City of Burlington
Department of Public Works

Technical Services Engineering Division
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Burlington, VT 05402
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www.burlingtonvt.gov/DPW

Memo

Date: September 28, 2021

To: Transportation, Energy, and Utility Committee

From: Laura Wheelock, P.E., Senior Public Works Engineer
Olivia Darisse, P.E., Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services
Robert Goulding, Public Information Manager

Subject: Great Streets - Main Street Project Restart and Update

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The City of Burlington is excited to bring forward the six-block Main Street Great Streets concept to transform the main artery into and out of our City and rebalance the streetscape for pedestrians, economic vitality and climate resiliency.

Burlington is one of the great cities in America. While we have excellent businesses and community institutions on our Main Street, it is not itself yet a 'Great Street.' The City, stakeholders, and business have already partnered to rebuild St. Paul Street and City Hall Park into holistic public spaces – planned as Great Streets concepts. Additionally, with upcoming milestones to meet to make use of Tax Increment Financing (TIF) obligations, the timing is right to begin the reintroduction of Main Street Great Streets with our community. The consensus is clear – cities need an integrated streetscape that serves everyone and helps protect our environment. This is the project that will further that goal.

This memo will lay out a short background of the Great Streets project, the Main Street concept itself and next steps. During this meeting, we will also share a presentation to reintroduce the Main Street Great Streets project.

Background

The Great Streets Initiative is a culmination of many years of planning and project development, including the public vote in March of 2015 to use the City's downtown TIF district to make new investments in the downtown public infrastructure, to ensure that Burlington residents have a downtown that is a vibrant, walkable and sustainable urban center. Through this initiative, we've

advanced several key projects envisioned by plans such as *Main Street, St. Paul Street, City Hall Park, and Downtown Streets Standards*.

The premise of the Great Streets Initiative is to work with citizens, stakeholders and City officials to arrive at a design that provides a balance between a corridor's various needs and uses. In June 2016, the City launched the Great Streets Initiative through advancement of the Downtown Streets Standards development, the Main Street concept design, St. Paul Street concept design, and the City Hall Park Design. By early 2017, it was clear that more work would need to be done on Main Street's concept before advancing it to final design. As a result, the Main Street concept was put on hold while the city advanced the St. Paul Street and City Hall Park projects to construction. We are resuming the Main Street effort from where we left off in 2017.

Update

With the St. Paul Street and City Hall Park projects complete, the City is refocusing its efforts on the Main Street concept plan. During the upcoming TEUC meeting, the Main Street project managers will provide a presentation on the background of what went into the Main Street concept and where we are headed.

The City recently issued a Request for Proposals (RFP) in order to procure a design consultant that will advance the Main Street plans through approval of a final concept design. The concept will focus on the redesign of six blocks of Main Street from Union Street to Battery Street.

The project team will be attending the October 18, 2021 City Council meeting to provide a project update, request authorization to award the design contract to the selected consultant, and request to seek VEPC authorization to use Tax Increment Financing (TIF) for the pieces of the project that do not yet have that authorization in place.

Thank you.

eets BTV

Main Street

These materials were originally prepared for the December 2016 Great Streets Public Outreach effort

Integrating Prior Recommendations

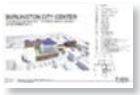
The Great Streets Initiative helps implement the vision of previous Burlington public planning efforts and guidelines

Burlington Transportation Plan

A broad policy document that supports the Great Streets philosophy, Complete Street initiatives, and improved walking, biking and transit; anticipates the new transit center on St. Paul

Re-Imagining City Center

A new initiative to revitalize the mall, notably through the reopening of long-closed street segments on Pine and St. Paul



VAT Town Road and Bridge Standards

Establishes state standards that may apply to some segments of the downtown grid

NACTO Urban Street Design Guide

An influential national document that provides the policy support and detailed design guidance on creating urban streets that serve multiple users and purposes

Transportation Demand Management Action Plan

Offers strategies for City of Burlington to reduce automobile dependence and increase the use of transit, bikes, and walking, especially within downtown

Plan BTV Walk Bike (Draft)

Provides detailed guidance on pedestrian and bike improvements that directly affect downtown streets

Complete Streets - A Guide for Vermont Communities

Establishes statewide standards and policy support, critical for the Complete Street segments in downtown

Burlington Form Based Code (Draft)

Provides a dramatically new approach to citywide zoning which supports more housing, mixed-use and transit within downtown

Burlington Street Design Guidelines

Defines and designates the street typologies for downtown: Transit, Complete, Bike, and Slow, and Pedestrian

Plan BTV Downtown & Waterfront

Extensive, long-term, citywide effort that provides the vision and direction for downtown as a livable, walkable, sustainable, transit-oriented district

College Street Stormwater Basin - Opportunities Toolkit

Provides a strong vision and range of tools for stormwater management on College that is widely applicable throughout downtown

Downtown Tax Increment Finance (TIF) Plan

Provides the basis for funding streetscape and public realm improvements, especially within downtown

Main Street Scoping Study

A current initiative looking at different roadway configurations for Main Street to accommodate all users, including bicyclists

Burlington Electric Department Street Light Policy

The citywide policy basis for improving the quality and efficiency of downtown street lighting within the new design and construction standards

Plan BTV Burlington Parks, Recreation & Waterfront Master Plan

Positions City Hall Park within a linked system of parks, open spaces, and waterfront; provides reference for City Hall Park and downtown waterfront park areas

City Hall Park Concept Design

Provides an advanced conceptual redesign of the park, with strong community input and support; critical link between College and Main

Champlain College - Eagle's Landing Development Plans

A key development within downtown that will be designed and built concurrently with the improvements on St. Paul Street

Downtown Parking & Transportation Plan

A comprehensive look at on-street and off-street parking in downtown, along with associated strategies for marketing, wayfinding, and development

Residential Parking Plan

A plan that considers permit parking residential neighborhoods to protect them from downtown visitor overflow

What is a "Great Street"

These are the high-level guiding principles for street design that are called for in the City's recently adopted plans andd documents.

