



## **City Council - Transportation, Energy and Utilities Committee**

**Tuesday, March 26, 2024, 5:00 PM,**

**Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401**

**Join via Zoom: <https://zoom.us/j/84603122855>**

**To call into the meeting, including to speak during public comment:**

**Phone: 312-626-6799, Webinar ID: 846 0312 2855**

### **1. Agenda**

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1.1. Motion to amend/adopt.

### **2. Adopt Minutes**

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2.1. Minutes of 2.27.24

2.2. Minutes of 3.13.24

### **3. Public Forum**

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### **4. Deliberative Agenda**

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4.1. VTANG/Airport Greenhouse Gas Emission Update

4.2. GMT Fare Policy

4.3. BikeShare Update

4.4. License Plate Reader Technology

### **5. Director's Report**

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### **6. Councilor Items**

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### **7. Next Meeting**

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7.1. 4.23.24

### **8. Adjournment**

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**CITY OF BURLINGTON, VERMONT**  
**CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE**

c/o Department of Public Works  
645 Pine Street, Suite A  
Post Office Box 849  
Burlington, VT 05402-0849

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**Councilor Mark Barlow, Chair, North District**  
**Councilor Gene Bergman, Ward 2**  
**Councilor Hannah King, Ward 8**

**Inquiries:**  
**Madeline Suender**  
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[msuender@burlingtonvt.gov](mailto:msuender@burlingtonvt.gov)

**Transportation, Energy and Utilities Committee of the City Council**  
**Tuesday February 27<sup>th</sup>, 2024 – 4:00PM**

DPW Front Conference Room  
645 Pine Street, Burlington, VT 05401

**–DRAFT MINUTES–**

Chair Barlow calls meeting to order at 4:01pm

**1. Agenda**

Councilor Bergman moves to approve the agenda. Councilor King seconds. All in favor, passes unanimously.

**2. Minutes of 1.23.24**

Councilor King moves to approve the minutes. Councilor Bergman seconds. All in favor, passes unanimously.

**3. Public Forum**

Marek Broderick – Discussion of Climate policy moved from City Council agenda related to BED. Supports this item being discussed.

Closes at 4:04PM

**4.1 GMT Fare Free Policy Review (Routes 11 and 8)**

Clayton Clark (GMT) – GMT does not want to have any fare free routes due to equity considerations, safety concerns from bus operators, and expenses. This includes the College Street shuttle and City Loop. GMT has to fill a \$3 million funding gap. This could potentially result in significant service reductions.

Councilor Gene Bergman – Who has GMT been in contact within the Burlington State House delegation?  
CC – Earlier today spoke with the progressive caucus, including Mulvaney-Stanek. Senate Transportation Committee twice and House Transportation Committee. Combined legislative and municipal meeting in mid-March.

GB – City Council Action/Resolution would be very important. This month will have the most impact. Need particulars about fiscal cliff and what GMT needs from the legislature. Would like TEUC to be active in bringing this forward.

CC – Materials for this meeting do not cover fiscal cliff, GMT is working on gathering that information.

Councilor Hannah King - Letter from the teamsters warrants further discussion. HK will reach out directly to teamsters.

GB – Collective action is important too. Perhaps a special TEUC meeting in mid-March for draft proposal. Bring together labor and climate action.

Councilor Mark Barlow – Formalize the ask in a resolution. Need to understand particulars from GMT. What is GMT's schedule for outreach?

CC – Legislative breakfast April 3<sup>rd</sup>. GMT sending invitations to municipalities and legislatures to walk through fiscal concerns March 25<sup>th</sup>. Press conference on March 13<sup>th</sup>.

MB – GMT needs Council action prior to April 3<sup>rd</sup>. Can TEUC work on this without quorum issues?

GB – May need working meeting of City Councilors interested in mass transit rather than a TEUC initiative. Councilors come together out of committee structure to support public transit.

MB – TUEC can also have a special meeting, even if virtual, to deliberate on a resolution for the City Council.

MB – Why was there the delay in resumption of fares to April 1<sup>st</sup>?

CC – App is not ready yet to be available for download due to delays in App development.

CC – Organizational assessment showed charter is showing signs of age. Burlington contributes \$1.9 million (51% of urban assessments) but only has 14% of votes on the GMT Board. Thinks there may need to be a charter change to address this in the future.

Item ends 4:28PM

#### **4.2 Shelburne St Roundabout Year 1 Evaluation**

Julia Ursaki, DPW

Julia Ursaki gives an overview of roundabout evaluation for year 1. Overall it is performing well. DPW will continue to monitor traffic data and wants to pause on collecting public input unless the traffic data shows an issue.

Councilor Gene Bergman – Has DPW shared this with Councilor Paul? She was very interested in this project and if she has a desire to have a different type of public input, GB would strongly consider this.

JU – will share with Councilor Paul.

Councilor Mark Barlow – Asks technical question about LOS. Is A the best?

JU – yes, however we do not always design for LOS A which would result in overbuilding. LOS E is acceptable for side streets in urban contexts, which the CCRPC proposed as the benchmark for this evaluation plan.

MB – Will this be shared with the full council?

JU – Yes as a communication.

Item ends 4:37PM

#### **4.3 TDM Update**

Charles Dillard, OCP

See presentation.

Charles Dillard gives an overview of the Transportation Options Study (TOS). Partners have limited capacity, OCP is looking for funding to provide to partners to improve TDM coordination. Burlington has a more balanced mode split than the rest of the county, as expected since it is the urban center. Survey shows there is significant interest in transit use, bicycling, and walking if these were incentivized. Lower income residents, service and shift workers and, new immigrant communities have biggest challenges getting to work. Helping provide transportation options for workers at manufacturing facilities through programs such as micro transit will be a focus of the TOS.

Councilor Gene Bergman – Let's break down all silos to the greatest extent possible across City departments and partners

CD – Committed to breaking down silos within the City and regionally.

MB – Has questions but needs some additional time to digest this info. Was there any demographic data associated with the public survey?

CD – Some with the City data, but do not have access to this info for the CATMA survey. Difficult to reach those who do not have time to engage. Equity will be a major focus of the TOS. Need to also focus on education.

GB – Will you send this info to the TEUC? Is there an analysis of the current compliance rate with current TDM ordinance?

CD – Will send materials to the TEUC. Will need to work with DPI to understand TDM ordinance compliance in the TOS.

GB – Wants raw data. Number of developments, number of developments subject to TDM, exceptions or variations, and what developers have implemented. Need to track metrics to understand this. Can we have a follow up on this presentation?

MB – Come back when OCP has the final report in May?

CD – Happy to come back to the TEUC. Will have a draft matrix of recommendations in March and could come back then.

Item ends 5:06PM

#### **4.4. Bikeshare Written Update**

See attached.

Julia Ursaki gives an overview of Bird's plan to re-launch the week of March 18.

