



**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 Karen Paul, Ward 6

Inquiries:
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Transportation, Energy and Utilities Committee of the City Council
Tuesday, November 22, 2022, 5PM

DPW Front Conference Room
645 Pine St, Burlington, VT 05482
Masks Optional

Join via Zoom, <https://us02web.zoom.us/j/84603122855>

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

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

If you prefer to attend in a physical location, you may join us at 645 Pine St in the front conference room

–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of 10/25/22**
- 3. Public Forum**
- 4. Burlington International Airport**
 - Nic Longo
 - Information
 - <https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/Pedestrian%20Crosswalk%20Device%20Agreement%2011.18.22.pdf>
- 5. GMT Proposed FY24 Budget and Regional Funding**
 - Nick Foss, Chapin Spencer
 - Information
- 6. CSWD Drop Off Center Strategy**
 - Chapin Spencer, Lee Perry
 - Action
- 7. Boundary Line Adjustments for the Pearl and Prospect Intersection**
 - Phillip Peterson, Laura Wheelock
 - Information
- 8. Director's Report**
- 9. Councilors' Update**
- 10. Next Meeting TBD**
 - Monday 12/19/22 Tentative
 - 645 Pine reserved
- 11. Adjourn**



MEMORANDUM:

TO: Chittenden Solid Waste District Board of Commissioners
Burlington City Council – Transportation Energy & Utilities Committee

FR: Sarah Reeves, CSWD General Manager
Chapin Spencer, DPW Director

CC: Lee Perry, DPW Division Director – Maintenance Division
Josh Tyler, CSWD Director of Operations

RE: **195-201 Flynn Avenue MOU and CSWD Drop-Off Center in Burlington**

DATE: November 18, 2022

Request:

We are seeking general feedback at this time on a modified proposal to advance the development of a modern, full-service Chittenden Solid Waste District drop-off center in the City of Burlington. If favorably received, we plan to return to the respective bodies at your December 2022 meetings to seek a six month extension on the 2019 Memorandum of Understanding (MOU).

Background:

For over two decades, the City of Burlington's Department of Public Works (DPW) and the Chittenden Solid Waste District (CSWD) have been attempting to resolve a protracted effort to construct a modern, safe, full-service drop off center (DOC) in the City. CSWD has operated a space-constrained and recently-limited DOC at 339 Pine Street for many years as a stop gap measure. In 2001, CSWD purchased 195-201 Flynn Avenue (two adjoining parcels) for the purpose of developing a modern, full-service DOC at that location. Due to uncertainty with the Champlain Parkway and other issues, the DOC development did not advance. In 2015, CSWD informed the City of plans to sell the Flynn Avenue parcels as the DOC development was not proceeding. The City, committed to the DOC concept but needing time to work through Champlain Parkway and other South End considerations, requested the sale of the property be delayed. So in 2016 and 2019, MOUs were approved that preserved an option for the City to purchase the parcels through a lease purchase agreement as long as annual option payments were made. The City has now paid \$100,001.32 in annual option payments.

Burlington DPW and CSWD Management have continued productive discussions regarding the development of a full-service drop off center in the City of Burlington since both parties agreed to an extension of the second memorandum of understanding in April 2022. Through the dialogue, a

modified proposal has emerged. This memorandum lays out the framework of the modified proposal and seeks to gauge the receptivity of the respective governing bodies and understand what key issues may need further consideration before further work is done.

In sum, the modified concept would be to:

- Enter into a purchase and sale agreement to have the City of Burlington purchase 195-201 Flynn Avenue parcel outright – instead of entering into a 20-year lease purchase agreement as contemplated in the 2016 and 2019 MOUs
- Execute a new MOU between the City and CSWD committing each party to make best efforts to locate a full-service CSWD DOC in Burlington, whether at 195-201 Flynn Avenue or 339 Pine Street.

The benefits of this new approach include:

- **Securing a long-term City site for soil and solid waste management.** The current constrained area for soil management at 339 Pine Street will be displaced, at least in part, by the Railyard Enterprise Project. Additionally, if the DOC is determined to be best located at 339 Pine Street, CSWD will be seeking additional space to improve safety and circulation at the site which will also displace soil management activities. The 2016 and 2019 MOUs contemplated scenarios whereby CSWD could revoke the lease purchase agreement (LPA) during the 20 year term – leaving the City with significant uncertainty as to where soil management activities could occur. Furthermore, if the City advances a municipally-operated consolidated collection service for solid waste in the future, it would need a site like this to accommodate the service.
- **Providing funds for the full purchase price up front to CSWD.** The MOU contemplated a 20 year lease purchase agreement with annual City payments to CSWD. City staff are already researching other various borrowing opportunities that would not require CSWD to finance the sale. Funds could therefore be used by CSWD right away for District priorities.
- **Simplifying the 195-201 Flynn Avenue property transfer – from a 20-year lease purchase with various contingencies to a straight forward fee simple transaction.** This approach would enable the parties to work together siting the DOC without directly tying the DOC development project to a complicated and extended land transfer arrangement.
- **Offering both parties flexibility to collectively pursue a DOC at either the 195-201 Flynn Avenue parcel or 339 Pine Street.** The 2016 and 2019 MOUs focused on developing a DOC at the Flynn Avenue site. Given the shifting considerations at both sites, and increased interest among CSWD staff to explore the concept of an expanded presence at 339 Pine Street, both CSWD and DPW management recommend a more flexible MOU going forward.

A pivotal item to be negotiated is the purchase price for 195-201 Flynn Avenue. We have heard from CSWD Commissioners that the proposed \$500,000 lease purchase agreement price in the 2016 and 2019 MOUs is now far below fair market value and is in need of recalibrating upwards. At the same time, we have heard from City leaders that a bargain sale is justified as CSWD's mission is to support member communities in achieving solid waste management solutions and a number that

covers CSWD's original purchase price and subsequent net carrying costs is reasonable - but not have a number that makes a profit at Burlington's expense. We understand these perspectives and believe that through further negotiations between executive staff, and conferring periodically with our respective governing bodies, we can present a proposed purchase and sale agreement for 195-201 Flynn Avenue along with a new proposed MOU for consideration within 6-8 months.

Next Steps:

If both parties indicate a general receptivity to the approach laid out above, we'd propose an additional six-month extension of the Second MOU to June 30, 2023 to give both parties the time to negotiate the terms of the property transfer and the new MOU. We would plan to return to both bodies at the respective December 2022 meetings to approve the six-month extension and provide direction to staff to negotiate terms similar to those described in this memo.

Feedback Welcome:

We hope this briefing and proposed road map is helpful. Feel free to reach out to us with any questions or feedback.

- Sarah Reeves, sreeves@cswd.net
- Chapin Spencer, cspencer@burlingtonvt.gov

Attachments:

- Second Memorandum of Understanding between Chittenden Solid Waste District and the City of Burlington, signed November 1, 2019
- Extension of the Second Memorandum of Understanding between Chittenden Solid Waste District and the City of Burlington, signed April 30, 2022



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM:

To: City Council
Fr: Chapin Spencer, Director
Lee Perry, Division Director - Maintenance Division
Re: **195-201 Flynn Avenue MOU and a Potential CSWD Drop-Off Center**

Date: October 25, 2021

COMMUNICATION
DATE 10/25/21
AGENDA ITEM # 5.15

At their meeting of 10/25/21
the Burlington City Council
approve the motion as
Attest: Jai Chung
written *

Request:

The Department of Public Works is seeking City Council approval of a three (3) month extension to the second 195-201 Flynn Avenue Memorandum of Understanding (MOU), pending approval by the Chittenden Solid Waste District (CSWD) Board of Commissioners at their October 27, 2021 meeting, to allow time for the City to negotiate a lease purchase agreement with CSWD for the 195-201 Flynn Avenue parcel as a potential location of a future CSWD Drop-Off Center.

Executive Summary

DPW leadership is recommending the City now begin negotiations on a lease purchase agreement (LPA) for 195-201 Flynn Avenue for the following reasons:

- The MOU between the City and CSWD expires on November 1, 2021. If the MOU expires without extension and/or signing a lease purchase agreement, the City would lose \$83,000 in option payments made to date and CSWD will likely sell the parcel on the open market – eliminating the opportunity for a modern DOC at this location and reducing public control of the parcel's future redevelopment.
- The recently developed South End Construction Coordination Plan provides a pragmatic road map for major South End transportation improvements while minimizing impacts on area residents and businesses. This Plan lays out a more concrete timeline for projects such as the Champlain Parkway which will provide convenient access to the DOC without traveling through residential areas.
- The existing 339 Pine Street DOC has been limited to just organics due to site constraints.

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.

- While public comment on whether the 195-201 Flynn Avenue site is a reasonable site for a DOC has been mixed, many of the comments indicated receptivity to a DOC if the facility and adjacent transportation projects were developed in a thoughtful, responsive manner.

Background:

The City of Burlington has long leased the current 339 Pine Street site to CSWD for \$1 per year to serve as CSWD's Burlington Drop-Off Center (DOC). The 339 Pine Street site is not optimal from CSWD's perspective as there are no tipping walls, the traffic circulation pattern is confusing, the site is constrained and there are environmental limitations on the site.

During the late 1990's, the Champlain Parkway's alignment was going to significantly impact the 339 Pine Street parcel and operations on the parcel – so efforts were made to clear the roadway's path. The DPW facility was relocated to 645 Pine Street and Chittenden Solid Waste District (CSWD) acquired 195-201 Flynn Avenue in 2001 with the intent of setting up an expanded DOC at that location.

CSWD purchased 195-201 Flynn Avenue for approximately \$510,000 – including fees. This acquisition was a major deviation from CSWD policy that requires a municipality to provide the site and lease it to the District for a DOC. This policy deviation occurred because South Burlington at the time stated they wouldn't allow non-residents to use their DOC unless Burlington had a DOC. The vote at the CSWD Board to acquire the parcel passed with a thin margin.

Today, twenty years later, South Burlington is in a different place and isn't concerned whether Burlington has a DOC or not. CSWD wants to sell the 195-201 Flynn Avenue parcel to the City so Burlington's DOC will be consistent with CSWD policy of having the municipality provide the property for the DOC. The one-acre parcel has a building that is occupied by 3 or so tenants with a total annual rental income of \$40,920.00 (in 2018). Less the annual lease payment (CSWD), property taxes, water, and electricity for outside light the net income would be approximately \$7,604.00 annually.

The 195-201 Flynn Ave property is comprised of 2 parcels:

- Front parcel: ~1 acre, pays taxes, has cement block garage on site
- Back parcel: ~2 acres, tax exempt, undeveloped

In 2015, CSWD's Board and Staff indicated to the City that they had held the property long enough and wanted to sell it – either to Burlington for a DOC or put it on the market. CSWD obtained two appraisals for Flynn Avenue parcel – one was \$490K and the other was 615K – averaging \$552K.

With all the proposed and active development projects in South End, and the various traffic concerns in this area of the City, the South End City Councilors requested more time for the neighborhood to better understand the progress on Champlain Parkway and other projects before advancing the DOC at the Flynn Avenue. The Champlain Parkway provides direct access to the 195-201 Flynn Avenue parcel without having DOC traffic travelling through residential neighborhoods. Without the Champlain Parkway, DOC commercial and private vehicles would be traveling through South End neighborhoods already impacted by commercial traffic.

Through multiple back and forth negotiations in 2016, CSWD and City Staff settled on a 3-year Memorandum of Understanding (MOU) offering the City a \$50,000 option with the yearly \$16,667 option payments counted towards the ultimate purchase price. Through the executed 2016 MOU,

CSWD offered the parcel to the City for \$500K at a 20-year 0% lease purchase arrangement as long as the City sub-leases it back to the District for \$1/year for two 20-year lease terms. The District would then invest significant funds in developing a modern full-service Drop-Off Center at the site. CSWD expects to need only the back 2 acres for their DOC, so the City would likely have the front 1 acre for its use right away and all three acres free and clear after 40 years.

In 2019, with the 3-year MOU expiring and the Champlain Parkway not yet under construction, South End Councilors requested the MOU be extended. The respective Staff members from the City and CSWD hammered out a new second MOU providing a 1-year option with an additional 1-year extension if (1) the Champlain Parkway project is under contract for construction within the initial one-year option period, or (2) the City of Burlington provides a Champlain Parkway project status report to the CSWD Board and the Board approves a second year extension. The City Council approved the new MOU at its October 28, 2019 meeting and the CSWD Board approved the second year extension in October 2020.

Current Status:

- Currently, the Burlington DOC at 339 Pine Street is limited to the collection of food scraps two days a week. CSWD does not have plans for expanding collection to include trash, or recycling in the future. They cite safety concerns amid COVID-19 as the primary reason as well as site constraints, and undersized queuing areas. They are also concerned with the possibility of traffic backing up on to Pine St. Burlington staff has communicated multiple times with CSWD pushing to have the site open for the four basics (trash, recycling, compost and yard waste), but to date CSWD has not budged.
- For the 195-201 Flynn Avenue property, the City is at the end of the second option period (November 1, 2021), of the 2nd MOU with CSWD. DPW staff recently attended the September 22, 2021 CSWD Board of Commissioners meeting to provide an update on the Champlain Parkway project and to express the Administrations interest in developing a lease purchase agreement for the property. The proposal appeared to be well received by the CSWD Board.
- The City has paid \$16,667 per year for the option rights described in the MOU for the last five years, for a total of \$83,335 in option payments. Money for these payments have been paid through the City's General Fund Capital Budget.

Summary

DPW is recommending entering into a lease purchase agreement for the 195-201 Flynn Avenue parcel as it preserves the option to locate a modern, safe DOC in the future. Annual payments under the lease purchase agreement would be approximately \$25,000/year – a modest increase over the \$16,667/year option payments that have been made over the last five years. Additionally, CSWD has expressed willingness to coordinate the permitting, construction and opening of the DOC facility, if supported by the City, in coordination with the Champlain Parkway.

If the City were to relinquish the option and not sign the lease purchase agreement, the following impacts would likely occur:

- The proposed Flynn Avenue DOC would likely be dropped by CSWD.
- The City would lose what has been paid to date from the 2016 and 2019 MOUs (Total \$83,335).
- The City would be left with limited services provided by CSWD at the existing Pine Street DOC site for the foreseeable future.
- The City would lose the ability to use the front 1 acre portion of the 195-201 Flynn Avenue parcel – space that could be used for public purposes that could include storage of DPW equipment and materials or potentially as incubator space for small local businesses.
- The City would lose ability to control who develops the site and when it would be developed. New private development would bring different impacts that would be harder to manage than a publicly-owned DOC.

Public Engagement

Leading up to the City Council meeting, we've undertaken the following outreach activities:

- Published a South End Front Porch Forum post and then followed up with a post in the immediate Flynn Avenue neighborhood.
- Conducted outreach to area Flynn Avenue business and two area condominium associations.
- Posted the public meeting notice on social media.
- Sent meeting notice to Public Works email mailing list.
- Notified City Councilors.
- Hosted the October 12, 2021 public meeting both virtually and in person at 645 Pine St. 20 people attended. Comments below.
- Scheduled to present to the October 21, 2021 Ward 5 NPA meeting.

Public Comment

Here is a summary of the comments from the October 12 public meeting:

- How will the site be accessed at 195-201 Flynn Ave., and would it be possible to just switch the entrance and exit pattern at the current DOC located at 339 Pine St.?
- Area resident concerned with storm water run-off with the additional impervious surfaces at the DOC.
- How will property values be affected, and will there be a study completed on neighborhood values?
- Who would be responsible for the zoning permits?
- Can it be built without phase 2 of the Champlain Parkway?
- Upgrades to Flynn Ave could be seen as an opportunity to improve traffic flow. Look at the plusses of the project. Should be seen as a transfer station, and not a dump.

- Transfer station does not fit in the South End lifestyle. Feels there will be additional traffic on Oak Beach Dr.
- Occupants of the existing building located on the 1 acre portion of the property are artists, and musicians that value this space as it is hard to find spaces similar in Burlington's South End.
- Concern about traffic impacts to bicyclist, and pedestrians.
- Resident misses not being able to use the current Burlington DOC, and appreciates the project very much and looks forward to a new DOC located at Flynn Ave.
- Resident is concerned with traffic patterns and flow on Flynn Ave. Concerned about queuing size and traffic backing up onto Flynn Ave. Would like to see a presentation by CSWD on traffic flow patterns at other CSWD DOC's. Should be designed with maximum queuing capacity. Should have a left hand turn lane installed on Pine and Flynn intersection.
- Additional traffic would impact safety conditions. The beach, City Market and breweries located on Flynn Ave. create a lot of pedestrian and bike traffic.
- There is a lot of greenspace on the property that is not found in other areas of Burlington
- Will pedestrians use be encouraged and accommodated at the new DOC?

Motion

Based on a review of the public comment and weighing the pros and cons of the various options, we recommending the City Council approve the following motion:



"To approve a three-month extension of the Option to enter into a lease-purchase arrangement with the Chittenden Solid Waste District contemplated by the Second Memorandum of Understanding between the Chittenden Solid Waste District and the City dated November 1, 2019, and to authorize the Mayor to sign an addendum to said MOU effecting such, subject to final review and approval by the City Attorney's Office."

Please feel free to reach out with any questions. Thank you.

Attachment

Second Memorandum of Understanding between Chittenden Solid Waste District and the City of Burlington, signed November 1, 2019



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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At their meeting
the Board of Finance

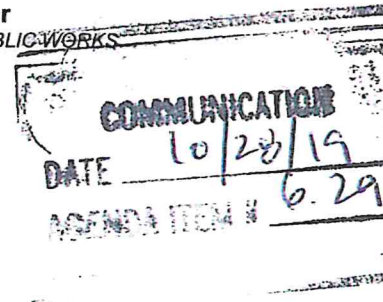
10/28/19
*Approve the motion as written **
Attest: *Joi Oberg - written*

Chapin Spencer

DIRECTOR OF PUBLIC WORKS

To: Board of Finance, City Council
Fr: Chapin Spencer, Director
Lee Perry, Interim Assistant Director – Maintenance Division
Re: **195-201 Flynn Avenue MOU**

Date: October 9, 2019

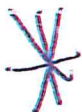


The attached 2nd Memorandum of Understanding (MOU) provides the City up to a 2-year extension on a 2016 3-year option to purchase the 3-acre parcel at 195-201 Flynn Avenue. This MOU lays out the framework for a lease purchase agreement if the City chooses to exercise the option, which extends most of the terms of the current MOU. The shared goal between the CSWD and the City of Burlington is to develop an expanded, safer, more customer-friendly CSWD drop-off center (DOC) in the largest community in the District. The District has an existing DOC at 339 Pine Street that has many constraints.

Requested Motions:

Board of Finance:

To recommend that the City Council approve the October 2019 extension of the 2nd Memorandum of Understanding with the Chittenden Solid Waste District regarding 195-201 Flynn Avenue and authorize Mayor Weinberger to sign the MOU, subject to final review and approval by the City Attorney's Office.



City Council:

To approve the October 2019 extension of the 2nd Memorandum of Understanding with the Chittenden Solid Waste District regarding 195-201 Flynn Avenue and authorize Mayor Weinberger to sign the MOU, subject to final review and approval by the City Attorney's Office.

Background

- CSWD purchased 195-205 Flynn Avenue in 2001 with the intent of setting up an expanded Drop Off Center (DOC). With fees, the purchase price was approximately \$510,000. This acquisition was a major deviation from CSWD policy that requires a municipality to provide

Non-Discrimination

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the site and lease it to the District for a DOC. This policy deviation occurred because South Burlington at the time stated they wouldn't allow non-residents to use their DOC unless Burlington had a DOC. The vote at the CSWD Board to acquire the parcel was very close. Eighteen years later South Burlington is in a different place and isn't concerned whether Burlington has a DOC or not. As a result, CSWD wants to sell the City of Burlington the 195-205 Flynn Avenue parcel and have Burlington's DOC comply with CSWD policy of having the municipality provide the property for the DOC. The one-acre parcel currently has a building that is occupied by (3) tenants with a total annual rental income of \$40,920.00. Less the annual lease payment (CSWD), property taxes, water, and electricity for outside light the net income would be \$7,604.00 annually.

- The current Burlington DOC site at 339 Pine Street is not optimal from CSWD's perspective. There are no tipping walls, the traffic circulation pattern is confusing, the site is constrained and there are environmental limitations on the site. The property may be impacted by the Railyard Enterprise Project as well.
- The 195-201 Flynn Ave property is comprised of 2 parcels:
 - Front parcel: 1 acre, pays taxes, has cement block garage on site
 - Back parcel: 2+ acres, tax exempt, undeveloped
- Several years ago, CSWD obtained two appraisals for Flynn Avenue parcel -- \$490K and 615K, average \$552K.
- Through multiple back and forth negotiations in 2016, CSWD and City staff settled on a 3-year Memorandum of Understanding (MOU) offering the City a \$50,000 option with option payments counted towards the ultimate purchase price.
- Through the executed 2016 Option, CSWD offered the parcel to the City for \$500K at a 20-year 0% lease purchase arrangement as long as the City sub-leases it back to the District for \$1/year for two 20-year lease terms. The District would then invest \$500-\$800K in developing a modern full-service Drop Off Center at the site. CSWD only needs the back 2 acres for their DOC, so the City would have the front 1 acre for its use right away and all three acres free and clear after 40 years.
- However, With the proposed and active development projects in South End currently, the South End City Councilors would like more time for the neighborhood to better understand the progress on Champlain Parkway and other projects before advancing the DOC. Therefore, we want to extend the City's option to purchase the building.
- On June 19, 2019 Director Chapin Spencer and Interim Assistant Director Lee Perry met with the Chittenden Solid Waste District Executive Board to discuss an extension of the original MOU for the 195-201 Flynn Avenue property.
- As of June 30, 2019 the existing MOU regarding the 195-201 Flynn Avenue property has expired between Chittenden Solid Waste District and The City of Burlington.
- This proposed Option extension offers a one-year extension from the date of the signing with an additional extension of one year if (1) the Champlain Parkway project is under contract for construction prior to the expiration of the initial one-year option period, or (2) the City of Burlington provides a Champlain Parkway project status report to the District Board and the Board approves a second year extension.

- For that option, Burlington will pay the District \$16,667.00 ("the Option Payment") for each option year payable within 30 days of the start of each option. Money for these payments have been, and will be paid through the Capital Budget.
- If the City does not sign the MOU by November 1, 2019 The CSWD board has indicated it will vote to sell the parcel on the open market. After 18 years they are motivated to sell. It is important to note that if the City does not sign the MOU, it is likely that the property will sell and there will be less ability for the City to control the resulting development.

City staff has worked with CSWD staff over the last six months to negotiate this MOU extension and we believe it is an appropriate and fair approach to moving forward with the goal of an expanded DOC for Burlington. Interim Assistant Director Lee Perry is now the CSWD Board representative for Burlington so either one of us can answer any questions you may have. Thank you.

**SECOND MEMORANDUM OF UNDERSTANDING
BETWEEN
CHITTENDEN SOLID WASTE DISTRICT
AND
THE CITY OF BURLINGTON**

This Second Memorandum of Understanding ("2nd MOU") is made effective as of the 1st day of November, 2019, between the Chittenden Solid Waste District ("District") and the City of Burlington ("Burlington") (the District and Burlington are also referred to as the "Parties," and each, a "Party").

PRELIMINARY STATEMENT

WHEREAS the District owns properties in the City of Burlington located at 195 Flynn, being a parcel with 0.91 acres and a three unit, 7200 SF commercial building, and at 201 Flynn Avenue, being a parcel with 2.87 undeveloped acres (collectively referred to as the "Premises");

WHEREAS the District purchased the Premises in December 2001 for the purpose of having a property on which a Drop-Off Center (DOC) could be constructed and operated for the collection of recyclable materials, special waste, universal waste, and refuse in Burlington in order to serve the residents and business in Burlington and other District member communities;

WHEREAS, it has been the District's policy as adopted by the District's Board of Commissioners, to locate and operate DOCs in member communities at suitable sites that are provided by the host member community, which sites are leased to the District for the use as a DOC for an annual rent of \$1 per year;

WHEREAS, under such arrangement, the District operates DOCs in Essex, South Burlington, Richmond, Milton and Hinesburg;

WHEREAS, the District has recommitted to three of these host member communities to provide DOC services for an additional 20-year term, and the District anticipates that the remaining host member communities will also want to recommit to an additional 20-year term when its current contract term expires;

WHEREAS, the District currently operates a limited service DOC on 0.68 acres in the City of Burlington at 339 Pine Street, under a short term lease with Burlington;

WHEREAS, it is the desire of Burlington to provide the District with a DOC location in the City of Burlington;

WHEREAS, the Parties are actively working to renew the lease agreement at 339 Pine Street for Burlington to continue to provide the District with a DOC location;

WHEREAS, Burlington believes it is necessary for it to engage in some due diligence and public exploration before entering into a lease-purchase arrangement for the Premises, but the District is prepared to move forward with marketing the Premises now;

WHEREAS, the Parties had entered into a previous Memorandum of Understanding that expired on June 30, 2019 (the "2016 MOU");

WHEREAS, the Parties now have agreed to renew the terms of the 2016 MOU and have reached an understanding that the District will forego immediate marketing of the sale of the Premises and give Burlington an additional period to enter into a lease-purchase arrangement for the Premises, with the District having a right to develop and operate a DOC on a portion of the Premises in order to serve the residents and businesses of Burlington as well as other District member communities.

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

OPTION TERMS. The parties agree to the following option:

1. For a period of one (1) year from the date of signing of this Memorandum of Understanding, or until this 2nd MOU is terminated as outlined below, the District agrees to forego any marketing, offering, or other activity to sell or convey the Premises and to grant to Burlington an option to enter into a lease-purchase arrangement for the Premises upon the general terms outlined below ("the Option").
2. The Option shall be extended for a second year if: (1) the Champlain Parkway project is under contract for construction prior to the expiration of the initial one-year option period; or (2) Burlington provides a Champlain Parkway project status report to the District's Board and the Board approves a second year extension. Together the period of one year from date of signing, plus any extended term pursuant to this paragraph shall be known as "the Option Period."
3. For the Option, Burlington will pay the District the non-refundable sum of \$16,667 ("the Option Payment") for each option year, with each year's payment due within thirty (30) days of the start of each option year.
4. Burlington's failure to pay an Option Payment within ten (10) days of receipt of written notice of non-payment from the District shall be an event of default.
5. The Option may be terminated by the District upon thirty (30) days written notice to Burlington for a default by Burlington of any obligation under this 2nd MOU.
6. The Option may be terminated by Burlington for any reason, including non-appropriation of funds, upon thirty (30) days written notice to the District.

7. Except as otherwise provided in this 2nd MOU, Option Payments are not refundable. If the Option is terminated, or if the Option Period expires without the parties' entering into a lease-purchase arrangement, the Option shall end, and any amount of the Option Payment paid to date is not refundable. If a lease-purchase arrangement is agreed upon, the Option Payment shall be credited to the installments of lease payments due under the Lease-Purchase Agreement.

8. Burlington may exercise this Option by delivering, during the Option Period, written notice to the District, and the parties agree to finalize a lease-purchase agreement consistent with the general terms outlined below. If a mutually agreeable lease-purchase agreement is not entered into before the Option Period has expired, this Option will terminate.

9. The District is allowed to continue leasing a portion of the Premises on a short-term basis under current leases and renewals thereof. Any future lease entered into by the District shall be subject to this 2nd MOU and Burlington's rights to the Premises in the event Burlington exercises the Option.

10. Both Parties understand the importance of the public process to inform the community of all aspects of the development of a DOC at the Premises, and that this public process will take many months. The Parties agree that they will undertake a public process, and that if, as a result of the public process, the contemplated uses of the Premises are no longer viable, either party may terminate this Agreement. If this Agreement is terminated under this clause during the Option period, the District will keep all payments made to date, but Burlington will be relieved of any obligation to make any further payments.