Walkable/Bikeable

high quality pedestrian and bike network, safe, convenient, shady, protective

Sustainable

benefits air and water quality, stormwater smart, energy efficient, transit-friendly

Vibrant

lively, attractive, diverse, accessible, inclusive, supports economic activity

Functional

works for all users, vehicles types, emergencies, events; affordable and maintainable

City of Burlington

Main Street Concept Plan

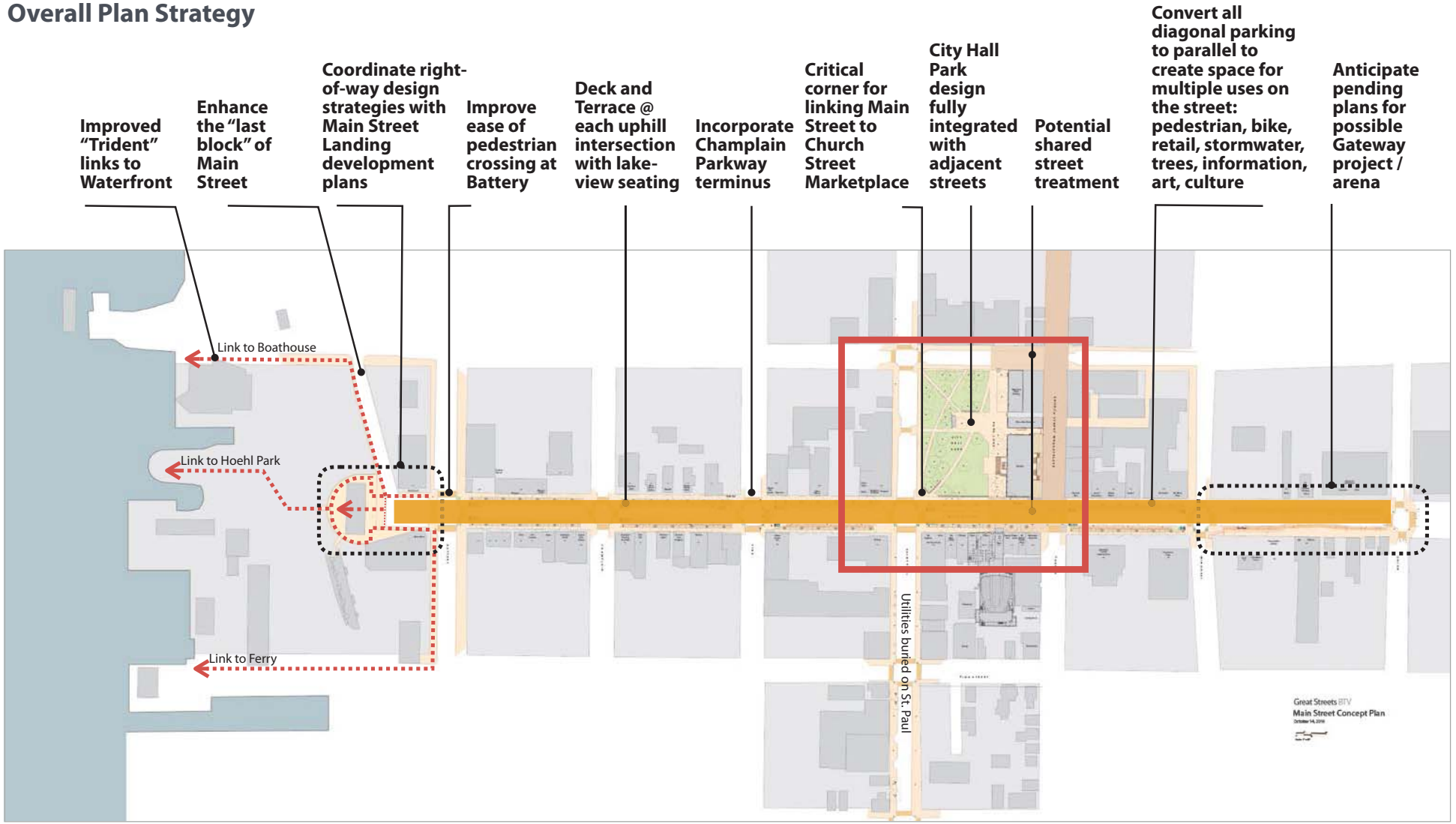
Main Street (6 blocks)
St. Paul Street (2 blocks)
City Hall Park

City of Burlington
Community & Economic Development Office
Public Works
Planning & Zoning

Suisman Urban Design
DuBois & King
Michael Vergason Landscape Architects
Wagner Hodgson Landscape Architects
Urban Rain Design
Domingo Gonzalez Associates
Third Sector Associates

