Public Works Commission

Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:
Please click the link below to join the webinar:
https://us02web.zoom.us/j/83495330508
Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508
Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date. Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

Subject	**2.1. Motion to amend/adopt agenda**
Meeting	September 16, 2026 - DPW Commission Meeting - Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

3. Public Forum - 3 Minutes per Person Time Limit - 10 Minutes

4. Consent Agenda - 5 Minutes

4.1. Approval of Draft Minutes of 7-15-26

4.2. Former Downtown BHS Parking Restoration

4.3. 240 North Willard St Accessibility (ADA) Reallocation

4.4. CPP Traffic Regulation Change

5. Parking Facilities Fund Borrowing Authorization -20 Minutes

Subject	**5.1. Communication, J. Esperti**

Meeting	September 16, 2026 - DPW Commission Meeting - Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. Parking Facilities Fund Borrowing Authorization -20 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

6. WWTP Improvement Project - 45 Minutes

Subject	**6.1. Information, M, Lee & M. Moir**
Meeting	September 16, 2026 - DPW Commission Meeting - Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	6. WWTP Improvement Project - 45 Minutes
Department	Public Works Department
Type	Information
Recommended Action	None

7. Director's Report - 10 Minutes

Subject	**7.1. Information, C. Spencer**
Meeting	September 16, 2026 - DPW Commission Meeting - Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	7. Director's Report - 10 Minutes
Department	Public Works Department
Type	Information

8. Commissioner Items

9. Adjournment & Next Meeting Date - October 21, 2026

Subject	**9.1. Motion to adjourn**
Meeting	September 16, 2026 - DPW Commission Meeting - Wednesday, September 16, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	9. Adjournment & Next Meeting Date - October 21, 2026
Department	Public Works Department
Type	Action

Recommended Action Motion to Adjourn

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING JULY 15, 2026
DRAFT MINUTES

See video for full meeting – link below

Commissioners Present: Chair Damiani, Commissioner Davis; Vice Chair Fox; Commissioner Gallagher; Commissioner Hays; Commissioner O'Neil-Vivanco
Commissioner Munteanu on line

ITEM 1 – CALL TO ORDER

Director Spencer called the meeting to order at 6:30 p.m.

ITEM 2 – AGENDA

Commissioner made a motion to approve the agenda
Commissioner seconded

ITEM 3 – ELECTION OF CHAIR, VICE CHAIR AND SECRETARY

Commissioner O'Neill-Vivanco made a motion to nominate Commissioner Damiani as Chair, Commissioner Fox as Vice Chair and Valerie Ducharme for Secretary

Unanimous approval

ITEM 4 – PUBLIC FORUM

Griffin Keating in reference to Champlain Parkway specifically speed on Parkway from 189 to Home Avenue and Home Avenue to Lakeside Avenue.

ITEM 5 – CONSENT AGENDA

5.1 – Approval of Draft Minutes
5.2 – Birchcliff Parkway No Parking Areas

Commissioner Munteanu made a motion to accept the consent agenda
Commissioner Hays seconded
Unanimous approval

Director Spencer introduced the new Commissioner Marcie Gallagher

ITEM 6 – GREAT STREETS MAIN STREET PARKING CHANGES

Associate Engineer Madeline Suender

Commissioner Munteanu made a motion to approve the changes to Appendix C related to the rules and regulations of the traffic committee and to waive the 21-day warning period as discussed through the packet.
Commissioner O'Neil-Vivanco seconded
Unanimous approval

ITEM 7 – DIRECTOR'S FY'27 GOALS

Director Spencer reviewed his goals for the next fiscal year

ITEM 8 – DIRECTOR'S REPORT

Director Spencer stated that on Friday there will be a Main Street Celebration
Review of the water break at Southwind over July 3rd
Champlain Parkway

ITEM 9 – COMMISSIONER ITEMS

Commissioner Hays inquired about the traffic back up on Pine Street to turn left onto Maple, traffic waiting to turn left is creating a traffic issue on Pine Street

Commissioner O'Neil-Vivanco spoke about Main Street but had concerns with the South Winooski Avenue and Main Street intersection

Commissioner Davis inquired about the lighting on the Champlain Parkway and the parking issue at North Beach

Commissioner Fox inquired about an update on the reconnecting of Chery Street and Bank Street.

Commissioner Munteanu stated he will be resigning from the Commissioner effective September 1, 2026 as he will be moving out of state.

ITEM 10 – ADJOURNMENT

Commissioner Munteanu made a motion to adjourn
Commissioner _____ seconded
Unanimous approval

Meeting adjourned at 7:36 p.m.

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: September 16, 2026

To: Public Works Commission

From: Caleb Manna, Associate Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Laura Wheelock, P.E., City Engineer/Division Director – Technical Services
Phillip Peterson P.E., Senior Transportation Planner

Subject: Former Downtown Burlington High School Parking Restoration Plan for Cherry, Bank, and Pine Street

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Staff recommend the DPW Commission approve the following amendments to B.C.O Appendix C:

Section 7: No-parking areas.
(a) No person shall park any vehicle at any time in the following locations:

(1)-(45) As written.
(46) ~~Reserved.~~ On the south side of Cherry Street in the first space east of the mid-block crossing at 41 Cherry Street.
(47)-(59) As written
(60) On the south side of Cherry Street in the first space ~~for one hundred and fifty (150) feet~~ east and west of the crosswalk at 67 Cherry Street.
(61)-(580) As written.

Section 12-1: No parking except vehicles loading or unloading.
No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1)-(44) As written.
(45) On the north side of Cherry Street, in the first ~~three~~ spaces west of Pine Street, effective between the hours of ~~7:00 a.m. to 10:00 a.m.~~ 8:00 a.m. ~~and 2:00 p.m.~~ to ~~4:00 p.m.~~ 5:00 p.m. Monday through Friday. ~~from August 20 of any year to June 20 of the succeeding year.~~
(46) As written.
(47) Reserved. ~~On the south side of Cherry Street, in the first three spaces east of the mid-block crossing at 41 Cherry Street, effective between the hours of 7:00 a.m. to 10:00~~

~~a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(48) Reserved. ~~On the north side of Cherry Street beginning twenty (20) feet west of the crosswalk at 67 Cherry Street and extending west sixty (60) eighty, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(49) Reserved. ~~On the south side of Cherry Street beginning twenty (20) feet west of the crosswalk at 67 Cherry Street and extending west forty (40) feet, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(50) Reserved. ~~On the east side of Pine Street in the first two (2) spaces south of Bank Street, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(51) Reserved. ~~On the north side of Bank Street beginning directly east of the vehicle loading zone and extending east four (4) parking spaces, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(52)-(54) As written.

Section 15 Designated school zones.

(a) The following streets are hereby designated as school zones. No person shall operate a vehicle at a rate of speed greater than twenty-five (25) miles per hour on the following streets:

(1)-(25) As written.

(26) Reserved. ~~Cherry Street beginning at Battery Street and extending east to Church Street.~~

(27) Reserved. ~~Bank Street beginning at Pine Street and extending east to Saint Paul Street.~~

(28) Reserved. ~~Pine Street beginning at Bank Street and extending south to College Street.~~

(29)-(32) As written.

16 Bus stops.

(a) The following spaces are hereby designated as bus stops:

(1)-(22) As written.

(23) Reserved. ~~On the south side of Cherry Street beginning sixty (60) feet east of the crosswalk at 67 Cherry Street and extending east eighty (80) feet effective between the hours of 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(24) As written.

(25) In the ninety (90) foot space in front of 26 Pearl Street, on the north side of Pearl Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

(b) The following areas are designated for the parking of tour buses only.

(1) Reserved.

(2) Reserved.

(3) Reserved. ~~On the south side of Cherry Street beginning twenty (20) feet east of Pine Street and continuing for a distance of fifty (50) feet east, for a maximum time limit of fifteen (15) minutes.~~

(4) Reserved.

(c) The following areas are hereby designated as special transit stops:

(1) On the east side of South Winooski Avenue beginning one hundred ninety (190) feet south of the Bank Street intersection and continuing for a distance of twenty-five (25) feet south.

Purpose & Need:
The purpose of this request is to remove the parking and school zone regulations that were established specifically to support Downtown Burlington High School operations on Cherry Street and return the affected parking spaces to general public parking suitable to the needs of residents and business's.

In November 2022, DPW implemented changes to on-street parking along Cherry Street in response to Downtown BHS operational needs. The regulations established no-parking and time-specific loading areas intended to accommodate school drop-off and pick-up activity and maintain a safe and efficient transportation system. The 2022 memo notes that staff observed school drop-off and pick-up operations and that the changes were intended to reorganize parking directly outside the school and improve the operation of the area.

In February 2023, the City expanded the Cherry Street School Zone from Battery Street to Church Street. The stated purpose was to provide School Zone signage for Burlington Technical Center at 29 Church Street and to continue the existing school zone adjacent to Downtown Burlington High School at 67 Cherry Street.

Burlington High School and Tech Center are no longer located at the Cherry Street site. Accordingly, the school-specific parking and loading restrictions associated with BHS are no longer necessary. The affected spaces can return to general public parking, and the expanded school zone regulation associated with the former BHS operation can be removed.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Part-7 MUTCD
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:
The Cherry Street parking regulations were established to address the transportation needs of Downtown Burlington High School when the school operated at 67 Cherry Street. The expanded school zone was subsequently established to incorporate Burlington Technical Center to provide school zone signage associated with the school uses along Cherry Street.

Because Downtown Burlington High School and Technical Center is no longer located at this site, the school-specific parking restrictions and expanded school zone no longer serve their original purpose. Staff recommends repealing a majority of the identified regulations incorporated into the Downton BHS Parking Plan.

