our energy profile and our land
19 use and our connections to communities. We've
20 got the space. We've got the know how. We're
21 engaged in it. We consume it. We produce it,
22 and I think we're smart, and I would advise
23 you to think about this. I think if we're
24 smart we can figure out how to increase and
25 leverage the role of agriculture with respect

1 to energy, land use, and transportation to
2 help Vermont stay Vermont. Thank you.

3 MR. DELHAGEN: Thank you very much,
4 Secretary Ross. That was really great
5 comments.

6 I would like to briefly introduce Chris
7 Recchia who's the Deputy Secretary from the
8 Agency of Natural Resources who will share
9 some reflections on carbon energy.

10 DEPUTY SECRETARY RECCHIA: So hi
11 everybody. This is going to be real quick,
12 and I'm actually not going to spend a lot of
13 time on carbon.

14 Just what I really want to emphasize is
15 that the Agency of Natural Resources is
16 delighted to participate in this process with
17 the very forthcoming and credible and
18 visionary Department of Public Service. Now
19 we don't usually see all those words together.
20 Appreciate working with Liz and we're anxious
21 to do that, and also, you know, following up
22 on what Chuck said, this relates to many
23 different agencies throughout our government,
24 but we are coordinating, and the main message
25 I want to get to you is that we're engaged.

1 We're going to make this a comprehensive
2 energy and climate plan. We're going to build
3 in the emissions component of the climate
4 component to this energy plan, and we're all
5 going to work together and produce something
6 that I don't think Vermont has seen in a long
7 time.

8 So what I did just want to touch on is
9 to let you know a lot of work has been done on
10 climate somewhat independent of energy, but I
11 am just going to offer that if we are
12 successful at improving our renewable energy
13 portfolio, our energy security, our economics,
14 self sufficiency in Vermont with bioenergy as
15 well as renewables that we have available, we
16 will be successful in the climate picture.
17 That will be one and the same goals.

18 We have a long way to go. We're not
19 really getting where we need to get to. I'm
20 going to just skip over this slide and say
21 this is all in the climate report that was
22 cited before, but in short, you know, we're
23 seeing a dip in the recessionary thing and
24 also through efficiency. I don't want to
25 downplay the amount of efficiency in that

1 curve going down, but the reality is we're not
2 near our two goals that are in the statute,
3 and I'm not sure those goals are adequate at
4 this point any more.

5 So 2012 we're supposed to be down in the
6 seven million six point something million
7 tons. The previous slide did that. 6.08
8 million tons of carbon equivalent, we're not
9 there, and in 2028 better than a 50 percent
10 reduction from where we are now. So we have
11 our work cut out for us, and the segments are
12 the same as what was discussed before, but
13 there has been a lot going on. There have
14 been at least three Executive Orders that have
15 been in place in the last 10 years, 9 years,
16 and a lot of work has been done on those
17 things, and we are -- also have some statutory
18 goals that I just referred to, as well as
19 groups working on various efforts to do
20 transition among agencies that occurred in
21 2008, but we're really building on that now.

22 We had to coordinate multiple efforts;
23 the Vermont Climate Collaborative, the 25 x
24 '25 which has been focused primarily on
25 agriculture, and the Climate Neutral Working

1 Group. We need to integrate -- as I mentioned
2 just a minute ago, we're going to integrate
3 the CO2 emissions component into the analysis
4 iteratively of this climate of the energy plan
5 so that it can provide climate goals as well,
6 and then finally Secretary Markowitz will be
7 heading up an energy climate cabinet level
8 group covering all the agencies that we're
9 dealing with and more to address both
10 statewide policy related to climate and also
11 the state behavior itself as a state
12 government in terms of climate and that will
13 be being kicked off shortly.

14 So I just wanted to say how glad I am to
15 be here. We have staff here that have been
16 working on this for years that are also very
17 glad to be engaged, and we look forward to
18 working with you and hearing from you about
19 your ideas.

20 MR. DELHAGEN: Okay. Thank you, Deputy
21 Secretary. We have had several really
22 interesting presentations this morning that
23 have helped set the context for this
24 conversation about transportation and land
25 use, and again we are going to be focusing on

1 some of the land use questions, and if they
2 come up this morning we'll be glad to engage
3 them. We will be diving in on that later on
4 this afternoon, and we'll have some additional
5 presentation on some of the land use questions
6 by Commissioner MacKay in the afternoon
7 session, but for right now we are going to
8 segue into our small group breakout sessions,
9 and you'll notice that we have a set of
10 questions that we've teed up for everybody and
11 we've broken into three different sets of
12 groups.

13 We have a group that's going to be
14 focused on efficient transportation modes,
15 biofuels, and transit, and in a moment I'll
16 ask Karin McNeill to help us segue into those
17 groups down below, but this is an opportunity
18 for us to -- as a Department to hear your
19 thoughts and reflections based on some of the
20 context that we shared with the agency leaders
21 earlier.

22 We have a couple of questions here which
23 I'll go through briefly, and these will be as
24 pink handouts in everybody's group, and we
25 encourage you to share your verbal comments,

1 and if you would like use these sheets for
2 your own written comments and hand them in
3 today, there will be a box on the registration
4 table on your way out where you can drop these
5 off, and you can either identify yourself or
6 not, that's your choice, but please use this
7 as an opportunity to capture your thoughts
8 exactly as you would like us to have them.

9 Then the questions that we'll be
10 focusing on are what are the top one or two
11 aspects of transportation that the
12 Comprehensive Energy Plan should consider in
13 the next 10 years to decrease energy
14 consumption, and what options do you see that
15 can help Vermonters meet their energy needs
16 regarding transportation and land use in the
17 future?

18 Should the state set additional goals or
19 targets or modify existing goals and policies
20 for energy areas related to transportation and
21 land use? And, if so, what targets and
22 through what mechanisms should they be
23 encouraged or required?

24 And the last one is what can the
25 Comprehensive Energy Plan do to improve the

1 understanding of the relationship between
2 energy, transportation, and land use?

3 So as we go into the small groups please
4 feel free to comment on any of these in any
5 order that you would like, and if you have
6 other points that you would like to bring into
7 the conversation, please feel free to do so as
8 well, and there are -- may be people here who
9 would like to talk about other aspects of the
10 energy plan that are not referenced in your
11 group. Again please feel free to do so, and
12 make your thoughts known to us and we'll
13 capture them.

14 Okay. Karin, can you give us a
15 thumbnail sketch how we're going to break out?

16 MS. McNEILL: So the first group is the
17 efficient vehicle group. Myself and Brian are
18 facilitating and you go through here, there's
19 a big room and to the left.

20 And the second group is the biofuels
21 group. You walk straight through to the room
22 through the middle room and then straight
23 back. There are signs, and that is being run
24 by Ed Delhagen and Kelly Launder.

25 And the third group, which is the

1 largest, is run by Gina Campoli and Chris
2 Cole, and you may decide to break into two
3 groups. To get to that you go straight
4 through. You'll see the signs.

5 MR. DELHAGEN: Okay. Any questions?
6 All right. We'll see you back here in about
7 45 minutes.

8 (Small group discussion. Recess. Large
9 group discussion begins after recess.)

10 MR. DELHAGEN: Welcome back everybody.
11 Thank you so much for your great comments. It
12 sounds like there were some really productive
13 pieces of information that came out in every
14 session.

15 There are a couple of reminders. I
16 would like everyone to turn their attention to
17 Karin by door number one. There are the pink
18 sheets that we handed out. I understand some
19 people did not have copies of these. We're
20 going to try to round up some extra copies for
21 you to be able to provide your input before
22 you leave, and there are also -- hold up the
23 small piece of paper -- there's a small slip
24 on the table with the link where you can find
25 the current draft of the Comprehensive Energy

1 Plan and you can go directly to that site.

2 There's also an e-mail address where you
3 can send your additional comments if you want
4 to do so by e-mail. It's the engagement draft
5 -- stakeholder engagement draft. There is an
6 e-mail address on the web site. It happens to
7 correspond with my name which is
8 ed.delhagen@state.vt.us. So please feel free
9 to send comments to any of us, but I'm the
10 collecting point where those pieces will end
11 up.

12 AUDIENCE: Will you publish these
13 comments?

14 MR. DELHAGEN: The comments will be put
15 on the web site and the conversation we're
16 going to have now will be an opportunity for
17 us to use the morning's discussion and the
18 information that we had shared with the agency
19 leaders on some broader questions and
20 hopefully bring us a little bit deeper so we
21 get more input and more suggestions about what
22 the Comprehensive Energy Plan might include.

23 There will be a set of questions that
24 we're looking at now that are posted in front
25 of us here, large group questions, and again

1 these are food for thought. If you would like
2 to use these to tee off and start providing
3 some specific input, we very much appreciate
4 it. If you have other comments that go to
5 other parts of the plan or talk about other
6 aspects of transportation, please feel free to
7 do so as well.

8 There will be pink sheets with these
9 questions on them handed out as well. That's
10 for one of the DPS folks to make sure these
11 get spread around, and again please feel free
12 to add these to the record.

13 So the first question deals with what
14 should be the government's role in addressing
15 transportation related energy use when many
16 transportation decisions are made by
17 individuals. This kind of gets to the
18 question of how could we inform individual
19 decision making. What can the state -- where
20 can the state make the biggest energy impacts
21 regarding transportation and land use, for
22 example, infrastructure, commuting logistics,
23 et cetera?

24 What are the some examples of successful
25 transportation and land use programs,

1 policies, or initiatives that reduced energy
2 upon which Vermont can either build or
3 replicate? And what is the appropriate
4 balance between carbon as a driver for energy
5 policy and other criteria for transportation
6 and energy development such as cost. And
7 there are a lot of other criteria we may want
8 to bring into that discussion.

9 So these are a few questions for people
10 to share their comments, and I would like to
11 open with Karen Glitman from the University of
12 Vermont's Transportation Center. We've asked
13 Karen, who has been working quite a bit on
14 these questions, to share some introductory
15 comments, and we do have a microphone that
16 will be passed around. Please say your name
17 clearly. If you represent an organization,
18 please state the organization so that we can
19 capture that on the record.