Union
Church
Main
St. Paul

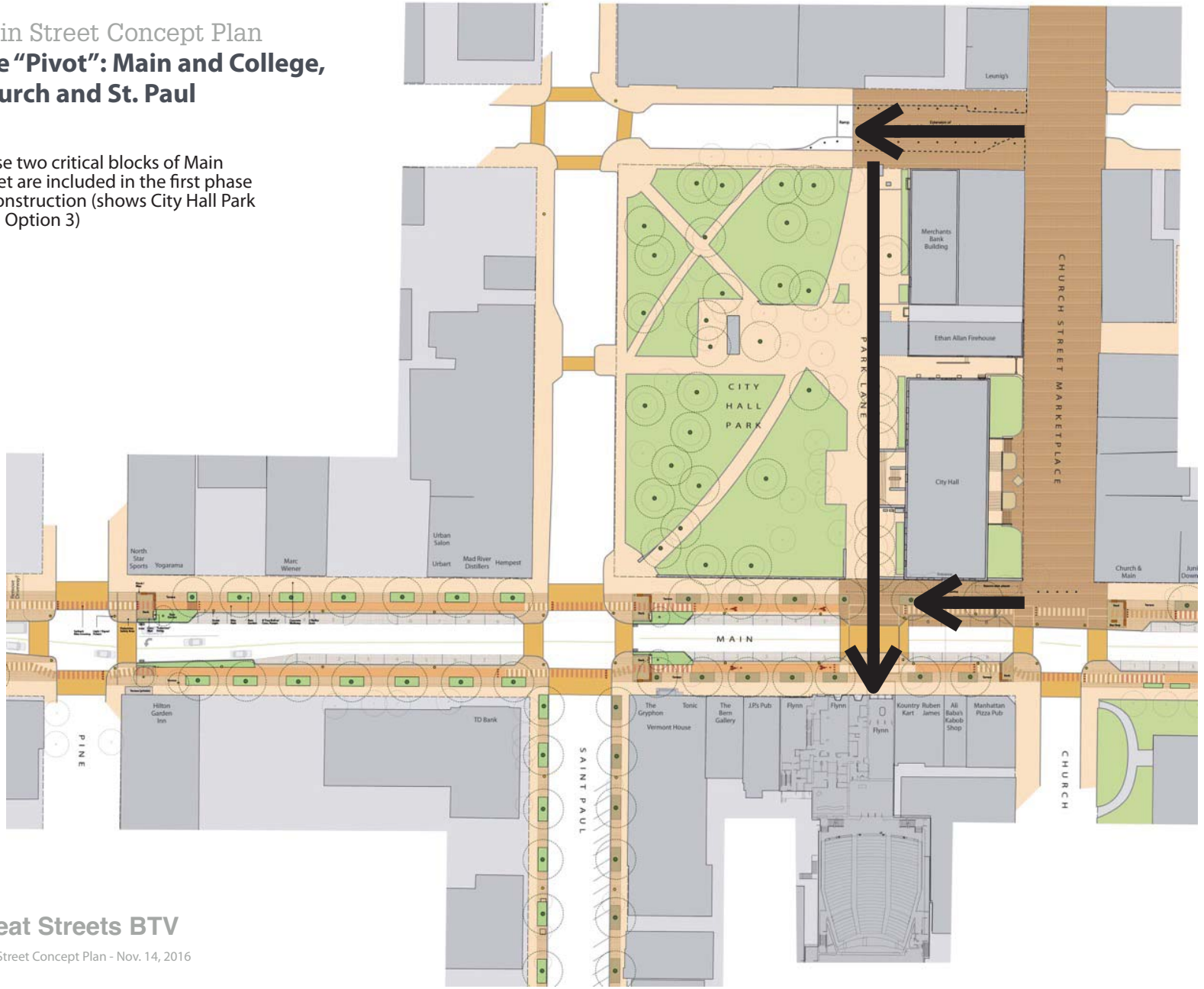
Overall Plan Strategy

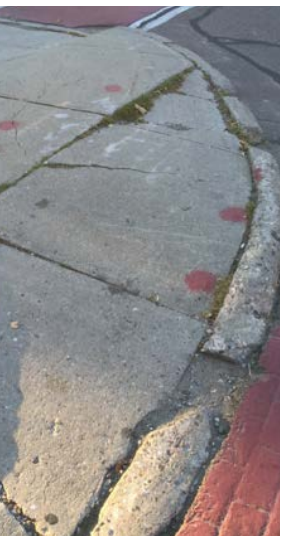


Main Street Concept Plan

The "Pivot": Main and College, Church and St. Paul

These two critical blocks of Main Street are included in the first phase of construction (shows City Hall Park plan Option 3)





What if you could watch the sun set over the lake while sitting on a swing at Main and Pine?