The vehicle loading zone located on the north side of Cherry Street just west of Pine Street will remain in place, with adjusted hours to allow public parking in the evenings and weekends. The previously existing truck loading zone in front of the loading dock for the former Macy's building will also remain in pace and is currently in ordinance.

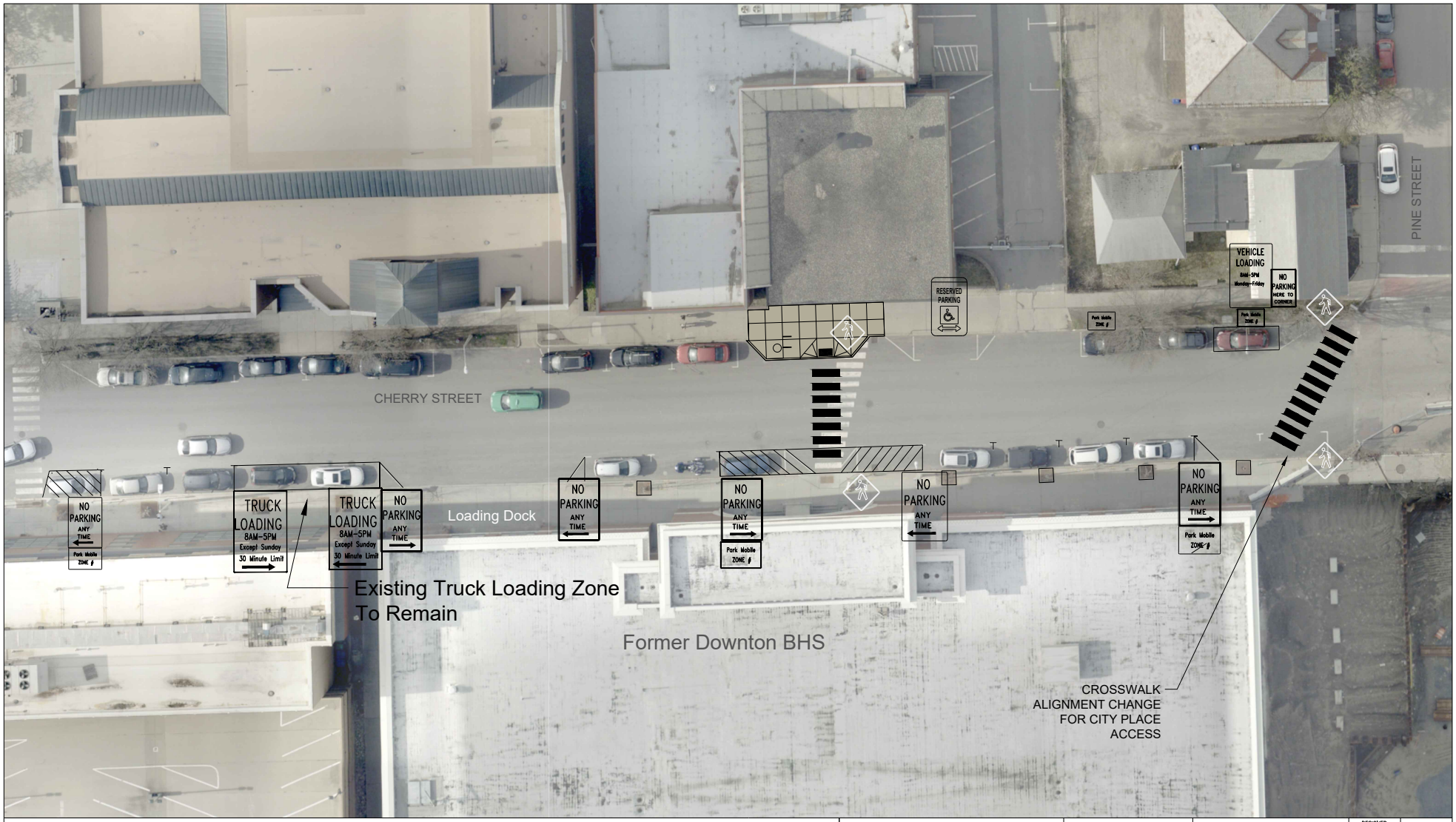
Public Engagement:

Flyers were distributed to local area residents and businesses on September 4th, 2026. No public feedback and/or comments were received.

Attachments:

1. Site Map
2. Traffic Regulation
3. Flyer

Attachment 1



NOT TO SCALE

CHERRY ST
DOWNTOWN BHS PARKING
RESTORATION PLAN

BURLINGTON PUBLIC WORKS ENGINEERING DIV.
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED CEM	
DRAWN CEM	SCALE X"=X'
CHECKED XXX	DRAWING NO.
DATE 09/16/2026	SHEET X OF X

Attachment 1-1

SCALE: N.T.S.

North

PINE AND BANK STREET
DOWNTOWN BHS PARKING
RESTORATION PLAN

BURLINGTON PUBLIC WORKS ENGINEERING DIV.
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED CEM	
DRAWN CEM	SCALE N.T.S
CHECKED XXX	DRAWING NO.
DATE 9/15/2026	SHEET 1 OF 1

Attachment 2

CITY OF BURLINGTON

In the Year Two Thousand Twenty-six

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—
§ 7; No-parking areas and
§ 12-1; No parking except vehicles loading or unloading and
§ 15; Designated school zones and
§ 16; Bus stops.

Sponsor(s): Department of Public Works
Action: Approved
Date: 09/16/26
Attestation of Adoption:

_____
Phillip Peterson, PE
Public Works Engineer, Technical Services
Published: _____
Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rules and Regulations of the Traffic Commission, § 7 No-parking areas and § 12-1 No parking except vehicles loading or unloading and § 15 Designated school zones and § 16 Bus stops of the Code of Ordinances of the City of Burlington is hereby amended as follows:

§ 7 No-parking areas.

(a) No person shall park any vehicle at any time in the following locations:

(1)-(45) As written.

(46) ~~Reserved.~~ On the south side of Cherry Street in the first space east of the mid-block crossing at 41 Cherry Street.

(47)-(59) As written

(60) On the south side of Cherry Street in the first space ~~for one hundred and fifty (150) feet~~ east and west of the crosswalk at 67 Cherry Street.

(61)-(580) As written.

§ 12-1 No parking except vehicles loading or unloading.

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1)-(44) As written.

(45) On the north side of Cherry Street, in the first ~~three~~ spaces west of Pine Street, effective between the hours of ~~7:00 a.m. to 10:00 a.m.~~ 8:00 a.m. ~~and 2:00 p.m.~~ to ~~4:00 p.m.~~ 5:00 p.m. Monday through Friday. ~~from August 20 of any year to June 20 of the succeeding year.~~

(46) As written.

(47) Reserved. ~~On the south side of Cherry Street, in the first three spaces east of the mid-block crossing at 41 Cherry Street, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(48) Reserved. ~~On the north side of Cherry Street beginning twenty (20) feet west of the crosswalk at 67 Cherry Street and extending west sixty (60) eighty, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(49) Reserved. ~~On the south side of Cherry Street beginning twenty (20) feet west of the crosswalk at 67 Cherry Street and extending west forty (40) feet, effective between the hours of~~

~~7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(50) Reserved. ~~On the east side of Pine Street in the first two (2) spaces south of Bank Street, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(51) Reserved. ~~On the north side of Bank Street beginning directly east of the vehicle loading zone and extending east four (4) parking spaces, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(52)-(54) As written.

Section 15 Designated school zones.

(a) The following streets are hereby designated as school zones. No person shall operate a vehicle at a rate of speed greater than twenty-five (25) miles per hour on the following streets:

(1)-(25) As written.

(26) Reserved. ~~Cherry Street beginning at Battery Street and extending east to Saint Paul Church Street.~~

(27) Reserved. ~~Bank Street beginning at Pine Street and extending east to Saint Paul Street.~~

(28) Reserved. ~~Pine Street beginning at Bank Street and extending south to College Street.~~

(29)-(32) As written.

16 Bus stops.

(a) The following spaces are hereby designated as bus stops:

(1)-(22) As written.

(23) Reserved. ~~On the south side of Cherry Street beginning sixty (60) feet east of the crosswalk at 67 Cherry Street and extending east eighty (80) feet effective between the hours of 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~

(24) As written.

(25) In the ninety (90) foot space in front of 26 Pearl Street, on the north side of Pearl Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

(b) The following areas are designated for the parking of tour buses only.

(1) Reserved.

(2) Reserved.

(3) Reserved. ~~On the south side of Cherry Street beginning twenty (20) feet east of Pine Street and continuing for a distance of fifty (50) feet east, for a maximum time limit of fifteen (15) minutes.~~

(4) Reserved.

(c) The following areas are hereby designated as special transit stops:

(1) On the east side of South Winooski Avenue beginning one hundred ninety (190) feet south of the Bank Street intersection and continuing for a distance of twenty-five (25) feet south.

** Material stricken out deleted.

*** Material underlined added.

/CM/KS: BCO Appx.C, Sec. 7, 12-1, 15, & 16
9/16/26

City of Burlington

Department of Public Works

Technical Services Engineering Division

645 Pine Street, Suite A

Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450

www.burlingtonvt.gov/DPW

Proposed Parking Changes on Cherry Street, Pine Street & Bank Street for Former Downtown Burlington High School

The City of Burlington, Department of Public Works (DPW) is proposing changes to the parking regulations on Cherry Street, Bank Street, and Pine Street that were originally established to support the operation of Downtown Burlington High School.

Downtown Burlington High School and Technical Center are no longer located on Cherry Street. As a result, the school-specific parking plan regulations are no longer needed.

DPW is proposing to:

• Remove school-related parking and drop off/pick up zones on Cherry Street, Pine Street, and Bank Street.

• Return the affected school zone parking spaces to general public parking.

• Remove the former school-zone designation on Cherry Street that was established to support school operations.