Councilor Gene Bergman – "Duty to Remove" section of operating agreement does not cover parking requirements

JU – There are other provisions in the operating agreement for parking, this was to show provisions in place if Bird were to go under while bikes are still on the streets

GB – Can staff look at the operating agreement and MOU to make any modifications if bike parking issues are not covered?

Chair Mark Barlow – Julia provided MOU and Operating Agreement to Councilor Barlow, who sent it to Councilors Bergman and King.

GB – If there is a need to update it, staff should review and the agreement should be updated.

JU – Operating agreement is between Bird and CATMA, will request they come to a future TEUC meeting

HK – Specifically in my ward, bikeshare bikes were beneficial but there are critical concerns. Interested to see another round of Bird bikes if there is improvement.

MB – Concerns about Bird continuing to operate. Contract automatically renews as written with 90 days notice to cancel. How can we be assured that Bird will continue to operate through solvency?

HK – Agrees. Personally uses car share program. Having consistency is critical since there is a learning curve. Don't want another bikeshare program to be stripped away from the community.

JU – Will request the Bird/CATMA attends TEUC to discuss bankruptcy, how bikeshare will look, and what their general plan is to operate in Burlington

HK – what happens to regional bikeshare if Bird stops operating?

JU – Bird has to remove bikes or provide funds to CATMA to remove bikes. Regional discussion about whether or not CATMA/partners would pursue another bikeshare program.

Item ends 5:19PM

**4. Councilor Items**

GB – What are future TEUC items?

MB – Airport discussion

GB – Can we have a look at the list so TEUC can understand schedules?

Item ends 5:20PM

**5. Next Meeting 3/26/24**

At 5pm in the DPW Front Conference Room at 645 Pine Street. Last TEUC meeting of this council.

**6. Adjourn**

Meeting adjourns 5:21 PM



**CITY OF BURLINGTON, VERMONT**  
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**Transportation, Energy and Utilities Committee of the City Council**  
**Wednesday March 13<sup>th</sup>, 2024 – 4:00PM**

DPW Front Conference Room  
645 Pine Street, Burlington, VT 05401

**–DRAFT MINUTES–**

Meeting starts 4:04pm

**1. Agenda**

Councilor Bergman moves to approve the agenda. Councilor King seconds. Chair Barlow moves to amend agenda to remove adoption of minutes. All in favor, passes unanimously.

**~~2. Minutes of 2.27.24~~**

**3. Public Forum**

No one present.

Closes at 4:06PM

**4.1 GMT Funding**

Chair Barlow opens discussion about resolution.

Clayton Clark (GMT) – provides overview of material

Councilors, Clayton Clark and Chapin Spencer go through resolution and propose edits.

Councilor Gene Bergman - wants to get a meeting to impress need for discussion

Clayton Clark - To schedule a meeting with Transportation board members to see about a meeting Monday aside from 11-1

Motion for City Council to Sponsor this resolution as edited.

Bergman moves, Hannah Seconds. All in favor, passes unanimously.

TEUC will communicate this to the City Council agenda organizers and Chair Karen Paul

City Staff send it out to state Chittenden County Representatives and Senators to alert that:

The TEUC has just passed this and is sending to the City Council and action is expected on March 25.

Your attention would be greatly appreciated and here are the three contact members of the TEUC.

Then again with invite from Clayton Clarke.

Fares on City Shuttle and College St Shuttle discussion to come next meeting. Draft resolution attached. Unsure when fares are coming back at this time.

Item ends 5:01PM

**4. Councilor Items**

None.

**5. Director's Report**

None.

**6. Next Meeting 3/26/24**

At 5pm in the DPW Front Conference Room at 645 Pine Street. Last TEUC meeting of this council.

**7. Adjourn**

Meeting adjourns 5:21 PM



**PATRICK LEAHY  
BURLINGTON**  
INTERNATIONAL AIRPORT

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**Transportation, Energy and Utilities  
Committee**

**March 26, 2024**

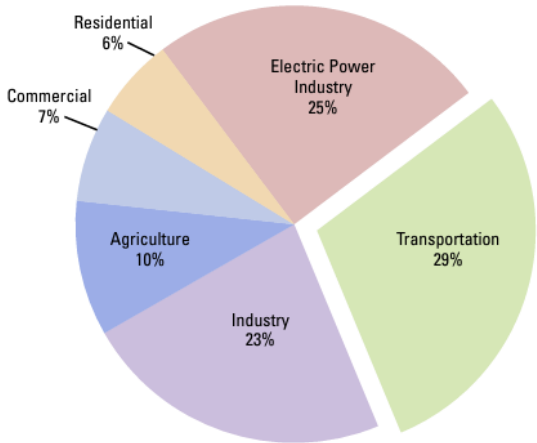
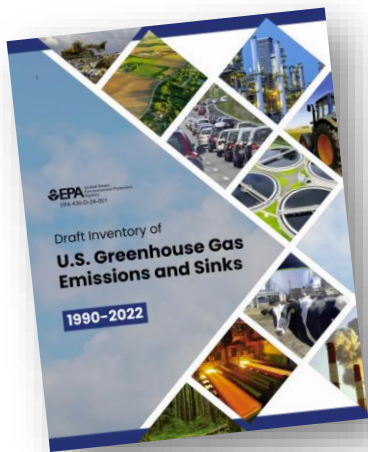




# BTV Sustainability Program

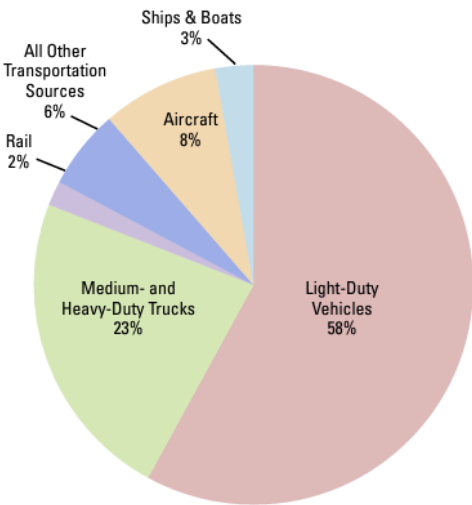
- Project Overview
- Baseline Studies
  - **Energy/Greenhouse Gas (GHG) Emissions**
  - Waste Management
  - Ground Transportation
  - Water Resources
  - Passenger Experience
- Development of a Sustainability Policy and Goals
- Identification and Evaluation of Strategies
- Action Phasing
- Program/Performance Monitoring
- Prepare Sustainability Management Plan
- General Assistance Services

# Total U.S. Greenhouse Gas Emissions by Economic Sector in 2021



Share of U.S. GHG Emissions by Economic Sector, 2021<sup>3,4</sup>

Note: Totals may not add to 100% due to rounding.



Share of U.S. Transportation Sector GHG Emissions by Source, 2021<sup>4,5</sup>

Note: Totals may not add to 100% due to rounding.

