



City Council - Transportation, Energy and Utilities Committee

Tuesday, January 27, 2026, 5:30 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

1.1. Motion to adopt/amend

2. Adopt Minutes

2.1. Minutes of 12/16/25

3. Public Forum

3.1. Public Comment - 20 min

4. Deliberative Agenda

4.1. Unaccepted Streets - 40 min

4.2. Encore Solar Update - 30 min

4.3. FY 27 UPWP Public Hearing & Application Approval - Action - 15 min

4.4. 99 Intervale Dedication & Acceptance - Action - 10 min

5. Director's Report

6. Councilor Items

7. Next Meeting

7.1. Tentative - 2/23/26, time TBD

8. Agenda

9. Adjournment



CITY OF BURLINGTON, VERMONT

CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
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Councilor Mark Barlow, Chair, *North District*
Councilor Gene Bergman, *Ward 2*
Councilor Becca McKnight, *Ward 6*
Councilor Marek Broderick, *Ward 8*

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, December 16, 2025 – 12:00PM
--DRAFT MINUTES--

See video for full meeting: <https://www.youtube.com/watch?v=SD24-abUh9c>

Councilors absent: None

Councilors present: Chair Barlow, Councilor Bergman & Councilor Broderick Councilor McKnight via zoom

Chair Barlow calls meeting to order at 12:03 pm.

1. Agenda

Councilor Broderick moves to approve the agenda as posted.

Councilor McKnight seconds.

All in favor, Unanimous approval

2. Minutes of 11/25/25

Councilor Broderick moves to adopt the minutes.

Councilor McKnight seconds.

All in favor, Unanimous approval

3. Public Forum

Gregory Unger – West Rd resident – comments about Unaccepted Streets.

Edward & Annelin Winant – Sunset Ct resident – Comments about Unaccepted Streets.

Bob McKearin – here to listen

Bob Warrington - Deforest Heights resident - Comments about Unaccepted Streets.

Jake Schumann - North Cove Rd resident - Comments about Unaccepted Streets.

Ann Rosenbluth - North Cove Rd resident - Comments about Unaccepted Streets.

Ellen Hacker – North Avenue Extension – Comments about Unaccepted Streets.

Bruce Lancer - North Cove Rd resident - Comments about Unaccepted Streets.

Cara Simone (via Zoom) – Chittenden Dr resident - Comments about Unaccepted Streets.

Robert Bristo Johnson – (via Zoom) - North Cove Rd resident - Comments about Unaccepted Streets.

4. Deliberative Agenda

4.1 Unaccepted Streets

Laura Wheelock, City Engineer/Division Director Technical Services & Philip Peterson, Senior Transportation Engineer & Planner, Megan Moir, Water Resources Division Director presented information.

Councilor McKnight doesn't support sending it to council, shares frustration. **Councilor Bergman** asks how we go about it. Wants to schedule decision for a subsequent meeting. **Councilor Broderick** agrees it needs to stay in the committee, item needs more time. **Chair Barlow** feels timeline is too aggressive.

AI generated minutes w/ slight staff revisions: The meeting focused on the city's decision to stop plowing and maintaining certain streets, including North Avenue Extension and Chittenden Drive. Residents expressed concerns about the impact of this change on safety, accessibility, and property values. They questioned whether the city had adequately considered the practical implications of this decision, such as the potential need for residents to form HOAs for street maintenance. Chapin Spencer, Director of Public Works, emphasized the need for clarity on ownership and responsibility, noting that the process will continue through October while engaging the community and council. The conversation ended with plans for an executive session to discuss liability considerations with the City Attorney. The group agreed to continue the conversation and scheduled an executive session to hear from the City Attorney's office on legal liabilities. They also discussed the need to differentiate between private roads with established HOAs and unaccepted streets without such associations. The committee decided to delay taking action and instead focus on further research and discussion, potentially including budgeting for necessary services and infrastructure assessments.

Councilor Bergman moves that at the end of the conversation that we set this for another TEUC meeting and take no additional action here. **Councilor Broderick** seconds.

All in favor, Unanimous approval

City Attorney Eric Ramakrishnan read the first motion to make a specific finding that premature general public knowledge of confidential attorney client communications made for the purpose of providing professional legal services to the TEUC would clearly place the City at a substantial disadvantage by discussing privilege matters and attorney work product in public, which **Councilor Bergman** moved the motion above and **Councilor Broderick** seconds.