The proposed changes affect parking areas that were established or modified specifically for school drop-off, pick-up, and loading activities. The original regulations included time-restricted loading areas that will revert back to public on street parking.

See parking regulation map on back side of this page for more information.

Questions or comments may be directed to:

City of Burlington Department of Public Works
Technical Services Engineering Division
645 Pine Street
Burlington, VT 05402
802-503-2358
cmanna@burlingtonvt.gov

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: September 16th, 2026

To: Public Works Commission

From: Christina Cangiolosi, Associate Public Works Engineer

CC: Phillip Peterson P.E., Senior Transportation Planner

Subject: 240 North Willard Street Accessibility (ADA) Reallocation

---

Staff recommends the DPW Commission remove (see Attachment-1):
7A Accessible spaces designated.
(a) No person shall park any vehicle at any time in the following location, except automobiles displaying license plates or placards issued pursuant to 23 V.S.A. § 304a, or any amendment or renumbering thereof:

(1)-(155) As written.
(156) ~~The space in front of 240 North Willard Street~~ Reserved.
(157)-(173) As written.

(b) As written.

Purpose & Need:
The purpose of this request is to reallocate an accessible (ADA) parking space to a regular unrestricted parking space as it's no longer needed by the original requestor.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

DPW Staff received a request from the new owner of 240 N Willard St to remove the ADA space in front of the home, which was installed upon request from the previous owner. This space is no longer needed or being utilized by residents on N Willard St. Reallocating the space to a regular unrestricted parking space, will allow an additional parking option for local residents.

In light of the thorough evaluation by DPW Staff, it's recommended that the Commission approves the reallocation of the ADA parking space in front of 240 N Willard St. The attached traffic regulation amendment (see Attachment-1) outlines the specifics of this proposal.

Public Engagement:

In preparation for the 9/16/2026 DPW Commission Meeting, Staff distributed flyers to residents on N Willard St, near the ADA parking space in front of 240 N Willard St. Staff spoke directly to two (2) residents of N Willard St who are in favor of reallocating the ADA spot to regular unrestricted parking, noting the spot remains empty and was installed for the previous owner of 240 N Willard St who no longer lives in the area.

Attachments:

1. Traffic Regulation Amendment

CITY OF BURLINGTON

In the Year Two Thousand Twenty-six

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—
7A Accessible spaces designated.

Sponsor(s): Public Works Commission
Action: _____
Date: 9/16/2026
Attestation of Adoption:

_____
Phillip Peterson, PE
Senior Transportation Planner, Technical Services
Published: _____
Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7A Accessible spaces designated of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7A Accessible spaces designated.

(a) No person shall park any vehicle at any time in the following location, except automobiles displaying license plates or placards issued pursuant to 23 V.S.A. § 304a, or any amendment or renumbering thereof:

(1)-(155) As written.
(156) ~~The space in front of 240 North Willard Street~~ Reserved.
(157)-(173) As written.

(b) As written.

** Material stricken out deleted.
*** Material underlined added.

BCO Appx.C, Section 7A
9/16/2026

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memorandum

Date: September 16th, 2026
To: Public Works Commission
From: Jack Keller P.E., Public Works Transportation Engineer
CC: Laura Wheelock P.E., City Engineer
Corey Mims P.E., Senior Public Works Engineer
Phillip Peterson P.E., Senior Transportation Planner
Subject: Maple Street Truck Route Traffic Regulation Change

Staff recommends the DPW Commission approve the changes to City ordinances laid out in Attachment-1.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office.

Purpose & Need:

The purpose of this change is to further formalize the new truck route implemented by the Champlain Parkway along Pine St between Maple St and Main St by restricting heavy truck traffic on Maple Street, which was previously a truck route. This change is necessary to comply with permit conditions for the Champlain Parkway Project.

This works in concert with other regulation changes made for the new Champlain Parkway corridor, all of which are aimed at improving traffic flow, safety, and accessibility for all users.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		MUTCD
Aligns with City plans?		X		
Followed Public Engagement Plan?		X		

Outreach and Background:

Through the design and permitting stages of the Champlain Parkway project, there has been extensive public outreach efforts with numerous stakeholders. This regulation change is a product of those efforts and, consequently, is included in the project's permit conditions. For more

information on public outreach and the other components of the project, visit *champlainparkway.com*.

In September 2025, a number of traffic regulations for the Champlain Parkway were approved by PWC which included the removal of Maple Street as a designated truck route in City Ordinance. At that time, the street segment's weight restriction was not included and is being requested today.

Change being requested:

1. Addition of a section of Maple Street, between Pine Street and South Champlain Street, as a street on which heavy truck traffic is restricted (Appendix C 1.a.6) as laid out in Attachment 1.

Implementation:

Changes to signage pertaining to restriction of heavy truck traffic are underway as part of construction of the Champlain Parkway. Changes to City ordinances (see Attachment 1) serve to reflect these changes included in the Parkway's Final Construction plans (see Attachment 2).

Engagement and Collaboration

DPW staff has been dedicated to engaging the broader community, property owners, businesses, leaders, and other key stakeholders in the South End, Downtown, and across the City in the changes made as part of the Champlain Parkway project. Changes to ordinances reflect design decisions that have been subject to public input and approval as part of the broader Champlain Parkway engagement process.

Attachments:

1. Traffic Regulation Change Form.
2. Champlain Parkway Signing Plan Sheet (Maple St).

Attachment 1: Traffic Regulation Change Form

CITY OF BURLINGTON

In the Year Two Thousand Twenty-six

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

1; Streets on which truck traffic restricted.

Sponsor(s): Public Works Commission
Action: Approval
Date: 09/16/2026
Attestation of Adoption:

_____
Phillip Peterson, PE
Senior Transportation Engineer & Planner
Published: _____
Effective: _____

It is hereby ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, § 1 Streets on which truck traffic restricted, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

1 Streets on which truck traffic restricted.

(a) No motor trucks exceeding sixteen thousand (16,000) pounds capacity shall be operated on or driven upon the following streets:

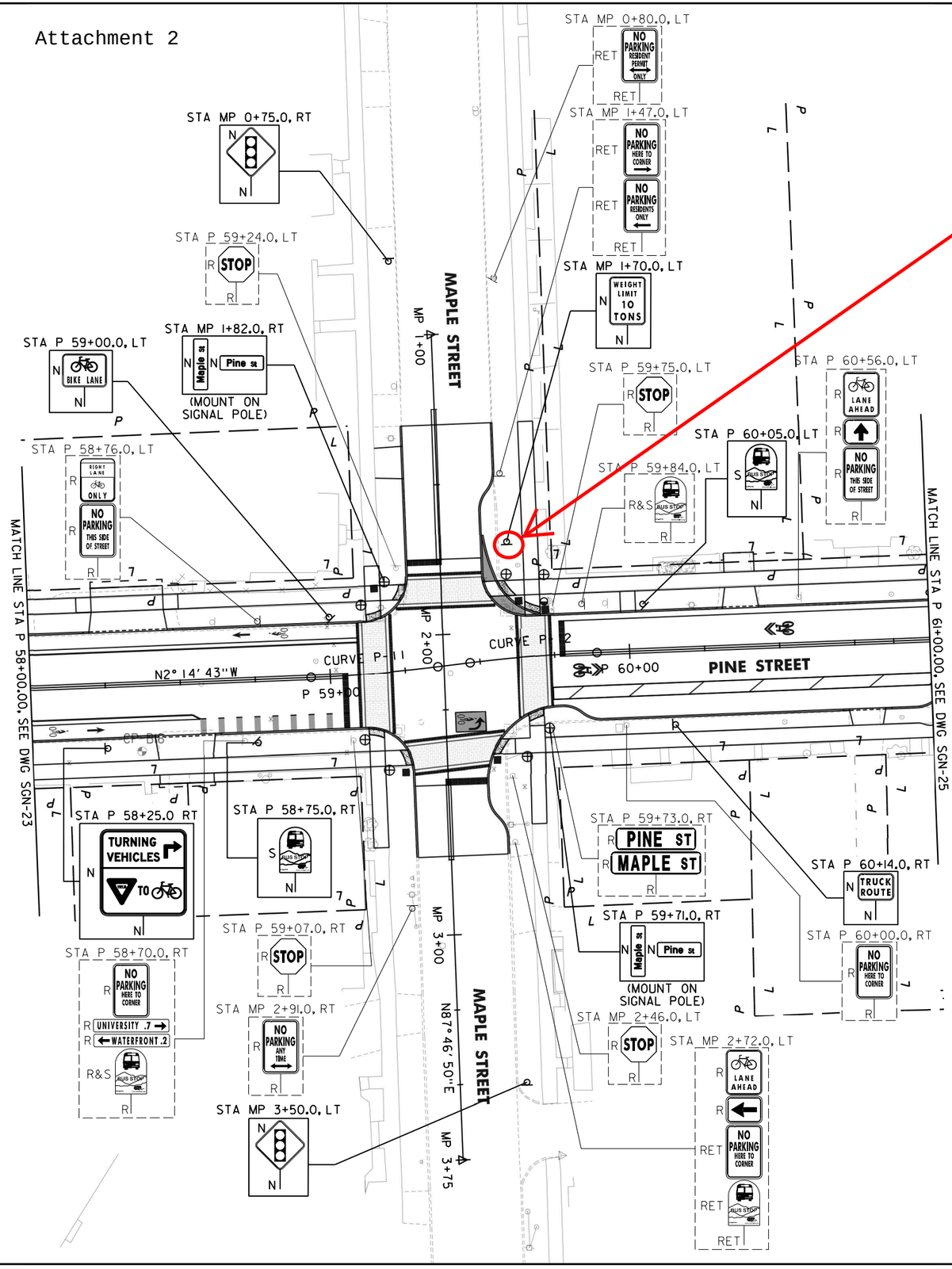
(1) – (5) As written.