## U.S. Transportation GHG Emissions (Tg CO<sub>2</sub> Equivalent)

Change from 1990 to 2021

| Source                        | 1990    | 2005    | 2017    | 2018    | 2019    | 2020    | 2021    | Absolute | Percent |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|----------|---------|
| On-Road Vehicles              | 1,202.0 | 1,637.9 | 1,535.1 | 1,557.9 | 1,549.1 | 1,374.1 | 1,496.4 | 294.4    | 24.5    |
| Passenger Cars                | 648.4   | 564.4   | 392.7   | 398.7   | 395.5   | 341.7   | 374.2   | -274.2   | -42.3   |
| Light-Duty Trucks             | 302.5   | 659.5   | 716.2   | 720.6   | 711.8   | 615.4   | 671.8   | 369.4    | 122.1   |
| Motorcycles                   | 3.4     | 5.0     | 7.2     | 7.4     | 7.5     | 6.7     | 7.5     | 4.1      | 120.9   |
| Buses                         | 13.4    | 17.7    | 23.4    | 24.4    | 24.8    | 23.6    | 25.7    | 12.3     | 91.5    |
| Medium- and Heavy-Duty Trucks | 234.3   | 391.3   | 395.6   | 406.7   | 409.5   | 386.7   | 417.1   | 182.9    | 78.0    |
| Aircraft                      | 188.8   | 193.3   | 174.6   | 175.3   | 183.4   | 123.0   | 155.4   | -33.4    | -17.7   |
| Commercial Aviation           | 110.8   | 133.8   | 129.0   | 130.7   | 137.8   | 92.0    | 120.0   | 9.2      | 8.3     |
| Military Aircraft             | 36.0    | 19.9    | 12.6    | 12.2    | 12.3    | 11.8    | 12.6    | -23.4    | -65.0   |
| General Aviation              | 42.0    | 39.6    | 32.9    | 32.4    | 33.3    | 19.2    | 22.8    | -19.1    | -45.6   |
| Ships and Boats               | 47.0    | 45.5    | 43.8    | 41.1    | 40.0    | 32.4    | 50.2    | 3.3      | 6.9     |
| Rail                          | 39.0    | 51.4    | 41.3    | 42.5    | 39.7    | 34.0    | 35.2    | -3.7     | -9.6    |
| Pipelines <sup>6</sup>        | 36.0    | 32.6    | 41.6    | 50.2    | 58.2    | 57.9    | 64.2    | 28.2     | 78.4    |
| Lubricants                    | 11.8    | 10.2    | 9.6     | 9.2     | 8.8     | 7.8     | 8.0     | -3.9     | -32.6   |
| Transportation Total          | 1,524.6 | 1,970.9 | 1,846.0 | 1,876.2 | 1,879.2 | 1,629.2 | 1,809.5 | 284.9    | 18.7    |

Table 3-13: CO<sub>2</sub> Emissions from Fossil Fuel Combustion in Transportation End-Use Sector (MMT CO<sub>2</sub> Eq.)

| Fuel/Vehicle Type                                   | 1990  | 2005  | 2018  | 2019  | 2020  | 2021  | 2022  |
|-----------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|
| Jet Fuel                                            | 222.3 | 249.5 | 255.2 | 258.5 | 160.4 | 203.5 | 218.2 |
| Commercial Aircraft <sup>f</sup>                    | 109.9 | 132.7 | 129.6 | 136.7 | 91.3  | 119   | 119   |
| Military Aircraft                                   | 35.7  | 19.8  | 12.1  | 12.2  | 11.7  | 12.5  | 19.5  |
| General Aviation Aircraft                           | 38.5  | 36.8  | 30.6  | 31.4  | 17.6  | 21.1  | 29    |
| International Bunker Fuels <sup>g</sup>             | 38.2  | 60.2  | 83.0  | 78.3  | 39.8  | 50.8  | 50.7  |
| International Bunker Fuels from Commercial Aviation | 30.0  | 55.6  | 79.8  | 75.1  | 36.7  | 47.6  | 47.6  |
| Aviation Gasoline                                   | 3.1   | 2.4   | 1.5   | 1.6   | 1.4   | 1.5   | 1.5   |
| General Aviation Aircraft                           | 3.1   | 2.4   | 1.5   | 1.6   | 1.4   | 1.5   | 1.5   |

As of 2017, the transportation sector is the largest source of national CO<sub>2</sub> emissions—whereas in prior years, electric power was the largest source sector

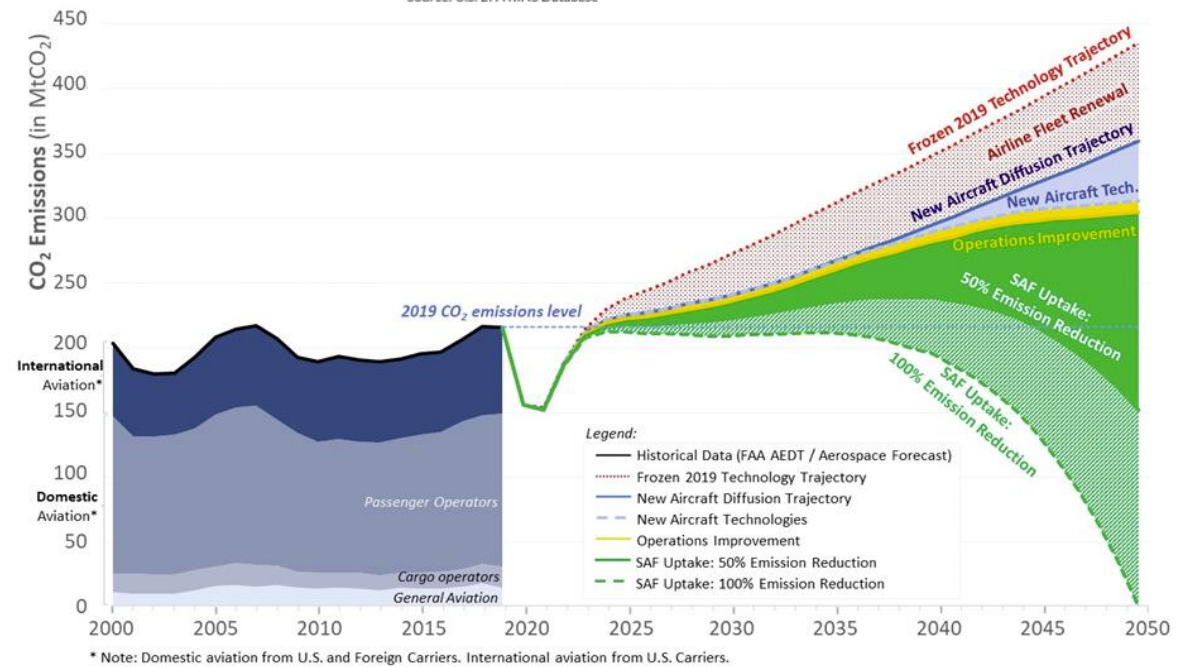
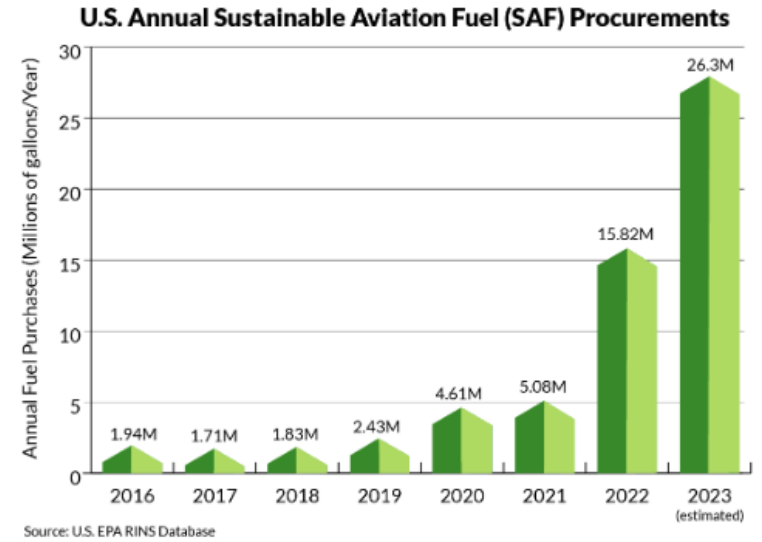