What Burlingtonians have said they'd like to see on the street

PRIVATE ⟵ **PUBLIC**

Retail Frontage

Clear Walkway

Tree Belt / Furnishings

Bike Path & Buffer

Stormwater / Rain Gardens

Parking / Roadway

Improving the Public Right-of-Way

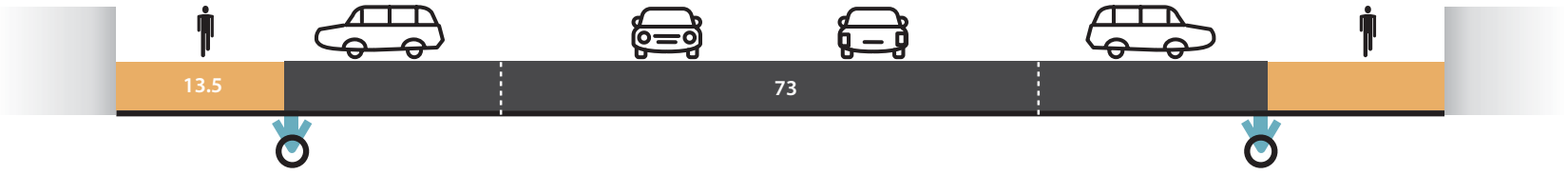
28.5′

Diagonal Parking Zone

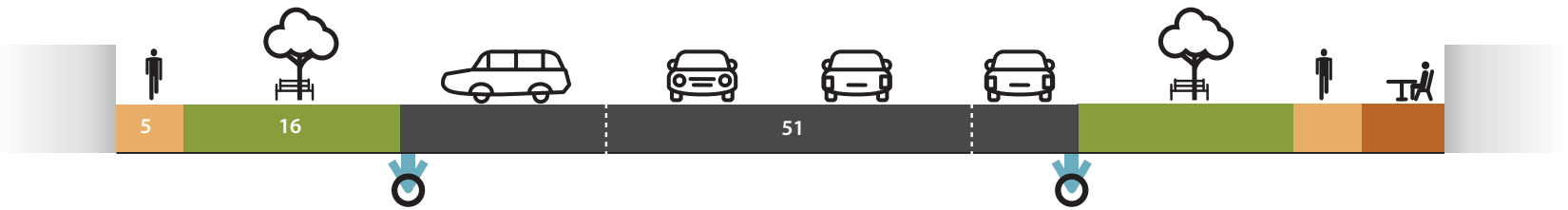
8′

Parallel Parking Zone

Existing Street
Diagonal Parking 2 Sides

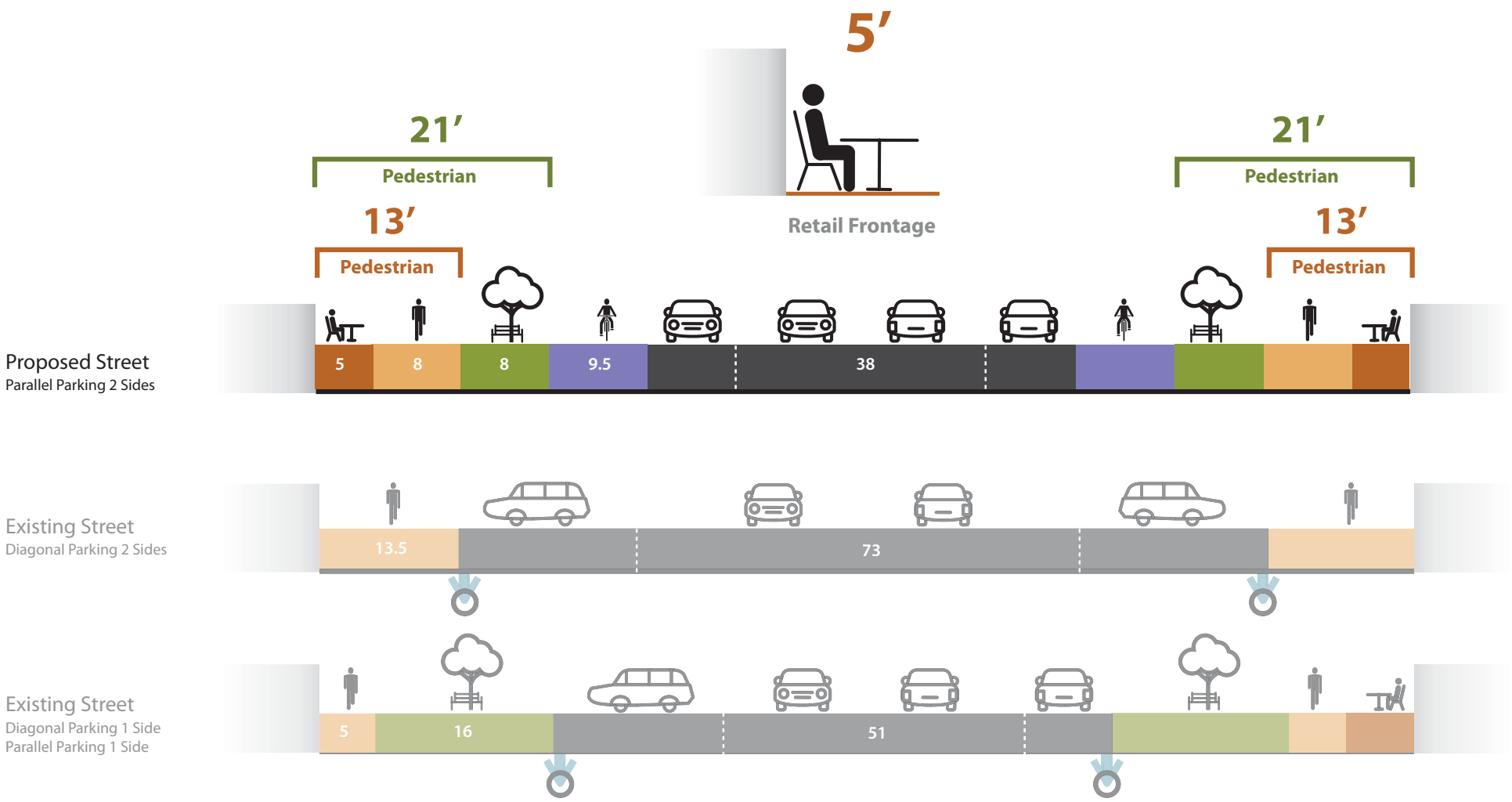


Existing Street
Diagonal Parking 1 Side
Parallel Parking 1 Side



Main Street Concept Plan

Improving the Public Right-of-Way



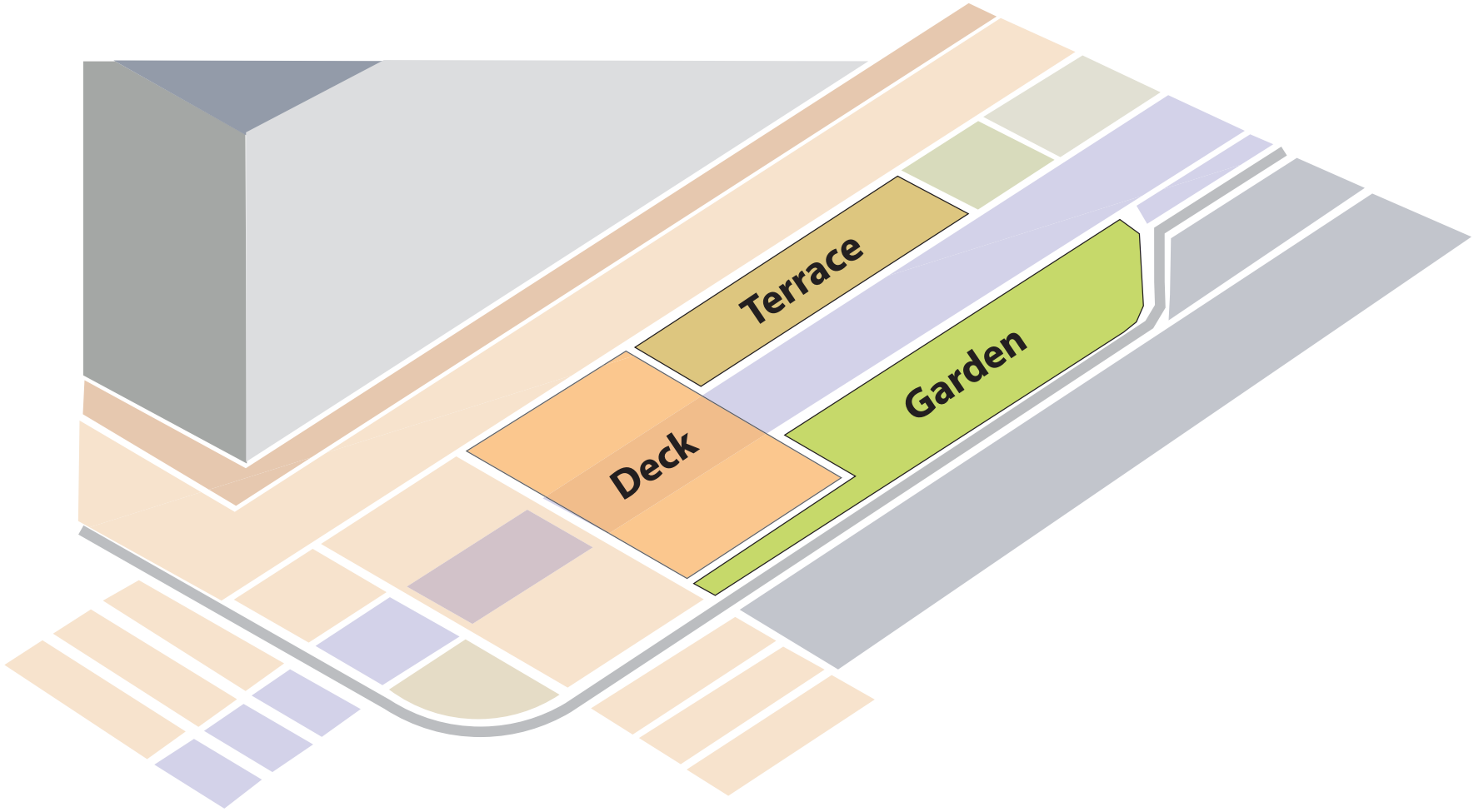
Great Streets BTV

Main Street Concept Plan - Nov. 14, 2016

suisman URBAN DESIGN

Overview of proposed Main Street concept

Intersections



Typical Block Plan Elements

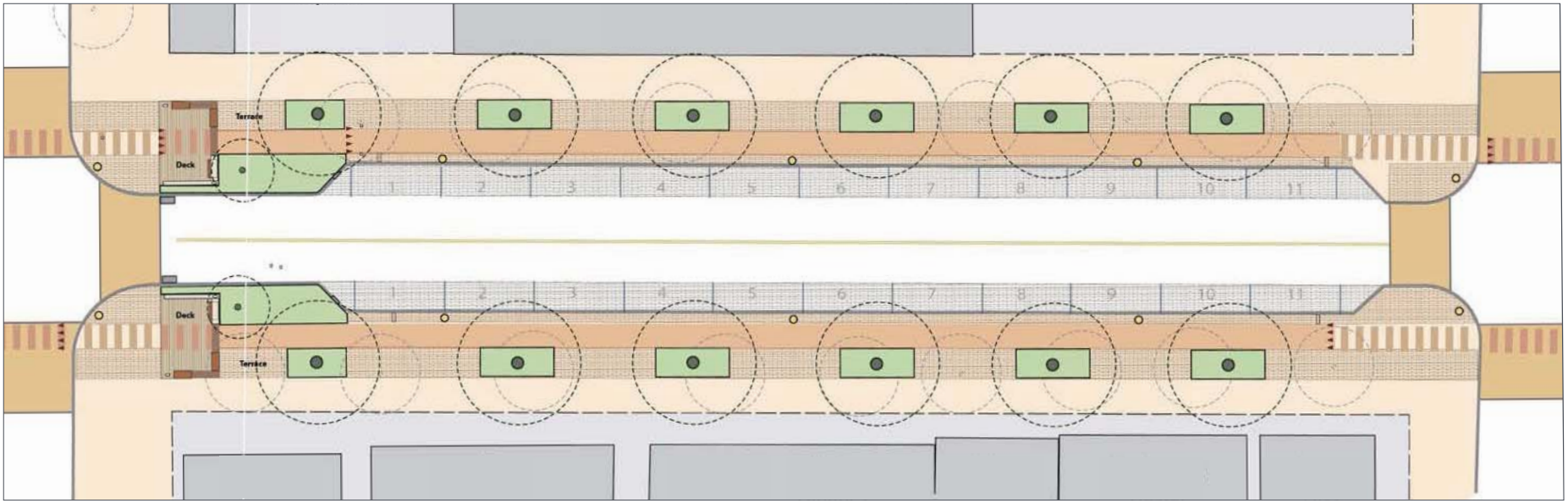
- 2 Sidewalks with Frontage Zones
- 2 Bike Paths
- 2 Tree Belts with pervious pavers
- 4 Bumpouts
- 12 Trees
- 12 Individual Rain Gardens
- 2 Downstream Collector Rain Gardens
- 2 Decks
- 2 Terraces
- 6 Crosswalks
- 10 Street Lights
- 22 Parking Spaces with pervious pavers

Additional public furnishing as needed:

8' TREE BELT
Bike Parking Racks
Bike Parking Shelter
Trash Receptacles
Recycling Receptacles
Benches / Seating
Information Kiosk
Art Installations

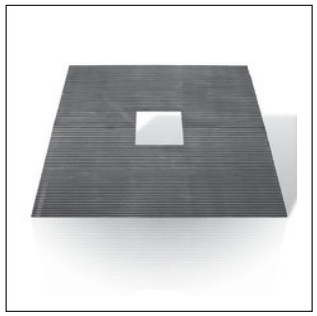
3' BUFFER ZONE (AT CURB)
Traffic Signs
Parking Meters
Parking Ticket Kiosks
Hydrants

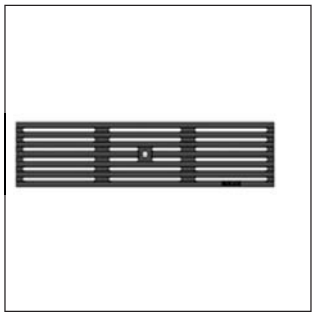
CORNERS / BUMPOUTS
Traffic Signs
Trash Receptacles
Recycling Receptacles
Mail Boxes
Hydrants
Art Installations



Main Street Concept Plan

Palette of Elements and Materials





Main Street Concept Plan

Palette of Elements and Materials

Great Streets - St. Paul Street Project

Outreach:
Six-Month Look-Ahead

- October 2021 - Provide project update to the TEUC and the City Council; request authorization to award design contract to Consultant
- December 2021 - Provide project update to TEUC and City Council after advancing concept plans
- January 2022 - Begin broader outreach efforts in advance of March vote
- March 2022 - Pursue obtaining voter authorization for use of additional funds

Conversion to All-Parallel Parking