All in favor, Unanimous approval

City Attorney Eric Ramakrishnan read the second motion to move into executive session based upon the foregoing specific finding pursuant to one VSA section 313A1F to confer with the City Attorney regarding liability issues associated with unaccepted streets to include the members of the TEUC, legal counsel and the Director of Public Works and their staff, which **Councilor Bergman** moved the motion above and **Councilor Broderick** seconds.

All in favor, Unanimous approval

4.2 Proposed Executive Session - Unaccepted Streets

Members of the TEUC, legal counsel, Director of Public Works and their staff Members went into executive session at 1:43 pm.

Executive session ended at 2:20 pm.

4.3 Encore Solar Update

Postponed until next meeting.

5. Director's Report

None

6. Councilor Items

None

7. Next Meeting

Tentative – January 27, 2026, 5:30 pm at 645 Pine St.

8. Adjournment

Chair Barlow adjourns meeting at 2:24 pm.



Memo

Date: January 27, 2026

To: Transportation, Energy, and Utilities Committee (TEUC)

From: Laura Wheelock, PE, City Engineer/Division Director – Technical Services
Phillip Peterson, PE, Senior Transportation Engineer & Planner
Calvin Wuthrich, Associate Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Megan Moir, Division Director – Water Resources

Subject: Unaccepted/Private Streets in Burlington

Overview:

The Department of Public Works (DPW) is providing an update on ongoing work related to Burlington's unaccepted and private streets. We appreciated the TEUC's December 2025 input on this topic where we heard helpful feedback including:

- A desire to take the time needed to fully understand the policy considerations and have a robust public engagement process before making policy decisions.
- An interest in grouping streets with similar characteristics and exploring an approach where staff and the TEUC would address one grouping of streets at a time.
- A request to see a general timeline and framework for addressing this complex policy issue.

This memo is intended to support TEUC's January discussion by outlining the current status of our review, summarizing key issues, and presenting a high-level framework for next steps. This stage of work is intentionally scoped to provide direction-setting information, not a full technical or legal analysis. The goal is to equip TEUC to guide the process toward a public City Council discussion later this winter.

City staff will be using the next year to gather information and develop a plan because the underlying questions around unaccepted streets require coordinated legal, operational, and technical review before any policy decisions can be responsibly made. Many of these streets have unclear ownership histories, inconsistent maintenance histories, and limited documentation of utilities, condition, and access constraints. Developing a complete picture will require field verification, consultation with legal and surveying professionals, and structured engagement with affected residents. Taking this time ensures

that any future recommendations to TEUC and the City Council are grounded in accurate data, reflect the full range of risks and responsibilities, and position the City to make durable, equitable decisions about long-term service levels and potential street acceptance.

As a reminder, while DPW manages the City's public rights-of-way (ROW), the City Council determines which streets to accept as public rights-of-way and whether to assume maintenance responsibilities for assets outside accepted ROW.

Updated Street Classification Work:

A portion of the City's current street list includes segments that are clearly private based on recorded plats, deeds, or long-established ownership patterns. These streets do not require further investigation or engagement at this stage because their legal status is unambiguous, and DPW has included this list in the attached materials for TEUC's reference, see Attachment-1. As DPW continues its research, additional streets may be identified as private or otherwise clarified through deeper legal, historical, and field review. The remaining streets; where ownership history is less clear form the focus of DPW's ongoing evaluation.

DPW is refining and organizing the City's Street inventory to support clearer policy decisions. Current work includes:

- Separating streets into three categories:
 - Private streets
 - Public but unaccepted streets
 - Accepted public streets
- Grouping streets by similar legal, ownership, and physical characteristics to support phased evaluation.
- Flagging streets with unclear ownership or classification for future legal review.

DPW is preparing a concise summary of the operational and legal differences between private streets (HOA and non-HOA) and public but unaccepted streets. This distinction is essential for determining whether these groups should be addressed together or through a phased approach as well.

Phased Evaluation Framework:

DPW Staff are developing a high level, incremental framework for evaluating unaccepted and private streets. This framework will outline:

- **Condition based categories:** Minimum service levels tied directly to the condition category of each street; from streets in imminent or active failure (where structural or utility conditions may require urgent attention) to streets in generally good condition that may only need basic access maintenance. This approach recognizes that surface condition alone is not a reliable indicator of underlying utility health, and streets that appear sound may still have water, sewer, stormwater, electric, etc. infrastructure at or near failure.
- **Logical groupings:** Logical groupings of streets for review based on ownership, condition, and utility risk.