(6) Maple Street from Pine Street to South Champlain Street at any time.

** Material stricken out deleted.
*** Material underlined added.

/ER: BCO Appx.C, Section 1
09/16/26

Attachment 2



Truck traffic weight restriction
Proposed Ordinance Change:
1.a.6

675.50 REMOVING SIGNS
AS SHOWN - 20

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2

VT STATE PLANE GRID

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ——————
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: CHAMPLAIN PARKWAY-FINAL CONTRACT
PROJECT NUMBER: MEGC - M5000(1)

FILE NAME: z87d078bdrsgn.dgn
PROJECT LEADER: D. GOZALKOWSKI
DESIGNED BY: J. SCUDDER
SIGNING PLAN SHEET 24 (SGN-24)

PLOT DATE: 6/10/2024
DRAWN BY: J. HEALD
CHECKED BY: J. SHIELDS
SHEET 234 OF 411

FILE NAME =U:\8659\87078\Consultants\z87d078bdrsgn.dgn
DATE/TIME =6/10/2024
USER =4916

City of Burlington
Department of Public Works
Division of Parking and Traffic
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Burlington, VT 05402
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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jackie Esperti
DIVISION DIRECTOR

Date: September 16, 2026

To: DPW Commission

From: Jackie Esperti, Division Director for Parking and Traffic

C.C. Chapin Spencer, Director

Subject: $1.6 Million Loan for Garage Capital Repairs – Parking Facilities

DPW Parking and Traffic Division is requesting the Public Works Commission approval to take out a loan in the amount of $1.6 Million USD to complete capital repairs in our aging municipal garages.

The Parking Facilities Fund has annual budgeted revenues of ~$2.7M and has the following current debt:

- $1.7M Revenue Anticipation Note (RAN)
  - This loan, which funded capital repairs to the Downtown Garage in 2021, was originally held as a long-term debt with a local bank, but it during COVID-19 when there was minimal activity in the garages, the debt has been refinanced into one-year revenue anticipation notes (RANs).
  - This loan was originally $3M, then $2.5M, and is now $1.7M as we've been paying down principal with fund balance as our financial position allows.
- $750,000 Construction Loan
  - For Garage repairs in 2021
    - Replaced a staircase in Lakeview Garage
    - Marketplace Garage Capital Repairs
  - We have budgeted to pay down $250,000 of principal each year for FYs 26, 27 and 28.
  - The loan is planned to be fully paid off in FY'28.

We have been working alongside the Department of Finance and Administration to renew the previous $2.5 Million RAN for this division that was issued in 2021 and renewed yearly. Because of the net positive operating revenues over the last 3 fiscal years, we were recently able to pay that loan down by $820,284. We have renewed the RAN as of 9/11/26 and are shifting our focus to the much-needed repairs in the garages.

The College Street Parking Garage was built in the 1985 and is in need of repair to keep the structure operating safely and reliably. We have a hardworking crew of 3 who maintain the garage on a daily basis. At this point, we need to spend money to do a larger repair in order to extend the life of this garage. Additionally, we currently operate 4 elevators that all need work, with a focus on the College Street Garage elevator. We are able to fund some of these repairs with the cash we have on hand and in the current year budget, but not the entire job. Instead of performing some concrete work each year, we would like to save construction costs by bundling the concrete work and doing the work over the next 12 months by taking out this loan.

Here is the approximate breakdown of the capital repair work:

- $261,713 – FY26 concrete work (began 9/14)
- $39,124 – Engineering for FY26 Concrete work
- $17,509 – MPG elevator repair – immediate need
- $800,000 – estimate for remaining repairs College St Garage
- $400,000 – elevator work (focus on college St)

Borrowing Authority

According to city charter article 19, section 48, subsection 58 (F) below, the DPW Commission is charged with recommending to the City Council the authority to borrow money to improve the city's parking garages. DPW is scheduled to seek approval from the Board of Finance on 9/28/26 and City Council on 10/5/26.

(58) (F) If the Board of Public Works commissioners, pursuant to the provisions of subdivision (C) of this subdivision (58), has recommended the acquisition or construction of a new parking lot or garage, the City Council may from time to time pledge, assign, or otherwise hypothecate the net revenues from the lots or garages, after the payment of operating expenses, and may mortgage any part or all of the lots or garages, including personal property located therein, to secure the payment of the cost of purchasing, acquiring, leasing, altering, improving, extending, adding to, constructing, or reconstructing the lots or garages, but the City Council shall not pledge the credit of the City for any of the purposes except in accordance with the provisions of section 62 of this charter.

Financial Considerations

DPW staff has put together a pro forma for this Parking Facilities budget for the next 5+ years. With our current projections, we are expecting net positive revenues in this fund annually going forward. The last few fiscal years net revenue are as follows:

- FY24 - $39,645
- FY25 - $350,195
- FY26 Expected - ~$500,000+

Using this trend data and our expected operating expenses, we project the fund to be able to pay the annual debt service while still keeping a debt coverage ratio above 1.25. Our current priorities are keeping the existing garages in good repair while also paying down existing debt. Going forward, a healthy Parking Facilities fund balance must be restored so that the City can either majorly upgrade the aging garages or fully redevelop the sites in the next 10 to 20 years.

Action

The DPW Commission moves to approve and recommend that the City Council approve and authorize the Chief Administrative Officer or designee to execute all necessary documents to effect a $1.6 Million

loan to undertake needed concrete, elevator and other repairs to the City's Downtown Garage and Marketplace Garage, as further detailed in the attached resolution.

CITY OF BURLINGTON, VERMONT

Public Works Commission

RESOLUTION

Be it resolved by the Board of Public Works Commissioners (the "Board") of the City of Burlington, Vermont (the "City") as follows:

WHEREAS, the certain of the City's parking lots and garages require capital repairs and improvements, including, but not limited to, concrete work and elevator repair in the College Street Garage, Lakeview Garage, and Marketplace Garage (the "Project"); and

WHEREAS, City Charter Section 48(58) authorizes the City to acquire and hold and maintain and operate a municipal parking lot or lots, and a municipal parking garage or garages, and to improve, extend, add to, construct, and reconstruct such lots or garages and pledge or assign the net revenues from said lots or garages, after the payment of operating expenses, and may mortgage any part of all of said lots or garages, including personal property therein, to secure the payment of the cost of acquiring, leasing, altering, improving, constructing or reconstructing said lots or garages;

WHEREAS, City Charter Section 48(58)(C) authorizes the Board to, from time to time, recommend to the City Council the acquisition or construction of municipal parking lots or garages;

WHEREAS, City Charter Section 48(58)(F) further allows the City Council to mortgage such parking lots or garages and pledge the net revenues from such lots and garages for indebtedness incurred to finance the improvements to the City's parking lots and garages, following a recommendation from the Board of the same;

WHEREAS, the Board affirms that the construction and/or acquisition of the College Street Garage, Lakeview Garage, and Marketplace Garage was previously recommended by the Board to the City Council;

WHEREAS, the Board now desires to recommend that the City obtain a loan by issuing one or more notes or bonds to finance the costs of the Project, with the repayment of such loan to be secured by a pledge of the parking revenues and may be secured by a mortgage of the City's parking garages and lots as may be authorized by the City Council.

NOW THEREFORE, BE IT RESOLVED, by the Board as follows:

1. The Board hereby recommends that the City Council authorize the issuance of one or more notes or bonds in a principal amount not to exceed **$1,600,000.00** to provide for the financing of the Project (the "Financing").
2. The Board hereby recommends the Financing, including a pledge of parking revenues as security for the Financing and, as determined by the City Council, one or more mortgages on the City's parking lots or garages.
3. The Board, in exercising its authority under the City Charter of the general control, management, and supervision of all municipal parking lots and garages, shall establish rates and charges designed to meet the terms and repayment of the bonds and notes incurred pursuant to the Financing and to operate and manage such lots and garages as may be required under the terms of the Financing.

To: Public Works Commission

From: Martin Lee, PE, Water Resources Engineering Manager

Megan Moir, Division Director Water Resources

Cc: Chapin Spencer, DPW Director

Date: **September 16, 2026**

Subject: Wastewater Treatment Facility Project Updates and Construction Manager at Risk (CMAR) Procurement Status

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Summary

This memo provides an update on the City's generational wastewater treatment facility (WWTF) improvement project including:

- Stage 0 Headworks Construction Improvements project with funding approved by the 2018 Clean Water Resiliency Bond
- Stage 1 WWTF Improvements project final design and next steps with funding approved by the 2025 Water Resources Sustainable Infrastructure Plan Lake Bond[1].

The memo follows up on the City Council's January 27, 2025 resolution[2] seeking an update from the Department of Public Works' Water Resources Division at the 30% design milestone for the Stage 1 WWTF Improvements project. This memo is an updated version of what was shared with the Transportation, Energy and Utilities Committee on July 28, 2026. The next requested City Council actions related to this Stage 1 project will be sought in early fall and will include:

- Authorization to execute contracts with the project engineer, construction-manager-at-risk contractor, and owner advisor
- Authorization to execute a Clean Water State Revolving Fund loan amendment

Background

The Department of Public Works' Water Resources Division (WRD) is near the end of implementing significant improvements associated with the 2018 Clean Water Resiliency Bond. The 2018 Bond included $30 million dollars to tackle wastewater plant improvements, collection system improvements and stormwater infrastructure improvements. The major wastewater plant improvements completed over the last 5 years included new disinfection infrastructure at all 3 wastewater plants as well as a new Supervisory Control and Data Acquisition (SCADA) system at the main wastewater plant. The current construction project underway, and nearing completion, is to rehabilitate the screening and grit handling equipment at the wastewater plants (Stage 0). In addition to the construction projects, initial engineering work was underway from the 2018 bond vote through 2025 to plan for additional wastewater infrastructure improvement needs. That engineering work is the basis for the 2025 Lake Bond.