Diagonal parking takes 150% more pavement per space than parallel parking because of wasted corner areas and the added room needed to maneuver into spaces. While the diagonal parking on Main Street increases the number of spaces, it limits the available space for pedestrian amenities and treebelt. It also results in an exceptionally wide roadway that encourages speeding and is more difficult to cross. Conversion to parallel parking results in the loss of some spaces, but opens up a wide range of options, including broad sidewalks and treebelt, new frontage space for sidewalk cafe seating, enhanced stormwater treatment, a protected bike lane, bumpouts, and shorter crosswalks.

	North Side				**South Side**				
	Existing/ Required		Proposed Change	Proposed Spaces	Existing/ Required		Proposed Change	Proposed Spaces	
Battery to Champlain	11	DI	1	12	13	PA	-1	12	24
Champlain to Pine	17	PA	-9	8	12	PA	-3	9	17
Pine to St Paul	20	DI	-9	11	16	PA	-7	9	20
St Paul to Church	13	PA	-3	10	9	PA	1	10	20
Church to S Winooski	17	DI	-7	10	21	DI	-10	11	21
S Winooski to S Union	9	DI	1	10	3	DI	3	6	16
Total	87		-26	**61**	74		-17	**57**	**118**

Parking Space Reduction Due to:	
Park / Flynn Mid-Block Crosswalk	-4
Bumpout Rain Gardens	-8
Conversion to Parallel Parking	-31
Total	-43
Required left turn at Pine for Champlain Parkway	2

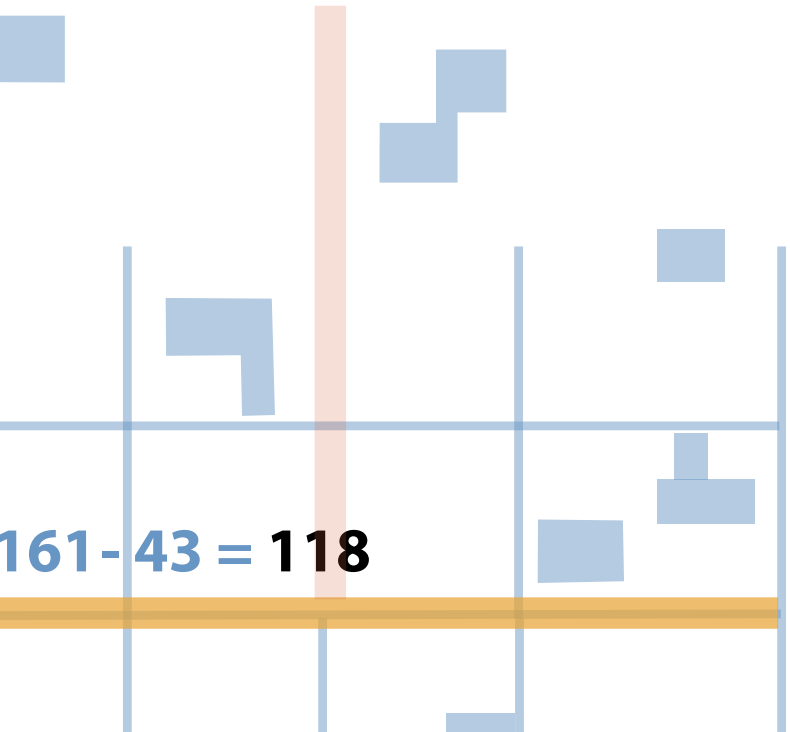
Conversion to all-parallel parking provides the minumum space needed to achieve these benefits:

1. **wider walkway**
2. **wider tree belt** (healthier trees with greater rainfall interception capacity)
3. **linear rain gardens** (stormwater slowing and filtering)
4. **more pervious paving** (stormwater slowing and filtering)
5. **protected bike lane**
6. **store frontage furnishing zone**

Conversion to all-parallel parking can be achieved while retaining 73% of existing parking spaces*:

Total Spaces for Both Sides of Main Street			
Existing/ Required	**Proposed Spaces**	Proposed Change	**% Retained**
161	**118**	-43	**73%**

* Note: the total of proposed spaces has been revised upwards since the November 16, 2016 public presentation; additional spaces have been added to the plan using City of Burlington standards for on-street parking layout.


