City of Burlington
Department of Public Works

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www.burlingtonvt.gov/DPW

Memo

Date: September 27th, 2022

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer

CC: Chapin Spencer, Director Public Works

Subject: North Winooski Avenue Transportation Demand Management (TDM) Grant

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Background:
At the March 14, 2022 The Transportation, Energy & Utilities and Committee (TEUC) meeting, the TEUC approved a motion calling for the City to advance the North Winooski Avenue Transportation Study recommendations between Union Street and Riverside Avenue along with several mitigation strategies. Subsequently, the City Council approved this direction by resolution at its March 21, 2022 meeting. One of the mitigation strategies included $15,000 of seed funding for businesses and non-profits north of Union Street to implement, expand, or access transportation demand management (TDM) services.

The full Council resolution from the March 21, 2022 meeting, and the associated materials, can be found here: http://go.boarddocs.com/vt/burlingtonvt/Board.nsf/goto?open&id=CCKJYQ4F3D13

Public Engagement:
In preparation for the 9/27/22 TEUC Meeting, DPW Staff developed and distributed flyers and TDM grant applications to businesses and non-profits along North Winooski Avenue from Union Street to Riverside Avenue. DPW Staff solicited the assistance from Transportation, Energy and Utilities Committee members and Business & Workforce Development Staff to assist with the canvassing. Additionally, Staff reached out directly to businesses and non-profits in-person, over email, and on the phone to ensure TDM grant applications were received and understood. DPW Staff received the following grant applications, see attachment-1:

Applicant	**Amount**	**Description**
CHCB	$3,000	CATMA survey for patients.
Junktiques	$2,500	Bike parking, and bike repair stuff.

May Day	$6,000	Biking equipment for staff.
NetZero	$6,500	Trolleys
ONE Community School	No amount indicated	Cash incentives to staff to walk/bike
Pho Hong	$2,000	Bike rack
Total amount applied for:	$20,000	

Staff is seeking the Committee's action at the September 27th meeting to allocate the TDM grant funds. Please don't hesitate to reach out in advance of the meeting to either Phillip Peterson (ppeterson@burlingtonvt.gov) and Chapin Spencer (cspencer@burlingtonvt.gov).

Attachments:

1. Grant applications.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Community Health Centers of Burlington (CHCB)

Address: 617 Riverside Avenue, Burlington, VT 05401

Phone: (802) 264-8193 Email: kanderson@chcb.org

Requested Grant Amount: $3,000

Description (Provide a brief describing your project):

CHCB will be significantly affected by the reduction of parking access for its patients as a result of the City's decision to remove on-street parking on the east side of North Winooski Avenue. CHCB would like to survey our patients to gain a better understanding of patient travel habits to our Riverside Avenue practice and would like to enlist survey development and distribution expertise from the Chittenden Area Transportation Management Association (CATMA). There are a few possible methodologies in conducting this survey: adding question(s) to registration form, in-person survey, or a post-visit survey.

Expected Outcomes (Provide a brief describing your expected project outcomes):

CATMA would conduct an analysis of survey findings, and produce a report on results and recommendations to improve patient use of other modes to/from the Riverside Avenue practice. This analysis would include how to best support current and future patient needs and how to encourage sustainable modes of travel.

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

We have already met and received a proposal from CATMA who provided the patient survey as an option for their assistance. CATMA is a non-profit 501c3 organization serving as a regional gateway connecting businesses, developers, and municipalities with sustainable, effective, and cost-efficient transportation demand management strategies (TDM) and solutions. We would look forward to beginning this partnership with them in advance of the parking removal.

Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: JEFFREY Sonin

Address: 324 N. WINOOSKI AVE

Phone: 802-865-3724 Email: essedad@Yahoo.com

Requested Grant Amount: $ 2500

Description (Provide a brief describing your project):

Provide Bike Parking on NORTH WINOOSKI AVE - Near archibald Renting a 350 savare ft. Space from GoldenJunk LLC for Bicycle Parking. building or Purchasing Bike stands for Customers of Junktiques and local Businesses to Safely lock Bikes And have Easy access. Cost of Bike Racks - $1500 rented for I will also Provide a Public Bike Pump and Some Simple Repair tools. $1000

Expected Outcomes (Provide a brief describing your expected project outcomes):

Bicyclists will have a Safe and Easily Accessable space Right on N. WINOOSKI AVE to Park and lock their bicycles while at Pho Hung, The African Market, and Junktiques

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

I will Be working with the old Spokes home and Bethys Bike to Establish a Verified Bicycle Parking Zone and will work with them to aquire Bike Stands, a Public Bike Pump ; Some tools. Bethys Bikes will be on site to Repair ; Assist in DIY Bike Repairs and the old Spokes home will Remain a local Bike Mecca.

Would you accept a partial grant award? Circle one. (YES) / NO

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NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: _____

Address: _____

Phone: _____ Email: _____

Requested Grant Amount: $_____

Description (Provide a brief describing your project):

_____

_____

_____

_____

_____

Expected Outcomes (Provide a brief describing your expected project outcomes):

_____

_____

_____

_____

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

_____

_____

_____

_____

Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant: Net Zero Vermont, Inc. (501c3 non-profit) Contact: Debra L Sachs, Exe. Director
Address: 1042 Dorset Street, Charlotte, Vermont 05445
Phone: 802-238-9807 Email: deb@netzerovt.org
Requested Grant Amount: $ 6,500 ($4,000 Trolleys and $2,500 direct personal mobility support)

Description *(Provide a brief describing your project)***:**

Net Zero Vermont's Walk to Shop team (including Vermont Clean Cities Coalition) proposes to coordinate with No. Winooski Avenue entities including Feeding Chittenden to encourage and incentivize residents to walk and take the bus to retail/service/employment destinations within the corridor project area by engaging, informing area employer staff & volunteers regarding TDM options.

The Team will disseminate 75-100 deeply subsidized trolleys and share TDM information and resources to project area service entities, clients, employees and residents.

Expected Outcomes *(Provide a brief describing your expected project outcomes):*

Engaged, informed and improved resident/employee awareness (who live, work and shop in the project area) about incentives and tools to walk, bus, and use the shopping trolley. Encourage and support demo/fun days and TDM dialogues/forums. Improved printed resources and information provided to staff/volunteers to share with clients. Data will be collected on user experience and travel habits of trolley and transit users.Written report of findings.

Project Planning and Partners *(What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?)*:

Based on 2021 Walk to Shop project and initial trolley user survey results, the team proposes to leverage and use $6,500 in requested City grant funds to strengthen and complement existing TDM services, to provide a practical personal mobility tool (shopping trolley) to at least 75-100 residents to enable them to walk, to ride the bus and to be more food secure and mobility independent by using a shopping trolley.

We're prepared to advance in three ways: 1) to be a community resource (in coordination with below partners) to non-profit entities, employer(ees) of the project area (including choice riders) to avoid driving and instead use available shared and active mobility options; 2) to assist Vermont Food Bank staff and volunteers with transportation literacy; and 3) to disseminate subsidized shopping trolleys through coordinated distribution points to interested users and transit dependent residents. The idea is to lead by example, to elevate dignity, walking rates and active mobility.

Vermont Food Bank, Feeding Chittenden, CCRPC, Go! Vermont, GMT, CATMA, City of Burlington, City of Winooski, Winooski Housing Authority and Champlain Housing Trust.

Would you accept a partial grant award? YES

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Wiley Reading

Address: 294 N. Winooski Ave.

Phone: 802 540 9174 Email: wiley@onearts vt.org

please do not call, I am hard of hearing

Requested Grant Amount: $

Description (Provide a brief describing your project):

I'd love to offer our staff incentives to walk/bike to work. I'd also like to incentivice our families traveling to school via bike/walk/bus. We work with some unhoused + some socio-economically disadvantaged families, so cash for bikes/incentivizing healthy transit would be wonderful!