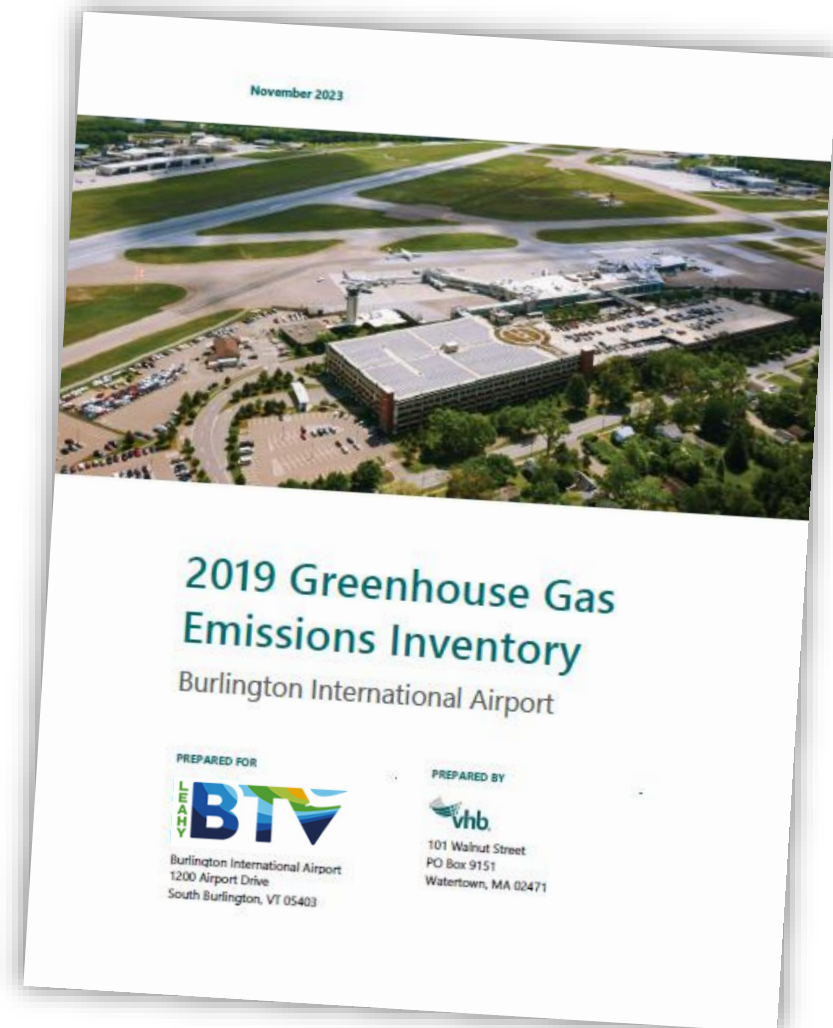
Figure 3. Analysis of Future Domestic and International Aviation CO<sub>2</sub> Emissions<sup>13</sup>

# Leahy BTV's Sustainability Management Plan (SMP)

**This report quantifies our carbon footprint and will be the baseline for how our performance in emissions reduction will be measured over time.**

- The Airport will use this report to support Level 1 (Mapping) certification under the Airports Council International (ACI) Airport Carbon Accreditation(ACA) Program
- BTV is required by the accreditation program to measure and inventory Scope 1 and Scope 2 for initial accreditation
- **Scope 1:** direct emissions from sources that are owned and controlled by BTV, such as fuel used to power Airport vehicles and facilities
- **Scope 2:** Indirect emissions associated with purchased electricity for heating, cooling and powering facilities

**2019 Greenhouse Gas Emissions Inventory**  
found on our website [here](#).



# BTV Sustainability Program – GHG Emissions Inventory

| Owning/Controlling Entity                                                                                | Source                                                                                                     | Scope                                     |
|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Airport Operator                                                                                         | Aircraft (only aircraft owned by the airport operator; a few airport operators fly aircraft that they own) | Scope 1                                   |
|                                                                                                          | APU                                                                                                        | Scope 1                                   |
|                                                                                                          | GSE                                                                                                        | Scope 1                                   |
|                                                                                                          | GAV                                                                                                        | Scope 1                                   |
|                                                                                                          | Stationary Sources                                                                                         | Scope 1 (electricity consumed in Scope 2) |
|                                                                                                          | Fire Training                                                                                              | Scope 1                                   |
|                                                                                                          | Construction                                                                                               | Scope 1                                   |
|                                                                                                          | Waste Recycling                                                                                            | Scope 3                                   |
|                                                                                                          | Other                                                                                                      | Scope 1/2/3                               |
| Tenant (includes airlines, government, concessionaires, aircraft operators, fixed-based operators, etc.) | Aircraft                                                                                                   | Scope 3                                   |
|                                                                                                          | APU                                                                                                        | Scope 3                                   |
|                                                                                                          | GSE                                                                                                        | Scope 3                                   |
|                                                                                                          | GAV                                                                                                        | Scope 3                                   |
|                                                                                                          | Stationary Sources                                                                                         | Scope 3                                   |
|                                                                                                          | Construction                                                                                               | Scope 3                                   |
|                                                                                                          | Waste Recycling                                                                                            | Scope 3                                   |
|                                                                                                          | Other                                                                                                      | Scope 3                                   |
| Public                                                                                                   | GAV                                                                                                        | Scope 3                                   |