- **Sequencing approach:** A sequencing approach that identifies which groups should be evaluated earlier or later, recognizing that specific timelines will depend on staff capacity, budget, and Council direction.
- **Staged analysis:** How condition assessment, legal verification, and cost analysis would be staged over time.

This is not a full street by street evaluation; it is a roadmap for how such work would proceed.

Ownership, Utilities, and Condition Snapshot:

DPW is assembling a high-level snapshot of:

- Known right-of-way and ownership information
- Available utility data
- General condition assessments (good/fair/poor)
- Major concerns or gaps in information

This provides the minimum context needed for policy discussion.

Current Practices and Associated Risks:

We have discussed DPW's current approach to unaccepted streets in previous meetings, but it is important to restate it here for clarity and for the record. DPW provides limited, ad-hoc maintenance on some unaccepted streets; primarily plowing, spot-patching, and occasional grading to maintain basic access. These activities are not supported by the level of inspection, capital planning, or long-term maintenance responsibility applied to accepted public streets.

This arrangement creates inconsistent service expectations and leaves key questions unresolved around liability, long-term asset condition, and emergency access reliability. Reiterating these constraints is essential as TEUC and City Council considers how to set direction for the next phase of this work.

Emergency Access Considerations:

DPW has begun working directly with the Burlington Fire Department (BFD) to review emergency access needs on unaccepted and private streets. Initial coordination meetings have taken place, and we are actively working through known and potential access constraints with BFD at this time.

As this work continues, the memo will identify:

- Streets with documented or likely emergency access challenges
- Interim steps needed to maintain minimum access standards
- How emergency access considerations may influence prioritization in the phased evaluation framework

This coordination will continue as the process advances and more detailed information becomes available.

Resident Communication and Engagement:

DPW is preparing a realistic and scalable public engagement approach to support future policy decisions. Current work includes:

- **Maintaining and expanding the Unaccepted/Private Streets webpage** (<https://www.burlingtonvt.gov/1144/Private-Unaccepted-Streets>) as the central public information hub.
 - The GIS map of unaccepted streets will be embedded on this page.
 - Updated plain-language explanations of street classifications, process steps, and what residents can expect will be added in the coming weeks.
- **Developing a draft public engagement plan** outlining outreach phase, communication channels, and timing aligned with TEUC and City Council direction.
- **Preparing clear resident-facing** materials that differentiate:
 - Private HOA streets
 - Private non-HOA streets
 - Public but unaccepted streets
- **Coordinating direct communication** to property owners along unaccepted and private streets, planned for March/April 2026.

Budget & Staff Time:

A modest but essential budget will be required for DPW to manage and advance this work over the next year. Staff will be coordinating the overall project, conducting research, organizing the street inventory, and overseeing contracted surveying and legal support. Current order-of-magnitude annual needs include:

- **Approximately \$65,000** for DPW staff time to manage the project, complete research, coordinate interdepartmental work, and develop the evaluation framework
- **\$150,000-\$200,000** for contracted support, including land surveying and title attorney services, depending on the number and complexity of streets requiring boundary or ownership verification.
- **Funding needs will become more precise** as individual streets are evaluated and their legal, utility, and condition issues are better understood
- **Order-of-magnitude reference:** paving one mile of a city street currently costs approximately \$1.2 million, underscoring the importance of accurate condition and ownership information before long-term commitments are made.

Next Steps & Timeline:

- 1-27-26: Present updated materials to TEUC for direction
- Feb 2026: Post interactive GIS map online with unaccepted/private streets
- Feb 2026: Refine the phased evaluation framework based on TEUC input
- Mar 2026: Brief City Council on issue and timeline
- Late March 2026: Send introductory letter to affected residents

- Summer/Fall 2026: Begin staff and consultant research on top priority unaccepted/private streets
- Fall/Winter 2026-2027: First potential policy recommendations

The initial memo on this topic provided to the TEUC listed an October 1, 2026 date to end municipal services on unaccepted / private streets. That date was advocated by the City's risk management team who are rightly worried about the risk of the City providing tax-funded services on private property – and on streets that are largely not up to City standards. That said, this is a public policy issue decades in the making, largely because record keeping, standards and clear processes were not as robust in the past, and it will take time to get through the work ahead. DPW Staff made it clear at the December TEUC meeting that we will take the time needed and that the October 1 deadline will be significantly pushed back.