11. The Parties acknowledge that Burlington paid the District \$50,000 as Option Payments under the 2016 MOU. If a lease-purchase arrangement is agreed upon, those prior \$50,000 Option Payments shall be credited to the installments of lease payments due under the Lease-Purchase Agreement, along with the Option Payments made to the District under this 2nd MOU.

LEASE-PURCHASE. The parties intend to negotiate in good faith and with reasonable diligence a mutually agreeable lease-purchase of the Premises and sub-leasing of a portion of the Premises back to the District as outlined in this 2nd MOU. The general terms of such transaction are as follows:

1. The District will lease the Premises to Burlington under a Lease-Purchase Agreement. The Lease-Purchase Agreement would provide for the District to lease the Premises to Burlington so that Burlington, at the end of the term and upon full payment, would own the Premises in fee simple with no remaining obligation to the District (except to the extent of rights and obligations under the sub-lease to the District as described herein).

2. Annual lease payments would be subject to appropriation by the City Council of Burlington. The lease payments would not constitute a debt of the City of Burlington.

3. The term of the Lease Purchase Agreement will be for 20 years, and the total base rent shall be \$500,000.00. There will be no annual increases in rental payments or additional fees charged by the District; provided, however, Burlington will be responsible for the District's costs and expenses of enforcement if Burlington is in default under the Lease-Purchase Agreement, provided that the City of Burlington receives reasonable notice of the default, and an opportunity to cure. Burlington would be responsible for its own costs as well as water/sewer charges, property taxes, insurance premiums and similar charges for the Premises. Payments of rent would be made in annual installments of \$25,000.00 each per year for 20 years. Burlington will receive a credit of the amount of the Option Payments made to the District against the last annual lease payments due under the Lease Purchase Agreement. At the end of the term, and after payment of the full 20 years of annual lease payments (less any Option Payments applied), Burlington would have the right to purchase the Premises for \$1. In the event of a default by Burlington, or if Burlington does not make an annual appropriation of lease payments, the Lease Purchase Agreement would terminate, and ownership of the Premises would revert to the District. Burlington would not receive any credit or return of any lease payments. If the Lease Purchase Agreement is terminated by the District prior to the end of the 20-year term for any other reason permitted by the Lease Purchase Agreement, all lease payments and Option Payments will be returned to Burlington, and the ownership of the Premises will revert to the District.

4. The Lease-Purchase Agreement would be triple net, with Burlington responsible for any and all real estate taxes, real property insurance premiums, and costs of ownership of the Premises, as well as for its own use of a portion of the Premises.

5. As part of the transaction, Burlington will sub-lease a certain portion of the Premises consisting of the approximately 2.87-acre parcel designated as 201 Flynn Avenue ("201 Flynn") back to the District for a rent of \$1/year for an initial term of 20 years. The District will be responsible for all costs related to its use of 201 Flynn, other than real estate taxes and real property insurance premiums.

6. If Burlington purchases the Premises at the conclusion of the Lease-Purchase Agreement, it will provide the District with an additional 20-year sub-lease extension for 201 Flynn at the expiration of the initial 20-year term, to be exercised at the option of the District, with the same terms as the first 20-year sub-lease. Terms may be negotiated at the time of purchase, provided both parties agree to the changes.

7. Upon signing the Lease-Purchase Agreement and 201 Flynn sub-lease, the District may develop the 201 Flynn parcel for solid waste management purposes, which may include a DOC, a regional leaf and yard waste collection facility, and other waste management programs. The development of such parcel would be subject to the District's complying with all

zoning and other code requirements and obtaining all necessary state and local permits. If for any reason, the District determines not to develop a DOC on 201 Flynn, then the District may terminate the Lease-Purchase Agreement and ownership of the Premises would revert to the District. If termination occurs because the District is unable to obtain permits to develop 201 Flynn for a DOC, then the District shall refund to Burlington all lease payments made under the Lease-Purchase Agreement (but not any payments made for the Option). If termination occurs because the District determines not to proceed with developing 201 Flynn for a DOC, then the District shall refund to Burlington all lease payments made under the Lease-Purchase Agreement and all payments paid to the District by Burlington for the Option. In either case, if the District terminates the Lease-Purchase Agreement, the District shall provide Burlington a right of first refusal to purchase the Premises, as described below, should the District decide to subsequently sell the Premises.

8. The terms of such right of first refusal shall provide that should the District receive a *bona fide* offer from any prospective buyer to purchase the fee interest in the Premises, which the District intends to accept, the District shall send Burlington written notice thereof within 15 days. Such written notice shall contain all the material terms and conditions of the *bona fide* offer. Burlington shall have 45 days after receiving such written notice from the District in which to notify the District of its intent to exercise the right of first refusal, and an additional 30 days after that in which to close on the purchase of the Premises. In order to exercise the Right of First Refusal, Burlington must accept all terms and conditions of such *bona fide* offer from a prospective buyer. Should Burlington fail to either notify the District of its intent to exercise the right of first refusal, or shall fail to close under the terms of the *bona fide* offer, then the right of first refusal shall automatically become null and void with no further notice and the District shall be free to sell the Premises.

9. If the District begins operating a DOC, but then ceases those operations before the full term of the Lease-Purchase Agreement, the Lease-Purchase Agreement and the 201 Flynn sub-lease will both continue, unless the parties mutually agree to termination.

10. The District shall operate any solid waste facility located at the 201 Flynn parcel in compliance with all federal, state and local rules and regulations. All costs, expenses, responsibilities, and liabilities of operating a DOC by the District on the 201 Flynn parcel shall be the responsibility of the District. Pursuant to the Sub-Lease Agreement, both parties will indemnify each other for their respective use of the Premises during and after cessation of that use.

11. The development of the 201 Flynn parcel and all of the District's structures, improvements, equipment, fixtures, and other personal property of every kind in or upon the 201 Flynn parcel, and all costs, responsibilities, and liabilities associated with them, shall remain the

property of the District for as long as the parcel is leased from Burlington, and any responsibilities or liabilities arising from the District's use of the 201 Flynn parcel, particularly those related to hazardous waste or its removal, will remain the responsibility of the District in the future.

12. The remainder of the Premises not sub-leased to the District may be used by Burlington for any lawful purpose, and any structures, improvements, equipment, fixtures, and other personal property of every kind on the Premises other than the 201 Flynn parcel, shall remain the property of Burlington, and any responsibilities or liabilities arising from Burlington's use of the Premises (excluding the 201 Flynn parcel), particularly those related to hazardous waste or its removal, will remain the responsibility of Burlington upon and after execution of any Lease-Purchase Agreement. The Lease-Purchase Agreement shall provide for mutually agreeable limits on the construction of improvements on the 195 Flynn portion of the Premises such that (a) the use of 195 Flynn parcel is not inconsistent with the District's use of 201 Flynn for solid waste management operations, and (b) the District is assured the demolition or construction on 195 Flynn will not impair the value of the Premises as a whole or impose liability or additional costs on the District.

13. If the Lease-Purchase Agreement is terminated, Burlington may elect to remove any of such property from the Premises before vacating.

14. Both Parties agree to negotiate in good faith a Lease-Purchase Agreement and the Sub-lease for the 201 Flynn parcel (the "Agreements") as set forth above. The Parties will endeavor to complete and execute a Lease Purchase Agreement and Sub Lease Agreement before the expiration of the Option Period set forth in this 2nd MOU. If the Agreements are not executed by the expiration of the Option Period, this 2nd MOU offer will be withdrawn by the District. No payment (other than the Option Payments outlined above) will be due from Burlington until the final Agreements are executed.

15. This 2nd MOU shall be executed before _____, 2019, or the offer will be withdrawn by the District.

16. Both Parties understand that the District will pursue a district-wide comprehensive DOC plan, and if the plan does not include a DOC on the Premises, both parties agree that the District shall have the option to terminate this Memorandum of Understanding. If the MOU is terminated by the District because a Burlington DOC is not included for recommendation as part of the district-wide comprehensive plan, then the District agrees to return all Option Payments made by Burlington under the 2016 MOU and 2nd MOU .

NOTICES. All notices, requests, and statements shall be in writing and shall be sent to the recipients and addresses set out below, as the same may be modified by the parties from time to time:

CSWD: Sarah Reeves, Executive Director
Chittenden Solid Waste District
1021 Redmond Road
Williston, Vermont 05495-7729
Phone: 802-872-8100
sreeves@cswd.net

Burlington: Mayor Miro Weinberger.

MISCELLANEOUS.

1. The Parties reserve the right to re-visit or supplement this 2nd MOU if, during the course of negotiations, there is any change that materially affects the Premises or the expected use of the 201 Flynn parcel as a DOC and of the remainder of the Premises for City uses.

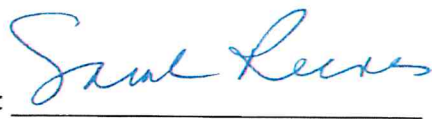
2. This 2nd MOU is not intended to, and does not create, any rights, remedies, or benefits of any character whatsoever, including any intended third-party beneficiaries, in favor of any persons, corporations, associations, or entities other than the Parties. The obligations herein assumed are solely for the use and benefit of the Parties, their successors in interest, and, where permitted, their assigns.

— *Signature Page Follows* —

IN WITNESS WHEREOF the Parties hereto have caused their representatives to execute and deliver this MOU as of the date hereinabove set forth.

Dated at Williston, Vermont this 1st day of November, 2019.

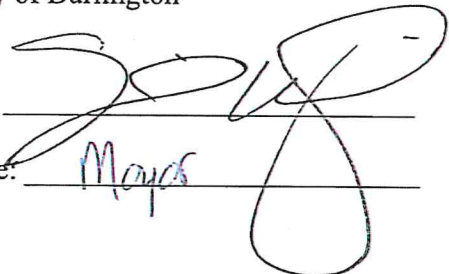
Chittenden Solid Waste District

By: 

Title: Executive Director

Dated at Burlington, Vermont this 1st day of November, 2019.

City of Burlington

By: 

Title: Mayor

7683878_1:04341-00005

Board of Finance and City Council Submission Checklist

Department: Public Works

Submitter: Lee Perry

Title/Subject: Chittenden Solid Waste District 195-201 Flynn Ave., 2nd MOU Extension

	Approval:	Meeting Date:
☐	Board of Finance	Click or tap to enter a date.
☒	City Council	10/25/2021
☐	Concurrent	

This form must be completed by the person submitting the materials, and sent with the final submission. Please do not indicate that a signoff was received until it has actually been obtained.

Signoffs Received

Signoff Needed	Received	Date Received	Note
Department Head	Yes	10/19/2021	Approved by Chapin Spencer 10/19/2021
Mayor's Office informed and approved memo	Yes	10/19/2021	Approved by Samantha Sheehan 10/20/2021
Board/Commission, if required	Choose an item.	Click or tap to enter a date.	Click or tap here to enter text.
City Attorney's Office has approved contract and/or legal documents, -Identify attorney in note			
City Attorney's Office has approved memo and motion(s) or resolution(s) -Identify attorney in note	Yes	10/19/2021	Approved by Hayley McClenahan 10/20/2021
CAO has reviewed budget, financing, and memo	Yes	10/19/2021	Approved by Katherine Schad 10/20/2021
Human Resources, if personnel action -Identify HR Manager in note	Choose an item.	Click or tap to enter a date.	Click or tap here to enter text.
CIO, if an IT-related investment/purchase	Choose an item.	Click or tap to enter a date.	Click or tap here to enter text.

Materials Included

	Included?	Note
Final Memo Attached?	Yes	Click or tap here to enter text.
Contract Attached, if applicable?	Choose an item.	Click or tap here to enter text.
Additional Materials, if necessary	Choose an item.	Click or tap here to enter text.
Draft Resolution or Motion?	Choose an item.	Click or tap here to enter text.
If for submission to Council, are sponsors identified?	Yes	Supported by TEUC at their 9/28/2021 meeting

This Extension Agreement is made by and between the Chittenden Solid Waste District (“District”) and the City of Burlington (“Burlington”) (the District and Burlington are also referred to as the “Parties,” and each, a “Party”), and is effective as of April 30, 2022.

The Parties entered into the Second Memorandum of Understanding in 2019 (the “2nd MOU”) with respect to the development by the District of a Drop-Off Center (DOC) in the City of Burlington, and the potential lease purchase of parcels on Flynn Avenue identified collectively as the Premises. The District and Burlington have continued good faith discussions with respect to the development by the District of a DOC within the City of Burlington, and wish to extend the term of the 2nd MOU.

The discussions have and will continue to take into account the interests of the respective communities and constituents of the Parties, development on Flynn Avenue, the advancement of the Champlain Parkway, the Railroad Enterprise Project, as well as the current District DOC at 339 Pine Street.

The Parties agree to extend the term of the 2nd MOU until December 31, 2022. The 2nd MOU provides for Burlington to make additional option payments of \$16,667 for each year of the extension of the Option. The terms of the 2nd MOU shall continue with Burlington making an additional option payment of \$16,667 for the current extension through December 31, 2022.

The District and Burlington agree that if the City purchases one or both of the parcels at 195-201 Flynn Avenue, all Option Payments received shall be credited to Burlington’s purchase of any parcel of the Premises. In the event the parties work towards development of 339 Pine Street as a new drop-off center, the City will need land for displaced soil management activities and would need one of the Flynn Avenue parcels for such soil management.

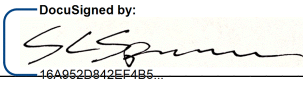
Capitalized terms used herein have the respective meanings given in the 2nd MOU.

In witness whereof, the parties have extended this Extension Agreement effective as of April 30, 2022.

Chittenden Solid Waste District

By: _____
Its Executive Director

City of Burlington

By:  4-30-22
16A052D842EF4B5...
Its Director of Public Works



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

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

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Karen Paul, Ward 6

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Tuesday, October 25, 2022, 5PM

Chair Barlow started meeting at 5:08 PM

–DRAFT MINUTES–

1. Agenda

Councilor Bergman moved to approve agenda. Seconded by Councilor Barlow. All in favor passed unanimously. Councilor Paul Not Present.

2. Minutes of 8/23/22

Councilor moved to approve minutes with a change to the REP item – striking the word “all” on page 4 to clarify that all stakeholders had not been contacted. Seconded by Councilor Barlow. All in favor passed unanimously.

Councilor Bergman requested that, when possible, agendas should have hyperlinks to supporting documents.

3. Minutes of 9/27/22

Councilor Bergman moved to approve minutes. Seconded by Councilor Barlow. All in favor passed unanimously.

4. Public Forum

No public comment. Closes at 5:10 PM

5. North Winooski Avenue – Project Update

- Chapin Spencer, Phillip Peterson
- Information

See Memo:

https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/10.25.22%20N%20Winooski%20TDM%20TEUC%20Memo_0.pdf

Proposed Resolution: “The TEUC approves distribution of the North Winooski Avenue Transportation Demand Management (TDM) grant funding, with the condition that each organization to receive this TDM grant funding presents written acknowledgment they will provide end of year documentation to DPW Staff and the TEUC that grant funds were used appropriately.”

Councilor Gene Bergman – Staff should try to encourage and see that these funds are used for the plans intended with applications and see that they are implemented to best extent possible.

Councilor Karen Paul joins at 5:15pm.

All in favor. Passes unanimously.

Parking:

KP – The resolution says DPW will come back to council in October 2022 and April 2023 - slightly missed by coming in November. Have heard 6 spaces added is not enough to address concerns of Community Health Center of Burlington. Will take significant investment to find parking needs.

Director Chapin Spencer – The March 2022 Council resolution asked staff to work on securing publicly available parking. 6 Spaces tentatively offered to CHCB from BHA. CHCB is exploring two adjacent parcels for additional off street parking. Securing private parking for public use has not been easy. To give property owners even more clarity on how shared parking arrangements could be beneficial for them, DPW is developing specific plans for turnkey City-managed shared parking agreements. Will be working with businesses in the coming 2-3 months to see how they want the remaining on-street parking allocated and regulated (ADA, Loading, 15 min, etc). The tentative plan is to come to the DPW Commission in January 2023 for approval for the on-street regulatory changes. The City staff will work on ensuring the GMT City loop remains fare free into FY'24 per the Council resolution direction. A full update will be given at the November 7 Council.

Chair Mark Barlow – Would like CEDO to work with CHCB for Community Development Block Grant.

GB – How many spaces removed from Archibald to Riverside, adjacent to CHCB?

Phillip Peterson– Removing 22 spaces on the east side of North Winooski from Archibald to Riverside. Will look into specifics of current and proposed usage here.

MB – Small businesses will be impacted and cascade problem. Want to see impacts on the whole street.

CS – We can be creative with how parking is regulated to encourage turn over. We have talked to CATMA about grants to support a Corridor-wide TDM concept.

Item closed at 5:40PM

6. Shelburne Street Roundabout Evaluation Plan

- Laura Wheelock, Julia Ursaki
- Information

See Memo:

https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/10.25.22%20TEUC_Roundabout%20Evaluation%20Plan.pdf

Julia Ursaki – Goes through evaluation criteria in memo.

Laura Wheelock – Current condition will create queues which is the goal to slow people down – safety improvement. Unintended congestion will be monitored. Data we are collecting will check that what we implemented is the right size and design for the volume of vehicles we have. Will be a communication that has staff's findings and recommendations. 2009 resolution said there would be biannual collection which is challenging. This plan proposes annual collection. Staff asks the Committee where they would like this to be heard. Can be dependent on the findings.

Councilor Paul – Thinks there will be a desire to see this data at the Council level particularly for South End Councilors. Proposes DPW send the report to South End City Councilors and have it appear on consent agenda. Have heard good things so far aside from the perception that there are excess signs.

LW – Signs are per MUTCD design. Opening is tentatively as early as November 3rd. Residents were cooperative and helpful with getting this done.

Chair Barlow – Is the hybrid option in the same footprint of what is there now?

LW – Yes

KP – Greatest concerns with potential queue issues were from Adams Ct where the lanes merge.

Item closes at 6:03PM

7. Recycling Toter Update

- Chapin Spencer
- Information

Director Spencer- Plan is to have toters within the next month. Working with Ordinance Committee on changes to require the use of toters. Toters will be offered at an approximate 50% discount to residents.

Councilor Bergman – Are you working with P&I for landlord communications?

CS – Will follow up.

Councilor Paul – Concerns of people with physical challenges and elderly people moving the toters. Some people are more comfortable with a bin. There is a program for side door or porch service for easier retrieval. Want to make sure residents who need to know about this do. Suggest this is shared more widely. One person at Ordinance Committee was concerned with narrow area to place toter. Multiple sizes are helpful. Bins are very accident prone for workers. Will solve issue of windblown items.

CS – We have 4 staff members for entire recycling program. We have not promoted the back door service broadly, instead responded to people who have requested such service.

Chair Barlow – If Councilors know about it then we can connect people who need to use this service.

Director Spencer agreed to have Staff update Councilors on the service so that Councilors can help constituents who reach out to them.

Item closes at 6:11PM

8. Director's Report

Director Spencer – Ribbon cutting in ~week for the Roundabout. Opening event at U Place to follow in November. Franklin Square project completed this week (issue since 1974). We are solving many legacy issues. Aged water mains are still an issue. Current Pine St water main break is a result of this. Two days of Pine St closed. Many open positions so we are working with contractors to supplement staff and fix this as timely as possible.

Councilor Paul – Did incentives for hiring bonuses help?

CS – Not as much as we needed. Had it been more successful we would have been back to Council to do it again. Personally reaching out to Burlington Tech folks. Welcome any ideas.

Item closes 6:15 PM

9. Councilors' Update

Councilor Bergman – Future agenda items sent in an email. Emissions information from GMT and a resolution that would go to the council. Airport expansion and South Burlington Chamberlin neighborhood affordable housing protection. Carshare plays vital role in transportation, not as timely but does relate to TDM work. CCRPC – want to see what their focus is and get a better understanding of how their county wide transportation view fits with our City view.

Chair Barlow – Share interest for all topics and particularly Airport.

GB – Airport next month, GMT pre legislative.

MB – North Ave progressing well. Potholes have been managed well.

Closed at 6:25PM

10. Next Meeting 11/22/22 5PM

11. Adjourn

Councilor Bergman motions to adjourn. Seconded by Councilor Paul. Passes unanimously. Meeting ends 6:27PM.

Nick Longo BTV Director – Maddy will reach out and copy Mark



Presentation to the Transportation, Energy, and Utilities Committee

November 22, 2022



BTV Airport: Sustainability Implementation Plan Progress

**Federal Aviation Administration &
International Civil Aviation Organization
Climate Action Plans**

The Future of BTV!

BTV Airport: Sustainability Implementation Plan Progress

Reserve for VHB slides.

ENERGY & GREENHOUSE GAS EMISSIONS

BTV actively seeks to reduce its energy consumption, even as operations at the Airport expand, and it continues to demonstrate leadership in sustainable energy performance. Energy savings are made possible through local partnerships with entities such as the Burlington Electric Department, the first municipal electric department to source 100 percent of its electricity from renewable sources.

Daily operations and construction activities at BTV are powered primarily by a combination of electricity from the Burlington Electric Department and natural gas from Vermont Gas Systems. Other fuels such as diesel and gasoline power the vehicle fleet and equipment that support the Airport's operations and Jet-A and Avgas generally power the aircraft that operate at the Airport. **Between 2013 and 2017, BTV reduced its utility-sourced electricity consumption by 12.4 percent.** This is in large part due to energy efficiency projects completed at the Airport.

1,183,000
kWh per year

Avoided annual electricity usage as a result of recent energy-efficient upgrades at BTV.

\$147,750
in annual savings

Cost savings from the nearly 1.2 million kilowatt-hours (kWh) avoided in annual electricity consumption.



The Airport boasts several renewable energy systems, including the utility-scale solar PV array on the roof of the parking garage. This 2,000 panel, 500-kW system was installed at a cost of \$1.5 million in 2015, but is expected to generate a savings of \$3.5 million over the following three decades. Since its installation, this solar PV array generates on average 613,000 kWh per year – enough to supply power for almost 100 homes in Vermont annually.

In 2017, the parking garage solar PV array provided 11 percent of the Airport's total electricity.





– MAPPING



Determine emissions sources within the operational boundary of the airport company.
Calculate the annual carbon emissions.
Compile a carbon footprint report.

» [Learn more](#)

+ REDUCTION

Carbon management towards a reduced carbon footprint

+ OPTIMISATION

Third party engagement in carbon footprint reduction

+ NEUTRALITY

Carbon neutrality for direct emissions by offsetting

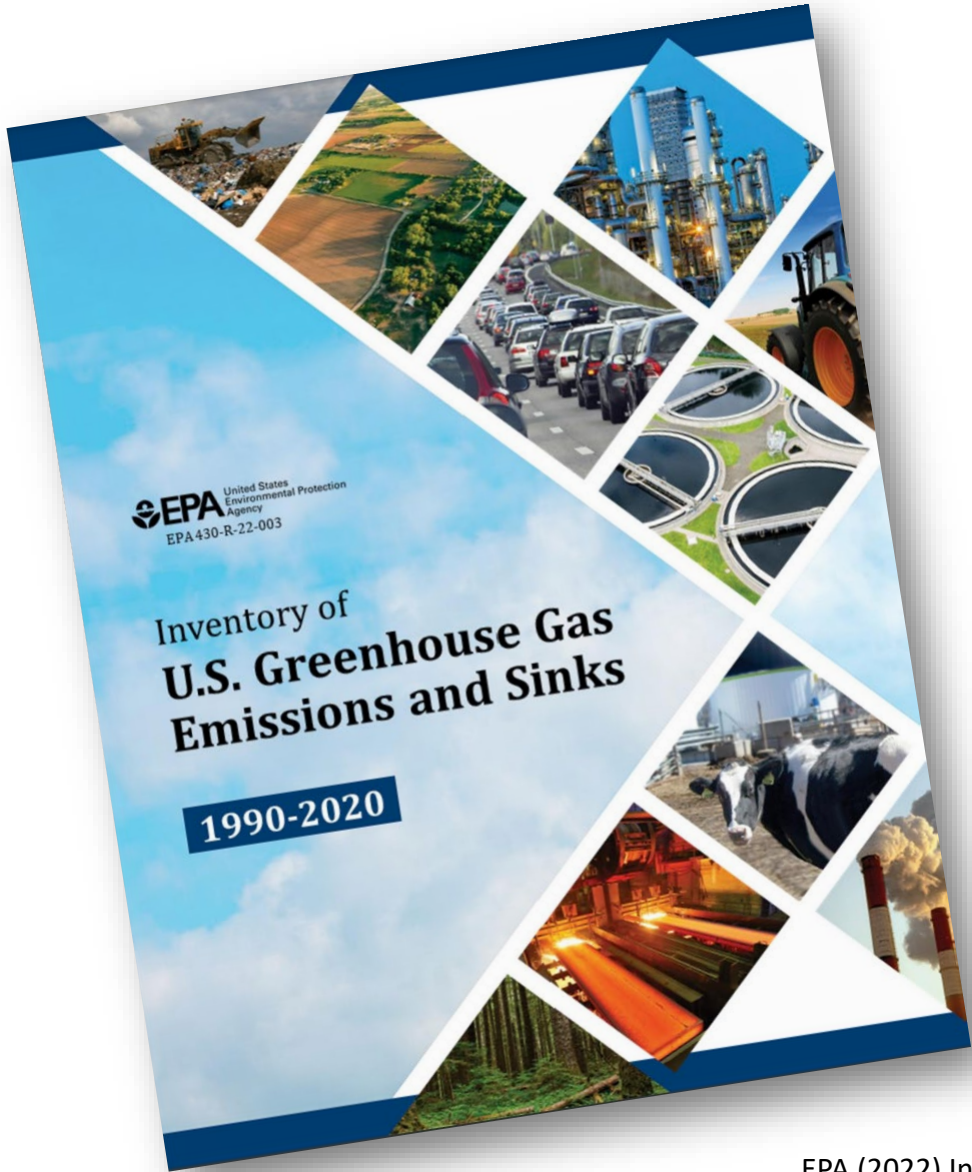
+ TRANSFORMATION

Transforming airport operations and those of its business partners to achieve absolute emissions reductions

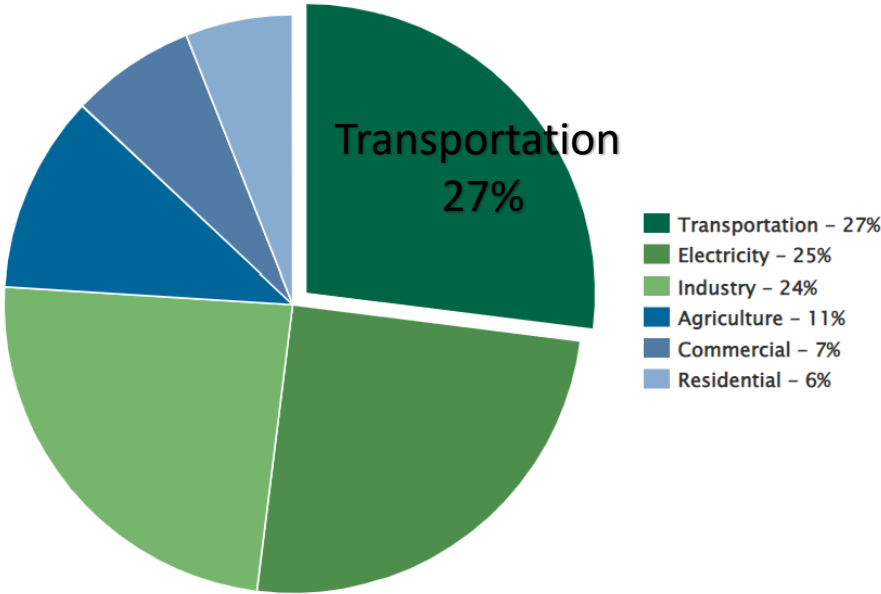
+ TRANSITION

Compensation for residual emissions with reliable offsets

Federal Aviation Administration & International Civil Aviation Organization Climate Action Plans

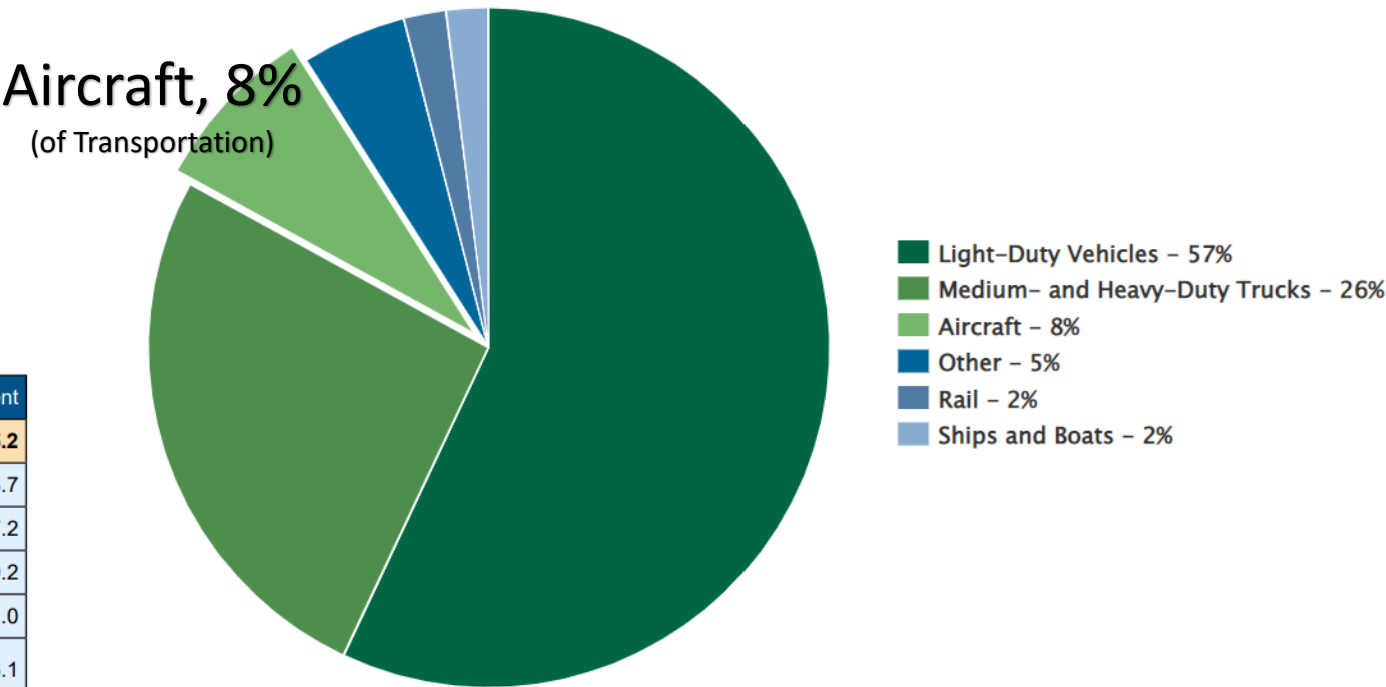


2020 U.S. GHG Emissions by Sector



EPA (2022) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020. U.S. Environmental Protection Agency, EPA 430-R-22-003.
<https://www.epa.gov/ghgemissions/draft-inventory-us-greenhouse-gas-emissionsand-sinks-1990-2020>. Published April 15, 2022.