20 MS. GLITMAN: All right. Thanks, Ed.
21 So as we were talking in our small group I
22 thought about really thinking about this in
23 terms of not transit, not commuter trips, but
24 thinking about mobility for Vermonters and
25 visitors.

1 We haven't had much discussion about our
2 visitors to Vermont and how we move them
3 around, but I would say there are four key
4 overarching issues when I think about
5 transportation and energy going forward, and
6 the first is demographics. I know that came
7 up in our group.

8 We know we're an aging population.
9 Rural states are aging more than the rest of
10 the country and rural areas of rural states
11 are aging even more. We'll all outlive our
12 driving capacity by about 7 to 10 years so
13 that's something to think about, and there's a
14 percentage of Vermonters who don't have full
15 time access to a vehicle that we can't forget
16 as well. So there's the aging piece of the
17 demographics, but there's also an economic
18 piece as well.

19 Energy costs, which is really the focus
20 today, our entire system is predicated on
21 cheap energy and I think we need to think
22 about what does -- what happens to that system
23 when that assumption of cheap energy is gone.

24 Funding. You heard Sue Minter this
25 morning talk a bit about the need for the new

1 bridges and roads that are out of shape. It's
2 possible that we have a transportation
3 infrastructure that we simply can't afford.
4 So how do we design a new system to provide
5 mobility for Vermonters and visitors alike.

6 We also heard a bit about the project in
7 Windham County that's underway looking at
8 total transportation expenditures, not just
9 from the public transit, but from the schools
10 and from human service agencies and from
11 non-profit and faith based organizations. We
12 are spending a whole lot on transportation to
13 provide mobility, but we maybe aren't spending
14 it as efficiently as we can.

15 So those four issues; demographics,
16 energy cost, didn't mention climate change,
17 both the mitigation of transportation's impact
18 and the need for transportation to incorporate
19 some adaptations to the system is critical as
20 well, and then funding, and then finally I
21 think Sue called it the fork in the road I
22 think about us being in a transitional era,
23 and the question is what are we transitioning
24 to? How long is it going to take to make that
25 transition, and how are we going to minimize

1 the impact on the most vulnerable during this
2 transition time?

3 And then my final suggestion is that we
4 think about recommendations and answers to
5 these questions that they be measurable. That
6 we look at how much they impact the movement
7 towards the goal that's established in
8 statute. We look at how long they take to
9 implement and how much they cost, and I think
10 those three measures can provide some basis
11 for really judging which recommendations make
12 the most sense. So there you go. How's that?

13 MR. DELHAGEN: Wow. That's great.
14 Thank you. Okay. We're just going to open it
15 up to conversation. So who would like to jump
16 right in? Raise your hand. Don't be shy. In
17 the back.

18 MR. CURTIS: Hi. My name is Chris
19 Curtis. I'm an attorney with Vermont Legal
20 Aid. We represent low income Vermonters in a
21 host of civil and legal matters, and in
22 particular I guess as the energy discussion
23 takes place and the state contemplates
24 revisions to its energy plan we're very
25 interested in one of the aspects Karen just

1 mentioned which is affordability and
2 protecting the most vulnerable Vermonters.

3 So with respect to whatever might take
4 place in the future as far as either demand
5 reduction or finding the resources to
6 implement reducing our carbon footprint or
7 making energy infrastructure changes, we just
8 want affordability, and low income and middle
9 income Vermonters to be -- there might be a
10 way to introduce some progressivity in either
11 the tax structures that fund our
12 transportation infrastructure or our energy
13 infrastructure, or a way to provide a
14 mechanism through which low income Vermonters
15 and middle income Vermonters could have access
16 to either rebates or some kind of income
17 sensitivity with respect to those kinds of
18 changes because we do recognize that to make
19 change there might be costs associated with
20 that change.

21 So a variety of mechanisms; whether it's
22 transportation, whether it's efficiency
23 measures, whether it's transition to other
24 types of fuels, we want to make sure that that
25 aspect is taken into consideration.

1 MR. DELHAGEN: Great. Thank you.

2 MR. GUYER: I won't walk all the way up
3 this time, but I'm Frank Guyer and I'm deaf so
4 I read your lips so I talk slowly sometimes.

5 One of the things that I would ask
6 everybody in here is to take into
7 consideration what I was thinking about was
8 having more programs like this, but make sure
9 you get the entrepreneurs, the people, myself,
10 who are going to invest my money into your
11 ideas because that's what I'm doing.

12 I am buying some farms, I am working on
13 non-profit programs, but I am willing to spend
14 the money if you guys do the work. Guess
15 what? I'm an old man. I can't do it alone.
16 So I start things and then I pass them on to
17 other people when it comes time for other
18 people who want a real job because I'm in the
19 retirement mode.

20 MR. BRATTSTROM: One of the --

21 MR. DELHAGEN: Name please?

22 MR. BRATTSTROM: Eric Brattstrom from
23 Warren and Warren is a fairly wealthy town,
24 but we have three park and rides and people
25 use them, and I think they are very important

1 to the programs as far as transportation is
2 concerned, but as far as fuel and fuel use in
3 general, I spoke at the meeting we had back --
4 I thought that a carbon tax is what we need
5 here, and you can look to British Columbia in
6 Canada who implemented a carbon tax and they
7 love it there, and it works because it's
8 non-regressive.

9 And the third thing I would like to talk
10 about is the PACE program which makes money
11 available to people so that they can cut down
12 on their carbon use or fossil fuel use, and I
13 doubt whether that has gotten off the dime
14 yet, but it's critical so that not only
15 wealthy people can get solar panels and keep
16 their electric use down, but everybody can
17 with the PACE program.

18 MR. DELHAGEN: Okay. Great. Thank you
19 for those comments. Next?

20 MS. NOTTERMANN: Nancy Nottermann with
21 the Central Vermont Regional Planning
22 Commission. I'm the energy coordinator and I
23 work with town energy committees, and I just
24 realized in the public transportation group I
25 was in we never talked about education; i.e.

1 educating the public about what has to happen,
2 and so I just want to emphasize that education
3 has to be a huge part of the plan, and also
4 utilizing local groups, local energy
5 committees. If you're looking at developing
6 some small transportation routes, it needs to
7 come from the people who live there, not come
8 from high above as to what that route should
9 look like.

10 MR. DELHAGEN: Okay.

11 MR. OMAN: Hi. My name is Michael Oman.
12 I'm a transportation planning consultant. I
13 would like to address kind of the first couple
14 things about the first couple of questions up
15 here on the board.

16 One is obviously governments, and I use
17 the term loosely, public sector, so on so
18 forth has an enormous amount of leverage
19 particularly with respect to transportation in
20 that the -- basically the public sector makes
21 pretty much all of the transportation
22 investments that establish what the system is,
23 and this is one of the things that we did talk
24 a little bit about in our group. We need to
25 make sure that those investments reflect the

1 outcome that we really want, and that means
2 what we don't invest in as well as what we do
3 invest in. That can be very important. We
4 tend to think we'll fix this, we'll fix this,
5 and we wind up sort of having a point with no
6 direction at all. We wind up without actually
7 establishing a policy and following through on
8 it.

9 By the fact that transportation and land
10 use do occur in a cycle, although that cycle
11 can be very long and it's often not easy to
12 see the pieces of it right away, obviously we
13 will be affecting the land use as well
14 associated with that. The idea is to put
15 transportation and land use into a virtuous as
16 opposed to vicious cycle as we've typically
17 seen. So get those two things working
18 together as opposed to working to achieve high
19 carbon use and that sort of thing, and one
20 other thing that I would like to talk a bit
21 about cost and affordability.

22 I actually did the first transportation
23 plan for Chittenden County under the new
24 federal law. It's called ISTEA, the
25 Intermodal Service Transportation Efficiency

1 Act, and when we did that one of the things we
2 did was we included the cost, the private cost
3 of the individual transportation decisions.
4 So when we had people driving all over the
5 county we said this is a cost. It's going to
6 be incurred by everybody and we are in essence
7 making this a necessary cost, and when we
8 shifted to other modes of transportation or
9 other ways of looking at it we can see not
10 just the increase in cost to run a bus system,
11 but the decrease in cost to not have to have
12 people driving cars all the time, and that can
13 make a huge difference in terms of the way
14 people actually look at the transportation
15 investments that we're going to make, and I
16 would kind of recommend that we do that.

17 I will say that the powers that be
18 decided they didn't want to see this any more
19 in subsequent transportation plans and so we
20 don't see it any more, but nonetheless I think
21 that it is an important bit of information
22 when people are making the decisions about
23 what kind of transportation system they want.

24 MR. KEHNE: Richard Kehne. I'm the
25 transportation planner in Addison Regional

1 Planning Commission.

2 The first bullet says a really key
3 thing. Transportation decisions are made by
4 individuals. I mean the policy, the policy
5 and I think the plan should incentivize those
6 individuals. What are they measuring? Are
7 they measuring cost? Maintenance? Our policy
8 should do whatever it can to make those
9 decisions energy friendly. I mean that might
10 be perhaps short, medium, and long range.

11 Where we have existing transit we should
12 be heavily incentivizing transit use and
13 heavily disincentivizing single occupancy
14 vehicle use through whatever, whatever,
15 parking fees, but in the long range I mean
16 that really comes down to incentives for land
17 use and development, smart growth.

18 How do we incentivize people to come in
19 close in areas so we can provide effective
20 master plans, but what's already been brought
21 up twice and it's really important is making
22 sure there's a wide based education program.
23 Really telling people, reflecting what these
24 real costs are and what they can save. I
25 think that in itself will really play into the

1 decisions that they make in their energy
2 consumption.

3 MR. DELHAGEN: Okay. As we move on
4 please if you know specific examples that you
5 can point to, please feel free to do so. Go
6 ahead.

7 MS. WAHLE: Hi. I'm Diana Wahle and I'm
8 here representing Youth Services of Windham
9 County and also the Windham Regional
10 Commission.

11 I have been part of an initiative
12 regarding the promotion of integrated
13 transportation planning that's been happening
14 over the last year and a half. It began when
15 youth services promoted some qualitative
16 research that looked at the needs of youth in
17 the future, what would make them successful,
18 healthy, valued young people at the age of 21,
19 and it was interesting to see that from the
20 youth themselves that were interviewed that
21 their needs had to do with internships,
22 community service, jobs, access to places
23 where they could gather and have fun together,
24 and all of these top priorities had to do with
25 transportation.