Expected Outcomes (Provide a brief describing your expected project outcomes):

With cash incentives, I hope to encourage all 6 of our preschool families to walk or bike to school. I hope to expand the program for our younger students but since they are literally babies that might be more complex. Perhaps $ for toddler-safe bike seats?

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

We already encourage our families to walk and bike, but haven't been able to provide much support or incentive.

Would you accept a partial grant award? Circle one. (YES) / NO

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NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Pho Hong

Address: 325 North Winooski Ave

Phone: 8028658031 Email: Tgentoff3@yahoo.com

Requested Grant Amount: $ 2,000

Description (Provide a brief describing your project):

We would use the grant to give our employees end of year bonus for gas or for transportation.
NEW BIKE RACK FOR THE BUS BARNS. front area is owned + Mawtawed by PW, but benches are broken,

Expected Outcomes (Provide a brief describing your expected project outcomes):

Encourage people (customers) to bike to the businesses located at the bus barns.
Fixed benches for people to sit on.

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

The Old Spokes Home is a partner and they are very supportive of adding a bike rack and fixing the benches.

Would you accept a partial grant award? Circle one. (YES) / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

City of Burlington, VT
149 Church Street
Burlington, VT 05401
Phone: (802) 865-7144

www.burlingtonvt.gov/plan

TO: City Council Transportation, Energy & Utilities Committee
FROM: Meagan Tuttle, Director & Charles Dillard, Principal Planner
DATE: September 21, 2022
RE: Transportation Demand Management Study RFP

We look forward to sharing the attached draft RFP for a citywide Transportation Demand Management (TDM) Study at your upcoming meeting, and discussing any questions or feedback from the TEUC.

The goal of completing a citywide TDM Study was first discussed as part of *ZA-20-04: Minimum Parking*, a zoning amendment that was adopted by the City Council in the fall of 2020. Among other changes to parking regulation in the city, ZA-20-04 established the Multimodal Mixed Use (MMU) parking district in which development no longer requires a minimum number of on-site parking spaces. Over the course of developing this amendment, new TDM standards were also incorporated for developments over a certain size within the MMU. This requires developments to plan for TDM, provide certain TDM benefits to users, and monitor and report on the utilization of parking.

While the city required certain individual TDM strategies through its ordinance prior to this (i.e. required bike parking), these standards were largely new to the city's zoning framework and there was recognition by the Council, administration, and other stakeholders that they required additional study and likely refinement. An Oct 2019 Council resolution recognized the need to coordinate this policy's implementation with the planned update to the city's impact fee ordinance, and also identified the need to explore other possible TDM regulations or programs. Further questions about the intent and implementation of the TDM standards have emerged in the nearly two years since adoption. Discussion around the pending *ZA-22-07: Minimum Parking & TDM*, which expands the minimum parking and TDM policies citywide, has also generated discussion about the appropriateness of the existing TDM requirements in different areas of the city, for smaller developments, and based on developments' anticipated user groups. These discussions resulted in Planning Commission and staff recommendations that the pending TDM study inform any additional changes to the city's TDM standards. An additional Oct 2021 Council resolution articulated Council-identified goals for the TDM study.

The attached scope of work has been developed based on the Council resolution, the issues that have been raised in the course of updating zoning policies, and emerging and best practices in TDM in the U.S. The update to the city's impact fee ordinance and the TDM study were each planned for in the department's FY22 budget, and have been carried over to the FY23 budget. In October, the department will begin work in collaboration with DPW and the CCRPC to evaluate and update the existing transportation impact fee (and other impact fees) that applies to new developments. We also anticipate that the RFP for this TDM Study will be released. Both projects are anticipated to take approximately 12 months to complete.