Thank you for taking the time to review this memorandum and for your continued support of Burlington's Street system planning and maintenance efforts. If you have any questions or would like additional information, please contact the Department of Public Works at (802)863-9094 or dpwplanning@burlingtonvt.gov.

Previous Communications to TEUC:

[November 25, 2025](#) – *Transitioning Services, Future Service Options, Street Acceptance Process*

[December 16, 2025](#) – *Public Engagement Update, Street Inventory Status, and Recent Street Acceptance Case Study*

Attachments:

1. Street Classification Summary

Attachment 1: Street Classification Summary

Unaccepted Streets

The following streets have incomplete documentation for dedication and acceptance and/or may be private.

| SPECIFIC STATUS | STREET | PLOW | WARD |
|------------------------|---------------|-------------|-------------|
| UNACCEPTED | ALFRED TER | YES | 6 |
| UNACCEPTED | BROWE CT | YES | 4 |
| UNACCEPTED | CALARCO CT | YES | 1 |
| UNACCEPTED | CAMPUS CT | | 1 |
| UNACCEPTED | CHASE LN | YES | 1 |
| UNACCEPTED | CLOAREC CT | YES | 2 |
| UNACCEPTED | COLCHESTER CT | YES | 1 |
| UNACCEPTED | DANS CT | | 1 |
| UNACCEPTED | DERWAY DR | YES | 7 |
| UNACCEPTED | LAWSON LN | | 3 |
| UNACCEPTED | MARKHAMS LN | | 3 |
| UNACCEPTED | MECHANICS LN | | 3 |
| UNACCEPTED | NORTH AVE EXT | YES | 7 |
| UNACCEPTED | NORTH COVE | | 7 |
| PRIVATE/UNACCEPTED | PINE PL | | 5 |
| UNACCEPTED | REDSTONE TER | YES | 6 |
| UNACCEPTED | RUMSEY LN | YES | 1 |
| UNACCEPTED | SUNSET COURT | YES | 2 |
| UNACCEPTED | VOLZ ST | YES | 2 |
| UNACCEPTED | WEST RD | YES | 4 |
| UNACCEPTED | WOODS ST | | 7 |

Known Private Streets

The following streets are posted as private or are part of a an established private development.

| SPECIFIC STATUS | STREET | PLOW | WARD |
|------------------------|--------------------------|-------------|-------------|
| KNOWN PRIVATE | AVE A | | 7 |
| KNOWN PRIVATE | AVE B | | 7 |
| KNOWN PRIVATE | AVE C | | 7 |
| KNOWN PRIVATE | AVE C NO | | 7 |
| KNOWN PRIVATE | AVE C SO | | 7 |
| KNOWN PRIVATE | BAYBERRY CIR | | 1 |
| KNOWN PRIVATE | BEAUMONT AVE | | 1 |
| KNOWN PRIVATE | BURLINGTON SQ | | 3 |
| KNOWN PRIVATE | CAMBRIAN WAY | | 7 |
| KNOWN PRIVATE | CARRIGAN DR | | 1 |
| KNOWN PRIVATE | CATAMOUNT DR | | 1 |
| KNOWN PRIVATE | CATHEDRAL SQ | | 3 |
| KNOWN PRIVATE | CEDAR LN | | 6 |
| KNOWN PRIVATE | CENTENNIAL CT | | 1 |
| KNOWN PRIVATE | CLAIRE POINT RD | | 7 |
| KNOWN PRIVATE | COUNTRY CLUB RD | | 6 |
| KNOWN PRIVATE | DAVIS RD | | 6 |
| KNOWN PRIVATE | E VILLAGE DR | | 1 |
| KNOWN PRIVATE | EASTMAN FARM RD | | 4 |
| KNOWN PRIVATE | ETHAN ALLEN HOMESTEAD | | 7 |
| KNOWN PRIVATE | FAIRHOLT ST | | 6 |
| KNOWN PRIVATE | GREEN MEADOWS DR | | 4 |
| KNOWN PRIVATE | HARBOR WATCH RD | | 5 |
| KNOWN PRIVATE | IRA LN | | 7 |
| KNOWN PRIVATE | KING ST (PARTIAL) | | 3 |
| KNOWN PRIVATE | LAKE FOREST DR | | 5 |
| KNOWN PRIVATE | LAKE ST (PARTIAL) | | 3 |
| KNOWN PRIVATE | LITTLE EAGLE BAY | | 4 |
| KNOWN PRIVATE | MCAULEY SQ | | 1 |
| KNOWN PRIVATE | MULBERRY LN | | 1 |
| KNOWN PRIVATE | NORTHSHORE DR | | 4 |
| KNOWN PRIVATE | OAKLEDGE DR | | 5 |
| KNOWN PRIVATE | PFG RD | | 6 |
| KNOWN PRIVATE | PINE LEDGE CT | | 5 |
| KNOWN PRIVATE | REDSTONE CONDO | | 5 |
| KNOWN PRIVATE | ROCK PT | | 4 |
| KNOWN PRIVATE | SAINT FRANCIS PARK | | 7 |
| KNOWN PRIVATE | STARR FARM BEACH | | 4 |