- Scopes and Sources
- **Scope 1:** direct emissions by airport operator (BTV)
  - (1) fuel necessary to power airport-owned vehicles and equipment, such as diesel and gasoline
  - (2) direct energy necessary to power airport facilities, such as natural gas and fuel oil used for heating
- **Scope 2:** indirect emissions from purchased electricity supplied by the grid
- **Scope 3:** indirect emissions associated with airport activities but not directly attributed to airport operator, such as:
  - (1) tenant emissions
  - (2) aircraft activity
  - (3) public ground transportation
  - (4) off-site waste management

# BTV Sustainability Program – GHG Emissions Inventory

## ACI – Airport Carbon Accreditation Program

- Global carbon management certification program for airports
- Covers the operational activities that contribute most to carbon emissions
- Common framework includes 7 Levels

## Airport Carbon and Emissions Reporting Tool (ACERT)

44 In the USA – LeahyBTV would be 2<sup>nd</sup> in New England to inventory and 20<sup>th</sup> in the Mapping Category



Reducing carbon and increasing airport sustainability



**551**  
airports in the  
programme

In **86**  
countries across the  
world

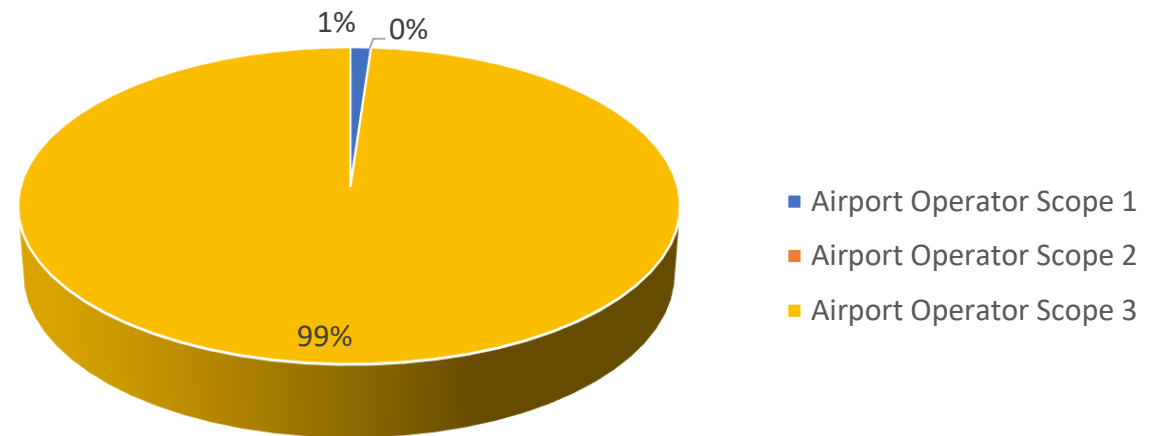
Welcoming **3.6** billion  
passengers a year

That's **54.8** %  
of the global air  
passenger traffic

# 2019 GHG Emissions Inventory Results by Scope

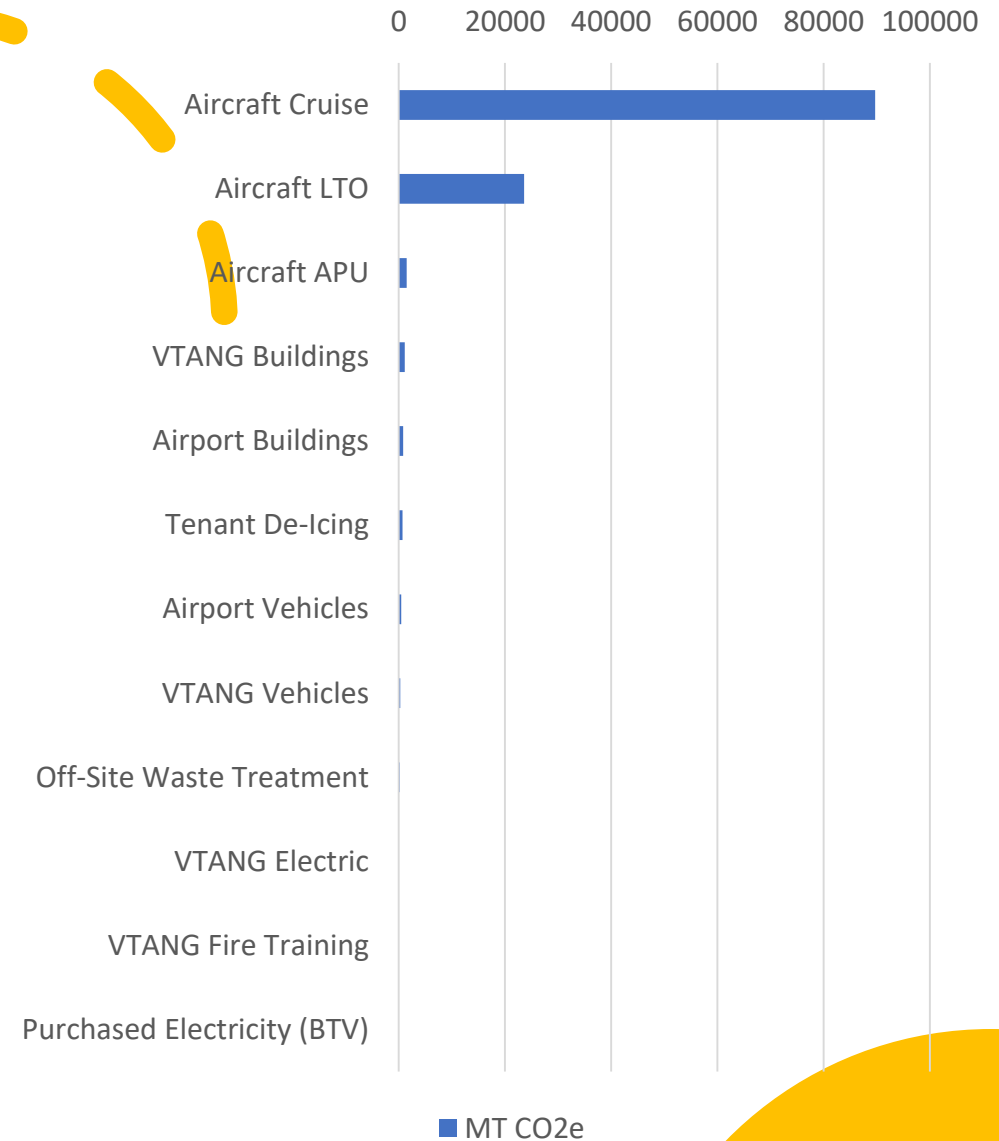
Total emissions for calendar year 2019 were estimated to be **118,674** metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e).

**1.1 percent** of emissions can be directly attributed to BTV as Scope 1 and 2 emissions, while **98.88 percent** of emissions were associated with Scope 3 activities.