161 - 43 = 118

CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE
c/o Department of Public Works
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Burlington, VT 05402-0849

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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Tuesday, September 28, 2021 4:30 PM

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

To join or watch the meeting remotely:
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 and Webinar ID: 846 0312 2855

–DRAFT AGENDA–

1. **Agenda**
2. **Minutes of 8/24/2021**
3. **Public Forum**
4. **District Energy**
   - Darren Springer, BED
   - Michael Ahern, Ever-Green
   - Information
5. **Lakeside Avenue Intermodal Facility Planning**
   - Charlie Baker, CCRPC
   - Information
6. **Main Street Great Streets Overview**
   - Laura Wheelock, Senior Public Works Engineer
   - Olivia Darisse, Public Works Engineer
   - Information
7. **195-201 Flynn Avenue**
   - Chapin Spencer, Director of Public Works
   - Lee Perry, Maintenance Division Director
   - Action
8. **Director's Report**
9. **Councilors' Update**
10. **Next Meeting 10/26/2021**
11. **Adjourn**

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM:

To: Transportation, Energy & Utilities Committee, City Council
Fr: Chapin Spencer, Director
Lee Perry, Division Director – Maintenance Division
Re: **Burlington CSWD Drop-Off Center and 195-201 Flynn Avenue MOU**

Date: September 28, 2021

Request:

- We respectfully request the Committee consider approving the following motion "to recommend the Administration enter into negotiations on a lease purchase agreement with Chittenden Solid Waste District (CSWD) for the 195-201 Flynn Avenue parcel as a potential location of a future CSWD drop-off center."

Background:

This is a follow up from a briefing we provided to the Transportation, Energy & Utilities Committee (TEUC) on September 22, 2020.

- 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 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 improved Drop Off Center (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

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.

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.

- Today, twenty years later, South Burlington is in a different place and isn't concerned whether Burlington has a DOC or not and CSWD is tired of holding and managing this property. As a result, CSWD wants to sell the 195-201 Flynn Avenue parcel - either 1) to the City for a likely Burlington CSWD DOC or 2) to be placed on the open market.

- The 195-201 Flynn Ave property is comprised of 2 parcels:
    - Front parcel (195 Flynn): ~1 acre, pays taxes, has cement block garage on site
    - Back parcel: (201 Flynn): ~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 general 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 $500-$800K 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 have the front 1 acre for its use right away and all three acres free and clear after 40 years. The City may need that front 1 acre for soil management given the increased regulation of soils.

- 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 MOU providing a 1-year option from the date of execution 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 CSWD Board and the Board approves a second year extension. The City Council approved the new MOU at its October 28, 2019 meeting. After the TEUC briefing and presentation to the CSWD Board in September 2020, the CSWD Board approved the additional 1-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 has said that they have no plans for expanding its collection to include trash, or recycling in the future unless major changes can be made to the site. 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 now approaching the end of the second option period (November 1, 2021) of the 2nd MOU with CSWD. DPW staff recently attended the CSWD Board of Commissioners meeting on September 22, 2021 to provide an update on the Champlain Parkway project and to express the Administration's interest in developing a lease purchase agreement for the property. The proposal appeared to be well received by the Board of Commissioners.

- 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.

Options

Here are two options for the 195-201 Flynn Avenue next steps and how it may impact the existing CSWD Burlington DOC at 339 Pine Street:

1. Let the 2nd MOU with Chittenden Solid Waste District expire on November 1, 2021.

   Pros:

   - The City would not take on additional financial burden.
   - There would not be additional traffic impacts in the South End residential areas due to a new DOC (but there could be additional impacts from another development once CSWD sold the parcel).

   Cons:

   - 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. This could be used for storage of equipment and materials (such as soils) that we are currently lacking.

- The City would lose ability to control who develops the site and when it would be developed. New development could bring different impacts that would be harder to manage than a publicly-owned DOC.

2. Advance negotiation of a Lease Purchase Agreement with CSWD:

Pros:

- Proceeding with the purchase of the property would allow for storage of equipment and materials that we are currently lacking at both 645 Pine St and 339 Pine St – or continue leasing the property and potentially generating General Fund revenue.

- The City would benefit more quickly from a modern drop off facility by advancing it in the coming years – understanding it would not be open for 2-3 years, as CSWD would have to conduct public outreach, complete the permitting and design phase, and obtain CSWD Board approval to construct the DOC before any site work would begin~~, as well as waiting for Phase 2 of the parkway to be completed~~.

- If for some reason CSWD decides not to build a new drop off center, the City would get back all Lease and Option payments and could chose to purchase the three acres of valuable commercial property in the City's South End.

- City could free up the northern and western sides of 339 Pine Street which would accommodate a key portion of the Railyard Enterprise Project.

Cons:

- South End residents may be concerned that CSWD would be seeking to permit a Drop Off Center in future years without having a guaranteed timeline for the second construction phase of the Champlain Parkway (including the connection to I-189).

- City would be taking on additional financial burden (~$417K). The benefits though are that the LPA includes favorable terms (0% interest) and the project has been included in the City's Capital Plan.

Staff is recommending we proceed with Option #2 and we respectfully request the Committee consider approving the motion at the top of this memo. Additionally, we will be engaging the public on this topic over the coming month – before any action is requested from the City Council. We are planning on a South End Front Porch Forum post and a presentation at the October Ward 5 Neighborhood Planning Assembly to begin the public engagement.

Thank you in advance for your consideration.