[1] https://www.burlingtonvt.gov/885/2025-Bonds
[2] https://burlingtonvt.portal.civicclerk.com/event/7181/files/attachment/7706

The initial engineering work resulted in a Preliminary Engineering Report (PER) for Stage 1 with a total project cost estimate of $127 million. The PER was reviewed by a third party engineer before being proposed as part of the 2025 Lake Bond, which received an approval of 80.9% on Town Meeting Day 2025. In June 2025, City Council approved a contract with engineering firm Wright Pierce for 30% of the final design of the major WWTF improvements that are part of the Lake Bond. The 30% final design contract is wrapping up and WRD is preparing for the next phase of work which consists of completing the final design in preparation for construction, potentially as soon as late 2027 but no later than Spring 2028.

In addition to advancing a contract amendment with the design engineer for the remaining portion of final design (30% to 100%), WRD has also done significant work to respond to the directive provided by City Council that the project be constructed using the construction manager at risk (CMAR) project delivery method. This has included staff conducting significant research to confirm that it is indeed an appropriate and likely beneficial method of controlling project costs as well as advocating for the eligibility of this project delivery method for State Revolving Fund loan proceeds. Under this project delivery method, a CMAR contractor is hired at the 30% design mark so that they can provide input regarding elements of the final design including constructability and cost efficiency review. Additionally, for a project of this size and project delivery method, it is typical to procure an Owners Advisor (OA) early on to ensure that the City develops a foundational relationship with the dedicated resources related to managing budget tracking, schedule tracking, critical path items, and quality control. The Owner Advisor helps to fill a position on the project team that is important for the Owner to ensure that there are enough team members with CMAR experience on similar projects. WRD anticipates advancing these requests to Board of Finance and City Council in early fall of 2026.

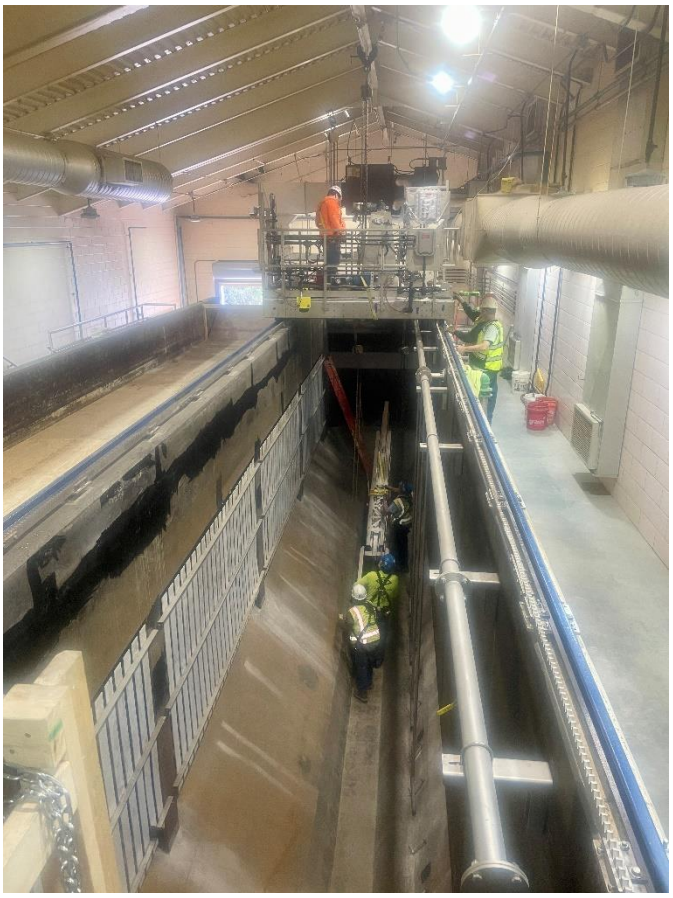
Stage 0 Headworks Construction Project Status

The Headworks Construction Improvements contract was approved in December 2024[3] and the ground breaking occurred in the summer of 2025. The project is currently on track to finish in 2026 and it is being completed by PC Construction who has a base contract value of $14,128,000. The project change orders are anticipated to fall well below the 10% contingency approved for construction. The project includes replacement equipment that removes solids, rags and grit from the beginning of the wastewater treatment process to protect downstream treatment processes. The existing equipment being replaced as part of the project is passed its useful life and is obsolete. The North WWTF construction work is near substantial completion, and the following major items are part of the improvements: new influent wastewater screen, new grit removal equipment, and a new roof for the screenings building along with other screenings building improvements. The East WWTF is near substantial completion, and work there includes the installation of a new influent wastewater screen. The Main WWTF has the most significant work and is still under construction: new large influent wastewater screen, new large grit handling equipment designed for large storms, and new automated hydraulic gates that are critical for managing significant stormflows in the 9-foot wide Combined Sewer Overflow (CSO) box culvert.

All of the new Stage 0 equipment is a modern replacement of existing equipment. New screening equipment has finer spacing and more efficient mechanisms to capture a greater volume of influent debris. The new screening equipment also will save unnecessary operator handling of the solids captured by the screen because a new conveyor is being installed. The new grit handling equipment at the main wastewater plant has more sensors and

[3] https://burlingtonvt.portal.civicclerk.com/event/7132/files/attachment/7096

automation than the previous equipment which will allow for the grit equipment to more effectively detect where the grit is in the tank so it can focus grit removal appropriately.



Photos: (left) New screen and grit handling equipment inside the rehabilitated North WWTP influent screenings building, (right) Installation of grit removal travelling bridge equipment inside the existing grit tank and grit building at the Main WWTF.

Stage 1 Final Design Scope of Work and Coordination Items

Since the preliminary engineering work was wrapped up in 2025, 30% final design work has been underway. All proposed work is to take place at the existing Main WWTF site at 53 Lavalley Lane as well as the adjacent parcel for Perkins Pier (See Attachment A – Scope of Work Descriptions and Draft Site Plan). Improvements include but are not limited to the following major categories (see attached Attachment A for more details)):

A. Influent and Foul Sewer Pumping

B. Primary Clarifiers

C. New Enhanced Biological Phosphorus Removal (EBPR) Tanks

D. New Blower and Sludge Pumping Building

E. Secondary Clarifiers (including 5th Clarifier)

F. New Tertiary Treatment Filters, Building, and Alum feed

G. New Waste Sludge Thickening, Storage, and Pumping

H. New Electrical Distribution Upgrades including Standby Generator

I. PLC/SCADA System

J. Administration Building

K. Control Building

Following are some key project stakeholders and the coordination that is anticipated during the project (not a complete list):

- Public-
  - WRD anticipates presenting a Finding of No Significant Impact (FONSI) hearing to the DPW Commission in 2027 as required by the National Environmental Policy Act (NEPA). This will be an opportunity for the public to hear about the project and provide feedback.
  - WRD will continue engaging with the Director of DPW and the Public Information Manager to ensure information about the project is being shared appropriately. DPW has a website with project information here: https://www.burlingtonvt.gov/1111/Project-Updates
  - Board of Finance and City Council approval will be needed prior to signing contracts. Additionally, WRD has committed to providing project and cost updates to the City Council at the 30%, 60% and 90% final design milestones.
  - WRD will continue to work with Parks Recreation and Waterfront (PRW) to share information about the impacts to Perkins Pier and manage those impacts.
- Burlington Parks, Recreation & Waterfront (BPRW)-
  - Perkins Pier is currently operated by PRW. The lot was purchased in the 1980's by WRD so WWTF improvements could expand into the lot as needed. The current proposed expansion into Perkins Pier will remove parking as depicted in the attached draft site plan (note that the dashed features outside of the fence line are not proposed as part of the scope approved by the 2025 bond vote). Even more parking spaces will be impacted during the multi-year construction project. Coordination between DPW and PRW for this parking impact is ongoing.
  - There will be potential impacts to the bike path during construction that will require coordination with PRW.
  - PRW has a masterplan for Perkins Pier and some elements of that plan may be included during the WWTF project if feasible.
- Burlington Electric Department (BED)-
  - This project will require the relocation of a primary power line that runs through the middle of Perkins Pier and the WWTF from north to south. BED is under contract to design the relocation. The relocated line will likely run down the west side of Lavalley Lane and will wrap around the south side of the WWTF before reconnecting to the existing power line.
- Railroad (RR) – Vermont Rail System (VRS) and VTrans-
  - The proposed power line relocation work will impact an existing easement with the RR. WRD will need to continue coordinating with the RR to limit impact to the RR.

    - The major WWTF construction project adjacent to the RR could have some unforeseen impacts so continuously staying in touch with the RR will be important to help prevent issues.
- ANR-
    - Permitting this project will require close coordination with the State permitting agency. Some of the State permits to navigate for this project include ACT 250 and stormwater.
    - Funding for this project may be complex. WRD and WID need to be clear on the funding as the project moves into construction in 2027 or 2028.
- Operations Staff-
    - Burlington's WWTF operations staff need to be able to continue operating the wastewater plant safely and effectively during construction in order to meet the requirements of the National Pollutant Discharge Elimination System (NPDES) permit. This will require close coordination with the contractor to ensure sequence of construction and any bypass facilities are adequate.
    - Burlington's WWTF operations staff need to have input during final design to ensure the proposed WWTF improvements are understood and to allow for practical operator feedback on important construction details.