# GHG Emissions Inventory Results by Source

- The largest source of emissions was **Aircraft Cruise** (i.e., full flight) emissions, based on aircraft fuel uploaded at BTV in 2019. This does not include **Aircraft LTO** emissions (i.e., takeoff, climb out, and approach up to 3,000 ft), which is the next largest source of emissions.



# Scope 1 & Scope 2 Activity Data

Total Scope 1 & 2 emissions were estimated to be 1,328 MT CO<sub>2</sub>e

- 45,044 gallons of **diesel** and 2,580 gallons of **gasoline** to power Airport-owned vehicles and equipment
- 58 gallons of **diesel** for emergency power generation units
- 155,248 CCF of **natural gas** for heating Airport-operated buildings
- 4,134,523 kWh of **electricity** purchased from the grid (BED)
- 586,151 kWh of **solar power** generated at the Airport parking garage (BED)
- 618,339 kWh of **electricity** purchased from the grid (GMP)



*Going Electric!*



# North Expansion Terminal Project (Project NexT)

- This 25,000 square foot concourse replacement project will create a more streamlined experience for passengers, allowing for increased comfort and safety with the addition of (4) new gate replacements, (4) new passenger board bridge replacements and new hold room space.
- This project was thoughtfully designed with sustainability at its core.

## Our aim:

- minimize environmental impact
- reduce reliance on natural gas
- harness renewable energy sources



## Project NexT's Sustainable Focus

- Implementation of geothermal field for heating and cooling
- Employment of a mass timber framing structure and maple ceilings will reduce carbon footprint of the construction
- A Photovoltaic area is a focal part of the third-floor design along with gardens and a patio viewing area available to the public



- 1 RELOCATED & WIDENED TIP ACCESS
- 2 EXISTING TERMINAL RENOVATIONS / FUTURE MAINLINE GATES
- 3 HISTORIC TOWER ACCESS
- 4 EXISTING EXIT / BAGGAGE CLAIM
- 5 FIRESIDE LOUNGE WITH FIREPLACE, LIBRARY AND PIANO
- 6 MAMAVA / PET RELIEF
- 7 FAMILY / CHILD PLAY AREA
- 8 RESTROOMS / FAMILY RESTROOM
- 9 SUGAR SHACK LOUNGE
- 10 GREEN MOUNTAIN OBSERVATORY / NEW LEVEL 3 ADMIN ACCESS
- 11 EXISTING BRIDGE ACCESS



CONCOURSE LEVEL PLAN













*Thank You*





# Teamsters Local Union No. 597

affiliated with the

**International Brotherhood of Teamsters**

149 QUARRY HILL ROAD – BARRE, VERMONT 05641 – (802) 476-4159

[www.teamsterslocal597.net](http://www.teamsterslocal597.net)

## OFFICIAL LOCAL 597 TEAMSTERS DOCUMENT

**TONY ST. HILAIRE**

Secretary-Treasurer/Principal Officer

**CURTIS CLOUGH**

President

**PAT DILELLO**

Vice President

**STEVE LECLAIR**

Recording Secretary

**CHAD BASSETTE**

Trustee

**FARHAN AHMED**

Trustee

**PAUL CROSS**

Trustee

**Dear Clayton Clark and the Transportation, Energy, and Utilities Committee of the Burlington City Council,**

I understand that there is some tension about the return to fares in the City of Burlington and there seems to be an interest in creating two separate classes of customer and two separate classes of routes.

Back in the spring of 2020 we all agreed that for the safety of the drivers and passengers it would be safer for GMT to reduce fares to zero, a policy which was extended by the legislature, and later again by the company. This was done on an across-the-board basis to avoid any confusion or confrontation. For some of this time, there was a mask mandate implemented, which caused a great deal of confrontation on the buses, as handicapped passengers and children were not obligated by law to wear the masks while some people had a very strong preference not to wear them, which led to many altercations between passengers and drivers due to what was a confusing rule which many people felt was not being implemented properly or fairly. The mask rule was complex and difficult to administer.

I am sure that everyone knows that whenever there was any kind of dispute over fares prior to 2020 it ended up being the driver that was demonized and slandered by the newspapers and filmed and posted on social media like they are some kind of an ogre when they simply were enforcing rules promulgated by the employer and agreed to by the various agencies that GMTA works with that end up being confusing to some passengers because were, in fact, complex.

Further, complexity actually has a tendency to create problems where there need be none. I understand the community partners are not willing to fund the least complex fare structure, which would be fare free service as it would lead to spiraling cost increases on taxpayers. That is understandable. Complexity is not the friend of the employees at GMTA whose job is to safely deliver passengers to their destination in as timely a manner as possible. Complexity creates confrontation, as under federal guidelines the driver is obligated to at least make some small effort to enforce the bus company rules,

**Teamsters, Chauffeurs, Warehousemen, and Helpers in the State of Vermont**

which, as stated above, has consistently led to confrontation with a small percentage of the GMTA ridership.

These conflicts with passengers, which become more common and more inevitable as the complexity of your fare system increase, create a working condition that essentially constrains the drivers to enforce what will appear to be tyrannical rules and unequal conditions in different locations in the city. The conflicts which ensue cause drivers to take their focus off of calmly driving the bus and dedicate energy to deescalating situations that need not have happened. There are those in our driver workforce that have pointed this out to the company, and I hope that all the stakeholders will take the safety and wellbeing of the drivers and passengers into account as you work on creating a fare structure for the bus company, and that you will create something simple and easily understood by customers and drivers alike.

Respectfully,

A handwritten signature in black ink, appearing to read "Curtis Clough".

**Curtis Clough**  
**President**  
**Teamsters Local 597**  
**1-802-522-4060**

**Resolution Relating to**

FARE POLICY ON GREEN MOUNTAIN TRANSIT  
ROUTES IN BURLINGTON - DRAFT

**RESOLUTION \_\_\_\_\_**

Sponsor(s): Councilor(s) *TEUC*  
Introduced: \_\_\_\_\_  
Referred to: \_\_\_\_\_  
Action: \_\_\_\_\_  
Date: \_\_\_\_\_  
Signed by Mayor: \_\_\_\_\_

**CITY OF BURLINGTON**

In the year Two Thousand Twenty-One .....