1 So we've been working in collaboration
2 with the Windham Regional Commission to really
3 look at first the needs of youth, but as it
4 turns out we're, of course, also advocating
5 for the needs of elders, people getting to
6 work, people getting to services. Everybody
7 who is a resident of Windham County.

8 We've done our effort in sequence and we
9 began with reaching out to our school
10 superintendents. We have four different
11 school districts in Windham County, and
12 interestingly enough every one of them came to
13 the table wanting to think about ways to pool
14 their transportation money used for school bus
15 transportation.

16 I just had a note here that I thought
17 would be of interest to you when you're
18 talking about specific examples. Our four
19 school districts serve 6500 students. They
20 spend \$545 a student per year, and they have
21 learned that with high school students only 25
22 to 50 percent of those students actually take
23 the bus even though they are budgeted and paid
24 for, and for the K through 8 students 10 to 40
25 percent of those students take the bus.

1 So these superintendents are very
2 motivated to think about alternatives and
3 collaboration, and we've, with their support,
4 been meeting with public transit providers and
5 school bus providers as a first step and are
6 now moving on from that meeting, that happened
7 in mid March, to thinking about school
8 district by school district in different
9 corners of our county how some first steps
10 could take place.

11 For instance, students need to be
12 educated more about public transit options and
13 we're thinking about how to do that
14 effectively. How can a public transit model
15 in one of our school districts -- there's
16 already a partnership happening where the
17 public transit gets students to the career
18 center which is 20 miles away. Maybe that
19 could be duplicated in other parts of our
20 county, and then we thought about low hanging
21 fruit which is we have something that's called
22 Gallery Walk that happens once a month in
23 three of our major towns, and we're going to,
24 in our next step, be meeting with the public
25 and the school bus providers and the

1 superintendents about how can young people get
2 to Gallery Walk, which happens one evening a
3 month, and then get home afterwards.

4 So we're just taking this bit by bit.
5 Simultaneously the Windham Regional Commission
6 is preparing an application for the Jeffords
7 Center that relates to their support of
8 innovative approaches to Act 153, and looking
9 at school bus efficiencies, but also how this
10 could relate to the larger transportation
11 network, and so they will be submitting that
12 application for a planning grant that will
13 lead to a set of stakeholder meetings with
14 non-profits, with town government
15 representatives, human service
16 representatives, higher education. Just
17 expanding our stakeholder meetings to include
18 the economic, community, and business leaders
19 as well, and out of that sequence of meeting
20 we will arrive at a real vision for
21 transportation for our county that we think
22 can be replicated elsewhere in the state.

23 Thank you.

24 MR. DELHAGEN: That's great. Thank you.

25 Wow. Okay. We have several in the back

1 quadrant here.

2 MS. LEVINE: I'm Sandra Levine. I work
3 with Conservation Law Foundation and I have a
4 few suggestions on the government's role in
5 addressing transportation and land use energy
6 needs, and first make sure we provide for a
7 range of options and not just investing in
8 roads, and that the government's role, which
9 focuses on spending and where our dollars are
10 spent, but focus more on mobility which would
11 provide a range of transportation options, and
12 measure spending on ways that would reduce
13 vehicle miles traveled which would create both
14 an energy benefit and could also enhance
15 mobility from a range of people in our society
16 so it's not so that our transportation
17 infrastructure is not just serving those
18 people who drive single occupancy vehicles.
19 Thank you.

20 MR. DELHAGEN: Please hold the
21 microphone up close to your mouth so we can
22 make sure everyone can hear.

23 MR. RAPHAEL: Hi. I'm David Raphael.
24 I'm a landscape architect and planning
25 consultant, but I'm also chair of my local

1 planning commission and development review
2 board and energy coordinator for my town, and
3 I would like to maybe introduce a couple
4 thoughts to share with folks from our local
5 experience and my experience as a consultant.

6 One, from the perspective of somebody
7 who historically has driven a lot because of
8 my consulting work and through the office work
9 that we do, I recognize that we've got to
10 really promote a cultural change in terms of
11 how we conduct our business and how we operate
12 our office.

13 How that is happening specifically in
14 our office is, one, we're doing a lot more
15 conference calls. We're asking our clients do
16 we really need to be there? Can we
17 communicate effectively and accomplish what we
18 need to accomplish, you know, using conference
19 calls and now even interactive television and
20 Skype can really facilitate that.

21 Number two, I have one or two employees
22 who come from afar. One does not have any
23 possibility of using public transit because of
24 where she lives. What we've done is we've
25 said okay you can work four days a week or not

1 come in on certain times, you know, to reduce
2 your energy cost. For the other individual
3 who commutes within the county we've
4 discovered that really what needs to happen is
5 that the public transit options need to expand
6 and improve and be a little bit more say
7 flexible because there are only certain times
8 when public transit works and operates in
9 certain stops, and so to the extent that can
10 improve I think that will be really, really
11 important.

12 And I think, finally, you know the
13 notion of what happens in a local community
14 like Panton, probably many of you have never
15 heard of Panton, it's maybe sort of a little
16 bit of a source of pride. We discovered when
17 the Champlain Ferry was put into operation
18 because of the Champlain Bridge going down the
19 only sign in the state that directs people to
20 the Town of Panton was taken down, which is
21 maybe a good thing, I don't know, but it just
22 strikes me when you go on our town's web site
23 I think it still says Town of Panton 600
24 people 1,000 cows.

25 So we're a very rural community, and in

1 our planning commission, we're just
2 redeveloping our town plan, one of the things
3 we've been talking about is where do people
4 work and how do people work and then how do
5 they get there, and so the interesting thing
6 is that in a town like Panton everybody goes
7 everywhere. There's no -- everybody has to go
8 through -- typically through Vergennes, but
9 people work in Burlington, people work in
10 Montpelier, people work in Vergennes, people
11 work in Middlebury. So there's really no
12 public transit system that's going to help
13 them day in and day out.

14 So things we've talked about is what is
15 in the future the feasibility of sort of on
16 demand transit. What is the synchronicity
17 between the senior vans that come out to our
18 town to serve folks? Can they be picking
19 people up and bringing them places?

20 One thing that might strike you as an
21 interesting side light is we discovered
22 there's more interest in working at home.
23 That now with the internet people -- people
24 can maybe do home occupations more
25 effectively. We looked at our zoning laws and

1 it didn't promote or make home occupations
2 really easy. There are all kinds of
3 constraints and limitations to what that looks
4 like.

5 So in our next step in our local work
6 we're going to look at how we can improve home
7 occupation opportunities for folks who want to
8 work at home and not have to commute and not
9 have to travel all the time.

10 And then finally just a really simple
11 thing and maybe a dumb thing. In the past I
12 think Vermont's been very proactive and has
13 had some success certainly with sort of these
14 recreation paths. I think we need to maybe
15 revisit that whole approach with an eye
16 towards commuting and access and not just
17 recreation, and again the example I'm going to
18 give you is our town is four miles from
19 Vergennes. All our children go to Vergennes
20 Union Elementary School. Our kids wanted to
21 ride their bikes to school most of the time of
22 the year and we couldn't let them do that
23 because we have one town -- one road through
24 our town that's become a really busy commuter
25 route and it's just not safe.

1 Many years ago we applied to the state
2 to get a separate kind of transportation route
3 or path side by side with our major road, and
4 that just got lost and we never got any
5 response and it kind of got dropped. So I
6 think a little more thought about putting some
7 resources into that even though we've already
8 dedicated I think a lot of resources to
9 bicycle routes and alternative paths more with
10 an eye towards how that can support commuting,
11 and I think those of you who spend time in
12 Burlington know that folks now are riding
13 bikes almost year-round. I mean we've really
14 adopted beautifully to that in the winter and
15 I think that could be a real possibility.

16 So those are just some thoughts from a
17 local perspective as well as a business
18 perspective.

19 MR. DELHAGEN: Okay. Great. Thank you.
20 Do we have more comments? Again please try to
21 keep your comments to about two minutes or so
22 so we have room for everybody.

23 MR. GUYER: This will be short and
24 sweet. I always give passionate explanations
25 at the end and this is my passion is I am an

1 old man. I don't even want to say how old.
2 That's how old I am. I am retired collecting
3 Social Security. So I appreciate all of you
4 who are working today paying my Social
5 Security. I feel like I am on a trust. I
6 trust you're going to go to work today.

7 What I am worried about is the time
8 frame. As you get older, my age, I have a
9 blood clot in my knee to my groin. I worry
10 about dying everyday. Young people think they
11 are never going to die. I know I'm going to
12 die.

13 Here's my challenge to you folks. You
14 young people who don't think that time is
15 running out I'm telling you time is running
16 out. If you are sitting here today and think
17 that the state or everybody else is moving too
18 slow, what I challenge you to do is quit your
19 state job and become an entrepreneur, become a
20 person who goes out and starts your own
21 business to solve this problem now. I thought
22 we had three -- in my time schedule I'm
23 looking three to five years to do my energy
24 stuff. That may not be fast enough for the
25 whole world.

1 Vermont can be a leader, a pilot
2 project. Use technology to solve the problem
3 here within the next two to three years or
4 five years and then get it out on the
5 internet. Revolutions are happening across
6 the country by tweeter (sic) and the internet
7 and everything else. Use the technology. You
8 have it here. Quit your job. Say today
9 that's -- I can't wait any longer for the
10 state to do a 15-year project. It's -- we
11 don't have time and I tell you we don't.
12 Thank you.

13 MR. DELHAGEN: Up here.

14 MR. GROSS: Dave Gross from Hardwick. I
15 would just like to pick up what the gentleman
16 talked about. We have some problems obviously
17 having so much of our infrastructure that
18 needs to be repaired. There's also an
19 opportunity, and the perfect example would be
20 from a personal point of view and other people
21 I know they really would like to ride their
22 bikes or walk, you know, but it isn't safe
23 especially in the wintertime.

24 Having that extra five, six feet on the
25 side of all our roads would obviously reduce

1 the number of trips that I say well I'm going
2 to jump in the car to make a quick trip, and I
3 think you'll see those benefits will alone be
4 quality of life improved.