2020 U.S. Transportation Sector GHG Emissions by Source



U.S. Transportation GHG Emissions by Gas, 2020
(Tg CO₂ Equivalent)

Source	CO ₂	CH ₄	N ₂ O	HFCs	Total	Percent
On-Road Vehicles⁶	1,336.3	0.8	9.8	30.7	1,377.6	75.2
Passenger Cars	605.0	0.4	3.9	8.3	617.7	33.7
Light-Duty Trucks	297.8	0.2	2.2	15.6	315.8	17.2
Motorcycles	3.2	0.0	0.1	0.0	3.3	0.2
Buses	17.4	0.0	0.1	0.4	18.0	1.0
Medium- and Heavy-Duty Trucks	412.9	0.1	3.4	6.3	422.8	23.1
Aircraft	122.0	0.0	1.1	0.0	123.2	6.7
Commercial Aviation	91.3	0.0	0.8	0.0	92.1	5.0
Military Aircraft	10.7	0.0	0.1	0.0	10.8	0.6
General Aviation	20.0	0.0	0.2	0.0	20.2	1.1
Ships and Boats	27.6	0.4	0.2	4.2	32.3	1.8
Rail	33.7	0.1	0.3	0.1	34.2	1.9
Pipelines⁷	57.1	0.0	0.0	0.0	57.1	3.1
Lubricants	8.0	0.0	0.0	0.0	8.0	0.4
Transportation Total	1,584.7	1.2	11.4	35.0	1,632.3	89.1

Note: Totals may not add to 100% due to rounding. Transportation emissions do not include emissions from non-transportation mobile sources such as agriculture and construction equipment. “Other” sources include buses, motorcycles, pipelines and lubricants.

Sustainable Aviation Fuel

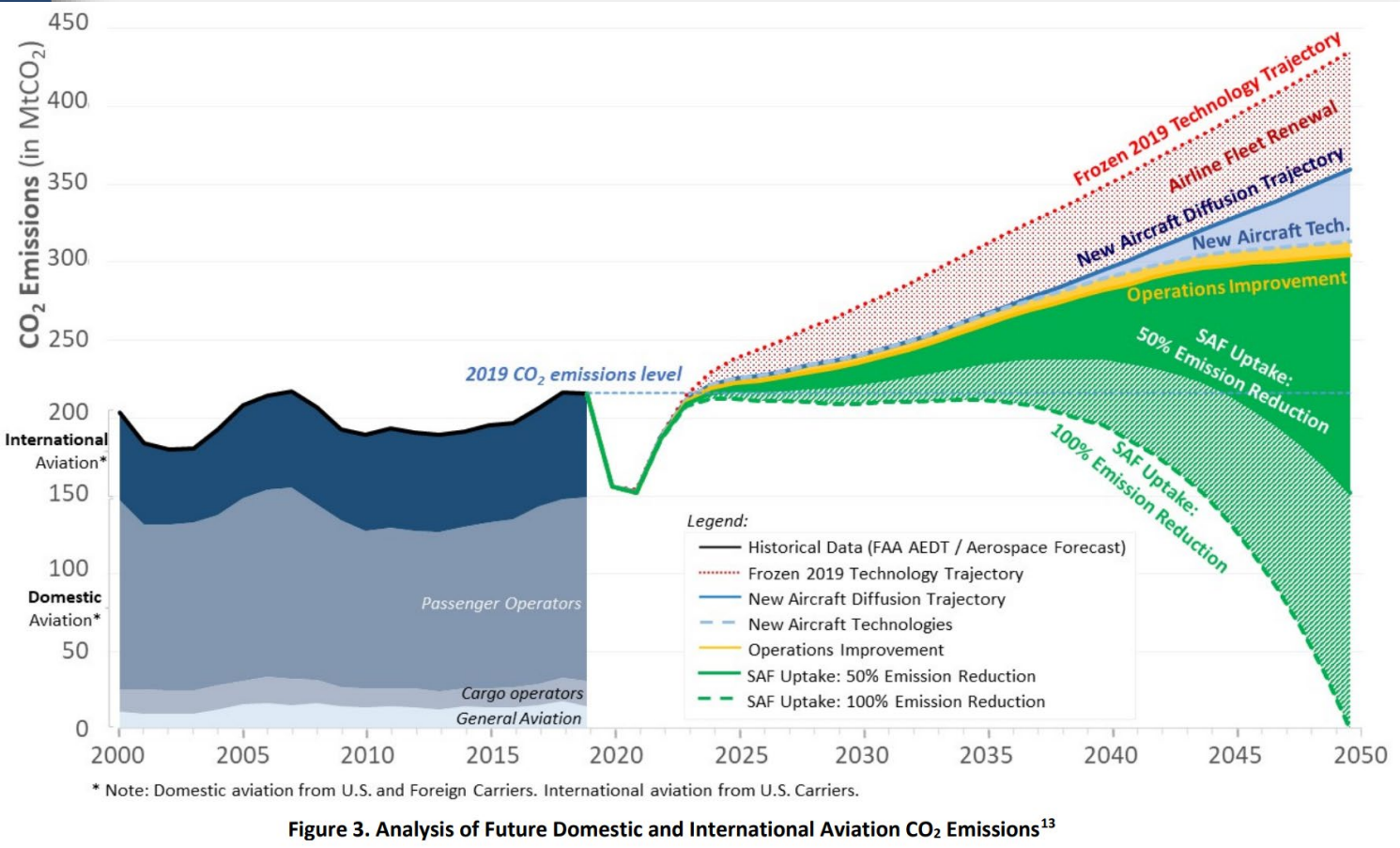
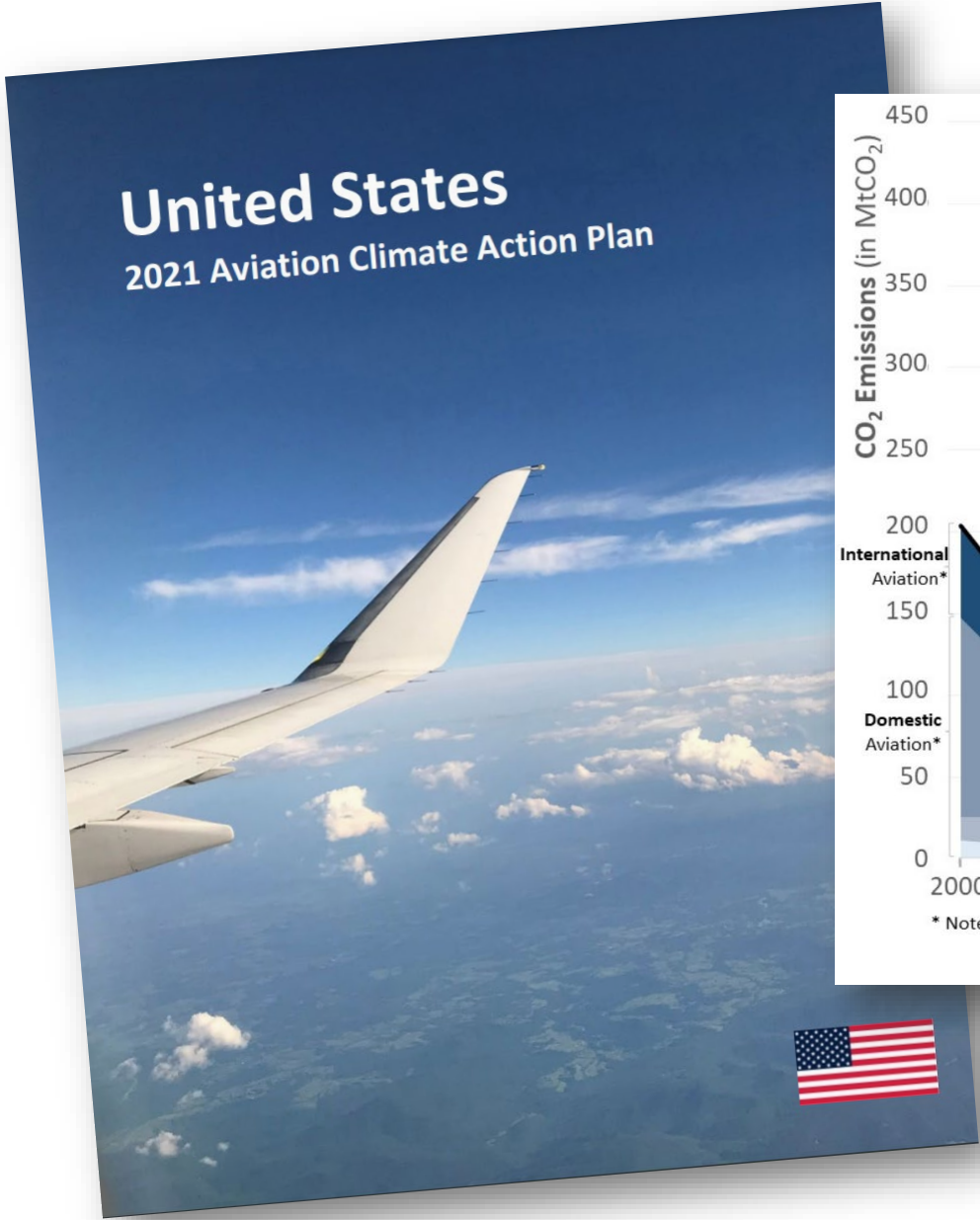
Sustainable aviation fuels produced from renewable and waste feedstock can provide the greatest impact in our effort to reduce greenhouse gas emissions.

Sustainable aviation fuels can be used in today's fleet of aircraft, without modification, and are produced from wastes, residues, biomass, sugar, oils and gaseous sources of carbon.

“achieve 3 billion gallons per year of domestic sustainable aviation fuel production that achieve a minimum of a 50% reduction in life cycle greenhouse gas emissions (GHG) compared to conventional fuel by 2030 and 100% of projected aviation jet fuel use, or 35 billion gallons of annual production, by 2050.”

<https://www.faa.gov/sustainability>







ICAO LTAG

LONG TERM GLOBAL ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION

NET-ZERO 2050



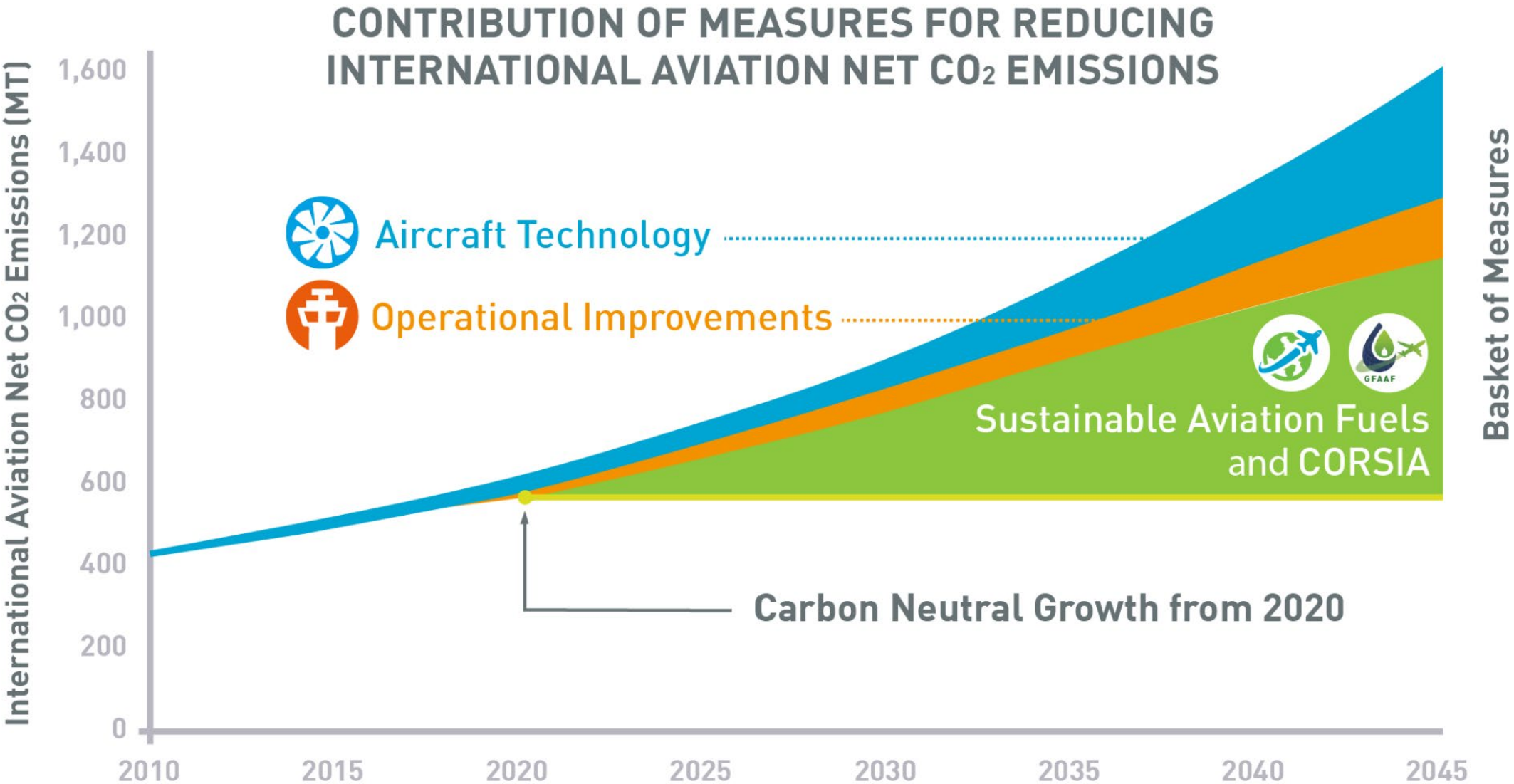
Burlington International Airport

International Civil Aviation Organization

<https://www.icao.int/environmental-protection/pages/SAF.aspx>



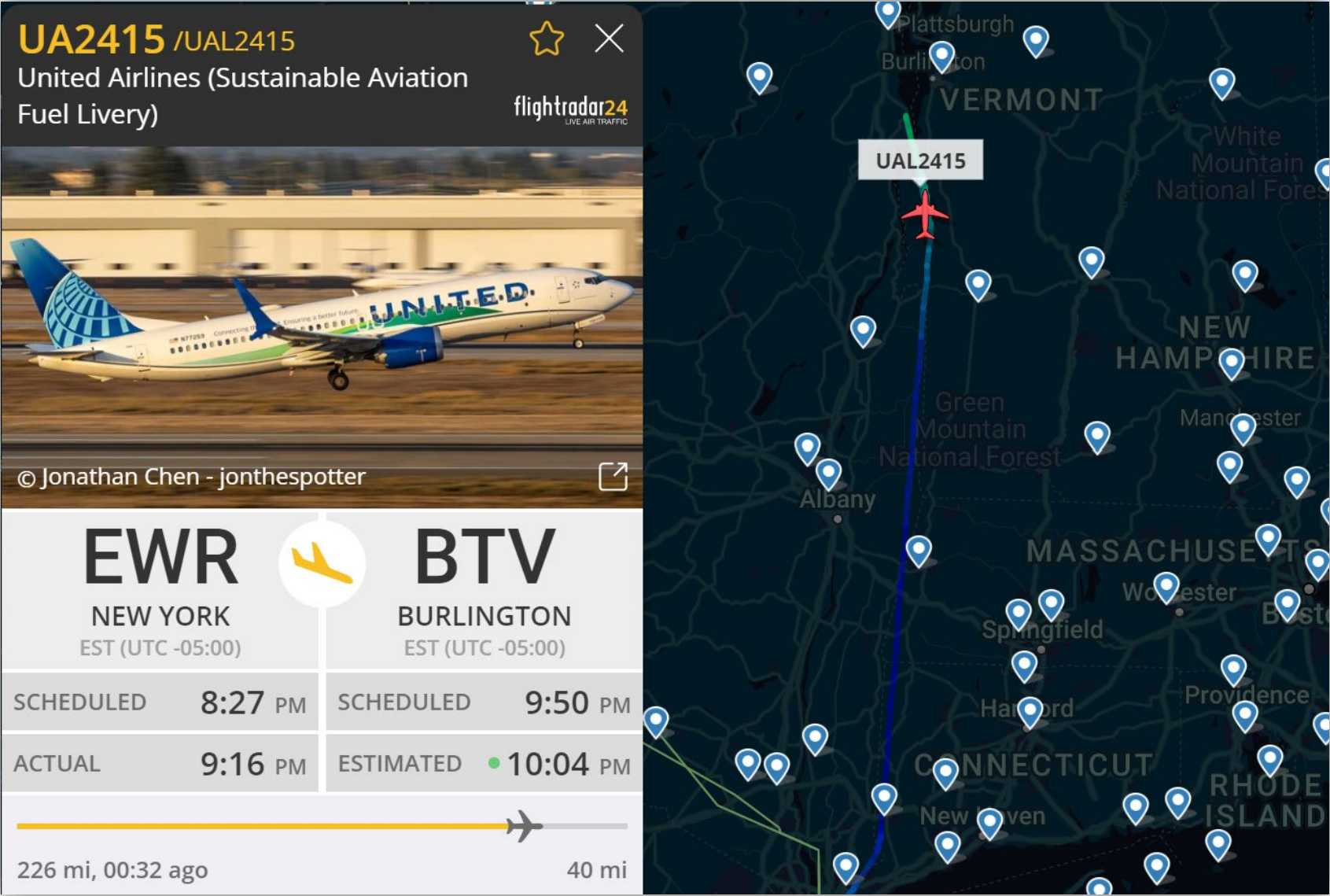
Status ● Batch delivery ● Ongoing deliveries



November 12, 2022

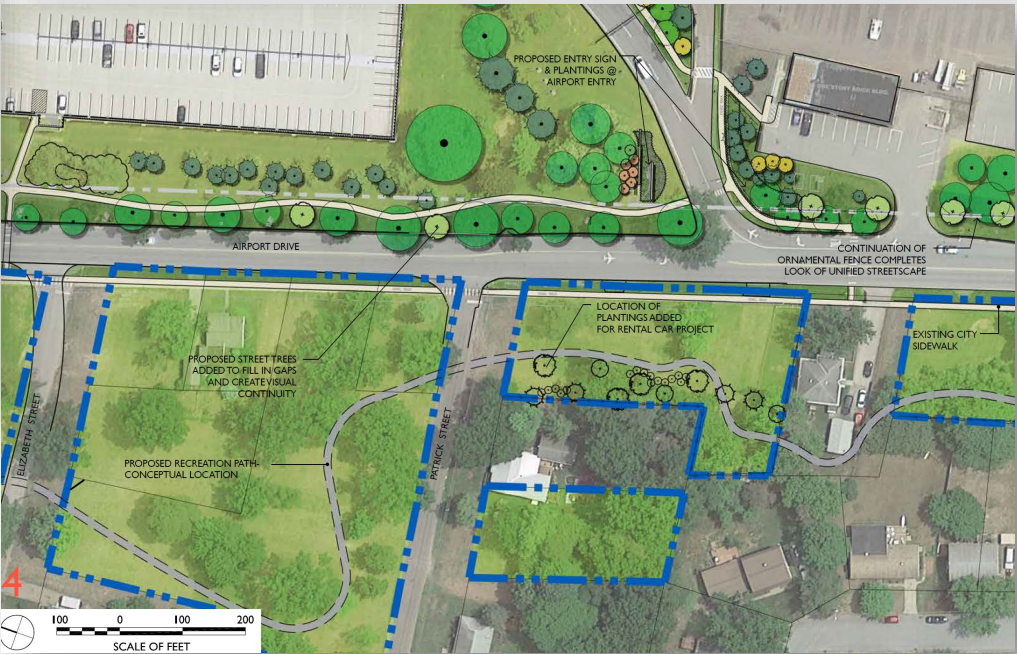
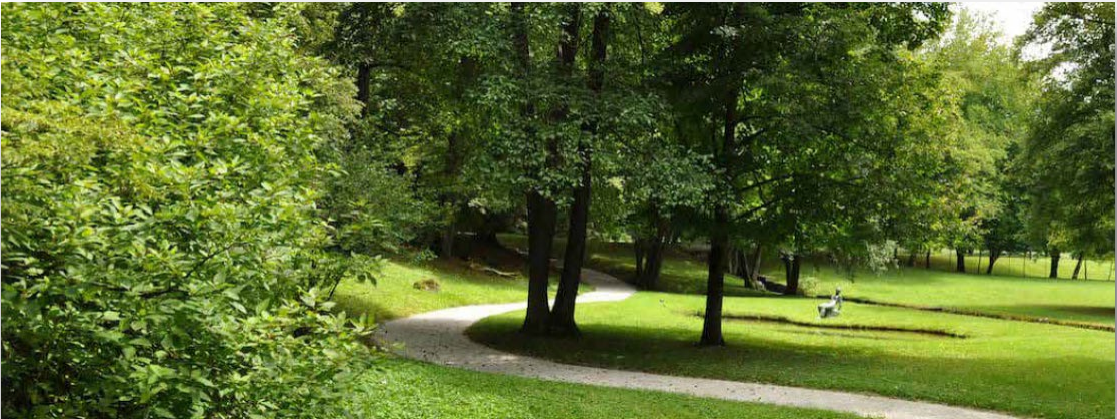
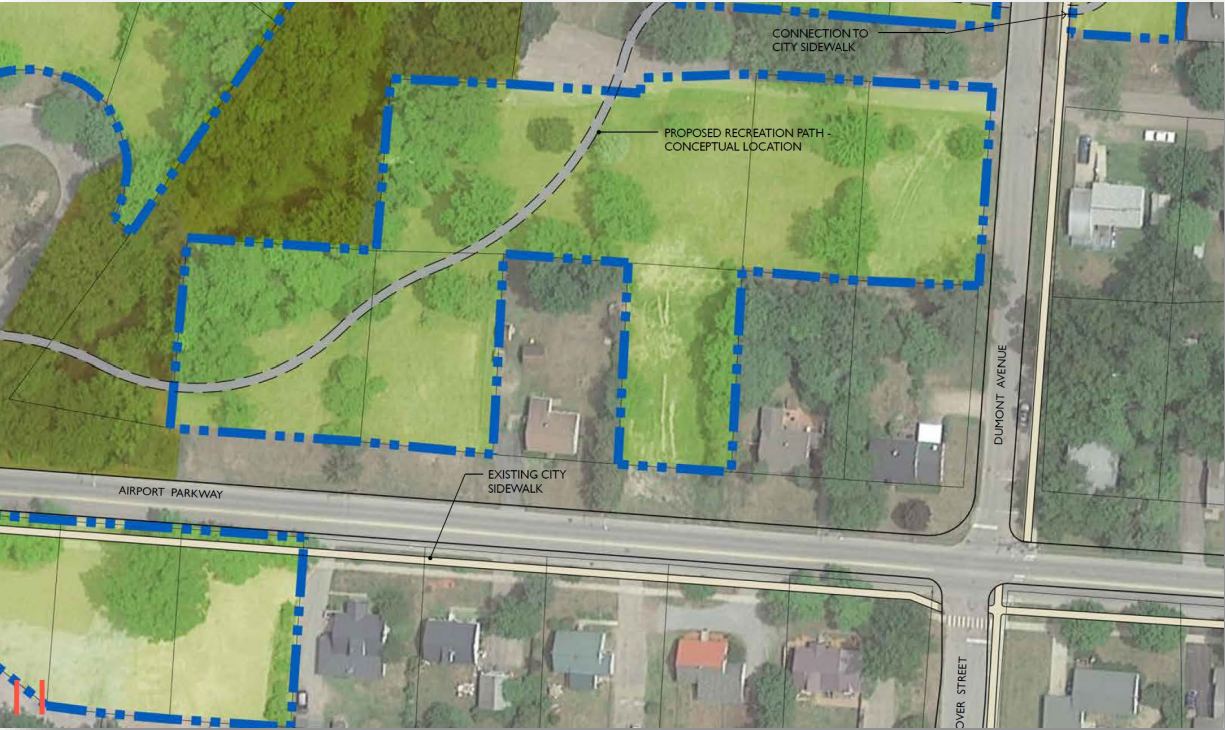
United Flight 2415
FAA Reg. N77259
Boeing 737 Max 8

Newark, NJ (EWR) to
Burlington
International Airport
(BTV)



The Future of BTV!