CHITTENDEN COUNTY RPC
Communities Planning Together

VERT! Vermont Economic Revolution & Transit
USDOT RAISE Grant Application

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

September 28, 2021

Two Feasibility Studies

1. Lakeside Intermodal Facility for Transportation (LIFT!)
2. Vermont Economic Revolution and Transit (VERT!)

Big Picture

Leverage what is happening at HULA to support multi-modal, smart growth addressing climate change and equity

- HULA IT Accelerator Campus on Lakeside Avenue with about 600 high income entrepreneurs and employees with more (500?) to come
- Opportunity to address the three challenges for all VT employers: housing, mobility, and day care
- Build multi-modal hub with bus, EV car sharing, bike sharing, bike lockers, car intercept facility (parking), and potentially, future rail (electric?).
- Benefits GMT's existing rider base with a modern climate controlled south end transit hub for south end transit users and directly to HULA
- HULA and partners to build adjacent parking, housing serving as a catalyst for potential all-electric rail service as other downtown transit-oriented developments in Opportunity Zones gather momentum

RAISE Grant Application

- Submitted an application to USDOT for a RAISE grant in July. Should hear decision by end of 2021 (probably November)

- 2 major parts:
  - Examine feasibility of **transit hub at HULA** including all modes of transportation, housing, parking and child care. Market demand, conceptual plans and cost estimates, and financial plan and governance model - $500,000
  - Explore feasibility of **community-based rail system**; develop estimate of costs of low-cost (potentially electric) passenger rail, examine opportunities for TODs in rail towns/opportunity zones, and determine financial feasibility and governance model - $1,400,000

Engagement with all potential parties and the public throughout the process

Letters of Support

- Governor Phil Scott
- City of Burlington CEDO
- St. Albans City
- Vergennes Partnership Inc.
- Lake Champlain Chamber
- Central Vermont Chamber of Commerce
- Car Share VT
- Vermont Rail Action Network
- All Earth Rail
- HULA
- Green Mountain Transit
- Vermont Rail Systems
- Local Motion
- Old Spokes Home
- Champlain Housing Trust
- Vermont Clean Cities Coalition
- Sierra Club Vermont
- Net Zero Vermont
- Let's Grow Kids
- Pine Forest Children's Center
- AARP
- Generator

Lakeside Intermodal Facility for Transportation

Proposed Scope

A. Market Demand - Explore demand for housing, commercial, and parking at the Lakeside site. Deliverable: Market demand report.

B. Conceptual Plans and Cost Estimates - Develop conceptual plans and cost estimates for site and building at Lakeside. Include any environmental assessment and cleanup needed as well as all other federal, state, and municipal permitting requirements. Utilize the FHWA Planning and Environmental Linkages approach as appropriate. Include features to address climate change to reduce carbon footprint and ensure resiliency; seeking to be a net zero site. Include elements to address equity. Conduct community engagement. Deliverables: Conceptual plans, cost estimates, report describing environmental requirements.

C. Business and Governance Plan - Develop both a financial plan and a governance structure to implement the Lakeside TOD to meet identified public and private needs. If needed, develop an economic impact analysis. Conduct an equity impact analysis with City of Burlington. Develop a marketing plan. Develop the public private partnership (P3) agreements to implement the recommended governance structure. Engage with partners in the development of above. Deliverables: business plan, financial plan, equity analysis, marketing plan, governance structure and draft P3 agreement.

Vermont Economic Revolution and Transit

Proposed Scope

A. Rail Service Improvement Needs - Identify track, tunnel, bridges, and grade crossing upgrades using existing data. Determine cost estimate for necessary upgrades. Determine costs of rail cars (rolling stock), including converting Budd cars to electric power. Examine issues of accessibility, dispatch, positive train control and others needed to implement rail service. Communicate with rail owners and operators (New England Central Railroad (NECR), Genesee & Wyoming Rail, Brookfield Asset Management, Vermont Rail Systems) and VTrans regarding rail upgrades Deliverable: Report with recommended rail upgrades and cost estimates.

B. Possible Station Locations and Transit-Oriented Development/Opportunity Zone Development Potential - Identify potential community rail station/platform locations and multimodal opportunities. Analyze station land development market demand and potential highest and best use for development. Catalog known environmental issues. Forecast ridership demand and operating costs. Engage Regional Planning Commissions, municipalities, the public, and other stakeholders with a focus on underrepresented communities. Deliverable: Report with recommendations for potential station locations and Transit-Oriented Development potential.

C. Feasibility Analysis – Develop initial ridership projections, operating cost estimates, environmental assessment, station-area land development market demand analysis, and development revenue model including land value capture opportunities. Identify the ability to capture increases in land value and any state and/or municipal policies that need to be updated. Develop business plan identifying capital and operating costs, revenue model, rail operator costs, municipal and state tax revenues, and proposed governance structure. Conduct engagement with rail operators, municipalities, state agencies, the public, and other stakeholders. Deliverable: Report documenting above and including recommendations regarding feasibility of community rail.

D. IF COMMUNITY RAIL IS DETERMINED FEASIBLE, Develop Implementation Plans – P3 Governance Structure and Agreement, Rail Integration Plan, Rail Vehicles Electrification Plan, Rail Operator Agreements, Track and Station Upgrade Plans, Conceptual Plans for TOD sites and Stations, and other tasks as are determined necessary to prepare for community rail service.

Thank you

Questions?

Charlie Baker, CCRPC

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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, September 28, 2021 4:30 PM

–DRAFT AGENDA–

Call to order 4:34PM by Chair Hanson

1. **Agenda**

Councilor Stromberg moved to approve agenda. Seconded by Councilor Barlow. All in favor passed unanimously.

2. **Minutes of 8/24/2021**

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

3. **Public Forum**

Closes at 4:36 PM. No one comments.

4. **District Energy**
   - Darren Springer, BED
   - Michael Ahern, Ever-Green
   - Information

Darren Springer, Burlington Electric General Manager - Phase three of the project kicked off earlier this year. Partners with UVM, BED, COB, VGS, Evergreen and others. Involves a steam pipe connecting McNeil to hospital with potential to connect other buildings in vicinity. Update on economics and terms as well as engineering work being done. 5 million dollars towards funding electric boiler potentially coming from appropriations bill going to final fed budget led by Senator Leahy.
Looking at capacity (54 megawatt) of the plant vs 50 megawatt that it currently runs at.
Evergreen would run district energy system as nonprofit. Determining what type of financing evergreen needs to go to bond market for this project.
Approval from council to have McNeil commitment. Sometime in next few months bring this to the council.
Michael Ahern – Multi path effort over the last year to progress this to the point of being financeable system. Talks with UVM, Intervale and others to connect in addition to fundamental customer, UVMMC. We have location and operational buy-in from McNeil and UVMMC operation's team. Have third party engineers ensuring reliable product to UVMMC.

Councilor Mark Barlow – What is distance from McNeil that a customer could be, are there limits?
DS – Each mile of pipe added is biggest cost. Looking to keep the infrastructure costs low. UVMMC and UVM buildings are considered first phase of this effort. Each mile you go would have to add a certain load to make it economical. We are looking at feasibility of this.
MB – Are there other businesses you could add?
DS – Intervale could be connected physically. We are looking to inject thermal energy into VGS system so this could be an option on that bill for any customers.
MB – If you are one of these VGS customers is there a differential rate?
DS – Yes, if shorter term financing, there would be a premium for the first 10 years. In the following 10 years when infrastructure is paid off, we can bring cost down potentially.

Councilor Jane Stromberg – McNeil currently processes residue wood, would we ever risk having too much demand to not have enough residue (sustainable) wood.
DS – We get wood from 60 mile radius. We are looking at an additional 4 megawatts of the 50 megawatts currently produced. There could be price fluctuation but not likely there will be lack of supply because it's not a large increase comparatively.