5 Going from a business point of view, yes
6 we have skiing and we have snowmobiling and
7 it's great, but that all occurs when it snows
8 which is only 10 months of the year. We do
9 have two months when we don't, and the bicycle
10 tourism, especially in our area, is
11 tremendously important and significant when
12 they are coming in. You know we have all the
13 Canadians come down and run these huge massive
14 bike trips through. That's an opportunity
15 having that six-foot lane or eight-foot lane
16 on all of our roads, and I mean all our roads,
17 not only would help improve the safety, but
18 also would go a long ways for encouraging our
19 tourism which, go figure, is our number one
20 money maker. Would attract a lot more people
21 to not only come to Vermont to ski but come to
22 Vermont to bicycle, and I think we would see a
23 very nice not only benefit for the Vermonters
24 themselves, but also for businesses and
25 visitors.

1 MR. DELHAGEN: Okay. We have time for
2 another couple of comments and then we're
3 going to wrap up the morning session. Anybody
4 else?

5 MR. KEHNE: Richard Kehne again from
6 Addison Regional Planning. Just commenting on
7 things like bike infrastructure, it's easy to
8 say put eight-foot shoulders on all the roads
9 in Vermont, but it's not affordable.

10 I think what the plan has to do is be
11 practical. We have to go for the low hanging
12 fruit first and we have to be smart about
13 that. There are places where you make
14 investments where you get a big return for
15 your dollar and that's an element in this. We
16 all know it looks at the budget we've got
17 right now, and I know in my work I focus, you
18 know, where I can; village areas where there's
19 a lot of potential commuter movement on
20 bicycles and by foot, and I think that's what
21 we really have to incentivize again. Make --
22 where there are a lot of origins, a lot of
23 destinations we have to make sure people have
24 a really viable alternative to get out of a
25 vehicle and they will do it.

1 They are doing it out there now.
2 There's -- you can see it at the grassroots.
3 I've never seen a movement -- certainly in my
4 work in Addison County I've never seen
5 anywhere the kind of buzz and talk that goes
6 around just in the main streets. I think
7 there's a great opportunity here. You know we
8 just have to facilitate that.

9 MR. DELHAGEN: Okay. Any final comments
10 before we break? All right. Well I think
11 I'll turn it over to Liz for a couple of
12 summary comments, and if any of our other
13 agency staff folks would like to make a few
14 comments this morning as well, we'll wrap it
15 up in about five minutes.

16 COMMISSIONER MILLER: Again just so much
17 appreciate all of you being here and the
18 talent in the room I mean is really amazing,
19 right, as we hear not just geographic
20 diversity, but occupation diversity and
21 expertise diversity. This has been amazing
22 and I love the comments about complete
23 streets. As a former Local Motion board
24 member before I took this job that rings very
25 true to me, but focusing on those sorts of

1 infrastructure changes might both reduce our
2 energy usage as well as support our economy in
3 more ways than one. So I appreciate those
4 comments.

5 We're going to come back at one o'clock,
6 is that right, Ed, and we're going to shift
7 the conversation -- it started to shift that
8 way toward the end which I thought was
9 interesting -- looking more toward land use
10 and how it can help the energy picture. So
11 that's going to be the conversation after
12 lunch.

13 We're going to hear from Noelle MacKay
14 after lunch I believe with some comments to
15 start us off, and then have more of an
16 opportunity to have this discussion. So
17 please for those of you who can come back
18 please do. I'm sure a few other people will
19 be joining us as well, and for those of you
20 who are unable to make the afternoon session,
21 please do submit your comments. If you can't
22 do it today, e-mail them to us and we do
23 pledge to get those up so that everyone can
24 see them. We're transcribing them at the
25 Department and believe they will be an

1 important resource for all of us. So thanks
2 very much.

3 MR. DELHAGEN: Chris, would you like to
4 add --

5 DEPUTY SECRETARY RECCHIA: No. Thank
6 you.

7 MR. DELHAGEN: Sue?

8 DEPUTY SECRETARY MINTER: No.

9 MR. DELHAGEN: Thank you very much for
10 those of you who will be moving on. If you're
11 going to be sticking around, we'll rejoin the
12 afternoon conversation at one o'clock.

13 (Luncheon recess.)

14 COMMISSIONER MILLER: Okay. Let's get
15 started or restarted as the case may be. How
16 many folks are here just in the afternoon who
17 are new to the meeting just so I get a sense?
18 Okay. Just a few.

19 I'm not going to go through the entire
20 presentation that I went through this morning
21 in order to make sure we can get to more
22 substantive context.

23 (Applause and laughter.)

24 COMMISSIONER MILLER: Well now I will
25 darn it to be contrarian about it, but so for

1 the few folks who are here are there any --
2 let me put up the heart of this which is our
3 statutory obligation.

4 The Department is essentially the
5 coordinator for the energy planning process
6 for the state, and the Department is charged
7 with making sure the Comprehensive Energy Plan
8 analyzes and projects the use, cost, supply,
9 and environmental effects of all forms of
10 energy resources used within Vermont, and then
11 provide recommendations for state action both
12 regulatory and legislative and for public and
13 private actions that can carry out the
14 Comprehensive Energy Plan.

15 And the statute goes on to say that the
16 purpose of the plan is to assure that Vermont
17 can meet its energy needs in a manner that's
18 adequate, reliable, secure, and sustainable;
19 that assures affordability and encourages
20 economic vitality through efficient use of
21 resources in a manner that's environmentally
22 sound.

23 I just like to put up a statutory
24 mandate because after all that's what we need
25 to follow and I think it has a lot of wisdom

1 in it. So I think it frames the debate and
2 discussion well.

3 So this afternoon we're going to talk
4 more about land use than transportation, but
5 just very briefly for those who weren't here
6 this morning keep it in mind that
7 transportation is about 33 percent of our
8 statewide energy use, and then when you look
9 at the other types of energy use there's
10 different ways to break it down, but
11 residential is about a third and commercial
12 and industrial is just over a third, and
13 within commercial and industrial and
14 residential you have a higher percentage of
15 electricity usage compared to petroleum based
16 fuels, but still a significant percentage,
17 particularly in residential fuel, oil based
18 and other petroleum, and then of course
19 transportation is largely driven by petroleum
20 based products, and this all contributes to
21 our greenhouse gas profile which in essence is
22 trending in the wrong direction except for in
23 very recent years when we've bent the curve.
24 As the climate groups and state government
25 have measured recently we've started to bend

1 the curve down in recent years, but the
2 projections going forward still don't look
3 favorable, and we need to really keep that in
4 mind as we do an energy plan.

5 So transportation and land use
6 integration between the two is very important,
7 and we started that discussion this morning.
8 In order to make the best decisions for
9 transportation one really needs to think about
10 land use and vice versa, and that's the
11 purpose of having this meeting in conjunction
12 -- those two topics in conjunction with each
13 other here today.

14 So thank you all for coming. Those of
15 you who are new thank you for spending half a
16 day with us. We really appreciate it, and let
17 me turn over to Ed Delhagen very briefly to
18 structure this afternoon's meeting. Thank
19 you.

20 MR. DELHAGEN: Okay. Everybody have a
21 good lunch? Gorgeous day.

22 To the new folks here we'll just spend a
23 few moments, help you get a sense of what's on
24 the agenda. There are a couple of handouts on
25 the table at the registration booth over

1 there, the copies of this morning's
2 presentations so that you can flip through the
3 slides and get a sense of what context was put
4 in front of the group this morning, and there
5 are some other handouts and utility facts and
6 some other pieces of information that you may
7 want to pick up. There's a copy of the agenda
8 if you have not gotten that as well, and Karin
9 might be able to hold those up if you need a
10 copy.

11 This afternoon's agenda will continue in
12 the theme that we've used this morning of
13 looking at the combination of energy in the
14 context of transportation and land use with a
15 stronger emphasis this afternoon upon the land
16 use question, and we're going to move in a
17 moment into some presentations by some of our
18 guest speakers, and they will continue to give
19 us a little bit more of a context that will
20 inform our breakout discussion that will
21 follow.

22 So somewhere -- we're a little bit
23 behind schedule, but not too bad. Somewhere
24 in the ball park of 1:30, 1:40 or so we will
25 break into small groups again as we did in the

1 morning. We'll take a look at the numbers
2 here and whether we have two or three groups
3 we'll decide that in a few moments, and then
4 segue off to our breakouts again, and then
5 we'll come back together for a final large
6 group discussion and some synthesis comments
7 from the agency people who are still here, and
8 that will give us our opening two set of
9 stakeholder meetings for us to move forward.

10 We do have a couple of working agreement
11 points that I just would like to put up really
12 quick. This is -- seemed to work well for us
13 so far. Focus on the topic of discussion, and
14 this afternoon the emphasis will be on land
15 use, but we recognize there may be
16 opportunities to bring up other pieces of the
17 overall energy conversation and we do welcome
18 those as well.

19 Keep your comments brief, and by brief
20 two to three minutes or so depending upon
21 whether in larger or small groups to make sure
22 we have room for everybody to speak. One
23 person at a time so that our court reporter
24 can capture your comments accurately, and
25 we're going to commit to completing the

1 project -- the meeting on time, 3 o'clock, so
2 people can move on.

3 With that I would like to turn the
4 conversation over to Commissioner Noelle
5 MacKay, the Commissioner from the Department
6 of Economic Development, Commerce and
7 Community Affairs.

8 COMMISSIONER MACKAY: Good afternoon
9 everybody. I also want to introduce Joss
10 Besse who is also from the Department of
11 Economic Housing and Community Development.

12 From this morning what is really
13 interesting and exciting about the way we're
14 looking at energy planning is the linkages. I
15 spent my career doing land use, but I'm coming
16 at it through different lenses, whether it was
17 natural resource protection, water quality and
18 quantity protection, or looking at how do we
19 really revitalize and build in and around our
20 downtowns, and what I heard a lot of in the
21 morning was some of those connections. So
22 people weren't just talking about what
23 programs or policies, but the bigger picture.
24 So how do we all play a role and how does
25 where we build and where we grow integrate

1 with how do we pay for it and how does
2 different levels of public and private kind of
3 come together on those issues.