| | | | |
|---------------|-----------------|-----|---|
| KNOWN PRIVATE | STEELE ST | | 3 |
| KNOWN PRIVATE | SUNSET CLIFF | YES | 4 |
| KNOWN PRIVATE | TOWER TER | | 6 |
| KNOWN PRIVATE | UNIVERSITY HGTS | | 8 |
| KNOWN PRIVATE | UNIVERSITY RD | YES | 1 |
| KNOWN PRIVATE | VERMONT PARK | | 1 |
| KNOWN PRIVATE | WINTERBERRY LN | | 1 |

* To ensure clarity and transparency, several private streets have been added to this list since the previous update.

Private Streets

The following streets are private streets, which may not be posted as private or included in an established private development.

| SPECIFIC STATUS | STREET | PLOW | WARD |
|------------------------|-------------------------|-------------|-------------|
| PRIVATE | AMBROSE PL | | 5 |
| PRIVATE | APPLETREE PT LN | | 4 |
| PRIVATE | BAIRD ST | | 5 |
| PRIVATE | CHITTENDEN DR | YES | 6 |
| PRIVATE | DEFOREST HEIGHTS | | 6 |
| PRIVATE | DRIFTWOOD LN | | 4 |
| PRIVATE | ELBOW ST | YES | 7 |
| PRIVATE | IRANISTAN RD (PARTIAL) | YES | 6 |
| PRIVATE | LAVALLEY LN | YES | 5 |
| PRIVATE | NORTHGATE DR | | 4 |
| PRIVATE | PENNY LN | | 3 |
| PRIVATE/UNACCEPTED | PINE PL | | 5 |
| PRIVATE | RAILWAY LN | | 3 |
| PRIVATE | RAYMOND PL | | 5 |
| PRIVATE | RIVER VIEW DR | | 7 |
| PRIVATE | S MEADOW DR | | 5 |
| PRIVATE | S PROSPECT ST (PARTIAL) | | 6 |
| PRIVATE | SANITARY LANDFILL RD | | 2 |
| PRIVATE | STACY LN | | 3 |
| PRIVATE | THOMAS LN | | 3 |
| PRIVATE | THORSEN WAY | | 3 |

* To ensure clarity and transparency, several private streets have been added to this list since the previous update.

City Owned & Maintained Streets

The following streets are not town highways, but are owned and operated by the City of Burlington.

| SPECIFIC STATUS | STREET | PLOW | WARD |
|------------------------|--------------------|-------------|-------------|
| CITY OWNED/MAINT | BATTERY PARK RD | | 3 |
| CITY OWNED/MAINT | LEDDY PARK RD | | 4 |
| CITY OWNED/MAINT | OAKLEDGE PARK | | 5 |
| CITY OWNED/MAINT | SEARS LN (PARTIAL) | | 5 |



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: Transportation, Energy, and Utilities Committee (TEUC)

FROM: Julia Ursaki, Public Works Transportation Engineer
Laura Wheelock, PE, Division Director of Tech Services/City Engineer (DPW)

DATE: January 27, 2026

CC: Chapin Spencer, Director of Public Works

RE: Intervale Rd Path – 99 Intervale Dedication and Acceptance

Request

The Department of Public Works (DPW) is requesting that the TEUC approves and recommends that the City Council accept the dedication of a portion of the 99 Intervale Road parcel to support building, maintaining, and providing public access to the Intervale Road Path.