BTV Landscape Master Plan

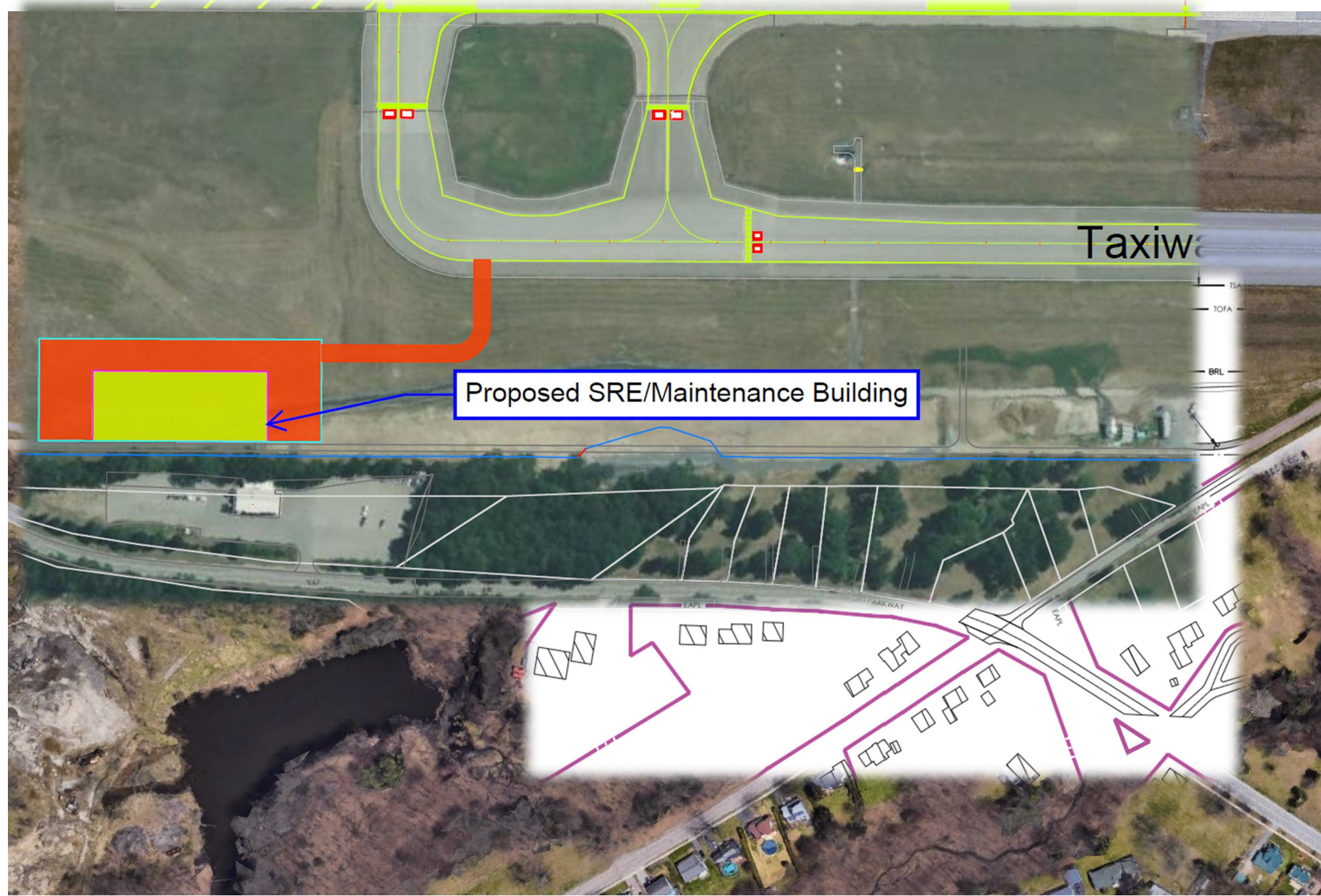


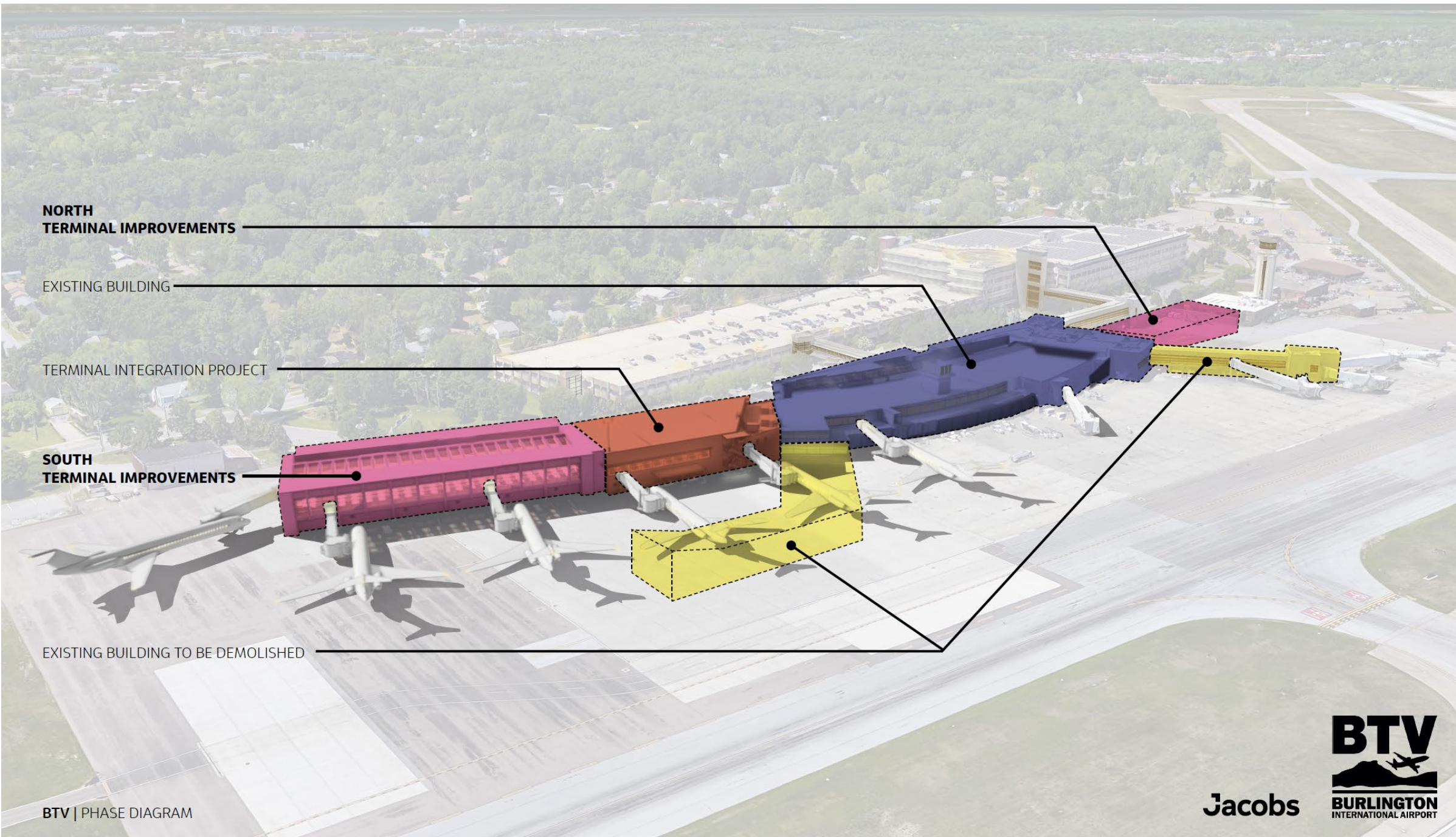
Nature Based Climate Solutions



Community Garden Concepts







**NORTH
TERMINAL IMPROVEMENTS**

EXISTING BUILDING

TERMINAL INTEGRATION PROJECT

**SOUTH
TERMINAL IMPROVEMENTS**

EXISTING BUILDING TO BE DEMOLISHED





New Building – What does this mean?

Policy Changes

New tenant incentives

Building Design

Electrification

*Embodied
Carbon*

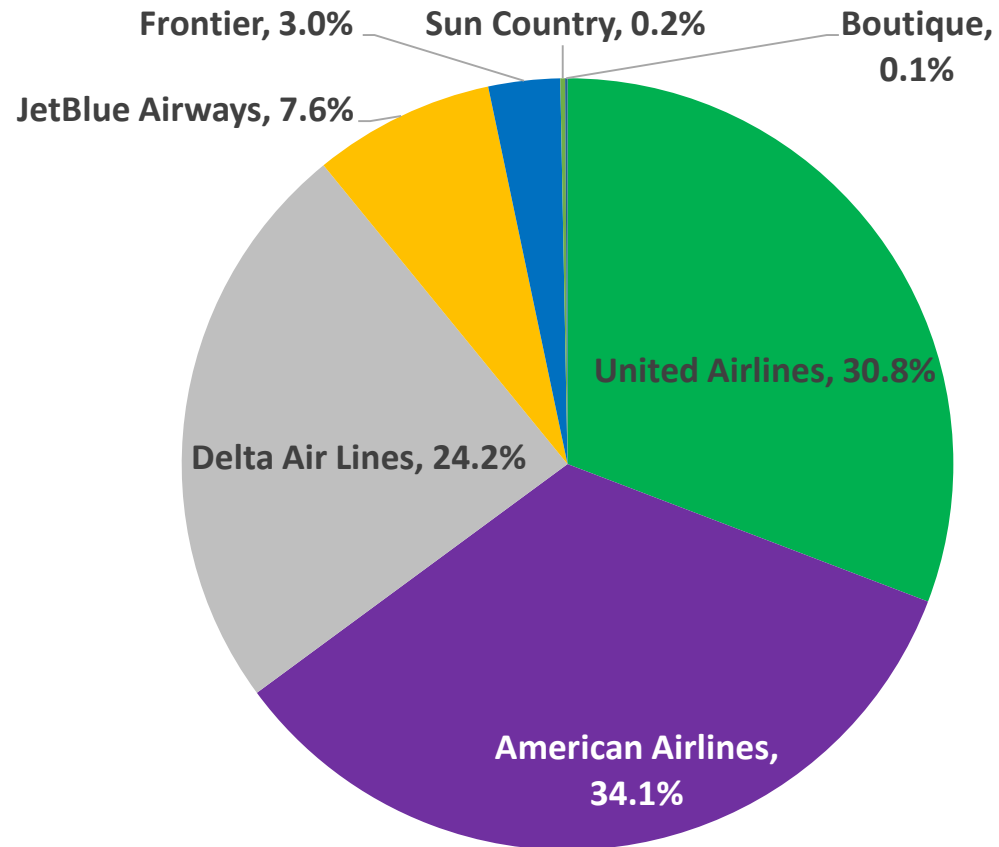


Appendix:

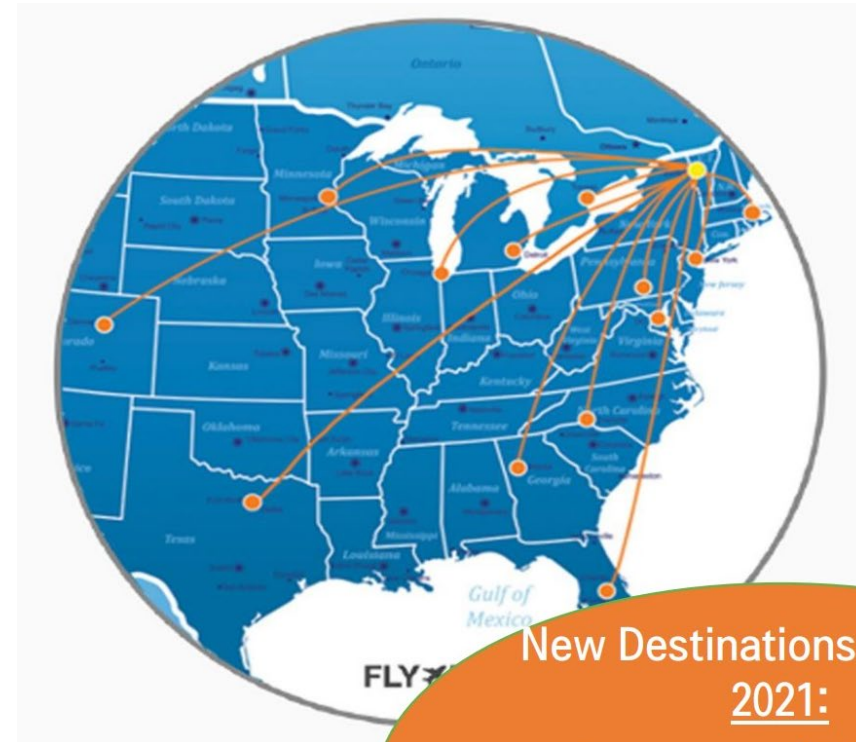
Air Service and additional information

Diverse Carrier Mix

Airline Market Share (% for FY 2022)



BTV Non-Stop Destinations

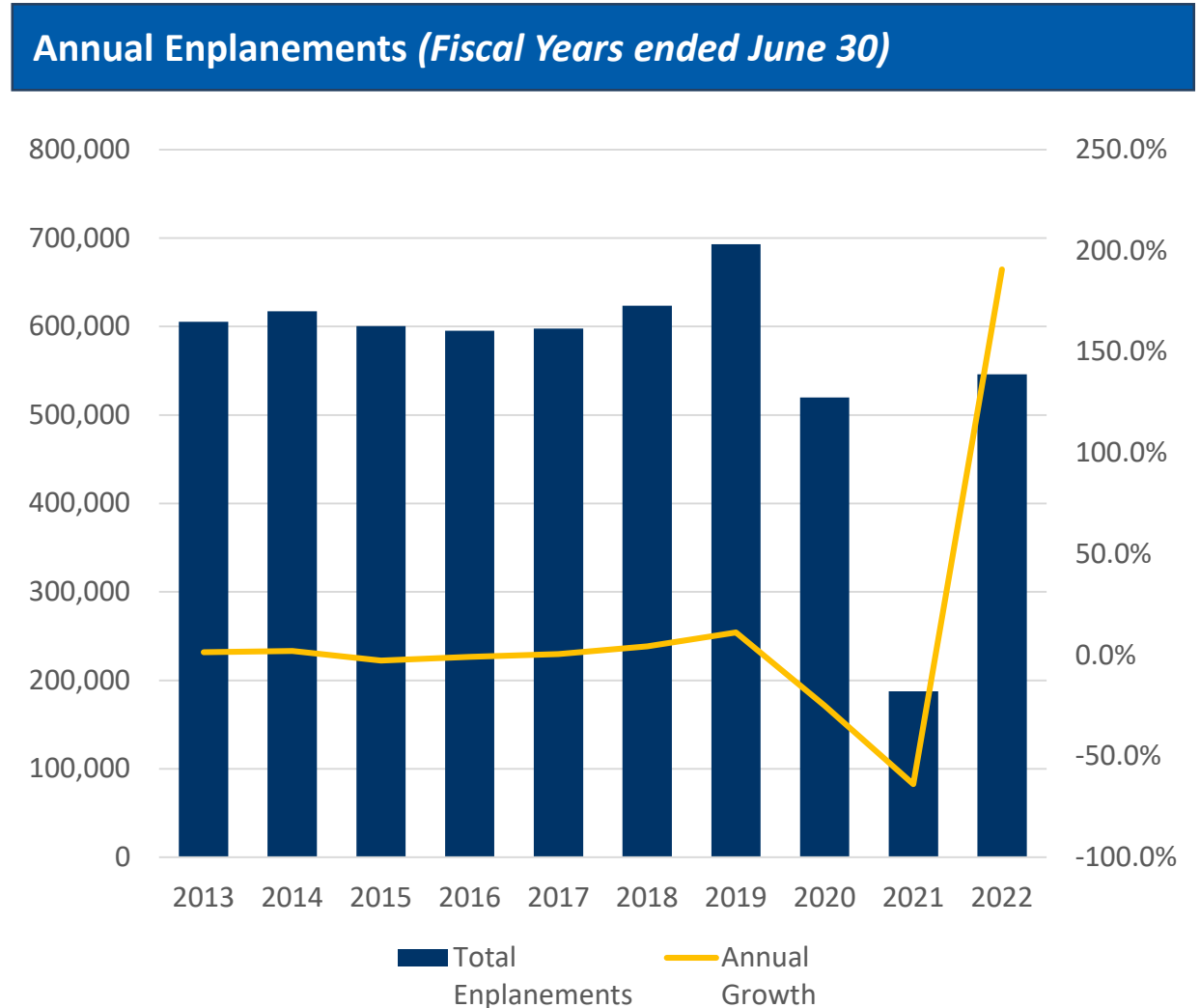


New Destinations Added in 2021:

- Boston Logan (BOS)
- Miami (MIA)
- Dallas/Fort Worth (DFW)
- Minneapolis/St. Paul (MSP)

Historical Enplanements

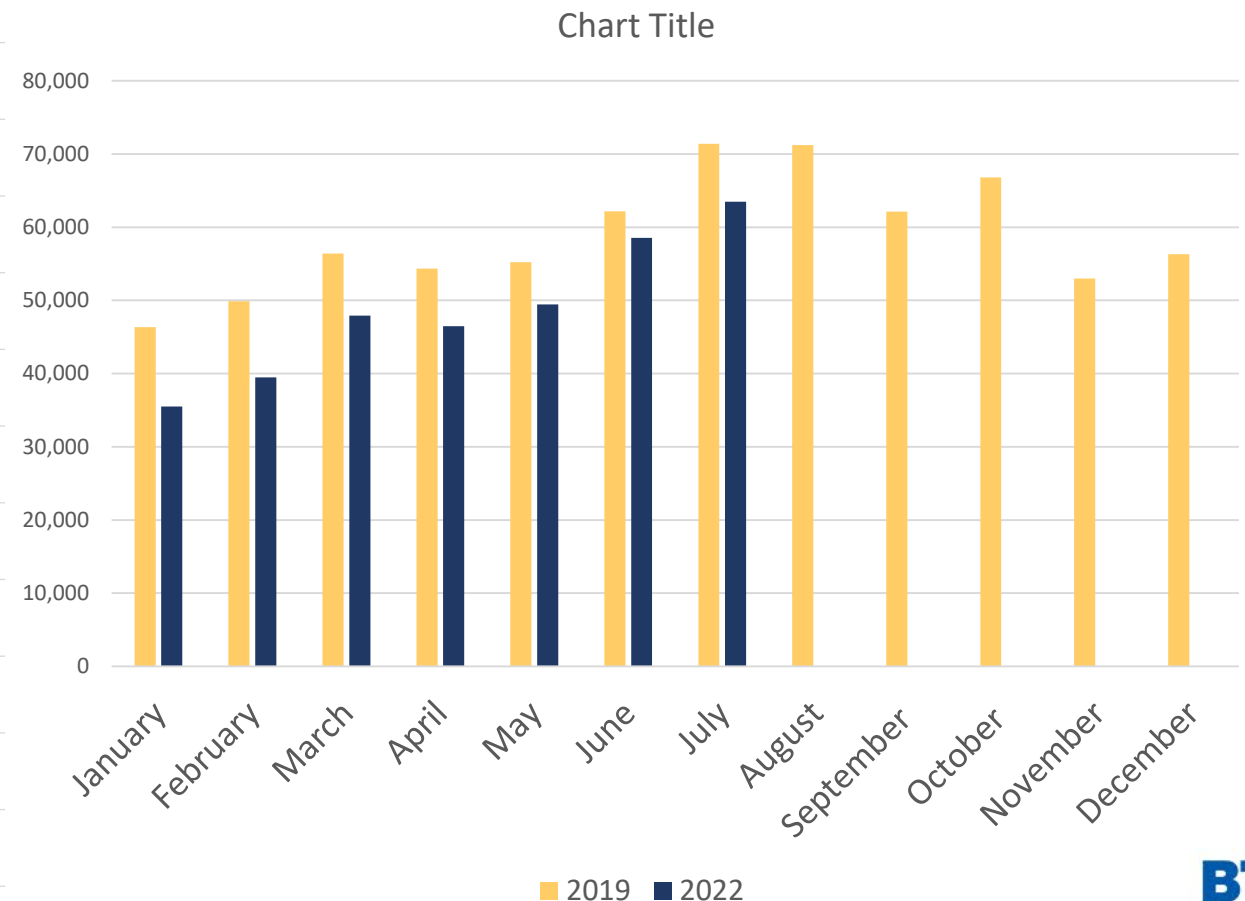
Fiscal Year	Total Enplanements	Annual Growth
2013	605,505	(7.2%)
2014	617,301	1.9%
2015	600,402	(2.7%)
2016	595,247	(0.9%)
2017	597,800	0.4%
2018	623,489	4.3%
2019	693,208	11.2%
2020	519,874	(25.0%)
2021	187,739	(63.9%)
2022	545,853	190.7%



Monthly Enplanements – CY 2022 vs. 2019

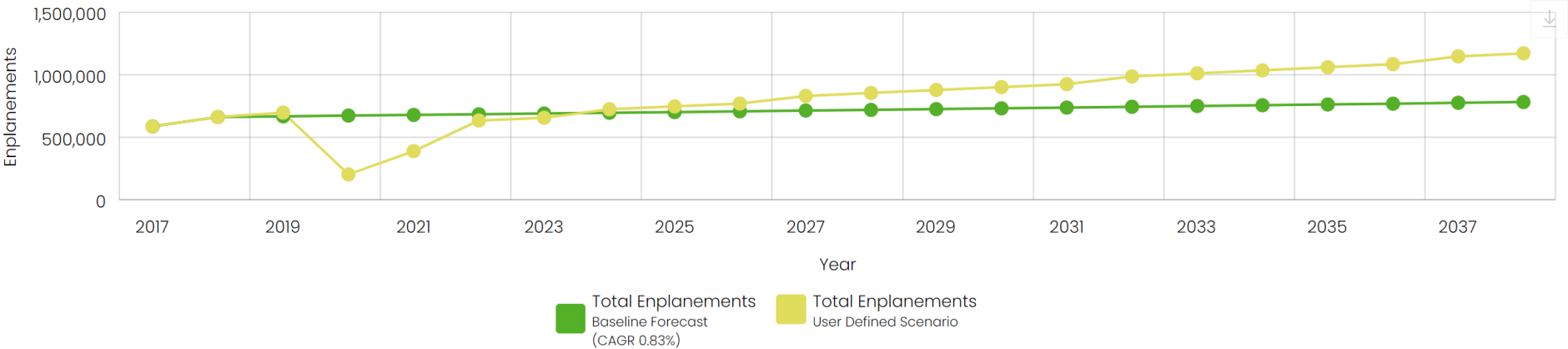
Month	2019	2022	% recovery CY 22 vs. CY 19
January	46,356	32,520	70%
February	49,867	39,497	79%
March	56,400	47,897	85%
April	54,340	46,485	86%
May	55,209	49,452	90%
June	62,180	58,546	94%
July	71,381	63,469	89%
August	71,200		
September	62,116		
October	66,795		
November	53,004		
December	56,314		

Monthly Enplanements – Calendar Year 2022 Compared to 2019



Master Plan Forecasts: 2017 – 2037+

Enplanements



Total Passengers

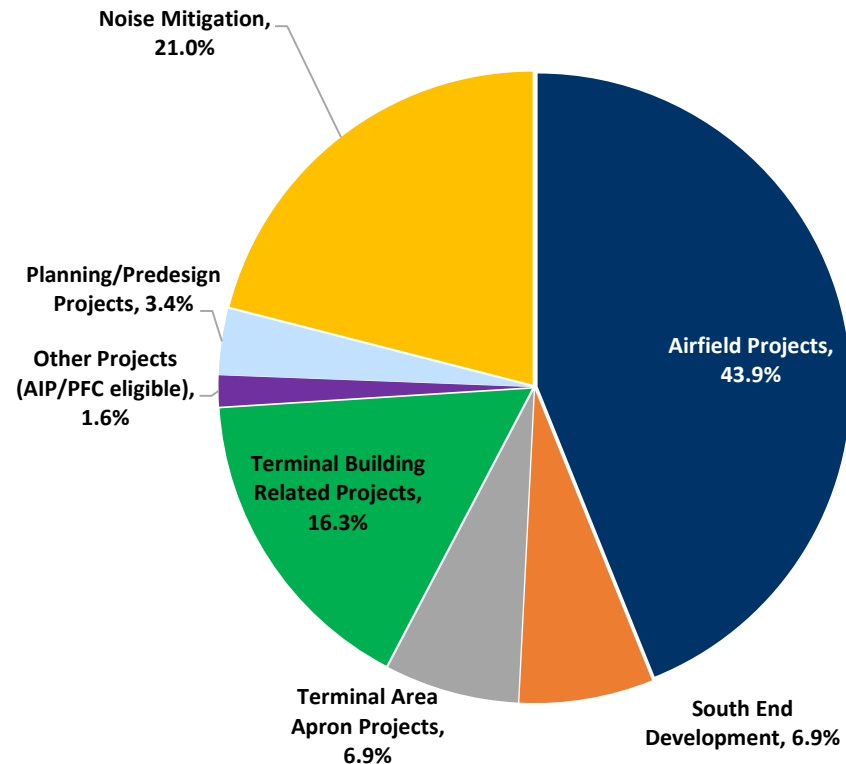


Capital Development Program

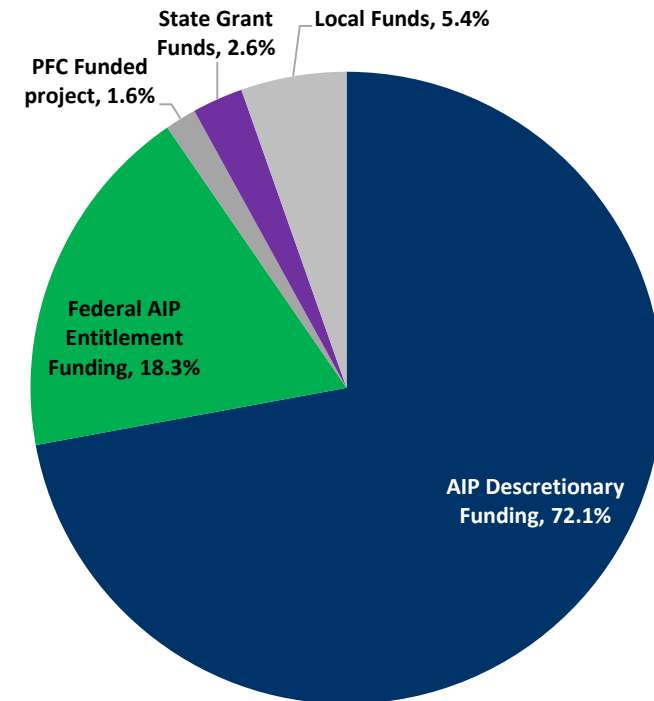
BTV Capital Development Program Overview

- The Airport Capital Development Program for FY 2022 – 2027 has an estimated cost of \$115.2 million, \$108.9 million of which is expected to be funded by federal or state grants—Program funding sources do not include any additional bonds
- In response to COVID-19, in FY 2020 – FY 2021 the Airport reduced projects, resuming major projects in FY 2022:
 - Projected capital expenditures but expects to continue airfield and terminal projects primarily funded with FAA grants

Capital Development Program Expenditures, FY2022-2027



Capital Development Program Funding Sources, FY2022-2027



*major maintenance consists of non-FAA projects funded by a combination of the Airport operating budget, CFC funds, and VTANG grants

Capital Development Program Projects and Funding Sources

	TOTAL
Projects:	
Airfield Projects	\$50,576,000
Cargo Apron Development	8,000,000
Terminal Area Apron Projects	7,924,000
Terminal Building Related Projects	18,763,000
Other Projects (AIP- / PFC-Eligible)	1,800,000
Planning/Predesign Projects	3,930,000
Noise Mitigation	24,185,000
Total Project Cost	\$115,178,000
Funding Sources:	
Federal AIP Entitlement Funding	\$21,120,000
AIP Discretionary/Supplemental Funding	82,990,000
PFC Funded project	1,800,000
State Grant Funds (500K annually)	3,000,000
Local Funds *	6,268,000
Total Funding Sources	\$115,178,000

*Local funding projected to be partially paid with PFCs



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: November 22, 2022

To: Transportation, Energy and Utilities Committee

From: Phillip Peterson P.E., Public Works Engineer
Laura Wheelock P.E., Senior Public Works Engineer

CC: Norman Baldwin, P.E. Assistant Director of Public Works/City Engineer
Chapin Spencer, Director of Public Works

Subject: Boundary Line Adjustments for the Pearl and Prospect Intersection

Background

For several years the City has discussed ways to better align the Pearl Street and Prospect Street intersection. The intersection of eastbound Pearl Street, westbound Colchester Avenue, and the skewed north-south Prospect Street, is located adjacent to the University of Vermont and Fletcher Allen Health Care, Vermont's university hospital & medical center. This busy crossroads provides access to these institutions and to downtown Burlington, and accommodates high volumes of vehicle, bus, and bicycle traffic that create frequent congestion and delay. The intersection's proximity to major institutions also creates intense pedestrian activity and high crossing demand, causing extended vehicle queueing at intersections. During the afternoon peak hour, 2,092 vehicles and 472 pedestrians and cyclists pass through the intersection.