Status of Procurement for Final Design

WRD is at an important part of the project that includes contracting for the remaining final design work. Construction Manager At Risk (CMAR) is a collaborative delivery method that, in addition to being requested by the City Council, is anticipated to be the best fit for the complexity of the proposed WWTF improvements. In August 2025 WRD provided background on CMAR contracting to the City Council as well as an update on moving ahead with CMAR contracting for this project[4]. In 2025 WRD was still working with our State partners to see if CMAR would be allowed for a project using Clean Water State Revolving Fund (CWSRF) dollars. We are pleased to share that earlier in 2026 CMAR was approved by the Vermont Agency of Natural Resources (ANR) Water Investment Division (WID) who is a funding agency for our infrastructure projects. WID has approved the City to advance procurement of a CMAR contractor as well as a CMAR Owner Advisor (OA). The CMAR OA is a project manager role that will be a key team member for a project of this size and complexity. As of September 2026, WRD has competitively procured and selected PC Construction as the CMAR and is working to finalize a scope and fee for their work. WRD has competitively procured and selected Stantec as the CMAR OA and is working to finalize a scope and fee for their work. WRD is also actively working with Wright Pierce on finalizing a final design scope of work.

Team member roles and responsibilities are further outlined below:

- Engineer –
    - Scope development and contract execution with Wright-Pierce is required for final design engineering that includes work from 30% to 100% final design. Wright-Pierce will be the engineer of record, and it is anticipated that final design will be complete approximately by January 2028.
- CMAR Contractor during design phase –
    - The City worked closely with Wright-Pierce for CMAR procurement. Wright-Pierce helped to develop the CMAR RFQ and provided the most current design document deliverables for the CMAR RFQ process. The proposed contract uses the Engineers Joint Contract Documents (EJCDC) format, which is a requirement of CWSRF funded projects. WRD anticipates the scope of preconstruction phase services by the CMAR Contractor will generally align with EJCDC standard scope items.
    - On July 15, 2026, WRD received only one Statement of Qualifications (SOQs) for the CMAR project. In

[4] https://burlingtonvt.portal.civicclerk.com/event/8187/files/attachment/10712

addition to advertising in multiple online bid portals, 8 potential contractors were contacted directly to ensure they were aware of the project. WRD is closely following the Clean Water State Revolving Fund (CWSRF) procurement requirements for all project related engineering phase services in accordance with 40 U.S.C. § 1101-1104, which requires public issuance of a request for qualifications (RFQ) and negotiation of contracts using a qualifications-based selection (QBS) process. Having a well-qualified team that includes a competent CMAR OA will ensure that the selected CMAR is kept in check during the project.

  - PC Construction was the one proposer for the project. PC Construction is a national company that has completed projects similar in size as well as projects that are significantly larger. They have a deep bench of experts in their well-established company. During the interview with PC Construction, they made it clear that they are committed to keeping their key team members on this project to ensure success. They also already provided potential methods to tackle complex sequencing challenges associated with taking some of the wastewater plant equipment offline.
  - Four detailed reference checks corroborate the positive performance of PC Construction that is documented in their SOQ and interview. The one reference check from Charlotte Water said they would hire PC again but they did have some critique of them needing to communicate more. Communication is critical and a challenge for any construction project. Having an experienced Owner Advisor will help to prevent communication issues and help to tackle challenges in a timely manner.

- Owner Advisor–
  - Stantec was competitively selected as the best consultant from four professional consulting firms that submitted. The proposed OA contract will utilize EJCDC standard contract elements that are selected specifically to fit this project. The City is working closely with the Stantec to ensure that the scope of work is closely coordinated with the Engineer to prevent unnecessary scope overlap. Some important work deliverables are anticipated to be covered by both Engineer and OA, including (but not limited to) cost and schedule reviews. The OA will act as an extension of the Owner's staff to monitor CMAR services and engineer progress. The OA will develop and implement project cost management procedures. During the preconstruction phase of the project, the OA will support review of work packages for elements such as constructability and value engineering. During construction, the OA will provide construction administration support including monitoring quality control efforts, maintaining project documentation, and coordinating equipment startup.

Request for approval from City Council to advance final design contracts with the engineer, CMAR contractor, and CMAR OA are anticipated to happen in early fall. WRD will also be requesting approval from City Council to execute a State Revolving Fund (SRF) loan amendment at the same time. The combined cost of the engineer, CMAR contractor, and CMAR OA for the design phase approvals in fall of 2026 may be between $7,000,000 to $8,000,000 based on current cost estimate information. The final values will be based on the final reviewed scope and fees which are not available yet.

Project Cost and Funding

The latest cost estimate is from May 2026 (See Attachment B) and is at approximately the 30% final design point. The cost estimate document tracks how the cost estimate has changed over time. The most recent cost estimate has jumped up to $145,451,400 which is above the bond vote value. This is not atypical for this stage of the final design phase. The biggest reason for the increase is associated with the unknown of the soil conditions that may require extensive work in order to install the proposed concrete tanks. The next phases of final design include additional soil review which will identify whether the soil management cost allowance could be reduced. There are other value engineering elements that will be looked at. We are in a relatively early design stage and we will

be vigorously pursuing grant and value engineering strategies to keep our borrowing within the limit authorized by voters. We anticipate the cost estimate we get from the CMAR will be even more meaningful as we gain team members with industry cost expertise. Between the engineer, the CMAR and the CMAR OA we will soon be getting additional professional review of the design and the cost estimates. We propose that the CMAR OA will be considered the third-party reviewer throughout the project to meet City Council's expectation that both the project design and the cost estimates will have third-party reviews completed.

Water quality and rate affordability guide every decision we make. Therefore, we are advancing this phase of work through loans from the Clean Water State Revolving Fund (CWSRF). The CWSRF carries specific requirements during procurement, design, and construction phases of projects. While this adds some time on the front end, the advantages over a publicly offered bond include a lower borrowing cost (2% administration fee), potential access to subsidy and pollution control grants, repayment periods that can extend beyond 20 years where appropriate for longer life infrastructure, and a delayed repayment period (1 year from the completion of construction) which gives us some flexibility in budgeting for debt service. These benefits result in mitigated rate increases for our residents and customers.

The next design phase loan will be rolled into a future CWSRF Step III Construction loan with the balance of the construction funding likely funded by a revenue bond, with both debt instruments authorized under the 2025 Lake Bond. The 5 year rate plan (FY26-FY30) shared as part of the bond outreach and recently updated as part of the FY27 budget[5] includes the estimated rate increases needed for repayment of the Stage 1 project starting in FY28 (for the revenue bond portion) and to prepare the City the CWSRF debt service in FY31 (one year after anticipated completion). Currently the maximum impacts happen in FY26-FY30, with rates having the potential to return to more typical 5-6% rate increase levels in FY31 and beyond dependent on the availability of SRF funding for this, the final costs of Stage 2 (not yet authorized by borrowers) portion of the WWTF upgrade, and the ability of the WRD to use a rate stabilization fund approach to meet the debt coverage ratio required by the Wastewater bond covenants.

[5] https://www.burlingtonvt.gov/907/Yearly-Budget-Presentations

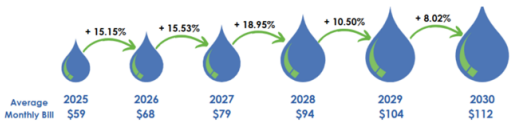
Current FY27 Rate Plan Comparison to March 2025 Bond Outreach Rate Plan

Rate Plan Presented as Part of March 2025 Bond Outreach

	FY25	FY26	FY27	FY28	FY29	FY30
Water		9.50%	5.00%	6.75%	4.00%	4.00%
WW		16.50%	21.50%	25.00%	14.00%	10.00%
SW		19.00%	9.00%	12.00%	3.00%	3.00%
Total Bill (Typical Customer)	$ 59.35	$ 68.34	$ 78.95	$ 93.91	$ 103.77	$ 112.09
Monthly Increase		$ 8.99	$ 10.61	$ 14.96	$ 9.86	$ 8.32
Overall rate increase %		15.15%	15.53%	18.95%	10.50%	8.02%
Projected Rate increase over 5 years						88.9%

Current Rate Plan as of FY27

	FY25	FY26	FY27	FY28	FY29	FY30
Water		11.9%	1.0%	5.25%	6.25%	5.0%
WW		16.0%	18.5%	23.3%	14.5%	11.0%
SW		15.5%	7.3%	8.0%	11.5%	8.0%
Total Bill (Typical Customer)	$ 59.35	$ 68.21	$ 76.68	$ 89.73	$ 100.91	$ 110.45
Monthly Increase		$ 8.86	$ 8.47	$ 13.06	$ 11.23	$ 9.54
Overall rate increase %		14.93%	12.42%	17.02%	12.46%	9.45%
Rate increase over 5 years						86.1%



"Typical customer"

Single family with 5/8" meter that uses 400 cf/month

Bill estimates do not include the 3.5% franchise fee assessed by the City General Fund

- Smooth out rate increases over the 5 year time period
- Above rate plan does currently involve a projected budget deficit for Water in future years – based on current plans, this could be met through use of reserve however additional rate increases may be needed for FY28 and beyond depending on timing of near term capital needs for the WTP

The purpose of this project is to address age-related needs, ensure effluent permit compliance, and accommodate growth within the City. To achieve these goals, a comprehensive upgrade is proposed at the Burlington, VT Main Wastewater Treatment Facility (WWTF). The following summarizes elements of the project as identified in the Preliminary Engineering Report (Wright-Pierce, 02/2025) and as updated in the ongoing preliminary design.

PRELIMINARY AND PRIMARY TREATMENT

Influent Pumping

1. Replace six existing submersible pumps and VFD drives
2. Influent wet well repairs as needed (crack fill, cementitious overlay, etc.)
3. Replace wet well level instruments
4. Replace Influent Wet Well sluice gates 9, 10, 11, 12
5. Replace discharge piping in the Pipe Gallery
    a. Separate the discharge headers of the influent pumps and the foul sewer pumps
    b. New flow meters on the discharge headers

Foul Sewer Pumping

1. Replace two existing submersible pumps and VFD drives
2. Foul sewer wet well repairs as needed (crack fill, cementitious overlay, etc.)
3. Replace wet well level instruments
4. New exposed and buried discharge line to the influent sewer.