4 And so what was nice to see is that this
5 connection of us working together is not new
6 to people, and I've seen over my career that
7 change. That people are starting to see the
8 linkages and we're not so strange bedfellows.
9 So this is going to be a lot of photos and
10 information to get you thinking about these
11 ideas in the morning. I've got a lot less
12 tables and graphs because it's after lunch and
13 I want to see if you guys can stay awake.

14 So Vermont -- and this morning we also
15 had representation and probably still do from
16 the Agency of Agriculture, the Agency of
17 Natural Resources, Commerce and Community
18 Development, and for those of you that don't
19 know, our agency has tourism and marketing,
20 economic development, housing, community
21 planning, historic preservation. So, you
22 know, there's a lot of different interests
23 coming together and finding solutions, and
24 someone mentioned today that, you know, are we
25 just going to do it, and I think the people

1 that you met this morning are much more
2 interested in not just planning and setting up
3 some goals and strategies, but we are really
4 all interested in implementation, and we're
5 also interested in cross-agency working
6 together to make that implementation a
7 reality, and maybe that's just our stars in
8 our eyes first three months, but that's our
9 goal.

10 We have a land use pattern and state
11 planning goals, compact villages surrounded by
12 working landscape and it is unique. We were
13 internationally third runner-up in terms of
14 tourism with the Great Barrier Reef and The
15 Walking Tours of Ireland. So our land use
16 pattern is not only interesting and unique and
17 part of our history, but where we grow in our
18 downtowns, buy local, working together is
19 really important, but we also have a linkage
20 with farms, natural resource protection.

21 We just found out, and I know we were
22 discussing numbers over lunch, but you know
23 birding is larger in terms of economic
24 development than skiing in Vermont, and so
25 making sure that we have those resources and

1 linkages that to economic development is
2 important, but we don't want to look at all of
3 this in a bubble. We don't want to kind of
4 frame it and say we're going to live in the
5 past.

6 We need to look at our energy needs, our
7 transportation needs, our community needs as
8 we move into the future, and that's a balance
9 of protection and also development; where we
10 develop, how we develop impacts, all of those
11 pieces. If we keep, you know, kind of eating
12 up the countryside, we won't have any ag land
13 and looking at nodes and connections with is
14 going to be important.

15 So when we look we don't want to be in
16 memory lane. We want to be moving towards the
17 future, and we see the kind of vehicle miles
18 do decline as density and mixing of land uses
19 increases. Now this is nationally, but some
20 of this stuff I'll show you it says it also
21 works here in a rural context. Maybe it's not
22 all of the solution and it may not be all of
23 the same methods, but it's there.

24 So I always think of land use as nodes
25 and connections and I thank the State of New

1 Jersey for this slide. Do we continue to kind
2 of spread out over our landscape or do we try
3 to concentrate and carefully select how and
4 where we want to develop.

5 These are the slides that the Chittenden
6 County NPO has as part of their plan. They
7 looked at three different land use scenarios;
8 existing trends, scattered sprawling
9 development. They brought people together
10 that looked at -- this is their workshop
11 scenario which is really concentrating
12 development in and around where they already
13 have or redeveloping strip areas in and around
14 the village and industrial parks; and the
15 third was hard core really concentrating a lot
16 of the development primarily in Burlington and
17 Winooski, and then they ran some models and
18 say does this make a difference.

19 If you look at the land consumed,
20 there's a difference of 124 square miles
21 compared to 24 in terms of the workshop and
22 the core, and if you look at the transit rider
23 projections, there's a much bigger -- begins
24 between the trend of about 4 million riders to
25 the core of about 10 million riders. So that

1 land use connection, and they also did
2 greenhouse gas emissions and there was a
3 difference in terms of that connection between
4 land use and transit ridership, but it's not
5 just about numbers. It's also affects
6 individuals. I think somebody mentioned in
7 one of the meetings that housing there's kind
8 of a broader context there. We need to start
9 looking at not just where we live, but also
10 how much it costs.

11 So every 21 percent of all household
12 expenses nationally is transportation. That's
13 more than health care, education, or food. So
14 it's just second only to rent, home costs.
15 And, again, here in Vermont, as was mentioned
16 at the beginning, it's our single -- driving
17 is the single largest contributor to
18 greenhouse gas emissions, and looking
19 nationally, you know, how we live makes a
20 difference.

21 So the suburban average we're looking at
22 in green household use and blue transportation
23 use in terms of energy, and the urban average
24 just kind of a regular house uses much less
25 energy than a suburban green. So somebody

1 that's driving a hybrid and has a very energy
2 efficient house. So we have smaller scale
3 homes, mixture of uses, ability to walk
4 through and to services all play a role, and
5 in terms -- it's also looking at distributed
6 energy. So when we're looking at our land use
7 energy connection we can think about energy
8 systems, local distributed energy, and
9 communities thinking about where they are
10 going to get their energy, and it's much more
11 efficient. So it's cost. It's efficiency.
12 It's community building as well.

13 So how we grow matters and this is one
14 of the stats that I have. So if you look at
15 nationally, shifting 10 percent of new housing
16 starts to smart growth would save almost 5
17 billion gallons of gasoline and 220 billion in
18 household expenses. So it's a lot of money
19 nationally and that's just 10 percent of our
20 growth. So we need to kind of think about
21 what that connection would mean for Vermont.

22 So we do have a lot of state policies.
23 Most of it is embedded in a lot of different
24 policies and programs that we have. Some of
25 the umbrella of smart growth, compact mixed

1 use, looking at transportation options,
2 housing options, where we grow, and what the
3 connections are, agricultural benefits, as
4 well as ensuring economic vitality.

5 So some of those land use programs are
6 really embedded in our municipal and regional
7 plans. A lot of people work to supporting
8 that mixed use development, and most of our
9 programs in state government are directed
10 towards incentives. How do we provide
11 incentives for growth in and around those
12 areas?

13 So we have these designation programs.
14 We designate downtowns, villages, Vermont
15 neighborhoods for housing and growth centers
16 and all of those programs provide benefits.
17 It might be funding opportunities. It might
18 be some different Act 250 triggers, but that's
19 really kind of where we have put our energy in
20 terms of guiding growth in the state, and it's
21 really to provide targeted incentives for
22 limited state policy and I think that somebody
23 said does government have a role. That was
24 one of our large questions at the last
25 session. Does government have a role? And I

1 think if you look at federal and state
2 transportation policy and spending and how
3 we've grown and the dependence on the
4 automobile I think absolutely state government
5 has a role to play in this, and we need to
6 think about where we're going to target our
7 resources, our programs, and our energy in the
8 next little while.

9 And looking to the future these -- this
10 was something that -- this is White River
11 Junction, Vermont in the future, and I think
12 we do need to say what are our communities
13 going to look like, what are our
14 infrastructure needs, and what type of
15 programs and policies are going to get us the
16 most bang for our buck because we don't have
17 unlimited resources in this state.

18 And when I think of Vermont in this,
19 kind of our challenges as we move forward, I
20 think of us as a family and each one of us
21 have a different role to play. So whether
22 it's state, regional, municipal, economic
23 development, businesses, and individuals we
24 all have a role to play in looking at where we
25 want to go in the future as it relates to

1 energy policy, environmental policy, community
2 policy, all of those are linked, and I think
3 looking at one without looking at the whole
4 picture we're going to miss significant
5 opportunities to have multiple outcomes that
6 we want to achieve.

7 And so just in terms of just like we all
8 have different roles in our family, we also
9 have different tools. So at the state we have
10 policies, we have funding opportunities, and
11 we have some incredible staffs. I know people
12 said leave state government. We have some
13 wonderful energized thoughtful staff that are
14 really working on these issues.

15 We as a state can say where do we want
16 to locate our businesses: Are we locating in
17 walkable communities? On transit lines?
18 Making sure that in the regional and local
19 plans not only do we have clear goals but also
20 doable strategies, and are we actually
21 implementing those strategies year-to-year,
22 and how are we measuring kind of the movement
23 in these goals.

24 We've got a lot of energy around local
25 energy communities. We've got a lot of people

1 in communities thinking about these issues,
2 and it's really great that people are making
3 the connection between the energy committees
4 and building an efficiency to land use and
5 hoping some of those folks will get on
6 planning and selectboards. Thinking about how
7 do we develop community energy systems and how
8 do we make that efficient for communities.
9 Transit oriented design. How do we think
10 about partnering with our transit providers
11 and looking at land use policies. So where do
12 we want to have housing, what is that going to
13 look like, and making sure that they are
14 working in conjunction because a lot of times
15 we've got the transit -- and Chris is over
16 there formerly -- you know, they have got a
17 great 50-year plan, but a lot of times the
18 communities are not looking at those 50-year
19 plans and saying where should we grow, where
20 is the best place to put those businesses.

21 How do we design for transportation
22 alternatives? As Karen said this morning,
23 it's not just about transportation. It's
24 about mobility. How do we make sure we are
25 moving people and everybody in a community,

1 those that drive and those that can't, kind of
2 making sure that they get to where they need
3 to go, and that's a quality of life issue and
4 also a health issue.

5 Site orientation. You know if you're a
6 municipality are you thinking about site
7 orientation for, you know, solar, you know
8 making sure that you're allowing that in
9 communities? Are you allowing for smaller
10 scale homes? A lot of communities are not
11 thinking about, you know, the compact smaller
12 homes that come with the energy efficiency and
13 less use.

14 If you're a business or if you're an
15 individual, where are you thinking about
16 locating? I live in Burlington and I now work
17 in Montpelier, and people talked about cost
18 and why people would be taking transit. So
19 for the first probably four or five weeks that
20 I worked here I drove everyday and I realized
21 I was going to lose my mind, and so for that
22 reason in terms of people working with me I
23 thought it would be much better if I took
24 public transit, and it is -- you can work, you
25 can have meetings, you can have a nap, you can

1 catch up on a good book, and you get to the
2 other end refreshed and ready to go and not
3 stressed, and there's a little bit of life
4 balance in there.