At the meeting, we are happy to answer any questions about the anticipated scope of the TDM Study, and take any additional feedback the TEUC may have as we prepare to release the RFP.

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, crime victim 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 the City Planning department or 711 if you are hearing or speech impaired.

Request for Proposals (RFP) for Professional Services

Citywide Transportation Options Study

The City of Burlington is seeking the services of a qualified professional or firm to complete a Citywide Transportation Options (Transportation Demand Management) Study.

Date of Issue: [DATE] **Proposal Deadline:** [DATE]

Questions & Submissions submitted to:

Charles Dillard, AICP
cdillard@burlingtonvt.gov
(802) 865-7194

Background

The City of Burlington is Vermont's largest city, and an important regional economic center for northwestern Vermont and northern New York. Burlington is home to ~44,743 residents and ~10,000 commuters, as well as the University of Vermont and its affiliated academic medical center. Burlington serves as the urban core of Chittenden County VT with a population of ~168,323 and the Burlington-South Burlington Metropolitan Statistical Area with a population of ~221,160.

The Burlington City Council declared that a climate emergency exists which threatens Burlington's community and human health and safety, biodiversity, and common environment. Emissions in Vermont have risen since 1990, with the largest increases coming from the transportation sector, which also accounts for the largest share of greenhouse gas emissions in both the City and State. This climate emergency declaration calls for the reduction of vehicle miles travelled (VMT) through transportation demand management (TDM). The City additionally recognizes that TDM programs improve equity for the Burlington workforce by providing financial and other benefits for Burlington residents and workers who do not own automobiles – a population that is disproportionately low-income, Black, Indigenous, and people of color.

In 2020, the City revised minimum on-site parking standards in its zoning ordinance to implement a number of policy best practices to support housing creation and transportation options. These zoning changes created the Multimodal Mixed Use Parking district, requiring no minimum on-site parking and establishing lower maximum parking thresholds than other parking districts in the city. Additionally, the zoning changes established new TDM requirements for developments within this parking district and over a certain size; these strategies built on the city's existing requirements for on-site bike parking and for parking management plans by the major academic and medical institutions. Since these zoning changes were adopted, XX projects have been approved with TDM plans and XX% fewer parking spaces have been built than would otherwise have been required.

In 2022, the Burlington City Council [is expanding/expanded] upon these policies by eliminating minimum on-site parking requirements citywide, relying instead on its maximum parking limits, and expanding TDM requirements to new developments of a certain size in all parking districts. Separately, the City is currently working with the Chittenden County Regional Planning Commission to complete a transportation impact fee study to update the city's existing impact fee system, including exploring the possibility of a multi-modal impact fee.

Some of the largest institutions and employers in Burlington, such as the University of Vermont, have extensive TDM programs that include charging for parking and offering incentives to support other modes of transportation to and from those institutions. The Chittenden Area Transportation Management Association (CATMA) was created in 1992 to assist these agencies to share resources and jointly plan, develop and manage transportation systems and programs. CATMA has since evolved to serve as a non-profit, member-based transportation management association serving Chittenden County, VT. In 2014, the City commissioned a consultant with CATMA to study and propose a City Employee TDM Action Plan. This plan was released in October 2015 to reduce congestion, emissions, downtown parking demand, and encourage healthy choices by City staff through recommendations covering the short term (3 years or less) and long term (4 years or more), as well as ongoing capital and administrative improvements. Many strategies identified in this 2015 plan have not yet been implemented.

Through a collaboration between the City and the Burlington Business Association, further research and analysis was completed in 2017 to inform a pilot and intended implementation plan for a suite of TDM services for other downtown Burlington employers and employees. Many employers in Burlington have no TDM policies or strategies in place, and by implementing such policies and strategies, those employers could facilitate the use of more sustainable modes of transportation among those travelling to and from their physical location. This collaboration anticipated that a primary mechanism for developing and funding a downtown TDM program would have been through the creation of a Downtown Improvement District. The creation of a DID, however, was rejected by the Burlington voters in 2019.