Furthermore, there is no advanced pedestrian phase for east-west pedestrians, no delineated shoulders on three approaches, and a skewed crosswalk across the north Prospect Street approach. For vehicles, the north and south approaches of Prospect Street are offset by approximately 70 feet, but are phased under concurrent signals, often causing confusion and inefficiency. North and southbound vehicles are often trapped in the intersection while waiting to turn left without adequate sightlines of oncoming traffic. These design inadequacies create a dangerous intersection for all users: there were 67 crashes at this intersection in five years, from 2007-2011. The VTrans High Crash Location (HCL) report using 2006-2010 data lists the intersection as the 25th worst of 659 HCLs in the state.

In April, 2021 the City Council executed a non-binding Memorandum of Understanding ("MOU") between the University of Vermont and The City of Burlington concerning the desired adjustment to property lines adjacent to the Pearl Street and Prospect Street intersection. The property line adjustments are necessary to facilitate the reconstruction of Pearl Street and Prospect Street

An Equal Opportunity Employer

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intersection – to achieve traffic and safety improvements that will benefit both the City and UVM, see Attachment-1. These Pearl Street and Prospect Street intersection improvements were made more pressing due to the University Place Street Reconstruction project which limited vehicle traffic to one-way thereby diverting additional traffic to this intersection. This property line adjustment will help facilitate the intersection upgrades and future UVM improvements to Dewey Hall.

DPW Staff and UVM Staff developed the non-binding MOU to address boundary line adjustments around the intersection of Pearl Street and Prospect St, see Attachment-2. This intersection became connected to the University Place project when consideration was given to changing University Place to be one way. The realignment of the intersection of Colchester Ave/Pearl St/Prospect St will be necessary to facilitate the change in traffic pattern with the City's transportation network. Such a realignment will normalize the City's right of way boundary with that of the UVM Dewey Building where the ROW is currently within the footprint of the building. This MOU was drafted to be non-binding in nature to acknowledge that while the Mayor executed this memorandum, such a boundary line adjustment is also subject to the future approval of the Department of Permitting and Inspections.

The State of Vermont through their Vermont Project Selection and Prioritization Program (VPSP2) selected this intersection for capital programing and funding starting in their FY23 budget. The project was selected under their Traffic & Safety Transportation Program; under this program costs are paid at 100% by Federal or State dollars. Work to define the scope of services and designer procurement will occur in FY23 with more detailed design starting as early as FY24.

Next Steps

In the upcoming weeks staff will be advancing a formalization of the boundary adjustments bringing this forward to the Board of Finance and ultimately the City Council for their review and approval.

Thank you for your consideration. If you have any questions, please feel free to contact Phillip Peterson at ppeterson@burlingtonvt.gov (802)598-8356.

Attachments

1. Memorandum of Understanding Regarding Boundary Line Adjustments Adjacent to the Colchester Avenue and Prospect Street Intersection.
2. Property Line Adjustments.

NON-BINDING MEMORANDUM OF UNDERSTANDING BETWEEN THE UNIVERSITY OF VERMONT AND THE CITY OF BURLINGTON REGARDING BOUNDARY LINE ADJUSTMENTS ADJACENT TO THE COLCHESTER AVENUE AND PROSPECT STREET INTERSECTION

This non-binding Memorandum of Understanding ("MOU") is entered into between the City of Burlington, a Vermont municipal corporation ("City"), and the University of Vermont and State Agricultural College, an educational corporation and instrumentality of the State of Vermont ("UVM") (collectively, "the parties").

I. Purpose

The City and UVM are seeking to address the property line adjustments that are necessary to facilitate the reconstruction of Colchester Avenue and Prospect Street intersection with the collateral benefit for the City and UVM. The desire to address these boundaries starts with the City's selection of a preferred alternative for this intersection that would require additional right-of-way to complete the improvements. Additionally the University Place Project that commenced upon the Agreement entered into by the City and UVM with regards to UVM's contributions to the City's Sustainable Infrastructure Program has a cascading effect to the Colchester Avenue and Prospect Street Intersection in that the change in traffic operations on University Place to one way will have impacts on the Colchester Avenue and Prospect Street intersection. This property line adjustment will help facilitate both projects moving forward.

The purpose of this MOU is to express the general intent of the City with support of UVM concerning the desired adjustment to property lines adjacent to the Colchester Avenue and Prospect Street intersection; the property line adjustments are dependent on the reconstruction of Colchester Avenue and Prospect Street intersection with the collateral benefit for the City and UVM, (collectively "Project"). In parallel with the City's efforts, UVM has requested an adjustment of the property line in front of Dewey Hall, which would normalize the existing property boundary and Right of Way boundary at Dewey Hall such that the boundary is no longer within the footprint of the building and is relative to the adjacent roadways similar to how other City property lines are laid out. The general locations of the property line adjustments are depicted in Exhibit C to this MOU.

This MOU will further serve to clarify the potential responsibilities of the City and UVM regarding the desired property boundary line adjustments. The parties intend to, and have generally agreed in the Third Amendment to "The Agreement Between The University Of Vermont And The City Of Burlington Regarding Participation In The City's Ten Year Capital Plan" (Exhibit B) to cooperatively support both property line adjustments. However, as property line adjustments are subject to approval by Burlington Zoning, and further, adjustments concerning the City's Right of Way are subject to City Council, it is acknowledged that the Department of Public Works, City staff, or the Mayor of the City of Burlington **do not have the authority** to guarantee any outcome regarding the desired adjustment to property lines. In addition, the University of Vermont's Board of Trustees will need to approve the proposed property line adjustments. As such, this MOU is **non-binding** and serves to set forth a general understanding concerning the Project.

II. The Project Properties

The real properties subject to this MOU consist of the following parcels: Public Right-of-Way (City), Parcel 045-4-007-134 (UVM), Parcel 045-4-003-240 (UVM) as described in Exhibit C.

III. Responsibilities

- a. In order to effectuate any property line adjustments, boundary survey work is necessary. The City will retain the services of a licensed professional to survey, provide plats, and assist with zoning applications. The costs of these services will be paid according to Sections 5.a. (University Place, Conceptual Design) and 5.b. (University Place, Final Design and Construction) of "The Agreement Between The University Of Vermont And The City Of Burlington Regarding Participation In The City's Ten Year Capital Plan" dated February 28, 2018, and as subsequently amended by the First Amendment dated February 28, 2020, Second Amendment dated August 19th, 2020, Third Amendment dated December 31, 2020, and Fourth Amendment dated April 2021.
- b. All property line adjustments in the City require Burlington Zoning approval. The City will support UVM

will the responsible for the Planning & Zoning application for lot line adjustments. Zoning lot line adjustment applications include the following:

- i. A completed application form, signed by the property owner;
 - ii. A filing fee of \$15.00;
 - iii. An application fee of \$140, in cash, check or credit card (credit cards incur a convenience fee). Checks are to be made out to the 'City of Burlington';
 - iv. Photographs of the subject property, showing the location of the project (and neighboring properties if applicable);
 - v. A letter requesting review and approval of a lot line adjustment, giving the names and address of property owners; and
 - vi. Two (2) copies of a lot line adjustment plat (with an additional copy at 11x17 size) will need to be submitted with the Zoning application for lot line adjustments. The plat shall be prepared by a Vermont licensed land surveyor and indicate all lots that are proposed to be modified as a result of the proposed lot line adjustment (the "Survey"). The Survey shall be sufficient to clearly indicate the area, metes, bounds, and ties of each of the affected lots. The Survey shall include all structures and site improvements and delineate all building/structure setbacks, lot coverage, parking spaces and any other details as may be specified by the Zoning Administrative Officer.
- c. As mandated by the Burlington City Charter, the Burlington City Council must approve changes to property lines affecting the public Right-of-Way. Securing the approval of City Council for Right-of-Way property line adjustments will be the responsibility of City Staff, with support from UVM. The property line adjustments will also require approval of the University Board of Trustees
 - d. At the City's completion of final design of the Colchester Avenue and Prospect Street intersection realignment plan, both parties will work cooperatively and in good faith to make any additional boundary adjustments necessary to facilitate said intersection realignment.

IV. Exhibits

- a. Exhibit C. Preliminary Proposed Land Transfers
- b. Exhibit B. "The Agreement Between The University Of Vermont And The City Of Burlington Regarding Participation In The City's Ten Year Capital Plan" dated February 28, 2018, and as subsequently amended by the First Amendment dated February 28, 2020, Second Amendment dated August 19th, 2020, Third Amendment dated December 31, 2020, and Fourth Amendment dated April 2021.

This non-binding Memorandum of Understanding is dated this _____ day of April 2021.

CITY OF BURLINGTON, VERMONT

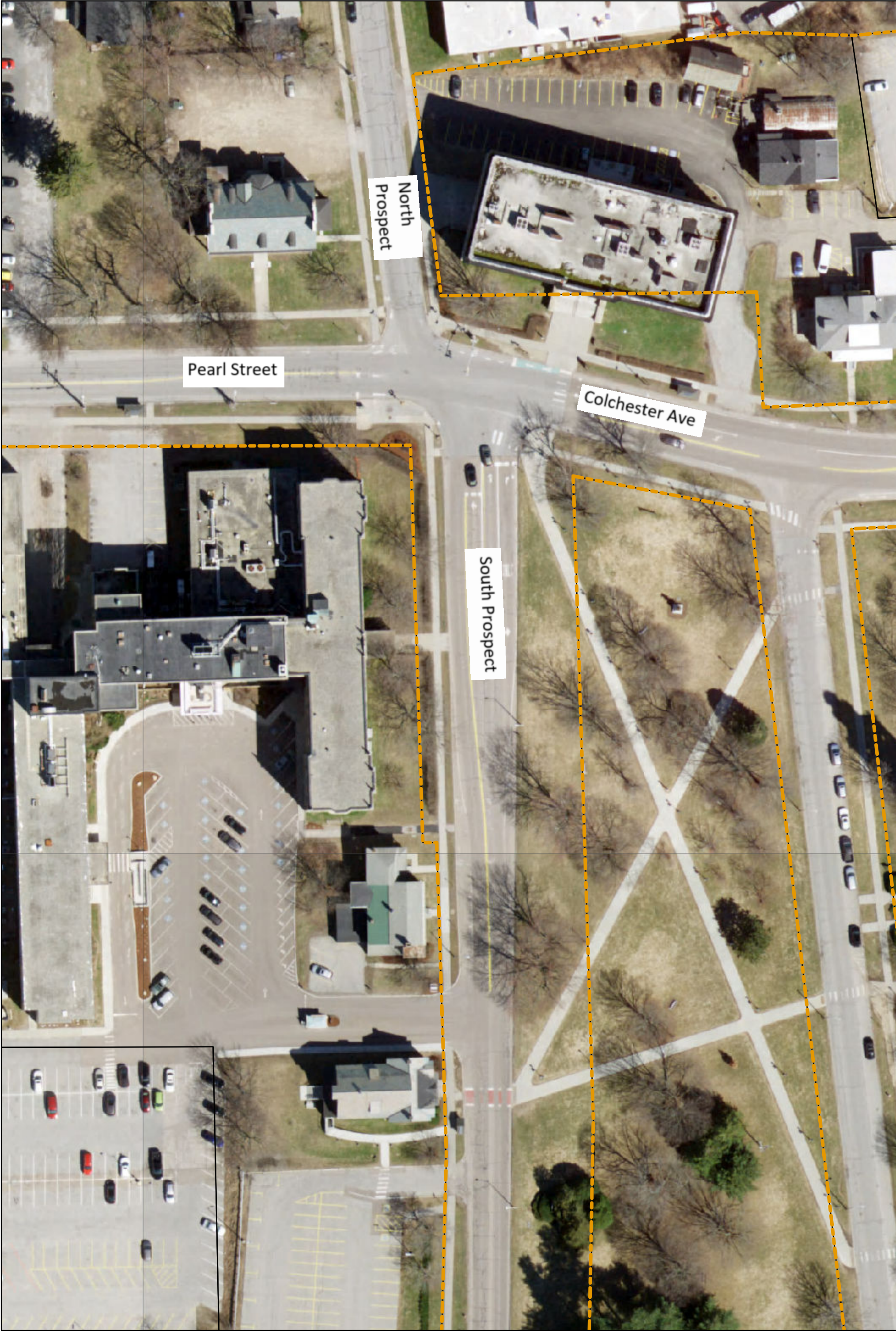
By: _____

Mayer Miro Weinberger
Duly Authorized Agent

UNIVERSITY OF VERMONT

By: _____

(Print Name)
Duly Authorized Agent

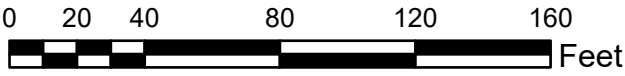


UVM MAIN CAMPUS

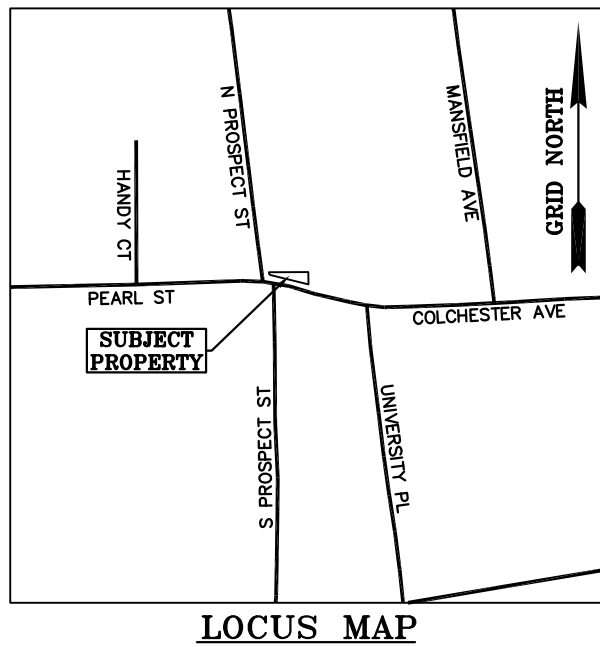
 UVM_PROPERTY_BOUNDARY (APPROXIMATE)

2018 ORTHOS

Map Produced by UVM Planning, Design & Construction
Date Saved: 6/3/2020 2:25 PM



ORIGINAL DRAWING-INK ON POLYESTER FILM MEETING THE REQUIREMENTS OF 27 VSA 1403(b)(8)(B)



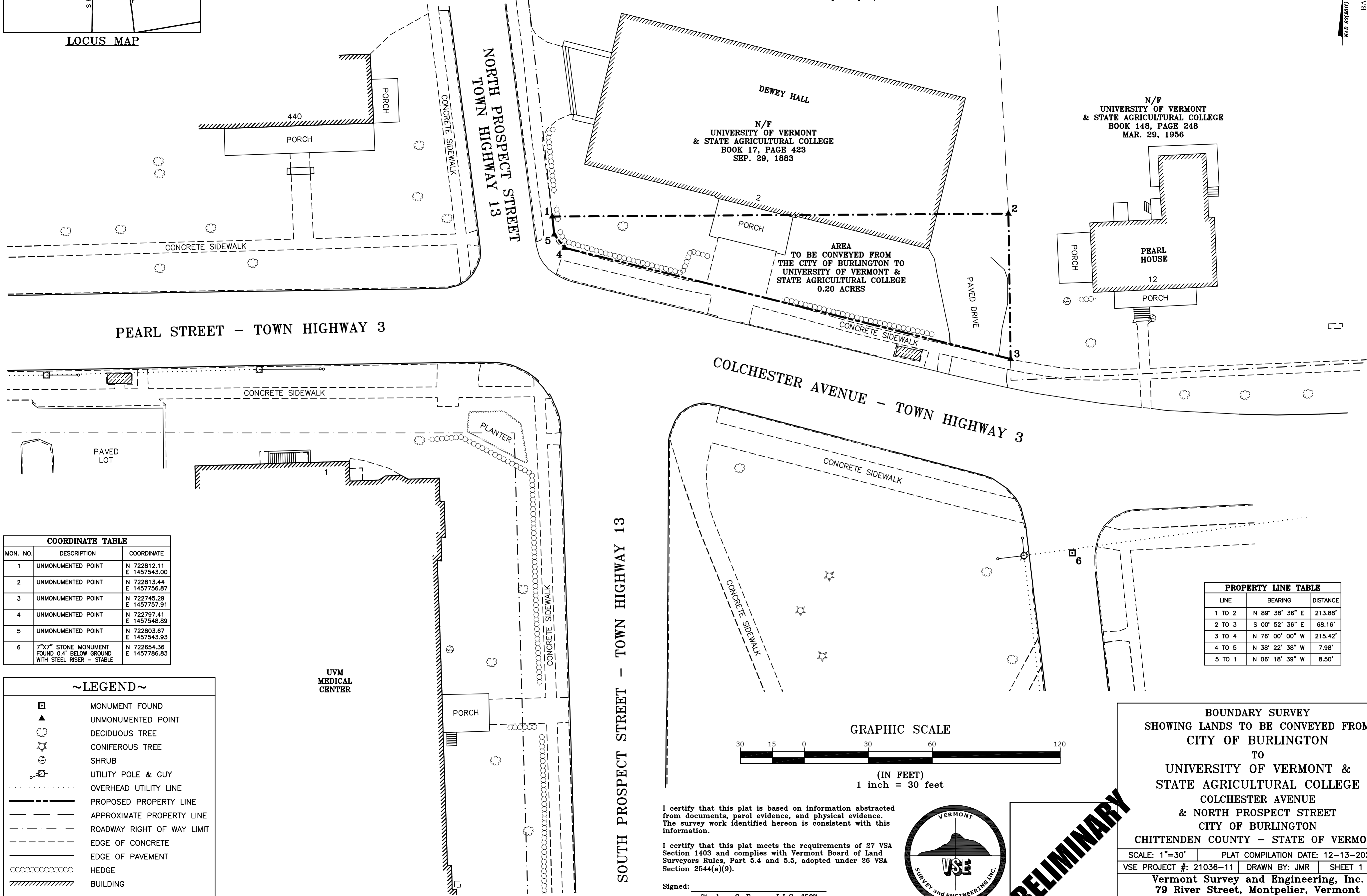
NOTES:

- N1** - This survey was performed using an electronic total station to traverse between control points established using dual frequency GPS receivers, resulting in a closure with a relative precision that exceeds 1:10000.
N2 - A combined factor of 0.99991615 was used for grid distance computations. All bearings, distances and coordinates are shown as Vermont Grid, NAD83 in U.S. Survey Feet.
N3 - Easements of record or implied are not a part of this survey.
N4 - Roadway right of way limits shown hereon are based on references listed below.

REFERENCES:

- R1** - A plan entitled "PLAN OF PORTION OF PEARL STREET AND COLCHESTER AVENUE", by Arthur D. Butterfield, Director of Surveys, filed in the University of Vermont Engineering Department.
R2 - A map entitled "UNIVERSITY PLACE SEWER" dated 1928, filed in the University of Vermont Engineering Department.
R3 - A plat entitled "PLAN OF G.G. BENEDICT HOMESTEAD, BURLINGTON, VT." dated Sept. 22, 1934, by A. D. Butterfield, Engineer, filed in the University of Vermont Engineering Department.
R4 - A plat entitled "EXCHANGE OF PROPERTY Between U.V.M. & S.A.C. and American National Red Cross" dated 12 July 1974, by Harris G. Abbott, LLS, filed in the University of Vermont Engineering Department.
R5 - A plat entitled "UNDERGROUND EASEMENT U.V.M. and S.A.C. to City of Burlington" dated 20 November 1975, by Harris G. Abbott, LLS, filed in the University of Vermont Engineering Department.
R6 - A compilation map entitled "Buildings and Portion of Land to be Conveyed to Medical Center Hospital of Vermont" dated 21 November 1977, by Harris G. Abbott, LLS, filed in the University of Vermont Engineering Department.
R7 - A map entitled "#416 PEARL ST. R.O.W. (INCLUDING HANDY CT.)" dated 1-9-(19)89, by Burlington Electric Department, filed in the University of Vermont Engineering Department.
R8 - A map entitled "THE UNIVERSITY OF VERMONT MAIN CAMPUS BURLINGTON, VT 05405" dated 9/4/2012, by Campus Planning Services; WSP Sells, by Harris G. Abbott, LLS, filed in the University of Vermont Engineering Department.

BASIS OF BEARINGS & COORDINATES
Datum: Horizontal - NAD 83 (2011) SFC (4400 VT) SFT
NAD 83 (2011)



I certify that this plat is based on information abstracted from documents, parol evidence, and physical evidence. The survey work identified hereon is consistent with this information.

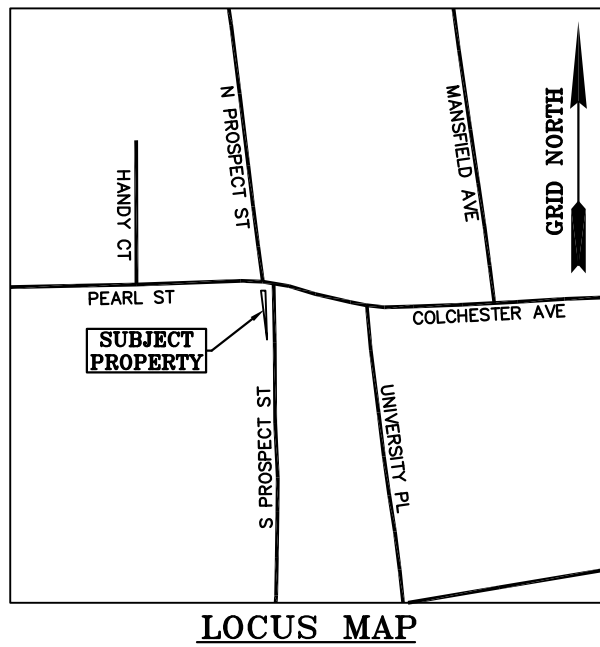
I certify that this plat meets the requirements of 27 VSA Section 1403 and complies with Vermont Board of Land Surveyors Rules, Part 5.4 and 5.5, adopted under 26 VSA Section 2544(a)(9).

Signed: Stephen C. Fraser, L.L.S. #527

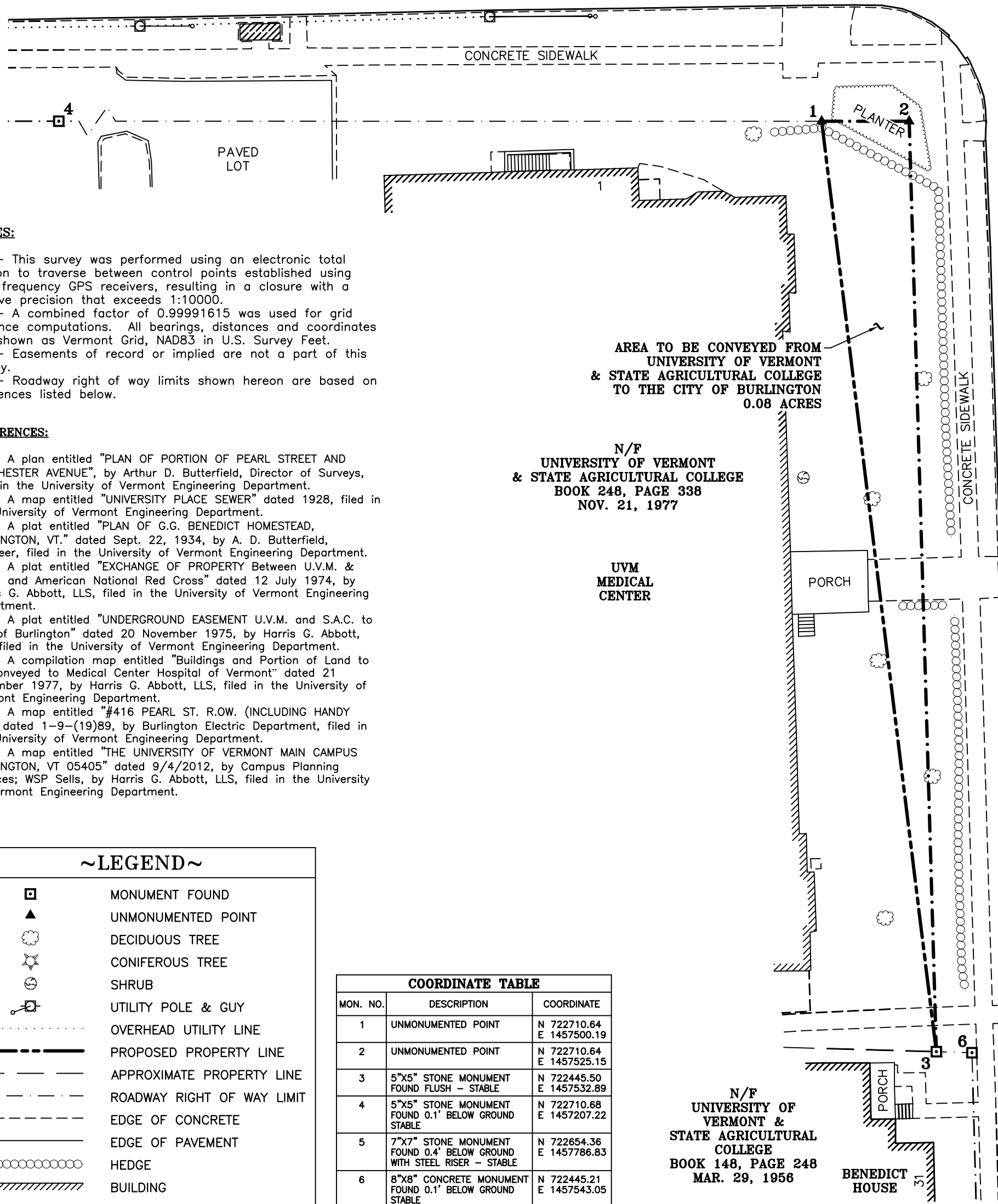


PRELIMINARY

ORIGINAL DRAWING-INK ON POLYESTER FILM MEETING THE REQUIREMENTS OF 27 VSA 1403(b)(8)(B)



PEARL STREET - TOWN HIGHWAY 3



COORDINATE TABLE		
MON. NO.	DESCRIPTION	COORDINATE
1	UNMONUMENTED POINT	N 722710.64 E 1457500.19
2	UNMONUMENTED POINT	N 722710.64 E 1457525.15
3	5"x5" STONE MONUMENT FOUND FLUSH - STABLE	N 722445.50 E 1457532.89
4	5"x5" STONE MONUMENT FOUND 0.1' BELOW GROUND STABLE	N 722710.68 E 1457207.22
5	7"x7" STONE MONUMENT FOUND 0.4' BELOW GROUND WITH STEEL RISER - STABLE	N 722654.36 E 1457786.83
6	8"x8" CONCRETE MONUMENT FOUND 0.1' BELOW GROUND STABLE	N 722445.21 E 1457543.05

~LEGEND~	
	MONUMENT FOUND
	UNMONUMENTED POINT
	DECIDUOUS TREE
	CONIFEROUS TREE
	SHRUB
	UTILITY POLE & GUY
	OVERHEAD UTILITY LINE
	PROPOSED PROPERTY LINE
	APPROXIMATE PROPERTY LINE
	ROADWAY RIGHT OF WAY LIMIT
	EDGE OF CONCRETE
	EDGE OF PAVEMENT
	HEDGE
	BUILDING

AREA TO BE CONVEYED FROM
UNIVERSITY OF VERMONT
& STATE AGRICULTURAL COLLEGE
TO THE CITY OF BURLINGTON
0.08 ACRES

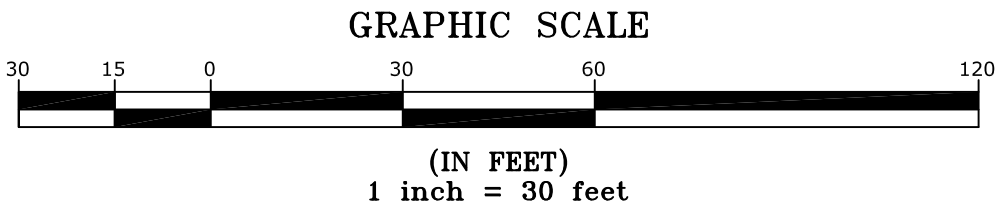
N/F
UNIVERSITY OF VERMONT
& STATE AGRICULTURAL COLLEGE
BOOK 248, PAGE 338
NOV. 21, 1977

UVM
MEDICAL
CENTER

N/F
UNIVERSITY OF
VERMONT &
STATE AGRICULTURAL
COLLEGE
BOOK 148, PAGE 248
MAR. 29, 1956

BENEDICT
HOUSE

SOUTH PROSPECT STREET - TOWN HIGHWAY 13



I certify that this plat is based on information abstracted from documents, parcel evidence, and physical evidence. The survey work identified hereon is consistent with this information.