Resolved by the City Council of the City of Burlington, as follows:

- 1 That WHEREAS, Green Mountain Transit’s (GMT) will return to fare service in 2024 after four years of  
2 fare free operation; and
- 3 WHEREAS, GMT and the City of Burlington have previously partnered to offer fare free service on  
4 the College Street Shuttle, which is the Burlington portion of the Route 11; and
- 5 WHEREAS, the Burlington City Council had previously supported expanding fare free service to the  
6 City Loop, Route 8; and
- 7 WHEREAS, the previous, cash-based fare system was regressive, offering the best pricing only to  
8 those riders who could afford the upfront cost of a monthly pass, which resulted in only 17% of rides paid for  
9 by a monthly pass; and
- 10 WHEREAS, GMT’s new fare system is vastly more economically equitable, allowing all riders  
11 GMT’s best pricing without purchasing a monthly pass; and
- 12 WHEREAS, GMT continues to expect roughly half of riders to qualify for discounted pricing based on  
13 their age or disability status; and
- 14 WHEREAS, GMT has prioritized the simplification of the fare system by having the same cost per  
15 ride regardless of the service, which will now be \$2.00 for riders paying full price and \$1.00 for riders paying  
16 a discount price; and
- 17 WHEREAS, GMT is able to cap riders daily expenditures for fares to the cost of two rides, which  
18 would be \$4.00 for riders paying full price and \$2.00 for riders receiving a discount; and
- 19 WHEREAS, GMT is able to cap riders monthly expenditures for fares to the cost of 25 rides, which  
20 would be \$50.00 for riders paying full price and \$25.00 for riders receiving a discount price, which are the  
21 same prices GMT sold monthly passes for in 2005, and means that a daily rider who previously could not pay  
22 upfront for a monthly pass under the old fare system will pay 32% less for fares each month; and
- 23 WHEREAS, these monthly spending caps will apply to all urban, commuter, and LINK Express  
24 routes, where previously commuter monthly passes were \$75 and LINK Express monthly passes were \$150;  
25 and

WHEREAS, GMT's new fare system will have increased opportunities for employers, human service organizations, and other organizations to pay fares, and GMT will actively work to promote these programs in the hopes of limiting the number of riders paying out of pocket for fares; and

WHEREAS, GMT's urban drivers, members of the Teamsters Local Union Number 597, provided written testimony to the Transportation, Energy, and Utility Committee indicating their desire for fares to apply to all urban routes to limit driver conflict with riders confused over which routes require a fare and which ones do not; and

WHEREAS, GMT's dire financial situation will require it to consider all funding options available to help limit future service reductions;

NOW, THEREFORE BE IT RESOLVED that the Burlington City Council will temporarily support the College Street Shuttle / Airport (Route 11) and City Loop (Route 8) operating as regular fare service, the same as other Burlington transit service, through June 30, 2025; and

BE IT FURTHER RESOLVED that after fares have been in place for one year that GMT will present the Transportation, Energy, and Utility Committee with ridership data to verify that the expected equity gains are occurring, for the purpose of determining whether the Burlington City Council should permanently support the College Street Shuttle / Airport (Route 11) and the City Loop (Route 8) operating as regular fare service.

Type in YOUR initials here/Resolutions 2021/Type in the TITLE of the resolution here  
Type in the DATE you drafted this resolution here

Resolution Relating to

FARE POLICY ON GREEN MOUNTAIN TRANSIT  
ROUTES IN BURLINGTON - DRAFT

RESOLUTION \_\_\_\_\_

Sponsor(s): Councilor(s) *TEUC*  
Introduced: \_\_\_\_\_  
Referred to: \_\_\_\_\_  
Action: \_\_\_\_\_  
Date: \_\_\_\_\_  
Signed by Mayor: \_\_\_\_\_

CITY OF BURLINGTON

In the year Two Thousand Twenty-One .....

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WHEREAS, GMT and the City of Burlington have previously partnered to offer fare-free service on the College Street Shuttle, which is the Burlington portion of the Route 11; and

WHEREAS, the Burlington City Council had previously supported expanding fare-free service to the City Loop, Route 8; and

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WHEREAS, GMT continues to expect roughly half of riders to qualify for discounted pricing based on their age or disability status; and

WHEREAS, GMT has prioritized the simplification of the fare system by having the same cost per ride regardless of the service, which will now be \$2.00 for riders paying full price and \$1.00 for riders paying a discount price; and

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BE IT FURTHER RESOLVED that after fares have been in place for one year, ~~that~~ GMT ~~will-is asked~~ to present the Transportation, Energy, and Utility Committee with ridership data to verify that the expected equity gains are occurring, for the purpose of determining whether the Burlington City Council should permanently support the College Street Shuttle / Airport (Route 11) and the City Loop (Route 8) operating as regular fare service.



**CITY OF BURLINGTON  
DEPARTMENT OF PUBLIC WORKS**

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**Chapin Spencer**  
*DIRECTOR OF PUBLIC WORKS*

TO: Transportation Energy & Utilities Committee

FROM: Chapin Spencer, DPW Director  
Jackie Esperti, DPW Division Director – Parking & Traffic

RE: **License Plate Recognition Technology Update**

Date: March 22, 2024

This is an update for the Council's Transportation, Energy & Utilities Committee relating to DPW's interest in having the option for the City to consider utilizing license plate recognition technology for our parking compliance work.

## License Plate Recognition Technology

DPW Parking Services would like to consider utilizing License Plate Recognition (LPR) technology to automate the entry of license plate numbers into our parking compliance software. This LPR technology does NOT identify the owner of the vehicle in the field nor does it record the location of vehicle unless they are in violation and receive a ticket. This technology is not capable of identifying or tracking the movement of the general public. The following are not benefits of LPR per se, but rather benefits that stem from a digital permitting approach which works best when LPR is utilized.

## Benefits

### Improved Customer Experience

LPR is a key component in the infrastructure that uses license plate numbers as “digital parking credentials.” Like other digital technologies, using plate numbers as a parking credential allows the customer to have one credential that accesses multiple products. This means that someone with a Residential Parking Permit and a monthly garage permit will not only not have two physical permits to keep track of, they will have none (ie. there will no longer be hangtags, QR codes, prox cards, validations, etc). We have already migrated the Residential Parking Program (RPP) to digital and are now no longer requiring customers to affix a large, ugly green sticker to their car, a clear customer benefit for customers concerned with the appearance of their vehicles. We hope to allow residents to renew their permits online and avoid annual trips to DPW to pick up a “renewal” sticker.

### More Flexible Products

The digital also platform allows us to us to provide more flexible and creative parking products to meet the needs of our community and visitors. As with all things digital, we can easily create a wide

array of products with little to no overhead costs. For example, we would like to implement a “punch card” type of permit for the Downtown Garage. For folks who work a hybrid schedule and only commute to the office 2 or 3 times per week, LPR would be able to seamlessly remove one day from their pre-purchased bank. This product has been requested by multiple companies who currently park in the garage. Additionally, the City has eliminated parking minimums for new developments in City zoning. With these new technologies, the City could offer new parking products to users with “light car” use who are single car families or utilize car share programs, charging for parking only when it is needed to help advance the City’s other environmental and housing goals.

### Improved Focus on Safety

Currently, in controlled parking areas like RPP, meters, lots, etc., Parking Services Agents (PSAs) manually type-in each license plate to determine if a car is properly credentialed. This manual data entry process is time consuming in RPP zones and lots/garages in particular. The time spent on data entry could be better utilized patrolling for safety violations like here-to-corner and fire hydrants. Fundamentally, as a PSA drives down a street headed to check a hydrant they would be concurrently, automatically checking credentials. This both improves the efficiency of the work but allow shift the focus (and hopefully culture) of the PSA onto promoting safety.