5 And also a lot of businesses are looking
6 at incentives for employees which are looking
7 at transportation. One company I knew of was
8 looking at a bonus for people for mortgage
9 down payments if they lived on a bus route,
10 took a -- walked or could bike to work. Other
11 communities are -- other businesses are buying
12 bikes for their employees. They are
13 subsidizing bus. So there's a lot that
14 wherever you sit -- so this is not just about
15 government doing something. This is about all
16 of us wherever we sit in any of our roles
17 working together, and I think what this
18 process is how do we as state government
19 organize ourselves and help marshal and
20 support all of the other efforts that are
21 going on around the state.

22 So I think what's exciting is I think we
23 are at a fork in the road, and this is an
24 exciting time to step up and get involved.
25 Thank you.

1 MR. DELHAGEN: Thank you, Commissioner
2 MacKay. That was great. Okay. Our next
3 presentation this afternoon is going to be
4 from Deputy Secretary Chris Recchia who made
5 some comments this morning from the Agency of
6 Natural Resources perspective on carbon
7 implications in transportation. This
8 afternoon he's going to reflect on the land
9 use question. Chris.

10 DEPUTY SECRETARY RECCHIA: Thank you.
11 No slides. I'm going to spare you all. This
12 is very quick because Noelle did such a
13 beautiful job.

14 I just wanted to share with you the
15 inspiration from the Agency's standpoint that
16 to me this is at the nut. The land use and
17 the interrelationship with everything else it
18 is at the nut of this whole issue. So I would
19 encourage you to think creatively and provide
20 us with good thoughts about how to really
21 leverage this because I think it affects our
22 ability to maintain our forests and
23 agricultural lands as both energy syncs,
24 carbon syncs, and food and energy sources.

25 It affects our ability to influence our

1 transportation infrastructure and how we're
2 going to invest funds there. It affects our
3 jobs and our ability to work in a low carbon
4 environment, and it affects our ability to do
5 concrete things like municipal energy
6 utilities and being able to do district
7 heating and things like that, that we think
8 are good concepts, but can't quite get our
9 head around to make it happen.

10 So that's all I wanted to say. I was
11 just going to inspire you with this being
12 really to me one of the key little nuts, but
13 Noelle did it really well so I don't have to
14 say anything.

15 MR. DELHAGEN: Okay. We're going to
16 break up into our small groups for the next
17 session, and as Brian is bringing up the
18 questions, this time for those of you here
19 this morning we have the green sheets and
20 these are handouts that you can use to record
21 your thoughts.

22 It's very important for us to provide
23 opportunity for you to share your thoughts in
24 writing, and again we mention that there are
25 opportunities today with this piece of paper.

1 If you want to walk out with fresh thoughts on
2 here, there's a box at the registration table,
3 we'll ask you to drop this off before you go,
4 but a reminder for the new folks here. You
5 can also make comments directly to the
6 Department of Public Service through our web
7 site, and there are little slips of paper over
8 on the registration table with -- get you a
9 copy of the draft that will -- review draft
10 that you can comment on as well as e-mail
11 address which happens to be my address that
12 you can then send comments to as well.

13 Okay. So this afternoon we're going to
14 break into some small groups again as we did
15 this morning. It looks like we have enough
16 here for -- we'll probably do three groups
17 again. This time they are not broken out
18 around any particular topic so we'll probably
19 break us up in a moment, but these are the
20 questions that we're going to tee up again for
21 the conversation; and the first one is what
22 are the top one or two aspects of land use
23 that the Comprehensive Energy Plan should
24 consider in the next 10 years to decrease
25 energy consumption?

1 And then what are the top one or two
2 obstacles in meeting current land use and
3 energy goals? How might these be overcome?
4 What role should state government play in
5 doing so? How can the Comprehensive Energy
6 Plan address these concerns?

7 And the final question, should the state
8 set additional goals or targets for energy
9 areas related to land use, and, if so, what
10 targets and through what mechanisms should
11 they be encouraged or required. They are
12 similar questions to the ones we had this
13 morning, but the focus is going to be on the
14 land use part of the equation.

15 For those of you who came in late, if
16 you do have other comments that don't relate
17 to transportation and land use, there are
18 other aspects of the energy plan, we welcome
19 those comments as well.

20 So with that we are going to segue into
21 three groups. I'll break us up here. Okay.
22 Where is Karin? Okay. Karin is going to be
23 over by the door. Brian, you want to go over
24 by the other door, and, Gina, are you going to
25 do another group for us? So we'll get our

1 facilitator over by the door.

2 I'm just going to do this kind of
3 randomly. When you get to rooms we're going
4 to have probably -- we're looking for about 15
5 or so per group. So if you wind up with too
6 many, just try to rebalance your group and
7 come up with a good break. So we'll do these
8 three rows right through here will go with
9 Gina. These three rows over here, including
10 this first row, will go with Karin, and this
11 set over here will go with Kelly, and we're
12 going to reconvene back here at about 2:15.

13 (Small breakout meetings. Recess.
14 Large group discussion begins after recess.)

15 MR. DELHAGEN: We're going to try to
16 wrap it up this afternoon with the large group
17 conversation.

18 While we're getting settled in I'll
19 review some of the questions we're going to
20 try to focus on this afternoon. Again these
21 are up in front. Given a goal to reduce
22 vehicle miles traveled, how can land use
23 policy or tools be used to best achieve this
24 goal? What policies or tools are working?
25 Which need more support and which should be

1 eliminated? Any new programs to consider?

2 Next one. What policy programs between
3 agencies form barriers to progress? Which
4 work well? Are there others to consider?
5 What kind of funding mechanisms might pay for
6 these programs? How can the state help
7 municipalities, committees, organizations,
8 businesses to achieve these goals? Would an
9 integrated state plan provide improved policy
10 and direction on where to grow, place
11 renewables, locate transportation hubs, et
12 cetera; and last one, how can state agencies
13 better support growth center programs to
14 encourage communities to participate and
15 promote new development in these areas as a
16 means to reduce energy consumption.

17 As we did -- for the folks who came late
18 into the meeting for the afternoon's
19 conversation, we'll ask you to try focus your
20 responses on these questions, but again if you
21 have other points that you feel you want to
22 focus on and share your input, we will be glad
23 to take those comments as well, and there were
24 a lot of interesting comments that came up in
25 the small groups as well and you may wish to

1 share those thoughts or build on them or just
2 restate them with the whole group who will
3 hear those ideas.

4 So let's see here. Who would like to
5 get started? Who wants to kick off the
6 afternoon conversation? Don't be bashful. I
7 know everyone is a little bit tired at this
8 stage of the game, but who wants to open up?

9 COMMISSIONER MILLER: I'll answer the
10 third question. Yes.

11 MR. DELHAGEN: Okay. Karen.

12 MS. GLITMAN: Okay. I would say
13 something on the first goal. Just to watch
14 for unintended consequences.

15 MR. DELHAGEN: Hang on. Before you
16 start please do state your name. We have a
17 reporter here and we want to make sure --
18 state your name and speak into the microphone.

19 MS. GLITMAN: Karen Glitman from the
20 University of Vermont's Transportation
21 Research Center.

22 Your first goal I just wanted to caution
23 you about unintended consequences. While many
24 in the industry may agree on a goal to reduce
25 vehicle miles traveled, that's a measure

1 that's used in many other formulas to look at
2 economic vitality and growth. It's a measure
3 that's often seen as a measure of economic
4 health. So it's just something to watch out
5 for; that if you reduce VMT, what pops out in
6 other parts of the state in terms of measures
7 of economic growth and vitality.

8 So if people want to work on finding a
9 better measure of assuring that people and
10 goods have mobility and access to services
11 that's different than VMT, that would be a
12 great thing to accomplish.

13 AUDIENCE: The State of Washington has a
14 VMT reduction target in place and I encourage
15 the state, if we're going to go down that
16 route, to talk to our colleagues in Washington
17 DOT. If we're ultimately talking about
18 emissions reductions, then it's not as simple
19 as VMT reduction because you need to look at
20 the types of vehicles that are being driven,
21 whether they are hybrid, electric, tractor
22 trailers, et cetera.

23 So that is a good thing to think about
24 particularly in village centers and places
25 where VMT reduction is more viable, but you

1 need to be -- we need to be cautious.

2 MR. DELHAGEN: Over here.

3 MR. KEHNE: Rick Kehne from Addison
4 Regional Planning Commission. I agree. VMT,
5 it depends on the vehicle that you use. I
6 mean the means you use to produce it. I mean
7 are you taxing? Are you bringing employment
8 closer to the people? I mean there's great
9 potential to be regressive if it's in taxation
10 because of cost of living that drives people
11 away. That's happening in the Upper Valley.
12 That's a living example here in the state.

13 So we have to be careful if we use tax.
14 We have to balance that with trying to build
15 local business to replace those; provide
16 employment opportunities, things like that
17 closer to people's place of residence or we
18 bring the residence closer to the employment.
19 It's going to be a two-way street.

20 MR. DELHAGEN: Okay. Great. Thank you.

21 COMMISSIONER MILLER: That really gets
22 back to land use. So rather than having a
23 transportation goal of reducing vehicle miles
24 traveled, having land use policies that have
25 it occur is what you're talking about.

1 MR. KEHNE: That's right.

2 COMMISSIONER MILLER: And so thinking of
3 it that way are there other -- I don't know,
4 Karen. You probably have already done this
5 thinking, but are there other economic metrics
6 that we should be looking at that help us look
7 at our land use and whether we're successfully
8 creating the density that then supports the
9 transportation goals rather than just looking
10 at it strictly on transportation?

11 MS. GLITMAN: Well there's a lot of
12 research going around liveability and metrics
13 to determine livability and those include
14 measures that may look at travel which is
15 different than VMT.

16 I don't think anyone here would say
17 travel in and of itself is a bad thing.
18 People may say single occupancy vehicle travel
19 has a different -- so looking at some of the
20 measures for -- around livability may be a way
21 to go at it, and there's a number of research
22 papers on that. Gina.

23 MS. CAMPOLI: Gina Campoli. Most of
24 the literature on the connection between VMT
25 reduction and land use is heavily focused on

1 large urban areas, and the viability of
2 alternatives in those areas is obvious.

3 There is a study going on right now in
4 the Transportation Research Board that will
5 focus on rural -- real rural areas in this
6 action. It doesn't mean we should stop doing
7 it, but keep in mind that the types of
8 densities that are needed to really transform
9 the transportation system are unthinkable in
10 most Vermont communities, even Burlington.
11 You're talking 20 units per acre to run a bus
12 system that will pay for itself.