I certify that this plat meets the requirements of 27 VSA Section 1403 and complies with Vermont Board of Land Surveyors Rules, Part 5.4 and 5.5, adopted under 26 VSA Section 2544(a)(9).

Signed: Stephen C. Fraser, L.L.S. #527



PRELIMINARY

BOUNDARY SURVEY
SHOWING LANDS TO BE CONVEYED FROM
UNIVERSITY OF VERMONT &
STATE AGRICULTURAL COLLEGE

TO
CITY OF BURLINGTON
PEARL STREET
& SOUTH PROSPECT STREET
CITY OF BURLINGTON
CHITTENDEN COUNTY - STATE OF VERMONT

SCALE: 1"=30' PLAT COMPILATION DATE: 12-13-2021
VSE PROJECT #: 21036-11 DRAWN BY: JMR SHEET 1 OF 1
Vermont Survey and Engineering, Inc.
79 River Street, Montpelier, Vermont
(802) 229-9138 ~ info@vermontsurvey.com

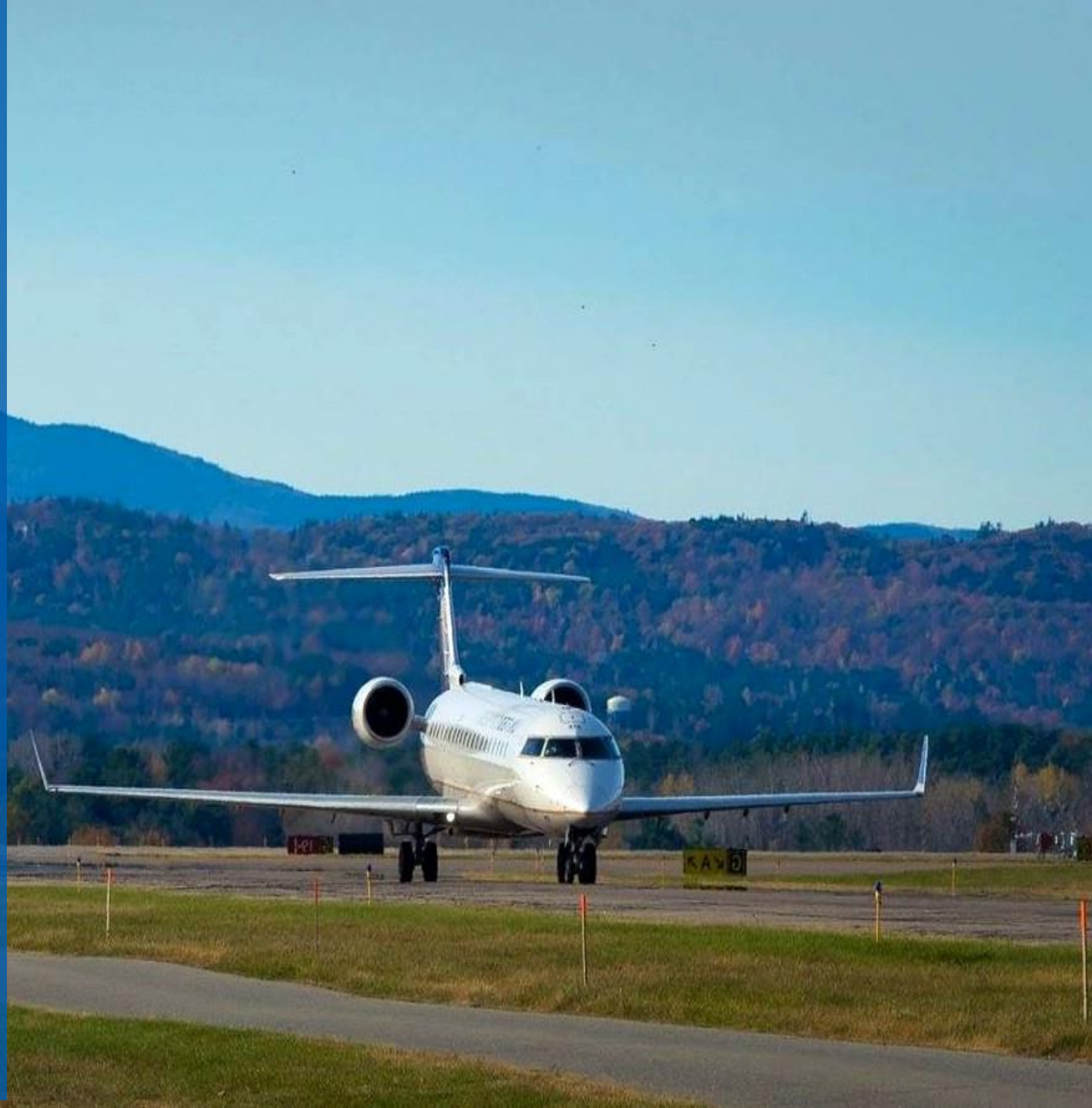
PROPERTY LINE TABLE		
LINE	BEARING	DISTANCE
1 TO 2	N 89° 59' 32" E	24.96'
2 TO 3	S 01° 40' 17" E	265.26'
3 TO 1	N 07° 01' 51" W	267.15'

BASIS OF BEARINGS & COORDINATES
Datum: Horizontal - NAD 83 (2011) SPC (4400 VT) sFT
NAD 83 (2011)



**Presentation to the
Transportation, Energy, and
Utilities Committee**

November 22, 2022



BTV Airport: Sustainability Implementation Plan Progress

**Federal Aviation Administration &
International Civil Aviation Organization
Climate Action Plans**

The Future of BTV!

BTV Airport: Sustainability Implementation Plan Progress

BTV Sustainability Management Plan

Update to the Transportation, Energy,
and Utility Committee

Presented by Donny Goris-Kolb, LEED AP O+M, EV SP
November 22, 2022

BTV Sustainability Program - Overview

Project Overview

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

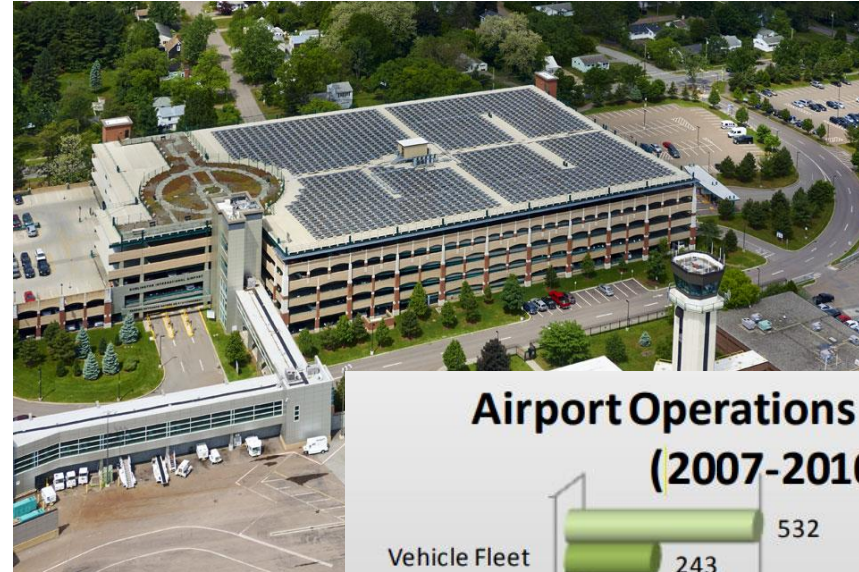


BTV Sustainability Program – GHG Emissions Inventory

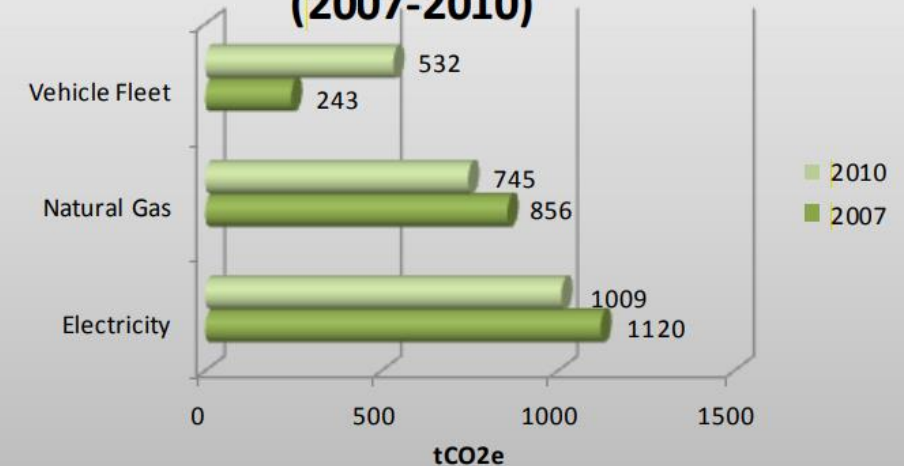
Previous GHG Inventory: 2010

Inventory Purpose (2019 Baseline)

- Identify current sources of carbon dioxide (CO₂) and other GHGs generated at BTV.
- Quantify GHG emissions from Airport-wide activities.
- Compare 2019 emissions to the 2010 baseline and observe trends, as possible.
- Use the information to identify and evaluate the impact of policies and programs aimed at reducing emissions and reaching the Airport's sustainability goals.



Airport Operations Emissions (2007-2010)



Source: City of Burlington Climate Action Plan (c. 2012)

BTV Sustainability Program – GHG Emissions Inventory

Scopes and Sources

- Scope 1: direct emissions include airport operator emissions associated with (1.) fuel necessary to power airport-owned on- and off-road vehicles and (2.) direct energy necessary to power airport facilities (i.e., natural gas, fuel oil).
- Scope 2: indirect emissions include purchased electricity.
- Scope 3: indirect and optional emissions include (1.) tenant emissions, (2.) public ground travel on- and off-airport, and (3.) airport employee commute emissions.

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

BTV Sustainability Program – GHG Emissions Inventory

ACI – Airport Carbon Accreditation Program

- Global carbon management certification program for airports.
- Common framework includes 6 Levels.
- Covers the operational activities that contribute most to carbon emissions.

Airport Carbon and Emissions Reporting Tool (ACERT)

- A self-contained Microsoft Excel



ENERGY & GREENHOUSE GAS EMISSIONS

BTV actively seeks to reduce its energy consumption, even as operations at the Airport expand, and it continues to demonstrate leadership in sustainable energy performance. Energy savings are made possible through local partnerships with entities such as the Burlington Electric Department, the first municipal electric department to source 100 percent of its electricity from renewable sources.

Daily operations and construction activities at BTV are powered primarily by a combination of electricity from the Burlington Electric Department and natural gas from Vermont Gas Systems. Other fuels such as diesel and gasoline power the vehicle fleet and equipment that support the Airport's operations and Jet-A and Avgas generally power the aircraft that operate at the Airport. **Between 2013 and 2017, BTV reduced its utility-sourced electricity consumption by 12.4 percent.** This is in large part due to energy efficiency projects completed at the Airport.

1,183,000
kWh per year

Avoided annual electricity usage as a result of recent energy-efficient upgrades at BTV.

\$147,750
in annual savings

Cost savings from the nearly 1.2 million kilowatt-hours (kWh) avoided in annual electricity consumption.



The Airport boasts several renewable energy systems, including the utility-scale solar PV array on the roof of the parking garage. This 2,000 panel, 500-kW system was installed at a cost of \$1.5 million in 2015, but is expected to generate a savings of \$3.5 million over the following three decades. Since its installation, this solar PV array generates on average 613,000 kWh per year – enough to supply power for almost 100 homes in Vermont annually.

In 2017, the parking garage solar PV array provided 11 percent of the Airport's total electricity.





– MAPPING



Determine emissions sources within the operational boundary of the airport company.
Calculate the annual carbon emissions.
Compile a carbon footprint report.

» [Learn more](#)

+ REDUCTION

Carbon management towards a reduced carbon footprint

+ OPTIMISATION

Third party engagement in carbon footprint reduction

+ NEUTRALITY

Carbon neutrality for direct emissions by offsetting

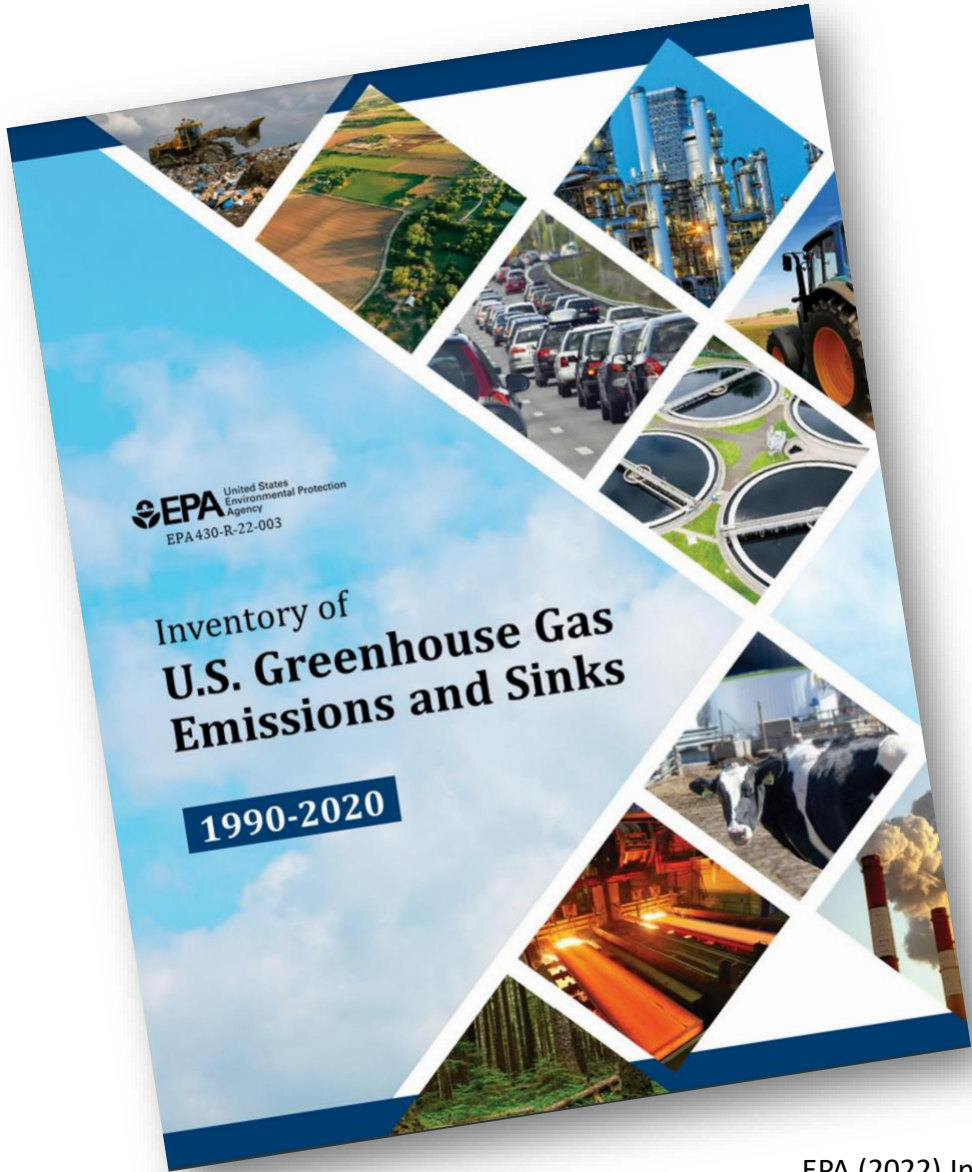
+ TRANSFORMATION

Transforming airport operations and those of its business partners to achieve absolute emissions reductions

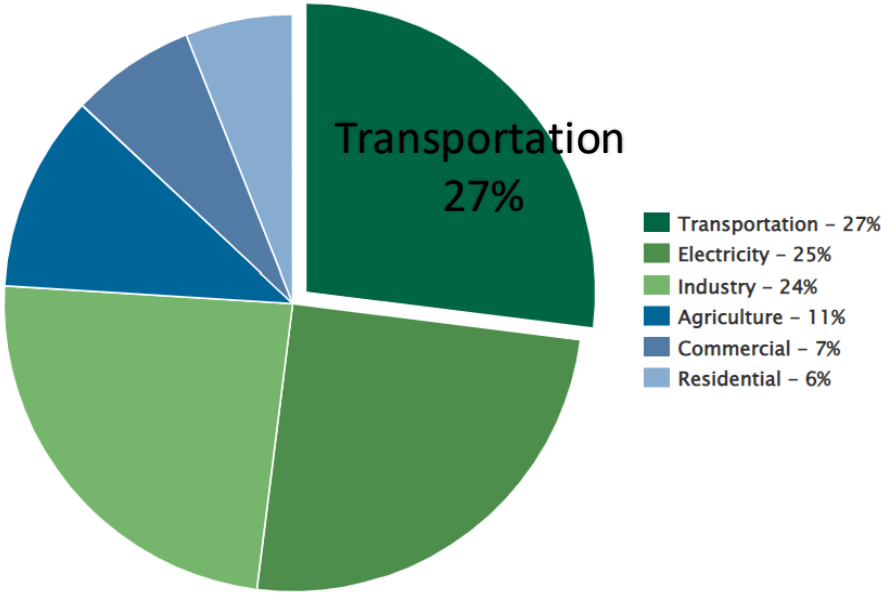
+ TRANSITION

Compensation for residual emissions with reliable offsets

Federal Aviation Administration & International Civil Aviation Organization Climate Action Plans

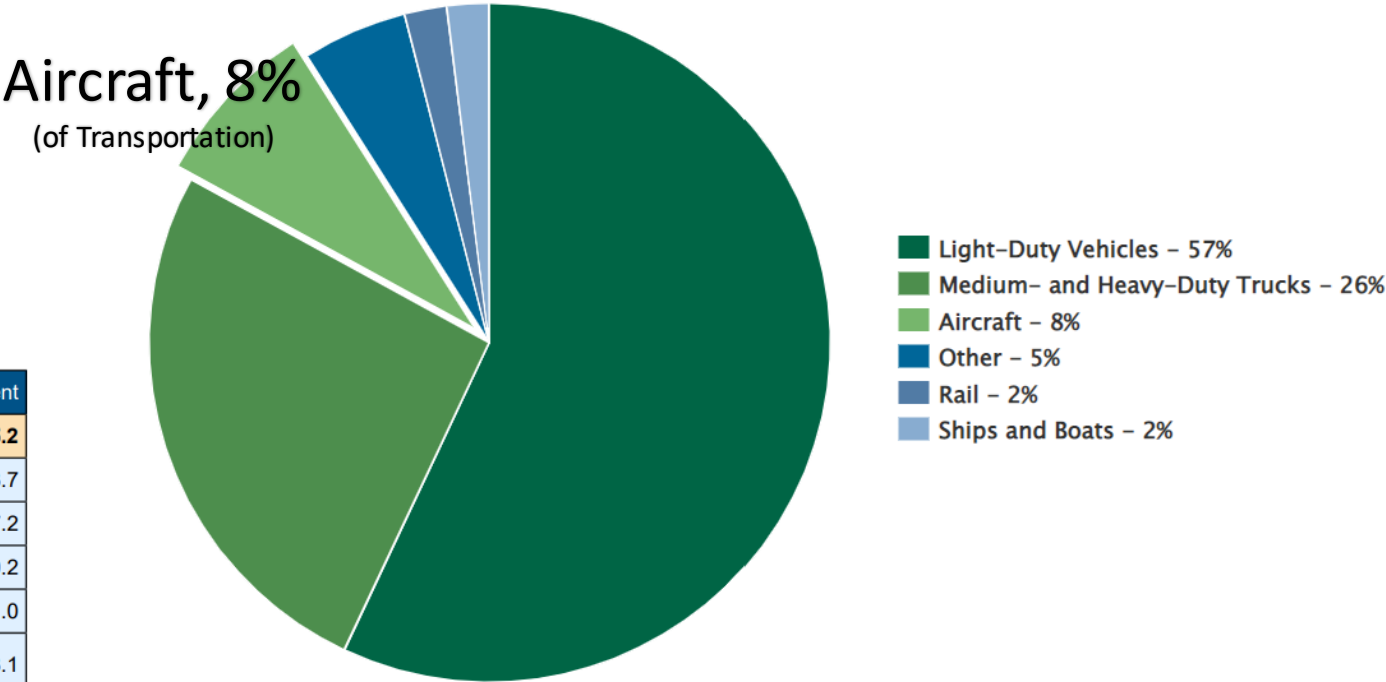


2020 U.S. GHG Emissions by Sector



EPA (2022) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020. U.S. Environmental Protection Agency, EPA 430-R-22-003.
<https://www.epa.gov/ghgemissions/draft-inventory-us-greenhouse-gas-emissionsand-sinks-1990-2020>. Published April 15, 2022.

2020 U.S. Transportation Sector GHG Emissions by Source



U.S. Transportation GHG Emissions by Gas, 2020
(Tg CO₂ Equivalent)

Source	CO ₂	CH ₄	N ₂ O	HFCs	Total	Percent
On-Road Vehicles⁶	1,336.3	0.8	9.8	30.7	1,377.6	75.2
Passenger Cars	605.0	0.4	3.9	8.3	617.7	33.7
Light-Duty Trucks	297.8	0.2	2.2	15.6	315.8	17.2
Motorcycles	3.2	0.0	0.1	0.0	3.3	0.2
Buses	17.4	0.0	0.1	0.4	18.0	1.0
Medium- and Heavy-Duty Trucks	412.9	0.1	3.4	6.3	422.8	23.1
Aircraft	122.0	0.0	1.1	0.0	123.2	6.7
Commercial Aviation	91.3	0.0	0.8	0.0	92.1	5.0
Military Aircraft	10.7	0.0	0.1	0.0	10.8	0.6
General Aviation	20.0	0.0	0.2	0.0	20.2	1.1
Ships and Boats	27.6	0.4	0.2	4.2	32.3	1.8
Rail	33.7	0.1	0.3	0.1	34.2	1.9
Pipelines⁷	57.1	0.0	0.0	0.0	57.1	3.1
Lubricants	8.0	0.0	0.0	0.0	8.0	0.4
Transportation Total	1,584.7	1.2	11.4	35.0	1,632.3	89.1

Note: Totals may not add to 100% due to rounding. Transportation emissions do not include emissions from non-transportation mobile sources such as agriculture and construction equipment. “Other” sources include buses, motorcycles, pipelines and lubricants.