Additionally, LPR would afford us additional safety measures for our PSAs. During the night hours when the safety and security of our agents could be compromised, they will always be in or very close to their vehicles. In inclement weather, PSAs will be in or near their vehicles for most of their shift, saving from multiple breaks or less efficient work practices.

### Privacy is Protected

If a car is properly credentialed and/or parked legally, NO DATA IS COLLECTED. The plate number is merely compared to the database of license plates that are valid. If a car is not properly credentialed, a ticket is issued by a PSA, but the identity of the owner IS NOT KNOWN to that PSA. At this time, the PSA will take a minimum of 5 photos of the vehicle, including the license plate and VIN number. These photos are kept as evidence for a minimum of 5 years, and do not link owner information at any time. The identity of the owner of the vehicle is only obtained if a ticket is not paid within 30 days. That time, Parking Services Coordinators access the DMV database, acquire the owners name and address and mail a late fee notice. The process of accessing DMV data is regulated by FBI policy and requires CJIS certification (Criminal Justice Information System). Protecting the connection of plate numbers to a names (via DMV) is taken very, very seriously by the Parking Services Team.

### Fraud Control

Use of a validations and other special products has been a demonstrated source of fraud in the PARCS system. Customers have, in the past, “discovered” loop holes in parking management software that allowed for anonymous misuse of products. For example permits intended for guests used for employees. Now, in these cases, we can audit the system to ensure appropriate usage. If fraud is discovered, because we have the vehicles plate number, the perpetrator of the fraud is no longer anonymous and we have the opportunity potentially recoup unpaid parking fees. This is clearly a sensitive area and the decision to pursue compensation would certainly be on a case-by-case basis. We also see fraud with permits when one permit has multiple plates associated with it. Only one “plate” is allowed in the garage at one time. LPR will be able to recognize if more than one plate on the same permit is in the garage at the same time. Since only one vehicle is allowed at a time, the second would receive a ticket, adding to the revenue collected for the general fund.

## Garage Inventory Control

Whereas the PSA's would use mobile cameras mounted to enforce ordinance on the streets, a separate fixed LPR can be used in the garages to assist with inventory control and capacity assessment. A fixed LPR in the garage would be different than the mobile system in that it WOULD record the plate number upon entry and exit. This would give us real-time occupancy PLUS additional data resolution that helps us understand utility. This tracking would NOT be connected to the ticket writing software, but can be used to identify who is in the garage and when. This is a function that we have traditionally used with the PARCS system. For example, we have group customers that request reports detailing who is using their permits and when. This allows the group to better manage for whom they are paying for parking. Another example would be for our Hotel Partners that use the garages for both guests and employees. They would be interested in adding services for their guests, such as hotel shuttles, that could utilize this information.

## Regulatory Context

In discussions with the City Attorney, DPW understands the cleanest path to implementing LPR technology is to change Vermont Statue 23V.S.A. § 1607 to explicitly provide the ability for non-law enforcement agencies to use LPR technology. We are aware that the University of Vermont and the City of St Albans are using this technology in their parking enforcement departments. However, the City Attorney's Office has advised us that we aren't able to use LPR because we aren't law enforcement agents. DPW would use the LPR technology differently than law enforcement. While we would send data to the Vermont Justice Information Sharing System as required, we plan to keep all data internal to DPW Parking Services, for use with ticketing only, and not share this information with the Police Department. We are a completely separate department from the Burlington Police Department and have a different computer network / operating system. To ensure a clear path forward, we recommend adding language to this statue providing the ability for non-law enforcement agencies to use the LPR technology for internal use only. Below is the draft language we are sending to the Senate:

Sec. 8 23 V.S.A. § 1609 is added to read:

### § 1609 PROHIBITION ON USE OF AUTOMATED LAW ENFORCEMENT; EXCEPTION

No State agency or department or any political subdivision of the State shall use automated license plate recognition systems or automated traffic law enforcement systems, except that of use of automated license plate recognition systems shall be permitted by municipalities solely in enforcement of municipal parking ordinances, rules, and regulations, subject to the following limitations:

- (a) Use of ALPR systems by municipalities for the purpose articulated in this Section shall not be used for legitimate law enforcement purposes as defined in this Chapter.**
- (b) Use of ALPR systems by municipalities shall be limited to Active Data as defined in this Chapter. Notwithstanding §1605(1), Active Data collected for use pursuant to this Section shall not be considered collected for a legitimate law enforcement purpose.**

**(c) Notwithstanding any other retention period limitation in this Chapter, images captured pursuant to this Section shall only be retained by municipalities and any third party vendors for a transitory period not exceed 180 days necessary for initial verification of compliance or lack thereof with municipal parking ordinances, rules, and regulations. Once such initial verification has been completed, images captured pursuant to this Section in the custody of the municipality and any third party vendors shall be destroyed, including any copies or backups made of the original image.**

\* Underlined text indicate additions as noted in Draft No 1.2—S.184; 2/15/2014 – ADC – 07:40 AM

\*\*Bolded text indicate further additions as proposed by City of Burlington in re: municipal use of ALPR systems for parking enforcement; 2/29/2024 –HIM

## Cost

We have received an unofficial quote of \$41,000 upfront costs, and an additional \$14,000/year charge. This is just an order of magnitude cost to understand the relative cost vs. the expected financial benefit. If the City decided to advance this technology, we fully expect that the lifetime costs will be more than covered by operational efficiencies and enhanced revenue.

|                                  | Upfront Cost | Yearly Charge | Cost of total revenue<br>FY2023 | Estimated Increase in Revenue |
|----------------------------------|--------------|---------------|---------------------------------|-------------------------------|
| Year 1                           | \$ 41,000.00 |               | 2.83%                           | \$ 31,445.11                  |
| Year 2                           |              | \$ 14,000.00  | 0.97%                           | \$ 58,445.11                  |
| Year 3                           |              | \$ 14,000.00  | 0.97%                           | \$ 58,445.11                  |
| Year 4                           |              | \$ 14,000.00  | 0.97%                           | \$ 58,445.11                  |
| Year 5                           |              | \$ 14,000.00  | 0.97%                           | \$ 58,445.11                  |
| 5 Year<br>Total                  |              | \$97,000.00   |                                 | \$ 265,225.56                 |
| Total Net Benefit                |              |               |                                 | \$ 168,225.56                 |
| Net Average Per Year for 5 years |              |               |                                 | \$ 33,645.11                  |

Estimated 5% increase revenue per year. We believe this is conservative and believe the total increase will exceed 5%. Numbers based on FY23 Revenues on ticket = \$1,448,902.25

We look forward to the discussion at the upcoming meeting. Don't hesitate to reach out with any questions.