Primary Clarifiers

1. Replace mechanisms with stainless steel 75-ft diameter segmented blade mechanisms for the two clarifiers. Replacement includes platform, walkway, weirs, and baffles.
2. Concrete tank crack repair, patching, fill coat, and epoxy coating replacement
3. Remove the brick façade on the exterior of each tank
4. Modify concrete launder slope and outlet pipe to direct effluent flow to north side of each clarifier

SECONDARY TREATMENT

Existing Aeration Tanks

1. Demolish tank internals
2. In-fill abandoned tanks as needed and complete site prep to support construction of the Tertiary Treatment Building within the existing aeration tanks (refer to Tertiary Treatment section below for more information)

New Aeration Tanks

1. Construct three (3) new enhanced biological phosphorus removal (EBPR) process trains.
2. Install air headers, diffusers, and instrumentation within the new tanks.
3. Install selector zones with compressed air mixing

Blower And Sludge Pump Building

1. New two-story building to house aeration blowers, sludge transfer pump gallery, thickening equipment, and electrical room.
2. Install four (4) new blowers (Hybrid rotary screw). Blower piping will include inlet filters, and acoustic insulation to minimize noise pollution.
3. Install new large bubble mixing system (air headers, nozzles, compressors) to mix the anaerobic and anoxic process tankage
4. Thickening equipment including two sludge feed pumps, two rotary drum thickeners, and two polymer makedown systems.
5. Two 60,000-gallon thickened waste sludge storage tanks with separate sludge tank blower and mixing system and two thickened sludge feed pumps.

Existing Secondary Clarifiers

1. Replace mechanisms for four 65-ft diameter clarifiers (Mechanism, bridge, and walkway and FRP weirs and baffles)
2. Add density current baffles (McKinney or Stamford type)
3. Raise weirs, launder invert, and top of concrete of secondary clarifiers 1 & 2
4. Remove existing inboard launders. Raise weir elevation and construct new raised outboard launders for secondary clarifiers 3 & 4
5. Concrete tank repairs

5th Secondary Clarifier

1. Construct 5th 65-ft diameter secondary clarifier to match existing clarifiers, if budget allows, to be decided during construction phase
2. Construct density current baffles (McKinney or Stamford style baffles)

TERTIARY TREATMENT AND DISINFECTION

Tertiary Treatment Building

1. New building to house cloth media filters, backwash pump gallery, mechanical room, and electrical room.
2. Building to utilize existing aeration tanks to support concrete placement work.
3. Install two 19 MGD Cloth Media Filtration systems (sole-source to Aqua Aerobics)
    a. Two disc filter basins
    b. Two backwash pumps (20 hp)
    c. Two drives (5 hp)
4. Install one rapid mixing tank and two coagulation tanks, each with top mounted mixers

Chlorine Contact Tanks

1. Raise interior chlorine contact tank baffle walls to prevent short circuiting.
2. Hydraulic improvements including: removal of density current baffle plates across channels, addition of new outlet pipe, and installation of new chlorine contact tank inlet channel to connect to tertiary treatment effluent.

CONTROL BUILDING AND ADDITIONAL SOLIDS HANDLING

Control Building

1. Layout and ventilation modifications to separate air streams between process and admin spaces
2. Two new odor control systems to treat separated airstreams from the Dewatering Room and the Sludge Storage Tanks.
3. Replace six sludge storage tank access hatches with three smaller/sealed hatches to prevent air leakage from sludge storage tanks into Dewatering Room
4. Expansion of old Generator Room to house new MCCs within new Electrical Room (refer to electrical write-up below)

Aluminum Sulfate Feed System

1. Demolish existing chemical feed pumps and exposed pump discharge piping
2. Install four peristaltic feed pumps (City has standardized on Watson Marlow pumps)
3. Re-line existing 8,000-gallon tank

Return Sludge and Scum Handling

1. Replace the existing four RAS Pumps with five new RAS pumps
2. Add two scum pumps and modify the existing waste sludge wet well to be a new scum well
3. Additional piping modifications in the basement of the Control Building to serve other process modifications.

Merchant Sludge & Primary Sludge Storage (Existing)

1. Demolish existing mixing system (blowers, diffusers, air piping) in existing sludge storage tanks
2. Install new large bubble mixing system (air headers, nozzles, compressors). Two compressors to be in the former Sludge Aeration Blower Room
3. Replace tank level elements
4. Repair concrete

SUPPORT SYSTEMS AND BUILDINGS

Electrical & PLC/SCADA System

1. Upgrade existing electrical service
2. Install new utility transformer (2500 kVA with a 4000 AMP service) and secondary switchboard
3. Demolish existing generator and buried exterior fuel storage tank.

4. Install new diesel-driven 2000 kW standby generator with sound attenuating walk-in enclosure and integral fuel tank.
5. Convert old Generator Room into a new Electrical Room for housing new switchboard and service main disconnect.
6. Construct new MCCs (MCC-1A, MCC-1B, MCC-1C) and panels (PP-1A, PP-1B) in the Control Building
7. PLC, SCADA System, and Network Upgrades

Administration Building

1. Replace exterior windows and doors
2. Roof repair/replacement
3. Reconfigure administration and laboratory spaces to meet space programming goals. Proposed locations for improvement include: Entrance, Laboratory, shared office space, private offices, Seminar Room, Storage, Lunch Room, locker rooms, bathrooms.
4. Upgrades will include electrical, mechanical, and plumbing upgrades required to meet space needs including electrical upgrades identified in the Burlington Wastewater Treatment Administration Building Existing Conditions Survey (GVV, 2019).
5. Remove vestibule and entryway to un-fenced public space on west side of building
6. Add electrical vehicle charging stations near the building

Site Work

1. Stormwater management system
2. Replace existing exterior fencing. Install new exterior fencing around new northern property. Add automated/actuated access gates.
3. Driveway and sidewalk extensions to new site spaces

PROJECT SEQUENCING AND SCHEDULE

As part of this project, the City is interested in phasing facility improvements to increase project affordability. The City anticipates that the preliminary project schedule and work included in each phase will be refined with input from the selected CMAR during pre-construction services and design development. The preliminary project schedule is summarized below.

Task	Start	End
Pre-Design Phase Prepare Basis of Final Design/Survey	July 2025	September 2026
Step II Final Design	September 2026	February 2028
Step III Construction	July 2027*	July 2030

**Step III Construction phasing assumes start of early release packages prior to completion of final design.*

PROJECT PERMITS AND APPROVALS

General

It is anticipated that permits and approvals will be required from local, regional, state, and federal authorities. At this time, it is known that an amended Act 250 permit will be needed as well as an Operational Stormwater Discharge Permit and a Construction General Permit, and Local Zoning Permits including Flood Hazard Area and Shoreland. The Owner shall be responsible for obtaining permits and approvals. The CMAR will be responsible for complying with all permits and obtaining local City construction permits and approvals from the Department of Permitting & Inspections.

NPDES Permit

The Burlington Main WWTF currently operates under National Pollutant Discharge Elimination System (NPDES) permit no. VT0100153. The Main WWTF's current NPDES permit went into effect on July 1, 2005 and expired on June 30, 2010. The City is currently negotiating a new integrated permit with VTDEC, a draft version has been provided to the City for review. The draft permit includes a reduced annual total phosphorus limit, which will be met through the addition of a tertiary treatment process at the Main WWTF. Other discharge limitations are proposed to remain similar to the City's current permit.

The City may receive a new permit during design or construction with a mandated compliance schedule. The project team, including the CMAR, the City, and the Engineer, will collaborate to ensure that the compliance schedule of the new permit is met and that the Main WWTF's effluent total phosphorus meets the permit limits.

PROJECT FUNDING

At least a portion of the project funding will be provided through the Vermont Department of Environmental Conservation's Clean Water State Revolving Fund (CWSRF) loan. The loan will be administered through the VT Bond Bank. The CMAR contractor and all applicable subcontractors must meet all SRF Loan construction contract requirements. The program requirement can be found on the Vermont DEC website. Requirements include but are not limited to:

- Davis-Bacon Act
- Disadvantaged Business Enterprise Program (DBE)
- American Iron and Steel (AIS)
- Build America, Buy America Act (BABAA)

SPACE FOR FUTURE EBPR TRAIN

PROPOSED EBPR TANKS

PROPOSED SECONDARY SPLITTER STRUCTURE

SECONDARY CLARIFIER No.5 (ALT)

SECONDARY CLARIFIER No.4

SECONDARY CLARIFIER No.3

SECONDARY CLARIFIER No.2

SECONDARY CLARIFIER No.1

PROPOSED CHEMICAL STORAGE TANKS AND ODOR CONTROL SYSTEMS

PROPOSED SECONDARY EFFLUENT STRUCTURE

PRIMARY CLARIFIER No.1

PRIMARY CLARIFIER No.2

EXISTING RAS/WAS WET WELL

PROPOSED TERTIARY TREATMENT BUILDING

10" SD

EXISTING 10'x8' BOX CULVERT

100-YEAR FLOODPLAIN

SPACE FOR FUTURE PRIMARY CLARIFIER No.3

SPACE FOR FUTURE ODOR CONTROL

PROPOSED BLOWER AND SLUDGE PUMPING BUILDING

- AERATION BLOWERS
- AIR COMPRESSORS
- SLUDGE STORAGE BLOWERS
- SLUDGE TRANSFER PUMPS
- SLUDGE THICKENING
- ELECTRICAL ROOM