The City is seeking the services of a qualified professional or firm to complete a Citywide Transportation Options Study. This study will review existing approaches and past successes, past efforts that are incomplete or have not been implemented, best practices from other communities, and provide recommendations for both regulatory and non-regulatory models that may best fit Burlington's context.

Anticipated Scope of Work, Responsibilities, and Project Timeline

The City of Burlington is seeking to hire a Consultant or Consultant Team to assist in the development of a Citywide Transportation Options Study and recommendations for approaches the City may take to successfully build on/iterate its TDM programs and efforts.

Anticipated Scope of Work

A breakdown of tasks and responsibilities is anticipated to generally include the following. The City may negotiate additional services as needed or as identified in a Consultant's or team's proposal

- **Task 1: Analysis of Previous Plans and Studies**

  The consultant, with assistance from City of Burlington staff, will conduct an analysis of previously completed, incomplete, and recently adopted TDM plans, studies, and policies to include, but not limited to, the following:
  - Transportation Demand Management Action Plan (2015) and the steps and actions that would be needed to implement all the actions still unimplemented.
  - Research & analysis completed in 2017 to inform above implementation plan of TDM services for downtown Burlington employers and employees, as well as any subsequent work done by the City and its partners (i.e., Burlington Business Association, CATMA) and the steps and actions needed to rapidly advance TDM services for these employers and employees.
  - planBTV: Walk/Bike (2017)
  - VTrans Transportation Demand Management Guidance (2017)
  - City of Burlington Comprehensive Development Ordinance – Article 8 and recent policy changes to implement standalone TDM best practices.

  This analysis should include strengths and weaknesses of past approaches, and any insights gained into reasons for successes and lack of progress.

  Task 1 Anticipated Deliverables:

  - *TDM Plan and current approaches, Analysis, and Summary Presentation – a summary of findings to be presented to internal project team and relevant City boards/commissions.*

- **Task 2: Best Practices Analysis**

  The consultant will identify and assess citywide and other best practices in TDM within other communities, nationally and abroad. The assessment will include both regulatory and non-regulatory measures applicable to employers, residential development, commercial development, and service providers. Best practices, including strategies and policies, related to the following topics should be addressed, in addition to others identified by the consultant:

  - TDM program administration, including models offering flexibility and technical guidance to developers
  - Qualitative and quantitative methods for measuring TDM program success
  - Community engagement in the creation and implementation of TDM programs and strategies, including those that prioritize broadened participation.
  - Transportation and mobility options for tenants of affordable housing
  - Transportation and mobility options for both peak commuting time and non-peak employees

- Citywide and regional infrastructure (e.g. regional bicycle infrastructure coordination) and cost-reducing measures (e.g. transit fare reductions that can augment site-specific TDM.
- Public safety and health, including strategies that minimize cyclist and pedestrian fatalities, and improve health outcomes related to reductions in noise and air pollution and increases in active mobility.

Task 2 Deliverables:

- *Review of best practices, including any qualitative and quantitative measures of success. The review should identify those best practices that are most appropriate to Burlington's unique context and the extent to which they address the themes above in Task 2.*
- *A presentation of the review to internal project team and relevant City boards/commissions will follow its completion.*

- **Task 3: Regulatory & Non-Regulatory Recommendations**

Incorporating findings from Tasks 1-3, the consultant will identify strategies that the city can implement to reduce VMT in Burlington along with the steps and actions needed to implement them. In this task, the consultant should provide sufficient detail relating to the appropriateness to and applicability of each strategy in Burlington in order to guide City staff and elected official decision-making.

Additionally, the consultant will provide recommendations for potential charter changes including: (1) Options for regulatory mechanisms mandating TDM measures at existing employers, (2) Analysis of the resources and mechanisms required to enforce such a policy, and (3) The role that a public and/or private transportation management authority could play to support employers in achieving TDM goals and requirements. The consultant will produce an implementation matrix that identifies responsible parties and implementation timeframe for each recommendation.