Background

A dedicated bicycle and pedestrian facility along Intervale Road – connecting Riverside Avenue to the Intervale’s farms, trails, businesses and events – has long been a multi-modal safety goal of the City. There is no pedestrian or bicycling facility on Intervale Road currently, so walkers and cyclists seeking to access the Intervale’s trails, businesses, farms and community gardens are sharing the road with cars, tractor trailers, farm vehicles, etc. Additionally, Intervale Road has a sharp corner with limited sight distances in the middle of the hill. Improvement to the corridor has been identified as a need for decades in City documents including in the City’s 1998 Bicycle Plan, the 2011 Transportation Plan and the more recent 2017 planBTV Walk/Bike. This project will build a 10-foot shared use path on the west side of Intervale Road along with new curbing and stormwater infrastructure for both the path and the road.

This project currently has about \$1.2M in federal funding from a Vermont Agency of Transportation (VTrans) Bicycle and Pedestrian grant. Part of the VTrans project development process includes the Right-of-Way (ROW) phase where staff work to secure all necessary property rights to build and maintain the federally-funded project. In most cases, this can be achieved with

easements from property owners. However, the City of Burlington currently owns the parcel at 99 Intervale Road and has plans to sell it in the foreseeable future. The City cannot grant an easement to itself, so to protect the property rights of the path when this parcel is sold, staff are proposing a lot line adjustment of the 99 Intervale Road parcel and that the City Council accept the land as part of the public right-of-way.

This land is currently leased by Gardener's Alive and the Intervale Center and used for soil storage and sales by Gardener's Alive. Both parties have already signed a lease amendment supporting the boundary line adjustment and use of the land for the Intervale Road Path.

Because this is a City-owned parcel being dedicated to the City as public right-of-way, there is no cost associated with this boundary line adjustment. In addition, there is a multi-part process for the City to offer and then accept the additional land as right-of-way:

- 99 Intervale Road boundary line adjustment via the Department of Permitting and Inspections permit (this is in process)
- Dedication and Acceptance of the new land by the City Council (this is what we are seeking approval for with this item)

Budget Update

Please note that based on current construction estimates, we anticipate the need for an additional \$1,300,000 to construct this project. \$300,000 of this would pay for contaminated soil/hazardous waste removal and is considered a "non-participating" cost that is not grant-eligible. For the remaining \$1,000,000 budget gap, DPW hopes to seek additional grant funds for this project. Any grant funds would likely be an 80% federal and 20% local funding split, meaning the City would need to provide approximately \$200,000 in additional local match, and \$300,000 in non-participating costs, for a total of \$500,000 additional city dollars to support this project. Our original grant application was based on cost estimates from the 2018 feasibility study. Since then, construction costs have increased significantly and additional items discovered during the design phase, like the stormwater system constraints and contaminated soils and groundwater, have also driven up the cost to construct this project.

One way we have worked to limit the project's cost on the City's General Fund is by coordinating this work with VTrans and New England Central Railroad (NECR) as they are planning rail crossing upgrades on Intervale Road in the next couple of years. Through our coordination, the rail crossing design has been modified to accommodate the future bike/pedestrian crossing, which will make our project less costly. The estimated cost for the rail crossing improvements is upwards of \$2 million, which VTrans is funding in full. We will continue to pursue various opportunities to further limit the overall project cost on the City's General Fund. **Note we are not seeking action on the project budget at this time, only providing a future forecast of anticipated project funding needs.**

Project Schedule

This project is currently in the right-of-way phase, where the project team is coordinating with property owners and refining our design to acquire all necessary property rights for the project.

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We expect this phase to last until spring 2026 before we receive “right-of-way clearance” from VTrans. This will make the project eligible for additional VTrans funding, which we hope to seek in 2026. If additional funding is secured, we anticipate putting this project out to bid in winter 2026/2027 and starting construction in 2027. The final timeline will be dependent on coordination with the VTrans/NECR rail crossing project.

Motion

The TEUC approves and recommends that the City Council accept the dedication of a portion of the 99 Intervale Road parcel.