Sustainable Aviation Fuel

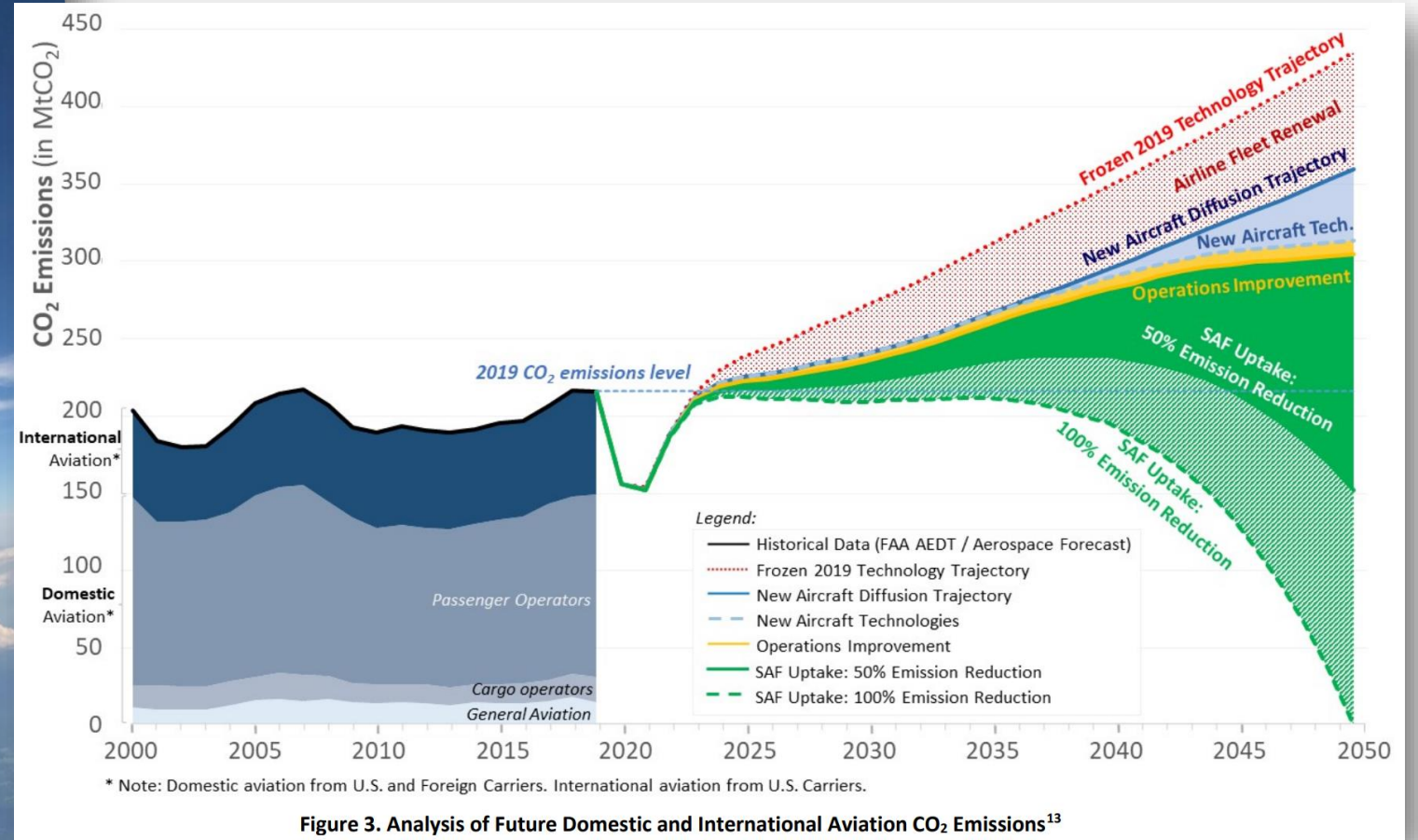
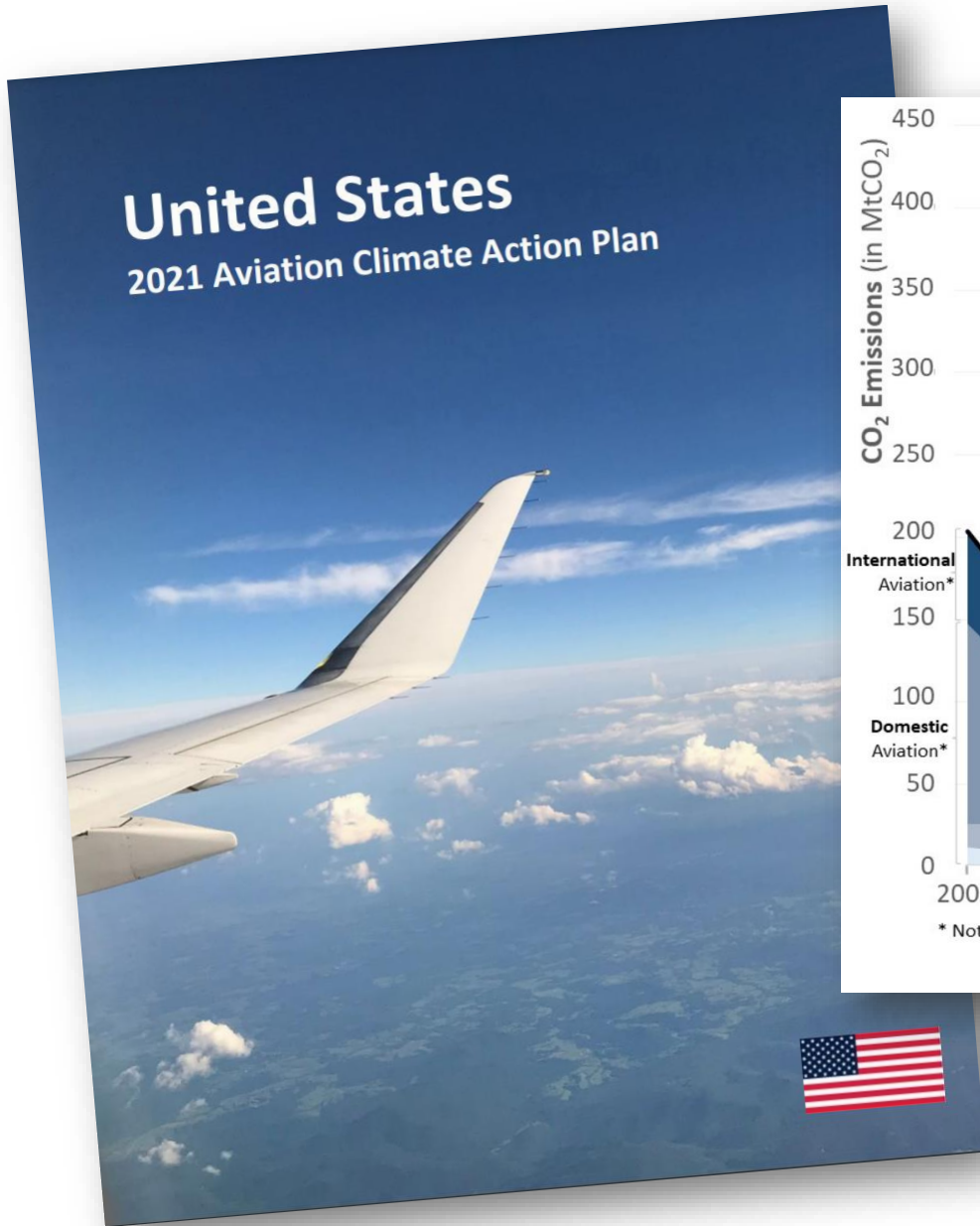
Sustainable aviation fuels produced from renewable and waste feedstock can provide the greatest impact in our effort to reduce greenhouse gas emissions.

Sustainable aviation fuels can be used in today's fleet of aircraft, without modification, and are produced from wastes, residues, biomass, sugar, oils and gaseous sources of carbon.

"achieve 3 billion gallons per year of domestic sustainable aviation fuel production that achieve a minimum of a 50% reduction in life cycle greenhouse gas emissions (GHG) compared to conventional fuel by 2030 and 100% of projected aviation jet fuel use, or 35 billion gallons of annual production, by 2050."

<https://www.faa.gov/sustainability>







ICAO LTAG

LONG TERM GLOBAL ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION

NET-ZERO 2050



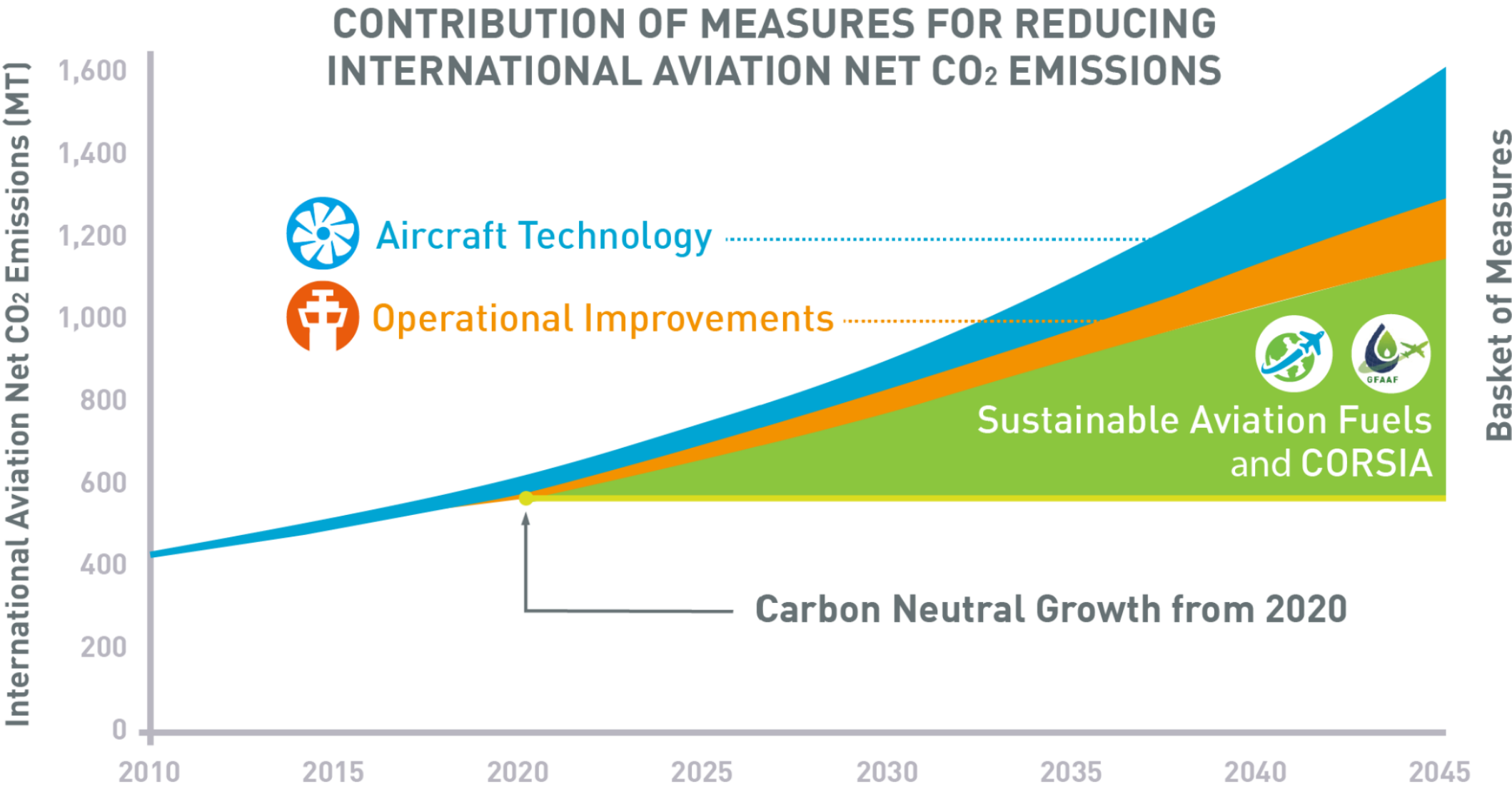
Burlington International Airport

International Civil Aviation Organization

<https://www.icao.int/environmental-protection/pages/SAF.aspx>



Status ● Batch delivery ● Ongoing deliveries



November 12, 2022

United Flight 2415
FAA Reg. N77259
Boeing 737 Max 8

Newark, NJ (EWR) to
Burlington
International Airport
(BTV)

UA2415 /UAL2415

United Airlines (Sustainable Aviation Fuel Livery)

flightradar24
LIVE AIR TRAFFIC



EWR

NEW YORK

EST (UTC -05:00)

BTV

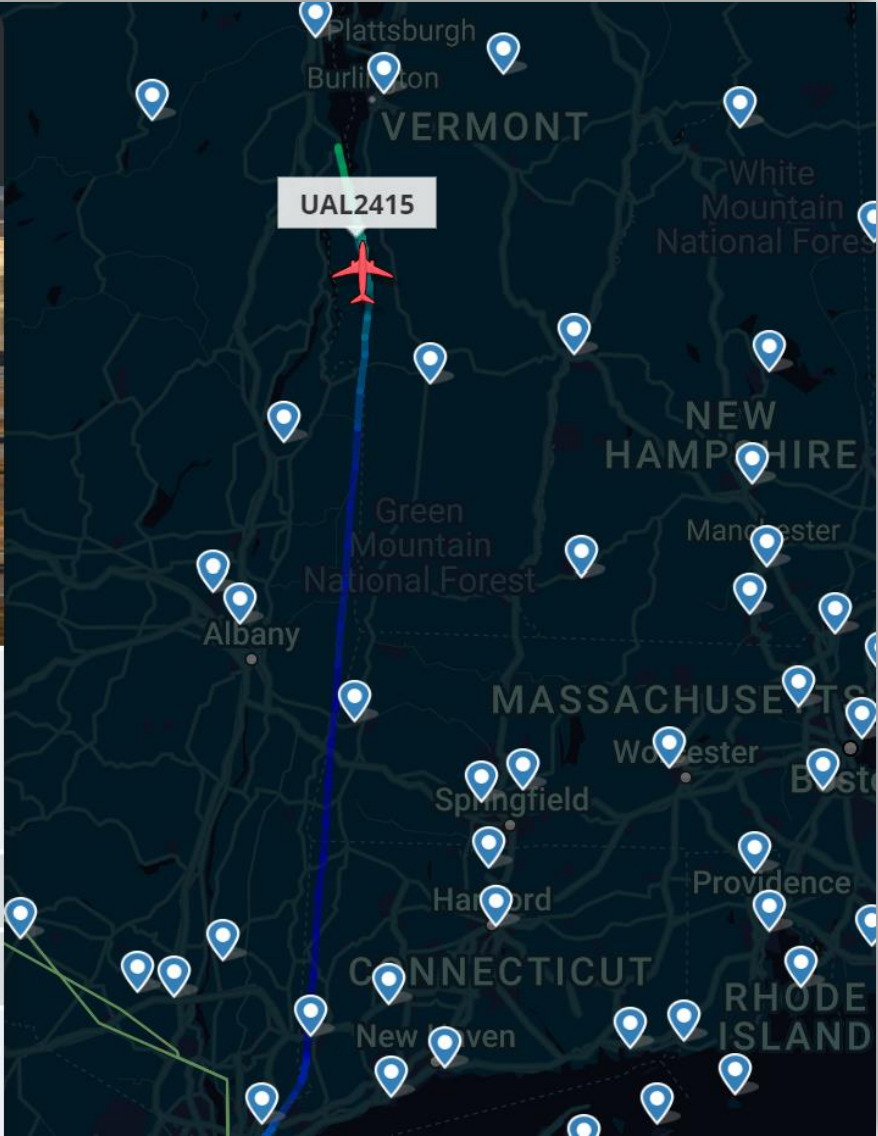
BURLINGTON

EST (UTC -05:00)

SCHEDULED	8:27 PM	SCHEDULED	9:50 PM
ACTUAL	9:16 PM	ESTIMATED	10:04 PM

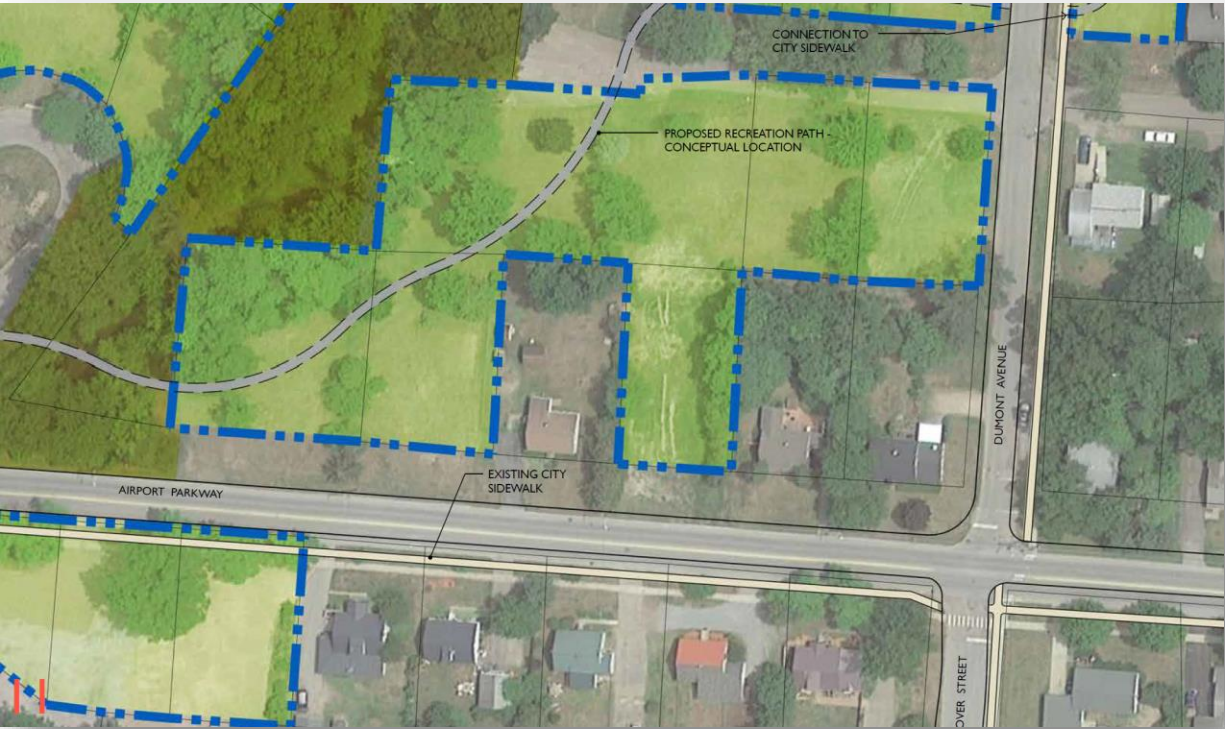
226 mi, 00:32 ago

40 mi



The Future of BTV!

BTV Landscape Master Plan



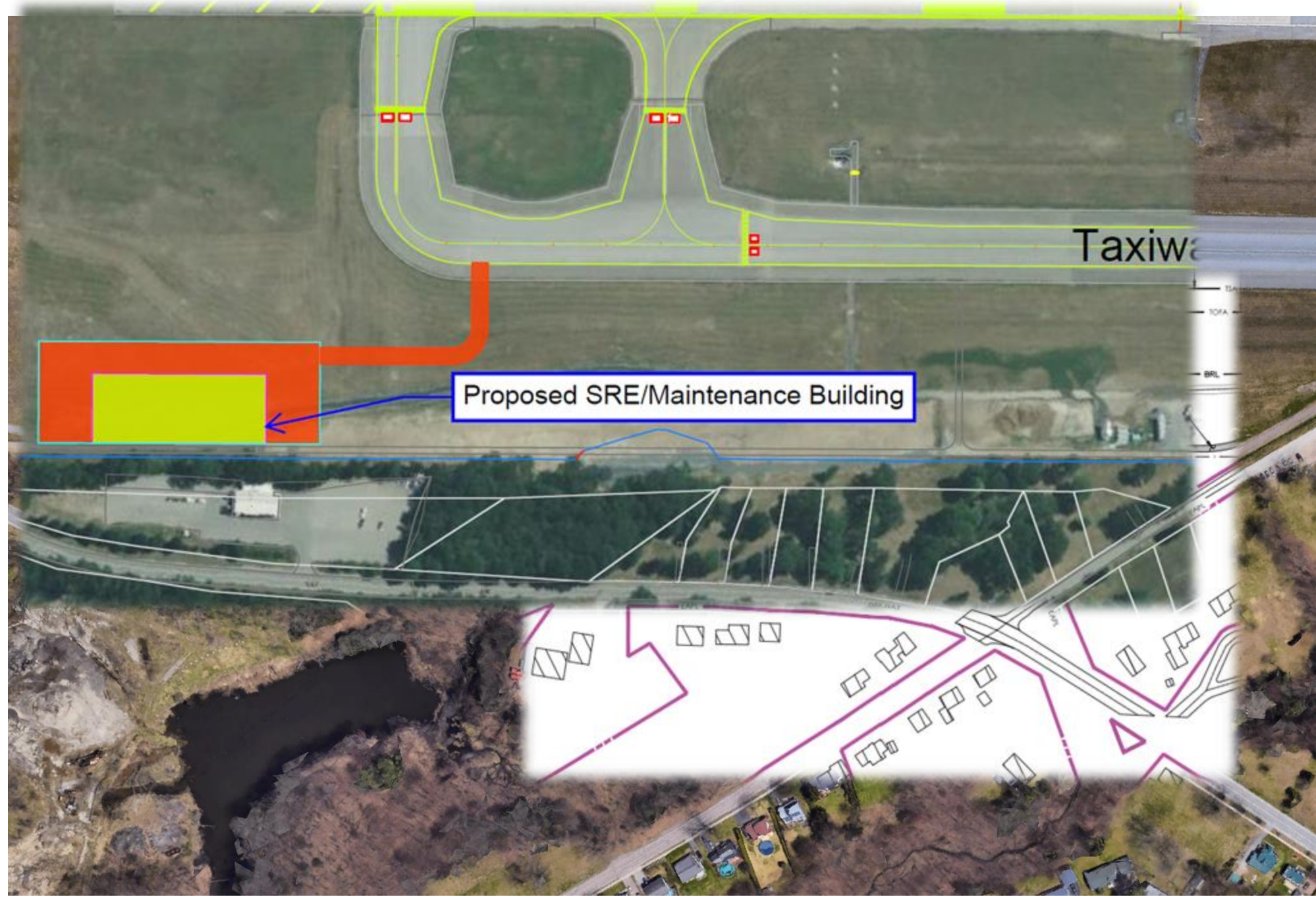
Nature Based Climate Solutions

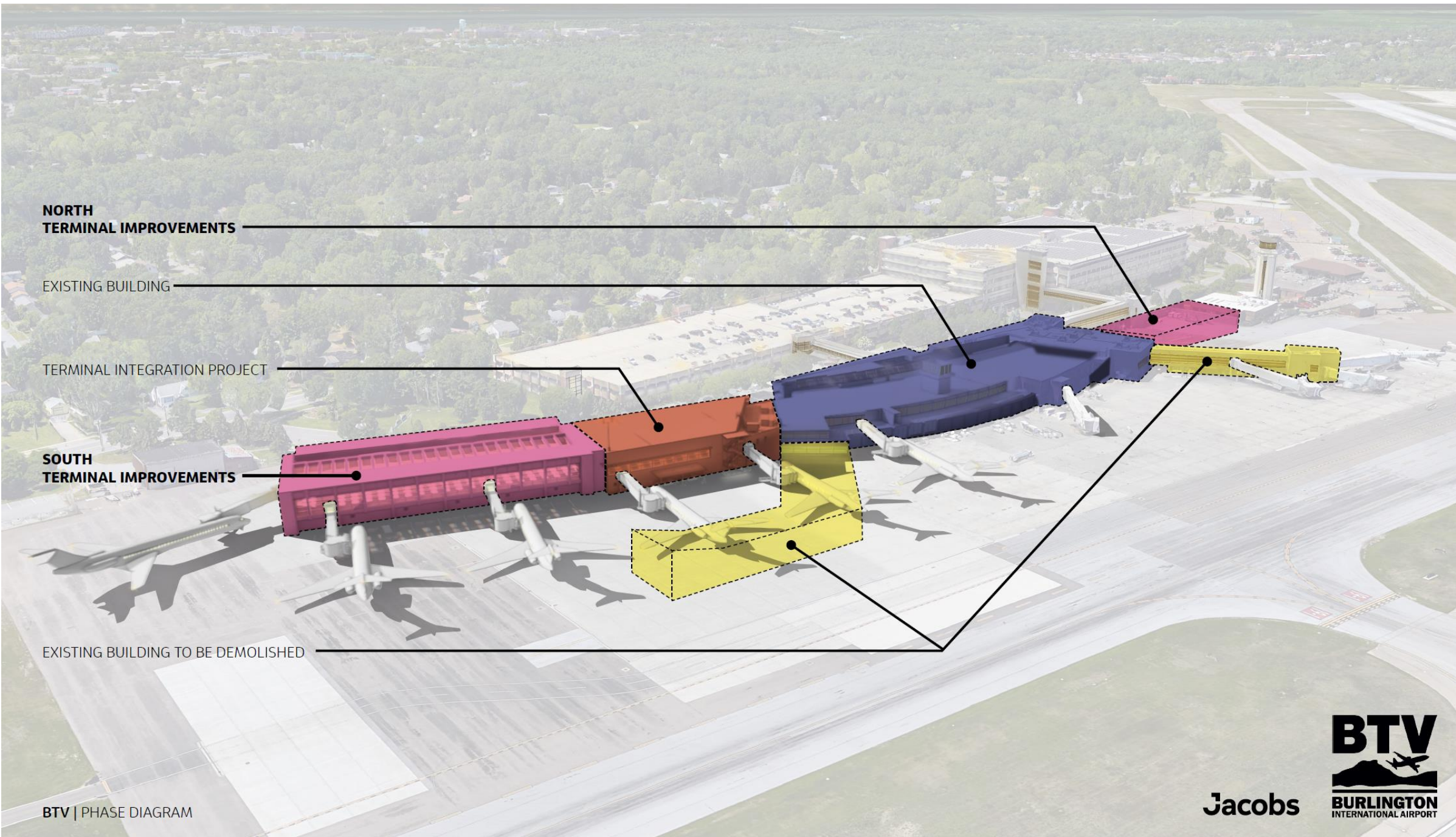


Community Garden Concepts









**NORTH
TERMINAL IMPROVEMENTS**

EXISTING BUILDING

TERMINAL INTEGRATION PROJECT

**SOUTH
TERMINAL IMPROVEMENTS**

EXISTING BUILDING TO BE DEMOLISHED





New Building – What does this mean?