PROPOSED THICKENED WASTE SLUDGE HOLDING TANKS

PROPOSED PRIMARY EFFLUENT STRUCTURE

PROPOSED PRIMARY SPLITTER STRUCTURE

SPACE FOR FUTURE ODOR CONTROL

PROPOSED ELECTRICAL ROOM EXPANSION

PROPOSED TRANSFORMER

PROPOSED EMERGENCY STANDBY GENERATOR

N

0 20 40 Feet

Approx lineweight scale for pipe diameter:

20" = 4.0 pt
24" = 4.5 pt
30" = 5.5 pt
36" = 6.5 pt
42" = 7.5 pt
48" = 8.5 pt

- EXISTING PROCESS PIPING
- PROPOSED PROCESS PIPING
- PROPOSED RETURN SLUDGE PIPING
- FUTURE PROCESS PIPING
- PROPOSED STRUCTURE
- FUTURE STRUCTURE/FOOTPRINT
- PROPOSED PAVING
- PROPOSED ELECTRICAL EQUIPMENT
- PROPOSED FENCING
- 100-YEAR FLOODPLAIN

Main WWTF Stage 1
PDR Conceptual Site Plan

Burlington, VT	DRAWN BY: J. McCoy
PROJ NO: 22309	DATE: 5/16/2026
WRIGHT-PIERCE Engineering a Better Environment	FIGURE: A-2

XYZ: W:\GIS_Development\Projects\VT\Burlington\21329_WWTP\BurlingtonWWTP.aprx - BurlingtonWWTP_24x36

Stage 1 Main WWTF Upgrade - W-P Project No. 22309

Line	Process	Description	Sept 2024	Oct 2025	Jan 2026	May 2026	Change (Jan '26 - May '26)	Comments
1	**Construction Cost Sub-total (No GC/Sub Markups, OH, General Conditions)**							
2	**Influent and Foul Sewer Pumping**		$ 2,380,000	$ 2,400,000	$ 2,400,000	$ 2,600,000	$ 200,000	Revised Pump Quote
3	**Primary Clarifiers**		$ 1,220,000	$ 1,800,000	$ 2,200,000	$ 2,300,000	$ 100,000	refined project scope estimate
4	**Aeration Tanks/Biological Process/Blower Building**		$ 22,150,000	$ 20,800,000	$ 18,800,000	$ 32,200,000	$ 13,400,000	Includes $7.6M in ground improvements and revised estimate based on new structural unit costs
5	**Secondary Clarifiers**		$ 5,500,000	$ 5,800,000	$ 8,000,000	$ 9,100,000	$ 1,100,000	Includes ground improvements for SC-5 ($1.2M). Total SC-5 cost is estimated at $3.8M (including ground improvement)
6	**Intermediate Pump Station**		$ 2,860,000	$ 2,700,000	$ -	$ -	$ -	Intermediate Pump Station, not in project
7	**Tertiary Treatment**		$ 6,930,000	$ 7,100,000	$ 7,300,000	$ 8,200,000	$ 900,000	Revised structural estimate based on updated unit quantities
8	**Chlorine Contact Tanks**		$ 50,000	$ 100,000	$ 200,000	$ 400,000	$ 200,000	Additional modifications to address hydraulic grade issues inside the CCT
9	**Existing Sludge Storage Tanks**		$ 750,000	$ 800,000	$ 800,000	$ 700,000	$ (100,000)	Minor Process/Structural reduction
10	**Waste Sludge Storage and Transfer Pumping**		$ 2,930,000	$ 2,900,000	$ 3,700,000	$ 4,700,000	$ 1,000,000	Revised structural estimate based on updated unit quantities
11	**Chemical Feed Systems (alum)**		$ 250,000	$ 300,000	$ 300,000	$ 400,000	$ 100,000	Revised Piping costs
12	**RAS and WAS Pumping**		$ -	$ 500,000	$ 500,000	$ 1,400,000	$ 900,000	Revised piping cost and pump quote
13	**Demolition**		$ 500,000	$ 800,000	$ 800,000	$ 1,200,000	$ 400,000	refined scope for civil demolition
14	**Administrative Building**		$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ -	No Change, will be updated after WP/City Mtg
15	**Control Building**		$ 480,000	$ 500,000	$ 500,000	$ 600,000	$ 100,000	Revised structural estimate based on updated unit quantities, and assessment of existing generator room
16	**Miscellaneous**		$ 12,270,000	$ 13,200,000	$ 13,300,000	$ 12,300,000	$ (1,000,000)	(see below)
30	**Specials**		$ 1,680,000	$ 1,700,000	$ 1,700,000	$ 415,000	$ (1,285,000)	(see below)
31	***General Contractor Subtotal***				***$ 24,369,000***	***$ 23,622,000***	$ (747,000)	*(See below)*
32	***Subcontractor Subtotal***				***$ 36,831,000***	***$ 53,593,000***	$ 16,762,000	*(See below)*
33	**Total Unburdened Construction Subtotal**		***$ 60,807,000***	***$ 62,100,000***	**$ 61,200,000**	**$ 77,215,000**	**$ 16,015,000**	**$9.1M Ground improvement, $5.1M Other structural cost increaes**
34		General Contractor OH&P	$ 10,244,000	$ 10,244,000	$ 3,540,000	$ 3,495,000	$ (45,000)	
35		Contractor Markup on Subcontractors	$ -	$ -	$ 3,730,000	$ 4,424,000	$ 694,000	result of increased subcontractor estimate
36		Unit Price Items	$ -	$ -	$ 236,000	$ 233,000	$ (3,000)	
37		General Conditions	$ -	$ -	$ 6,841,000	$ 7,808,000	$ 967,000	result of increased unburdened cost
38	**Subtotal Construction (Burdened, No Contingency)**		**$ 71,051,000**	**$ 72,344,000**	**$ 75,547,000**	**$ 93,175,000**	**$ 17,628,000**	
39		Design Contingency	$ 18,474,000	$ 18,474,000	$ 17,296,000	$ 19,771,400	$ 2,475,400	design contingency droped from 23 to 20 based on project progress, but contingency still went up due to increased unburdened cost
40		Inflation Multiplier	$ 9,811,000	$ 9,811,000	$ 6,800,000	$ 6,300,000	$ (500,000)	Inflation multiplier dropped from 8.1% to 6.7% due to proximity to construction midpoint
41		BABA Compliance	$ -	$ -	$ 3,800,000	$ 1,900,000	$ (1,900,000)	BABA multiplier dropped from 5% to 2% because most significant BABA costs have been captured in Process and Electrical estimates
42	**TOTAL CONSTRUCTION COST**		**$ 99,336,000**	**$ 100,629,000**	**$ 103,443,000**	**$ 121,146,400**	**$ 17,703,400**	
43		Construction Contingency	5%	5%	5%	5%		
44		Construction Contingency	$ 4,970,000	$ 4,970,000	$ 5,200,000	$ 6,100,000	$ 900,000	increase due to increased construction cost
45		Technical Services	20%	20%	13%	11%		
46		Technical Services	$ 19,867,000	$ 19,867,000	$ 13,575,000	$ 13,575,000	$ -	
47		Material Testing	1.40%	1.37%	1.00%	1.00%		
48		Material Testing	$ 993,000	$ 993,000	$ 1,030,000	$ 1,210,000	$ 180,000	WP to develop updated Fee and get quotes. increase due to increased construction cost
49		Legal/Admin, Owners Advisor	2%	2%	2%	2%		
50		Legal/Admin, Owners Advisor	$ 1,987,000	$ 1,987,000	$ 2,070,000	$ 2,420,000	$ 350,000	WP to discuss with City on anticipated Legal and Owners Advisor effort
51		CMAR Pre-Construction Services	0.0%	0.0%	1.0%	0.8%		
52		CMAR Pre-Construction Services	$ -	$ -	$ 1,000,000	$ 1,000,000	$ -	
53	**PROJECT TOTAL**		**$ 127,153,000**	**$ 128,450,000**	**$ 126,318,000**	**$ 145,451,400**	**$ 19,133,400**	
54		*Bond Total*	*$ 127,153,000*	*$ 127,153,000*	*$ 127,153,000*	*$ 127,153,000*	$ -	
55		Below/(Above) Bond Total	$ -	$ (1,297,000)	$ 835,000	$ (18,298,400)	**$ (19,133,400)**	
56		**Unburdened Cost Multiplier**	**1.63**	**1.62**	**1.69**	**1.57**		

NOTES/SUMMARY (May Update)

1) Unburdened Costs went up $16.0M. Overall Project Estimate went up about $19.1 Million.
2) Row 56 "Unburdened Cost Multiplier" was added to show the approximate total impact of changes to the unburdened cost line items.
   2.a) removing the $9.1M in ground improvements accounts for about $14.3M in construction cost reduction. ($9.1 * 1.57 = $14.3)
   2.b) SC-5 (excluding ground improvements noted above) has an unburdened cost estimate of $2.6M or a construction cost estimate of $4M. ($2.6 * 1.57 = $4.0)
3) Additional information is provided beside line items that increased or decreased by more than $100,000

NOTES/SUMMARY (January Update)

1) Minor cost differences on September 2024 and October 2025 estimate summaries due to rounding differences
2) Line 33 shows about $0.90M increase in raw construction cost estimate from the PER to today due to cost increases over time, this is largely offset by reduction in inflation multiplier Line 40, which is intended to capture these
3) Line 34 through 37 shows a $4.1M increase in anticipated contractor markups from the PER estimate to January 2026
4) Line 41 increase of $3.8M for anticipated costs from BABA and Tariffs, not covered in based construction estimates
5) Line 46 and 52, $6.3M reduction in Technical services estimate, and $1M increase in CMAR contractor services based on original DEC calculations. These values need to be refined.
6) Line 50 and 54. WP and City to discuss estimates of City's legal services and if they will be applied to the loan
7) Line 54. WP and City to discuss bond amount and if it is applied to all line items noted above, including Stage 1 engineering services that were previously completed.