13 MS. TYRRELL: My name is Marianne
14 Tyrrell. I'm with the Vermont Law School. A
15 response to Liz's question. There are
16 alternative -- I brought this up in my morning
17 session. There are alternative indicators
18 that are being developed around the world.
19 Maryland has recently implemented them and
20 they factor in many, many variables and you
21 get a much more -- much deeper level of
22 innuendo to measure overall well being that's
23 not tied to something that we may not actually
24 even want when we do simplistic measuring, and
25 I know -- I just was at a meeting in

1 Washington last week about this and the policy
2 office in their Department of Environmental
3 Protection is the one who got this
4 implemented. So -- and it really has
5 potential for some transformational change in
6 how everything is assessed and decision making
7 is made.

8 MR. DELHAGEN: Okay. Great. Thank you.
9 Who's next up here?

10 MR. GROSS: Dave Gross, Hardwick. On
11 the second note on policy programs between
12 agencies barriers to -- form barriers to
13 progress I think we need to take a look at
14 certain prejudices or attitudes or agendas if
15 you will. I'll take the classic one.

16 A gentleman brought up an excellent
17 point of use of agricultural hemp which is
18 that hundreds -- literally hundreds of years
19 of historical precedent plus modern facts
20 behind it, but because of law enforcement
21 attitudes towards the use of illegal
22 substance, marijuana, it becomes a third rail.
23 No one will even examine it, and the other one
24 would be the Agency of Natural Resources
25 opposition putting any new dams into any river

1 anywhere in Vermont really cuts down on the
2 use of modern small scale hydro.

3 And looking once again to the history of
4 Vermont, in our history that our village
5 centers are sited at optimal hydro locations,
6 but that becomes a third rail also, and I
7 think that those type of questions really need
8 to be looked at across the board and say this
9 is here, this needs to be addressed, and if
10 nothing else we need to write it down and, you
11 know, not just wink at it and nudge it and say
12 well we're not going to go there.

13 MR. DELHAGEN: Okay. Thank you.

14 MR. GUYER: I have three things and I'll
15 try and make them short. First of all, and I
16 don't want to embarrass Liz by praising her,
17 but I think we can all thank her for putting
18 on such a terrific program, and the thing I
19 want to thank her for is showing leadership
20 because remember I'm the energy guy. What am
21 I trying to get you to do? Shut off lights,
22 shut off the electric faucet in empty rooms,
23 and don't use a lot of lights when you don't
24 need them or guess what? Came in today the
25 lights were not all on. Terrific I said. Liz

1 is doing a great job.

2 The second thing I said, I come in after
3 lunch they are all off on the top. We're even
4 getting better. That's great. It takes
5 leadership at the top to set an example, and
6 what I would say to Liz; Liz, today if you go
7 back to the dining room at the State House and
8 you see Shap, say Shap it looks to me like all
9 your lights are on in the cafeteria again
10 today. The sun's out. Why don't we shut them
11 off. So that's my comment for Liz. I think
12 she's doing a great job.

13 The other person I think is showing a
14 great example here that you may not be too
15 aware of, didn't think about how difficult it
16 is to change your behavior and, you know,
17 Noelle changed her behavior. She drove up
18 from Burlington on a bus. How many people in
19 here go from Burlington to Montpelier on a bus
20 besides myself and Noelle? Any other hands?
21 Three. That's changing behavior. That's what
22 one person can do to make the place a better
23 place, and she's the one who is doing it.

24 You need your leaders and you have two
25 great young women here who are showing real

1 leadership because they changed their
2 behavior. When everybody else begins to
3 change their behavior we will make some
4 progress. We can talk about it all day long.
5 We can plan about it all day long, but at the
6 end of the day did you change your behavior.
7 That's what I'm asking you to do. Thank you.

8 MR. DELHAGEN: Okay. Great. Thank you.
9 Follow-ups?

10 COMMISSIONER MILLER: Wow, the audience
11 is quiet.

12 MR. DELHAGEN: I think we've worn
13 everybody out. Nancy.

14 MS. NOTTERMANN: I'm going to risk -- I
15 don't think I said this this morning, so stop
16 me if I did.

17 Coming from an agricultural background
18 -- Nancy and I are in Central Vermont Regional
19 Planning Commission working with energy
20 committees, but coming from an agricultural
21 background, and we said this in our small
22 group, incentivize; i.e. pay to have solar
23 panels put on farm buildings and help
24 subsidize and support our farmers to survive
25 and it will help our local energy. And then

1 we talked about distribution. The closer the
2 generation is to where the electricity is used
3 the more efficient it is. Oh, and education
4 in general.

5 MR. GROSS: Since no one else is talking
6 this will encourage people to give up the
7 microphone.

8 MR. DELHAGEN: Let's go deeper.

9 MR. GROSS: One thing. I did hear one
10 comment and this is the classic of the
11 transport system, bus system won't pay for
12 itself, you know, and sometimes I think the
13 state needs to get off of the idea that
14 everything has got to be at zero cost. It's
15 very nice if it does or actually generate
16 money is great, but if there are a lot of
17 hidden costs that are hard to quantify or just
18 general quality of life operate at a loss, and
19 a perfect example is our public education
20 system. You know those are tremendous loss
21 centers if you look at our dollars we pour in
22 because we don't make a profit off them, but
23 obviously as a community we get tremendous
24 benefit out of it.

25 So I think the idea like when you look

1 at something and say running this bus down
2 this road, yeah, you might be quote unquote on
3 paper be losing a thousand dollars a day, but
4 the benefit is tremendous. So that's a
5 mindset that has to be broken.

6 MR. MASSE: Has anybody ever thought --
7 okay. I'm Marcel Masse from Craftsbury.

8 Has anybody ever thought about, you
9 know, isn't it nice, but a bus that goes to
10 IBM, stuff like that? Has anybody approached
11 IBM? Maybe they will buy the bus.

12 AUDIENCE: They should.

13 MR. MASSE: Has that been done?

14 AUDIENCE: Yes.

15 MR. MASSE: What was the answer?

16 AUDIENCE: No.

17 MR. MASSE: Maybe there's other avenues.
18 I don't know, but I get the impression that if
19 the state pays for this and pays for that for
20 the bus, I'll tell you an episode.

21 I have a poultry processing plant in
22 Craftsbury. They built -- the State of
23 Vermont built a mobile poultry processing. I
24 know what the cost was because I did a lot of
25 research on it. The cost was \$125,000. They

1 sold that for \$85,000. My money, your money,
2 everybody else's money went into that. Now
3 who has the authority to do that? I would
4 like to know. I would like to talk to them.
5 So maybe the state. I don't know.

6 MR. DELHAGEN: That might be a question
7 for the Agency of Ag.

8 MR. MASSE: I know that. Yeah. I'm
9 just trying to tell you what the state does.

10 MR. DELHAGEN: Okay. Other comments?
11 Get some more good stuff before we have to
12 adjourn.

13 MR. TALKA (phonetic): Hi. I'm Theo
14 Talka. So I had the opportunity to visit the
15 Netherlands and they have a wonderful system
16 of bike paths and completely connected to
17 public transportation, and that's something
18 that really could happen at the state level
19 handed down to the towns because the towns
20 have to figure out the right bike lanes and
21 what's the right amount to measure on the
22 roads. So maybe the state could help by
23 having like efficient bike path guidelines and
24 stuff and then hand it down to the towns.
25 That's it.

1 COMMISSIONER MILLER: Can I shift the
2 focus just -- I don't want to cut off your
3 comment so feel free, but I would love to hear
4 from folks. These were intended as kickoff
5 working meetings and that's why we had them in
6 the middle of the day and invited the folks
7 who are in the room who represent so many
8 different organizations and entities, and part
9 of the purpose from my point of view is to get
10 some feedback on the process going forward as
11 well because frankly, you know, those of us in
12 state government working on this are still
13 forming the plan for the plan, and this is a
14 really good time to inform us what you think
15 we should be doing.

16 We going toward public hearings in the
17 summer and we'll have those, but what other
18 things should we be looking at and doing to
19 get appropriate feedback without -- I mean
20 frankly without bogging down the process
21 overly? How do we balance that and what ideas
22 should we be using?

23 We are planning on web comments. We're
24 having these meetings. We have other ideas in
25 the works, but I would be interested in some

1 feedback on the process as well.

2 MR. DELHAGEN: That should keep us going
3 for a while.

4 MR. BAKER: Paul Baker with the
5 Chittenden County Regional Planning. I don't
6 have a lot to say about that, but first in
7 response to I think bullet two there I do have
8 a concern about the stormwater permitting
9 process or requirements and being able to do
10 smart growth development, and maybe those two
11 policy objectives are working in opposition,
12 and so some place where there's some offset
13 where we can do some agricultural offsets or
14 something to offset infill and redevelopment
15 in urban areas would be a good objective.
16 Want to put that out.

17 And process wise I guess since I got the
18 mike I guess, you know, I think there's
19 definitely the Regional Planning Commission
20 could help in terms of regional discussions,
21 particularly municipalities, and I'll
22 volunteer my folks, my brethren, to do that.
23 So happy to do that if we can help.

24 MR. DELHAGEN: Comments on either the
25 questions or process?

1 MS. NAYLOR: Kathryn Naylor. I'm a
2 member of the Craftsbury Energy Committee and
3 I'm also a MBA student in managing for
4 sustainability with Marlboro Graduate School,
5 and I just wanted to -- it is sort of process
6 and I was going to say this before you said
7 that. I've heard this is going to be a live
8 working document after it's actually put forth
9 and I think that's great. I think that this
10 process that you've started is also great, and
11 I'm hoping that it will continue in the
12 implementation and networking and making
13 connections with non-profits, government,
14 businesses, and local communities to really
15 get as many people on board and involved as
16 possible, and also to revisit it often.

17 And, lastly, just I hope that the
18 benchmarks that we set and the strategy of how
19 we're actually going to implement the goals
20 that we decide on will be measurable,
21 realistic, but also aggressive, and I was
22 going to say something else and I forgot.