Policy Changes

New tenant incentives

Building Design

Electrification

*Embodied
Carbon*

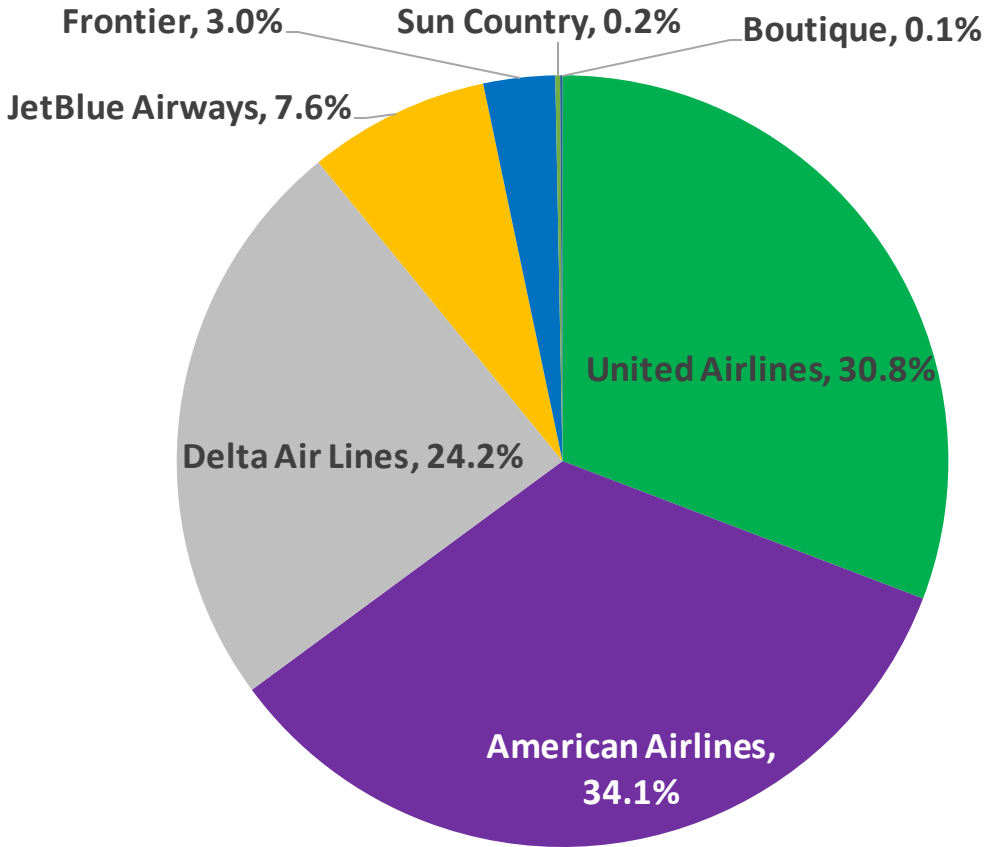
Thank You

Appendix:

Air Service and additional information

Diverse Carrier Mix

Airline Market Share (% for FY 2022)



BTV Non-Stop Destinations

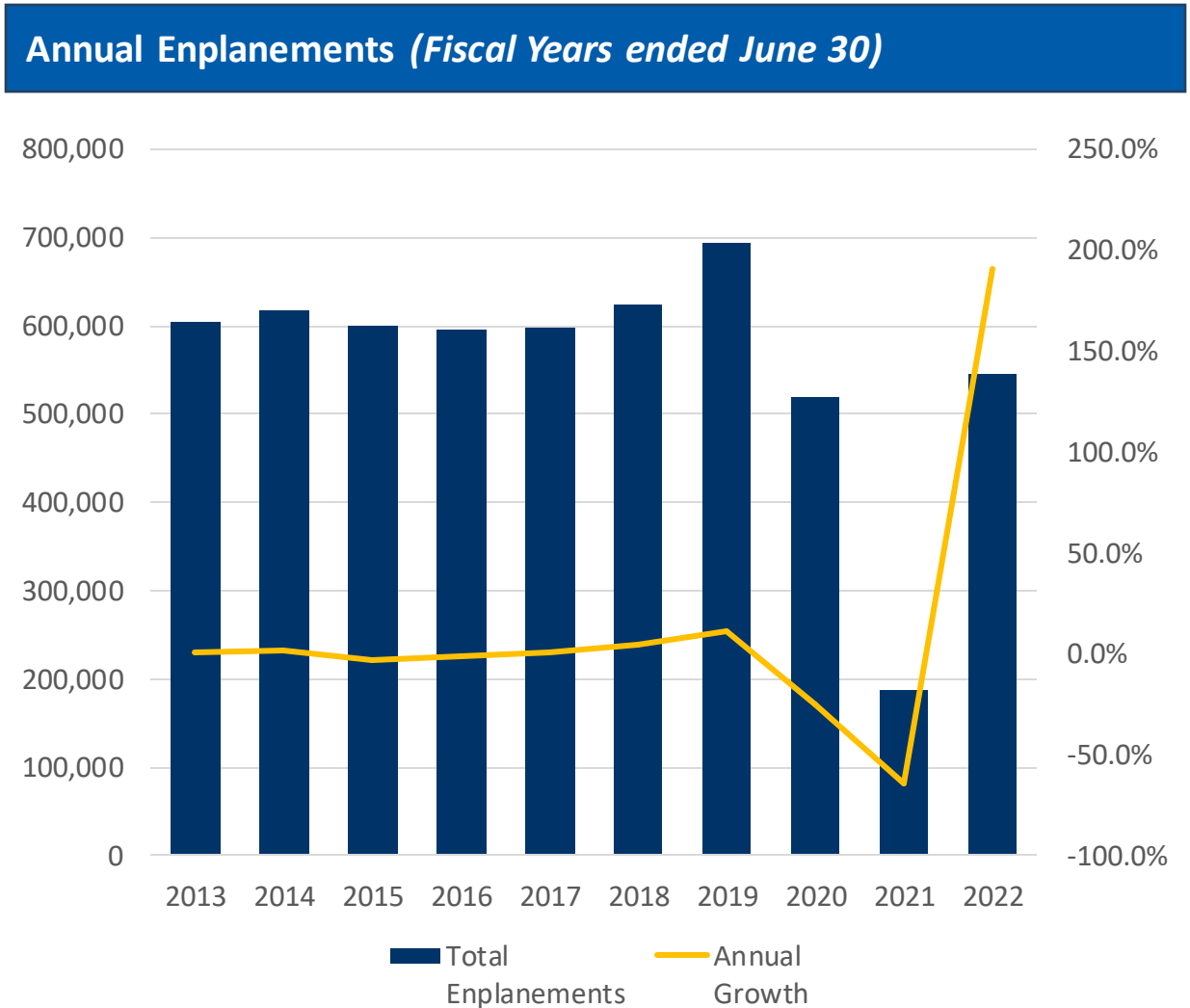


New Destinations Added in
2021:

- Boston Logan (BOS)
- Miami (MIA)
- Dallas/Fort Worth (DFW)
- Minneapolis/St. Paul (MSP)

Historical Enplanements

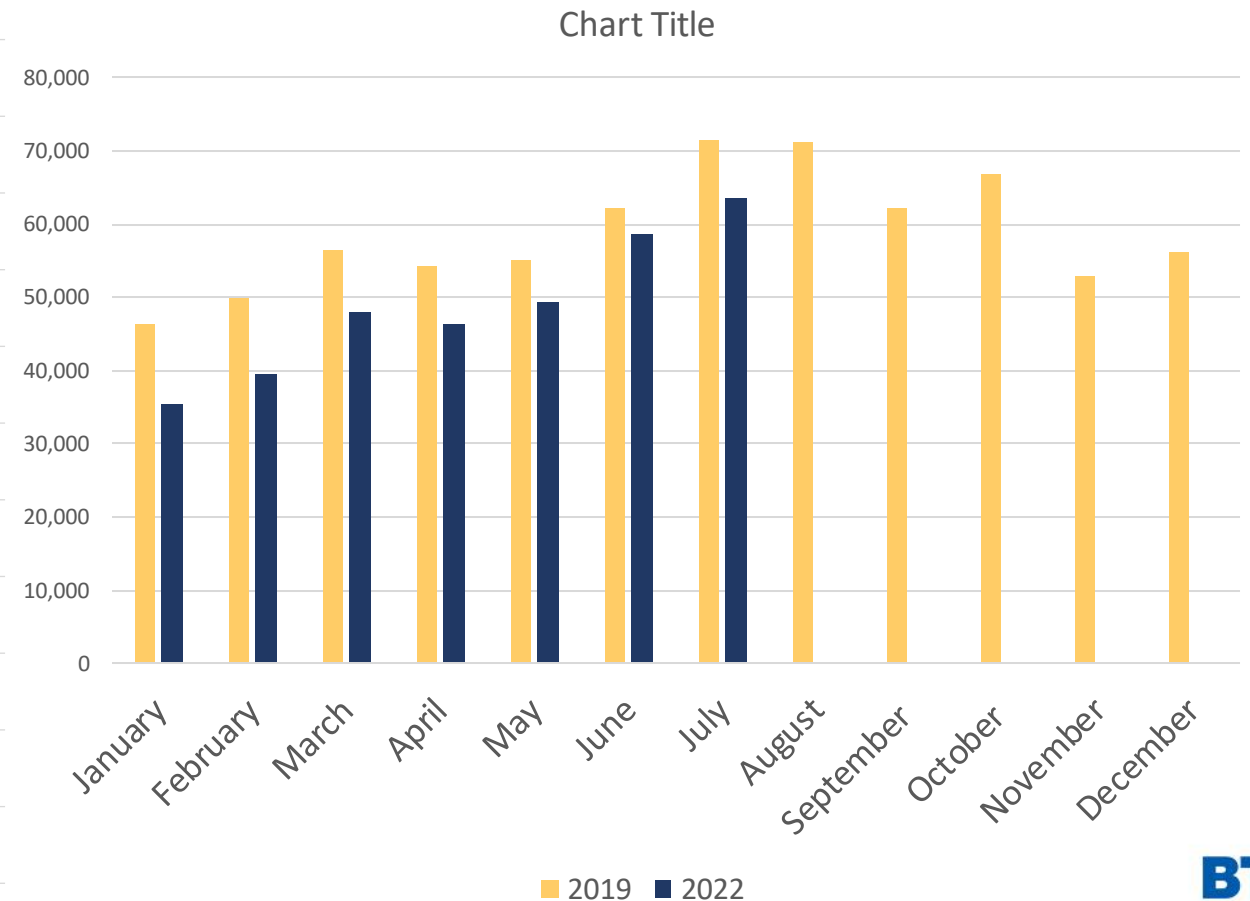
Fiscal Year	Total Enplanements	Annual Growth
2013	605,505	(7.2%)
2014	617,301	1.9%
2015	600,402	(2.7%)
2016	595,247	(0.9%)
2017	597,800	0.4%
2018	623,489	4.3%
2019	693,208	11.2%
2020	519,874	(25.0%)
2021	187,739	(63.9%)
2022	545,853	190.7%



Monthly Enplanements – CY 2022 vs. 2019

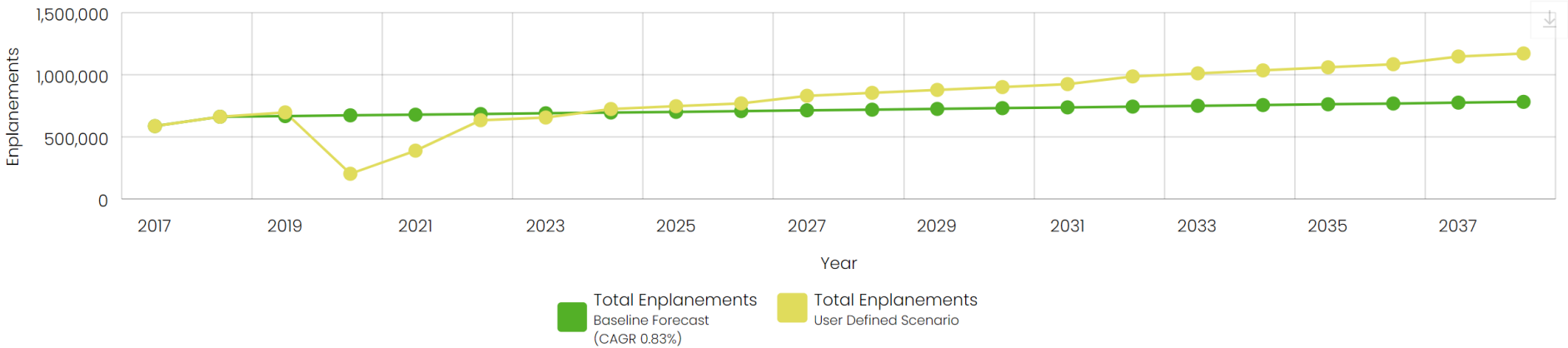
Month	2019	2022	% recovery CY 22 vs. CY 19
January	46,356	32,520	70%
February	49,867	39,497	79%
March	56,400	47,897	85%
April	54,340	46,485	86%
May	55,209	49,452	90%
June	62,180	58,546	94%
July	71,381	63,469	89%
August	71,200		
September	62,116		
October	66,795		
November	53,004		
December	56,314		

Monthly Enplanements – Calendar Year 2022 Compared to 2019

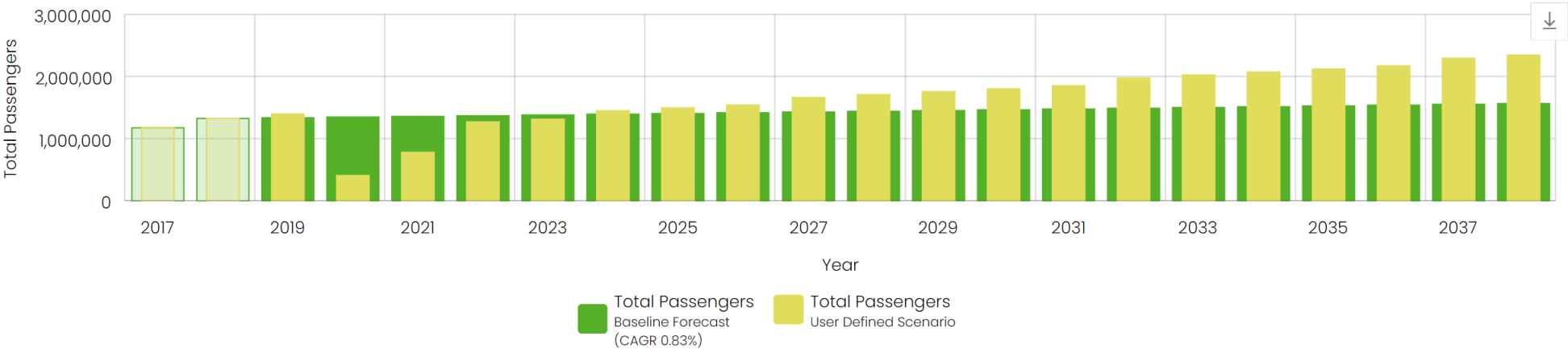


Master Plan Forecasts: 2017 – 2037+

Enplanements



Total Passengers

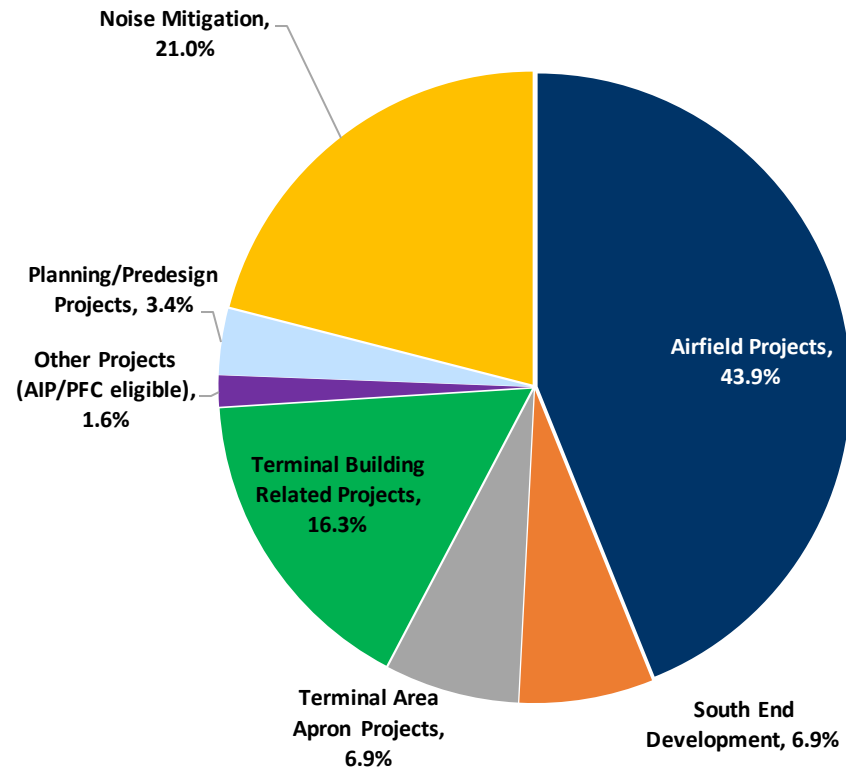


Capital Development Program

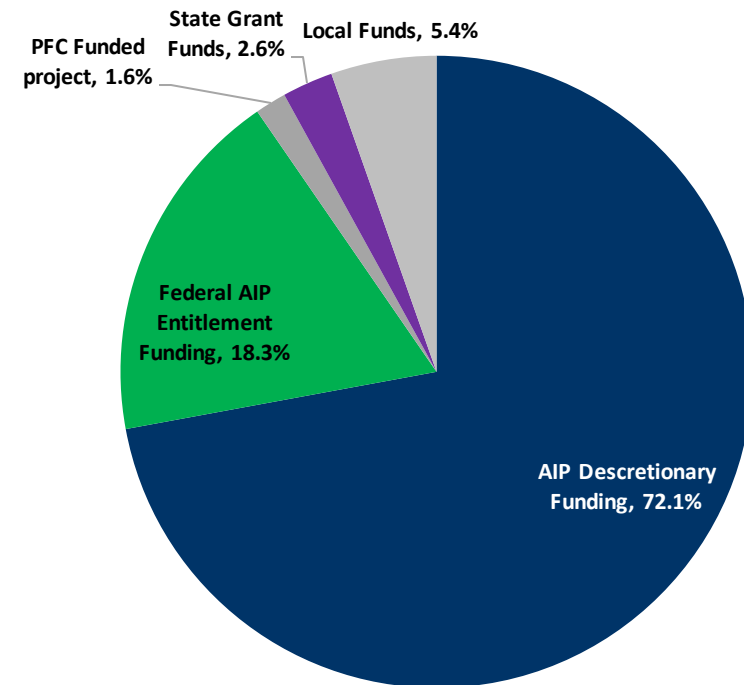
BTV Capital Development Program Overview

- The Airport Capital Development Program for FY 2022 – 2027 has an estimated cost of \$115.2 million, \$108.9 million of which is expected to be funded by federal or state grants —Program funding sources do not include any additional bonds
- In response to COVID-19, in FY 2020 – FY 2021 the Airport reduced projects, resuming major projects in FY 2022:
 - Projected capital expenditures but expects to continue airfield and terminal projects primarily funded with FAA grants

Capital Development Program Expenditures, FY2022-2027



Capital Development Program Funding Sources, FY2022-2027



*major maintenance consists of non-FAA projects funded by a combination of the Airport operating budget, CFC funds, and VTANG grants

Capital Development Program Projects and Funding Sources

	TOTAL
Projects:	
Airfield Projects	\$50,576,000
Cargo Apron Development	8,000,000
Terminal Area Apron Projects	7,924,000
Terminal Building Related Projects	18,763,000
Other Projects (AIP- / PFC-Eligible)	1,800,000
Planning/Predesign Projects	3,930,000
Noise Mitigation	24,185,000
Total Project Cost	\$115,178,000
Funding Sources:	
Federal AIP Entitlement Funding	\$21,120,000
AIP Discretionary/Supplemental Funding	82,990,000
PFC Funded project	1,800,000
State Grant Funds (500K annually)	3,000,000
Local Funds *	6,268,000
Total Funding Sources	\$115,178,000

*Local funding projected to be partially paid with PFCs



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

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Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Karen Paul, Ward 6

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, November 22, 2022, 5PM

Chair Barlow started meeting at 5:04 PM

–DRAFT MINUTES–

1. Agenda

Councilor Bergman moved to approve agenda. Seconded by Chair Barlow. All in favor passed unanimously, Councilor Paul not present.

2. Minutes of 10/22/22

Councilor Bergman requested to change minutes in the Councilors' Updates section, to say, "funding information" and to say, "airport emissions and expansion information from GMT" in the second sentence. He then moved to approve the minutes. Seconded by Councilor Barlow. All in favor passed unanimously.

3. Public Forum

Public comment from Pike Porter:

PP: To manage emissions, I would like the airport to seek ACI level 4 accreditations. Additionally, I request that the airport monitor VTANG CO2 emissions in its emissions scoping. Moreover, the airport must set specific emissions reduction goals of at least 70,000 tons CO2 annually. Also, the airport must cap total airport emissions, including aircraft emissions, at 2010 levels. Carbon off-set programs are ripe with fraud and accountability issues. Any off-set programs the BIA might seek to engage with will first be put through a public input process. Additionally, city council should require 3rd party verification of any carbon off-sets purchased. Finally, city council should require all airport tenants to calculate and report their emissions to the airport director Nic Longo.

Ashley Adams public comment:

AA: An ever-expanding airport and ever-increasing flights will lead to ever-increasing emissions. Wind generators and solar panels do not stop aviation emissions. Burlington's net-zero plan is a lie because it excludes airport emissions. Nic Longo is seeking to bring more flights and partners to the airport. This contradicts his desire to make the airport one of the most sustainable in the nation. The airport director must be committed to reducing atmospheric CO2. I am imploring this body to do the following:

- Stop the airport director's efforts to expand flights
- Include aviation emissions from all sources including civilians and military in Burlington's greenhouse gas inventory
- Actively reduce aviation emissions from all sources at the airport

Michael Arnold public comment:

MA: I am asking you to consider how our transportation funding should change during an affordability crisis. What tangible steps is the city taking to expand bus services? I ask that you take small investments to reduce transportation operating costs. Maximize GMT bus stops.

Dan Castrigano public comment:

DC: I support everything Michael said. We have to go against centuries of capitalism, decades of the aviation industry, and fossil fuels. Endless growth must stop. We must stop burning fossil fuels. I cannot believe aviation is still expanding. I am an educator focused on climate change. We have to measure emissions and we must reduce them. All emissions must be lowered including aviation emission. It has to be fast and bold. We can follow the Dutch model for airports. A lot of people are not going to like this, but it is the right thing to do.

James Le~~ae~~ public comment:

JL~~A~~: It is essential that we stop airport expansion, measure emissions, and then reduce emissions. Let's take a serious look at the military and its flights from the airport. The military adds nothing to the economy. - F-35 from the airport would not only slash the airport's greenhouse gas emissions but will also greatly lower the airport's noise level so desperately needed housing can be restored on the now-vacant 44 acres facing the airport and housing could be created where military aircraft is stored.
~~-We could house more people if we weren't storing aircraft~~

Dan Kirk public comment:

DK: Changing solar setbacks on roofs. I understand that these setbacks exist for the fire department for fire safety. Can we make these setback standards looser? This would increase my motivation to add solar panels to my real estate.

Robert Herendeen public comment:

RH: Net zero energy program stays away from air emissions. Can we improve air emissions on a short timescale? We have improved automotive emissions. Can we do the same for airplanes? Until that time, we must reduce air traffic.

Dan Batton (Save Public Forests) public comment:

DB: Immediate action is needed now to reduce aviation emissions. We must cap the number of flights from BTV.

Jak Tiano public comment:

JT: I want to speak from an engineering perspective. What technology are we going to be used to reduce emissions? Is this a realistic expectation? The airline industry is pushing to switch to sustainable aviation fuels. I want us to be skeptical of this. Biofuels emit the same amount of carbon into the air. Even though they come from renewable sources, we would be depleting carbon from soils when using biofuels. Biofuels still rely on the petroleum industry.

Closes at 5:38 PM

4. Burlington International Airport

- Nic Longo
- Marie Friedman
- Donny Goris-Kolb
- Larry Lackey
- Shelby Losser

See presentation.

Councilor Bergman:

- We need to make large scale systematic changes
- What are the differences between the scopes?
- Requests report in March to the committee to more directly speak to emissions
- He is happy that he is seeking accreditation
- He wants to know if the airport is aspiring to level 6 accreditation and what is their timeline
- He wants the airport to address emissions more directly
- No more harm to the neighborhood, wants a report on community engagement

CB: What AIC level is the airport seeking?

Nic Longo:

NL: Tier 3

CB: What is the difference between the different scopes?

NL:

- Scope 1: airport operations emissions on a small scale
- Scope 2: indirect emissions
- Scope 3: indirect and optional emissions

CB: Is your goal to hit ACI level 6?

NL: Ultimately yes. Current level the airport is seeking is level 1.

CB: In March, can we see a written report on these matters? We need to address climate change now. We have talked about small changes, but how are you setting big goals and targets? Small changes are insufficient.

NL: Via the bilateral infrastructure bill, we have 1 million dollars set aside for our sustainability actions.

CB: Are we grappling with difficult truths? We need to study aviation emissions. I am very compelled by the public comment tonight. We need to integrate this into our conversations.

NL: I appreciate how you have described this. Reducing the number of flights is a huge challenge for airports. In fact, may be an FAA violation. This is something we need to look at creatively. Maybe we can partner with new technologies such as electric aviation.

CB: We need to look into this. If the FAA is a problem, we need to identify this problem and push to have it fixed. It is not okay to not understand these impediments. I hope your report will take this into account.

Chair Barlow:

CHB: This is the beginning of a conversation and we will have you back in March. I do wonder if this isn't a topic for a special meeting.

CB: Sure.

CHB: Can you expand on what level of accreditation the airport is currently pursuing?

NL: Current level the airport is seeking is level 1. Very few airports in the world are above level 4. You can find this information from ACI. This is challenging for airports, as it should be.

CHB: It is good that there are global standards here. How are you coordinating with the Vermont National Guard?

NL: The VHG and our other tenants have a great relationship with us and is in tune with the conversations we are having about these topics.

CHB: Are you coordinating with other airports in the region? If we were the only airport in the region and we reduced the number of flights that could make an impact. But we are not. So, it seems to me that this has to be a regional conversation. Reducing flights also doesn't have to mean we fly less people. Rather it could be that we fly more people on fewer aircraft.

NL: Within a two-and-a-half-hour radius of our airport there are about 2.5 million people flying. We do compete with other nearby airports for their flights. And we do coordinate with these other airports. Small companies work with large companies to lease their aircraft. And these small companies can push to use larger aircraft to reduce the number of flights.

CHB: For the sake of time, we do not have time for further public comment. You may continue presenting.

See presentation.

CB: I want to see no more harm to the neighborhood near the airport. We need to see you working with the public on this issue.

CHB: Is there public engagement on this issue?

NL: Yes, we are partnering with Intervale, various schools, and some neighbors.

AA: I am a neighbor and I am not part of that conversation.

NL: Not all neighbors, but the subcommittee of the resilience task force. And there will be the opportunity for public meetings in the future.

CHB: Wants to see good public engagement with the neighbors. Because we have given an hour and forty minutes to this topic, which is longer than we usually grant to topics at this meeting. We will not accept more comments at this time. I would like to close this item.

Public Comment from Zoom Chat:

Bob Atchinson (he, him, his) 06:12 PM

If you expand the capability of the airport, then are you not inviting more polluting flights? I.e. build it and they will come?

Also, it is VERY important that you carefully assess the upstream and downstream impacts of "sustainable" aviation fuels. When you create biofuels from something, such as soy oil, then you upset the food chain, and spread the impacts worldwide.

Staff instructed this participant to follow up with councilors as there was no time to answer this question in person.

Closed at 6:41 PM

5. GMT Proposed FY24 Budget and Regional Funding

- Nick Foss, Chapin Spencer

Chapin Spencer:

CS: From the last meeting we started talking about FY24. We brought this forward to the committee because with the reduction of COVID funds we are facing a situation where GMT is proposing to reinstate fares. Nick has been great at providing information and data so that is why he has joined me today.

Nick Foss

NF: The proposed budget will be brought before the finance committee next month, hopefully for approval. Looking at Burlington's assessment, we take the most recent fiscal years ride count and our cost estimation and allocate that. We have seen incredible increases with SSTA. This fiscal year, we are projecting an increase in capital costs. Last year, Winooski faced a big hit and this year it appears to be Burlington. We are working on our assessment now and we want to work with everyone to create a fair solution.

See provided presentation.

CB: I am curious about the ADA increase. Is this an increase in the numbers of people?

NF: We do know that ride count is up. ADA numbers are even higher than pre-pandemic numbers. With changes to the Medicaid funding, our funding is reduced.

CB: I want to know what we can do to keep fare free in Burlington.

CS: My thought is that we request two things: one to initiate a reform to the ADA assessment and two to recommit to advancing state and regional funding.

CB: I feel that the utility fee is sensible. I think we can be acting faster on this.

CHB: The increases are based on last year?

NF: Based on FY23

CS: The members of the committee can sponsor this without approving it.

CB: Ask staff to assemble a resolution focused on funding

CS: Great

Sponsored by Councilor Bergman and seconded by Councilor Barlow

Closed at 7:05

6. CSWD Drop Off Center Strategy

- Chapin Spencer

<https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/Joint%20DPW%20CSWD%20Memo%20on%20195-201%20Flynn%20Ave%2011-18-22%20TUEC%20with%20attachments.pdf>

CS: We are seeking a 6-month extension on their current MOU with CSWD. There is interest in a parent alignment between our organizations for a purchase agreement. This will improve soil management. Burlington deserves a modern drop off center and this gives us time to negotiate a drop off center at Flynn Ave.

CHB: Are there any barriers to this happening?

CS: The cost is a potential barrier. We are having committee time for these negotiations

Approved by Councilor Bergman and seconded by Councilor Barlow.

Closed at 7:10

7. Boundary Line Adjustments for the Pearl and Prospect Intersection

- Phillip Peterson, Laura Wheelock

https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/TEUC%20Memo%20-%20Boundary%20Line%20Adjustments%20for%20the%20Pearl%20and%20Prospect%20Intersection_0.pdf

PP: This is looking at the intersection of Pearl and Prospect. This is a high crash location. It is the 25th worst in the state. We would like to get a signer on board and create a non-binding MOU to adjust the property lines between the city and UVM.

LW: On one side of the intersection, we are looking to sell, and on the other side we are looking to buy the land from UVM.

PP: It is not a "swap". We would be selling and buying. We are working with the attorney's office on this.

CHB: This would allow us to straighten out this intersection?

CS: Correct. This would create a safer intersection and a more efficient intersection. This is informational only. This is timed well with the University Place construction.

CB: Make sure you are prioritizing bike safety here.

PP: Certainly.

LW: We bring this to you because we may need to bring this to a Board of Finance meeting and want the TEUC to be informed.

Approved by Councilor Bergman and seconded by Councilor Barlow.

Closed at 7:18

7. Councilors' Update

CHB: Appreciative of completion of North Ave paving. Some puddling on North Ave where roadway meets driveways during first big storm but that appears to have been addressed afterwards with additional paving work.

Closed at 7:20

8. Next Meeting 12/19/22 before sundown

9. Adjourn

Councilor Bergman motions to adjourn. Seconded by Councilor Barlow. Passes unanimously. Meeting ends 7:26 PM.