Chair Jack Hanson – Would this lead to increased use of McNeil?
DS – We would utilize waste heat for a portion of the energy, 10-25% of system energy, but need additional steam to make it viable. The plant would become more efficient but some additional steam would be produced. The plant has always been electric only but designed for heat and electric so this would be using both.
MA – With Leahy's grant/appropriation would reduce cost for system users and make it more efficient.
JH – Would this co generate steam?
DS – Yes
JH – How dependent is the success of this on the $5 million appropriation?
DS – The $5 million is a big driver of delivering the project at a cost that is feasible for customers and partners and would help add 10 MW electric boiler acting as backup and a 100% rentable energy source. Would be concerned if $5 million wasn't available because we would need to find a way to add boiler. There is always multiple paths.

Item closes out at 5:00

5. **Lakeside Avenue Intermodal Facility Planning**
   - Charlie Baker, CCRPC
   - Information

See Presentation.
Charlie Baker - Some concerns to note: Zoning at the HULA site is still in discussion. Might end up involving a parcel to the south that the City owns and currently has homeless encampment. Looking into solutions to have this solved through this project

Chair Hanson – Notes Councilor Stromberg left the meeting

Councilor Barlow – would the LIFT facility work if there was no commuter rail?
CB - Yes. LIFT is less challenging than RAIL and could work without it and maybe help RAIL by adding riders.
MB – Rail seems expensive compared to busses. Can you speak to why rail over busses?
CB – busses could be part of what comes out of this. GMT needs to start this effort and see if LINK system riders could be converted to rail. We want the systems to work together and not compete

Director Spencer – Given the transformative nature and its large potential impact, wanted to make sure it was at the committee and consider how we can give these concepts visibility. Housing aspect isn't directly related to this committee but you can work with other councilors on relevant committees. HULA worked with RPC proactively but there hasn't been a lot of community engagement. Would hate to see a process concern limit a visionary proposal. Looking to hear how we can work together to make sure this can launch successfully if it can be funded.
JH – Supportive. Presentation to full council to get more viewership for outreach. Happy to keep brainstorming and start engaging with the council and public about this project.
CB – Don't want to raise expectations before there is grant funding. Will reach out to planning commission to get on their agenda. Want to be as transparent as possible.

Item done at 5:18

6. **Main Street Great Streets Overview**
   - Laura Wheelock, Senior Public Works Engineer
   - Olivia Darisse, Public Works Engineer
   - Information

Director Spencer: This has been a planning effort from 2016 after we worked with community and councilors. Part of same effort that encompassed St Paul St and City Hall Park. We have reached out to Senator Leahy and will continue to look for funding for this.

Laura Wheelock – Here to refresh every one of where we left off and how we got to that point.
See presentation.

Councilor Mark Barlow – Parking change anticipated, what is loss of parking?
LW – 43 spaces lost throughout 6 blocks, 73% of parking retained.
MB – TIF authorization logistics?
LW – When we applied and created Downtown TIF district, we proposed 4 blocks and have this approved by the State. We now need to go back for the last 2 blocks. We need to ask to use the funding we are currently collecting towards the two blocks. We need council approval to ask for permission at the State level. For March ballot, voters need to approve the ability to incur debt and authorize this as a known use. State needs to approve the project and voters need to approve debt.
MB – Is this part of General Fund bond?
CS – Envisioned as part of capital plan. The benefit of TIF is that it is paid off by additional economic growth along corridor.
LW – City has been collecting this money since 2015. We have to use it or lose it by the end of district.
Norm Baldwin, City Engineer – TIF borrowing is separate from GF borrowing and debt load.
MB – Clarifies debt service will be paid through tax increment not through additional increases to property taxes.

Chair Hanson – Why was this chosen for ballet in March and not sooner?
LW – Substantial work going to VEPC for approval. Not losing much waiting. With VEBC approval we can start working on first 4 blocks. Would have more opportunity to go back to voters in 2022 if needed.

Closes at 5:41PM

7. **195-201 Flynn Avenue**
   - Chapin Spencer, Director of Public Works
   - Lee Perry, Maintenance Division Director
   - Action

See memo.
Director Spencer – This item has lingered for decades, CSWD wants to help us get to a decision. Based on progress with Champlain Parkway and south end redevelopment, now is the time to commit with CSWD to enter a lease. MOU expires on Nov 1 with CSWD. Plan to go to council on Oct 18th for extension on the MOU for 2-3 months to give us time to negotiate.

Councilor Barlow – What are risks with negotiating with this property?
CS – CSWD is seeking to develop a drop off center, if Parkway does not advance as anticipated, the neighborhood would be concerned about traffic flow to the center. Financially we have already put $83k down so doing nothing would mean losing this money. Fewer risks with doing this. 0% loan over 20 years. Low chance of getting another extension so the time is now to exercise this option. Terms in MOU spell out parameters of lease purchase agreement terms. If drop off center is not able to be permitted, they can choose to terminate lease purchase agreement and sell the property. We wouldn't own the property for 20 years. If we support them with getting a drop off center and allowing it to operate for 20 years and

make our payments, we will get property for under market value for 0% interest and use of 1 acre immediately.

JH –Supportive of staff recommendation. Localized impacts would defer to south end councilors at full council if they want to dig deeper into that.

CS – action at council would be 2-3 month extension on MOU to negotiate and then come back to council

Councilor Barlow – Motions to recommend the Administration enter into negotiations on a lease purchase agreement with Chittenden Solid Waste District (CSWD) for the 195-201 Flynn Avenue parcel as a potential location of a future CSWD drop-off center.
Chair Hanson seconds.
Unanimous Aye.
Item passes.

Closes at 5:53PM

8. **Director's Report**

Director Spencer: Moving ahead with REP consultant selection and planning to get contract to council October 18th. Capital work we are doing is above historic baseline and we need additional financial management support. Only one staff member focused on capital budget currently. Internal discussions to reorganization and/or supplement resource to give us the ability to better financial manage significant capital work.

Engineer Baldwin – Scale of Water Resource reinvestment is significant and there is a large volume of work upon us to have one person manage these millions of dollars. Assuming Parkway advances, we will need to be staffed to deal with pay requisitions to deal with that multimillion dollar project in a very condensed time.

CS – We are sensitive to the position of the GF and we are seeking to have WR or Parking and Traffic participate heavily in funding this position so there would be limited to no impact on general fund.

NB – CT office is significant player in this process. Currently engaging consultant to see how they are configured as a team to see how it can be most efficient and integrated.

9. **Councilors' Update**

No updates.

10. **Next Meeting 10/26/2021**

11. **Adjourn**

Councilor Barlow moved to adjourn the meeting. Seconded by Chair Hanson. All in favor passed unanimously. Adjourned at 5:58PM.