23 MR. DELHAGEN: We have a couple comments
24 up in the front.

25 MR. RAPHAEL: I'm David Raphael. I'm

1 from the Town of Panton. Just another thought
2 about process. You know one of the things
3 about these kind of projects and efforts is
4 that they tend to reach folks who are already
5 involved, interested, aware, know about these.

6 I think you've got to get out and talk
7 to the person on the street. I think you have
8 to go beyond all of us who are really
9 committed and interested and involved, but I
10 think you need to get out. What do the
11 regular folk feel about energy? What are they
12 are doing? What are their issues? What are
13 their challenges in terms of, you know, the
14 energy future? What do they think about, you
15 know, in my backyard, those kinds of things?

16 These processes tend to kind of reach
17 those who are self -- who are already
18 interested. How do we get to some folks we
19 don't typically reach in the process? That
20 would be my suggestion, that you look at ways
21 to do that. Kids too.

22 MS. LEVINE: Thanks. I'm Sandy Levine,
23 I'm with Conservation Law Foundation. A
24 couple of thoughts. I think that it would be
25 really helpful for the state to provide some

1 strong leadership regarding local and regional
2 plans and zoning and to have them support
3 that. We have good policy goals in our state
4 statutes that are often not followed in either
5 our local or regional plans and zoning.

6 Secondly, I think state spending, the
7 state spends a lot of dollars on roads, on
8 bridges, on schools, on sewers, on all sorts
9 of things, and all of those have land use
10 impact, and those need to be considered and
11 support responsible land use that would help
12 reduce pollution.

13 And in terms of a process going forward,
14 I think the use of surveys could be helpful to
15 engage a lot of people. I also think
16 presenting some models or some visual for
17 people to respond to where they can actually
18 see something; do you like this, do you like
19 that. The example that the NPO did was sort
20 of along those lines, and I think something
21 like that could be done for this as well.

22 MR. DELHAGEN: Thank you.

23 MR. OMAN: My name is Michael Oman. I'm
24 a transportation planning consultant still
25 from this morning, and I did want to comment a

1 little bit on process, and to a degree I'm
2 simply echoing David Raphael's comment.

3 I think to a certain extent we have
4 rounded up the usual suspects here and we need
5 to -- if this is really going to work, I think
6 we need to engage more broadly than this, and
7 I was thinking specifically of the business
8 community and that sort of thing, and I think
9 it would be a shame, though, in a way to sort
10 of have us all sort of sitting here talking
11 about energy from our plannerly, public
12 sectorly kind of point of view, and then go
13 over and listen to the business community over
14 there in isolation and get everybody sort of
15 saying I think we need to start a conversation
16 between; not just a conversation that, you
17 know, one group makes and the other group
18 makes and what do you know, they don't really
19 agree with one another very well, but to
20 really sort of figure out how to process
21 through that, and I'm not totally sure how to
22 do it because I've been trying to do it all my
23 career and have not totally succeeded.

24 I've tried about a hundred different
25 ways, but nonetheless I think that it will be

1 important because I mean this is an important
2 group. We're talking about something that's
3 going to be key to economic development and
4 economic success in the state, and we want to
5 make sure that this is working for the people
6 who have got to actually do something with
7 that.

8 MR. DELHAGEN: Thank you. Couple more.
9 We have time for a few more comments.

10 MS. SYMINGTON: Gaye Symington. I would
11 just like to build on the process question and
12 David's comment. I would specifically suggest
13 that you reach out to schools. There's
14 incredible stuff going on in the colleges.
15 Middlebury College, the energy going into that
16 solar decathlon house is so cool right now,
17 today and this fall. The work that the Mount
18 Abe High School kids did around looking at
19 grass pellets, they just had a ton of -- we
20 had put a ton of work into work that really
21 now, you know, is reflected in state policy.

22 It was a middle school in Underhill that
23 came up with our -- what is now our idling --
24 anti-idling school bus law. There's a ton of
25 energy and ideas in our kids and at all

1 levels, and engage, you know, in an
2 intentional way their ideas I think would be
3 really important, and I would also be really
4 intentional about reaching out to Vermonters
5 who typically don't show up at public
6 meetings, and I would look for advice from the
7 CAP agencies about how to do that, but look
8 for the low income community, look to input
9 from the disabled Vermonters and be really
10 intentional about that, and I don't know
11 specifically, but there are lots of people who
12 would have good ideas about that.

13 And my last comment, this came up in the
14 earlier session, is somehow make this fun. We
15 had some specific ideas for you, Liz, in terms
16 of how it's presented at the end with solar
17 powered speakers and microphones and Liz
18 Miller and the Nocturnals. I think you could
19 do it.

20 MR. POSNER: Ira Posner, Sterling
21 College. I just want to know if the
22 Department of Public Service can have some
23 goals for public transportation plan in the
24 planning process, and I would say just
25 personally I would think one of those goals

1 should be investing in a clean bus intercity
2 transportation system so all the little towns
3 in Vermont have a bus system which we don't
4 have. They cut off the bus system from Albany
5 to Rutland and there's been -- has been a big
6 issue for people from Albany, New York to
7 Rutland that might need train service, but
8 they cut off train service from Albany to
9 Rutland.

10 I think that's a big issue for people.
11 I don't know. Maybe you guys were talking
12 about public transportation earlier.

13 COMMISSIONER MILLER: We did.

14 MS. WOLFE: Dori Wolfe with Strafford
15 Energy Committee and potentially part of the
16 process.

17 I would like the survey idea. I think
18 using energy committees or regional planning
19 to bring those surveys out to reach those
20 different -- and give us guidelines of who you
21 really want us to reach, but if you make the
22 questions much simpler. These questions
23 overwhelm me, and potentially these questions
24 are very simple, and then they are actually
25 multiple choice because what is possible. We

1 may not be able to do all the busing we want
2 and need now, but ask us a range you know. So
3 survey maybe with multiple choice answers.

4 MR. DELHAGEN: Okay. Thank you. Time
5 for one more. Two more.

6 MS. J. MILLER: I was going to comment
7 because some people have already spoken to
8 this about the importance of local and
9 regional plans. The VNRC and League is
10 putting out an energy planning guide. We are
11 working with the community energy committees
12 and regional planning commissions and rolling
13 that out and talking about it in the context
14 of -- and needing to be targeted towards the
15 state Comprehensive Energy Plan. So there's
16 an avenue. We're very excited about working
17 with you all on that.

18 And then, secondly, I forgot now. I'll
19 turn it over to Nancy.

20 MS. NOTTERMANN: But if you remember,
21 you can have it back. I guess the thing I
22 wanted to jump off from Gaye over there that
23 I've been working a lot with some schools, and
24 one of the key things at Harwood Union they
25 are starting to work on right now is they are

1 determined to get the teachers to carpool, and
2 I'm not sure how successful, but they are
3 determined and they want to make the community
4 more aware.

5 So tapping into schools. I mean you
6 educate the people that are not going to show
7 up at meetings like this or even ones during
8 the summer in the evening, you educate them
9 through their children and that's my big
10 point.

11 MR. DELHAGEN: All right. Well with
12 that we are going to bring this part of the
13 stakeholder meetings to a close.

14 I would like to thank you all for your
15 input. We are listening to you. We have
16 actually included some of your feedback
17 already into our process. Light bulbs are one
18 example of that, but there is a lot of work to
19 do and we definitely need your help, and all
20 the ideas and thoughts you have so far have
21 been really helpful for us, and now I would
22 like to turn it over to Commissioner Miller to
23 have the last word and to bring us to a close.

24 COMMISSIONER MILLER: I think you did a
25 great job. Actually that last word pretty

1 much does it, especially the process input at
2 the end, I really appreciate that because it's
3 important to get that perspective, and you
4 know it's funny. In the last -- we had two
5 sets of meetings, as many of you know because
6 you attended both in the last couple of weeks,
7 and I kept writing in my margin, which is
8 where I put my kind of key things to go back
9 to, I kept writing education, and a lot of
10 times that was focused on community education,
11 but the point that several of you made today
12 tying that back with education; education the
13 system that we have and how do we get the
14 planning process to schools I think is a real
15 key take away for me, and I appreciate that.

16 I just wanted to -- because I was quick
17 at the beginning I never actually said the
18 deadline. I know most of you know that, but
19 we are planning to get a Comprehensive Energy
20 Plan to the Governor October 15th. So time is
21 short. It will of necessity identify future
22 action. It should anyway frankly, but
23 particularly given the timeline that the
24 Governor has given us, what he wants to see is
25 the road map and where we're going, and we're

1 talking about at the agencies, the
2 departments, putting the plan together, how do
3 we make it a communication tool for the state
4 and an implementation plan going forward.

5 It's frankly going to be a big
6 challenge, and so having all of you here today
7 and helping with the ideas and the process is
8 just hugely important, and I really appreciate
9 it and we will be doing more outreach survey
10 coming, web site, you know, more engagement on
11 the web site coming. I'm committed to
12 figuring out a way to engage with the
13 education system and that's an excellent idea,
14 and frankly I will admit a new one coming
15 about from these meetings which is why we're
16 having the meetings.

17 So that's really good, and again thank
18 you all again so much. If you want to contact
19 anyone at the Department or at ANR or at ACCD
20 or at Agriculture, Buildings and General
21 Services on these topics, please feel free.
22 You can start with the Department of Public
23 Service. If you want to know who specifically
24 to contact on a certain issue, we will
25 certainly get you in touch. Thanks so much.

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MR. DELHAGEN: Thank you for your
contributions. We really appreciate it.
Okay. Everybody have a safe drive home.
(The meeting adjourned at 3 p.m..)

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C E R T I F I C A T E

I, JoAnn Q. Carson, do hereby certify that I recorded by stenographic means the meeting re: Comprehensive Energy Plan at Noble Hall, College Street, Montpelier, Vermont, on April 7, 2011, beginning at 9 a.m..

I further certify that the foregoing testimony was taken by me stenographically and thereafter reduced to typewriting, and the foregoing 128 pages are a transcript of the stenograph notes taken by me of the evidence and the proceedings, to the best of my ability.

I further certify that I am not related to any of the parties thereto or their Counsel, and I am in no way interested in the outcome of said cause.

Dated at Burlington, Vermont, this 11th day of April, 2011.

JoAnn Q. Carson
Registered Merit Reporter