Task 3 Deliverables:

- *Implementation matrix identifying responsible parties, associated costs, and timeframe for each implementation recommendation.*
- *Recommended TDM Strategies report, delivered in the form of a document outlining specific strategies and opportunities for the Plan.*
- *TDM Implementation Action plan*

- **Task 4: Engagement**

With assistance from City of Burlington staff, Burlington Business Association, CATMA, and others, the consultant will prepare a plan to engage the range of those impacted by current and future TDM strategies, including, but not limited to, the following:

- Developers
- Transportation Management Associations (TMA)
- Burlington employers
- Employees, including peak-hour and non-peak hour commuters
- Rental housing tenants (affordable and market rate), including those with experience as residents in buildings with implemented TDM
- People with disabilities
- Transit riders, cyclists, pedestrians and any advocacy groups related to each

Task 4 Deliverables:

- *Stakeholder Engagement Work Plan, including but not limited to a meeting/event schedule and subsequent agendas and meeting minutes.*
- *Public Comment Work Plan,*
- *Public & Stakeholder Engagement Report, which includes comments from public and stakeholders during engagement activities.*

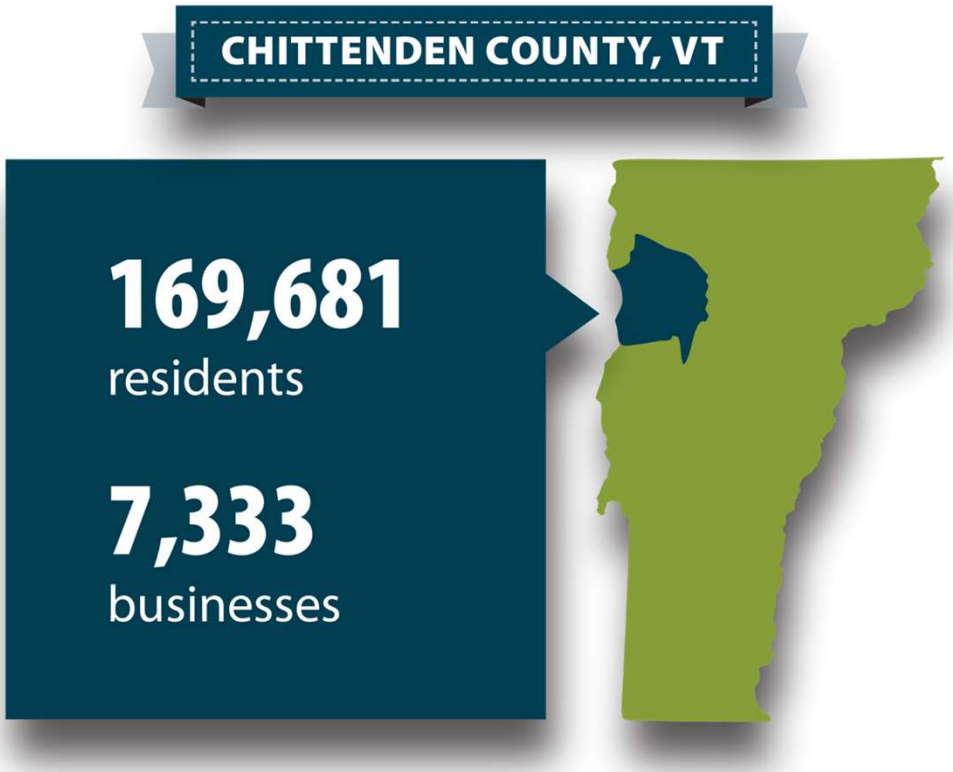
Bringing Vermont's Recycling Into the 21st Century

Sarah Reeves
Executive Director

September 12, 2022

Chittenden Solid Waste District

Who We Are



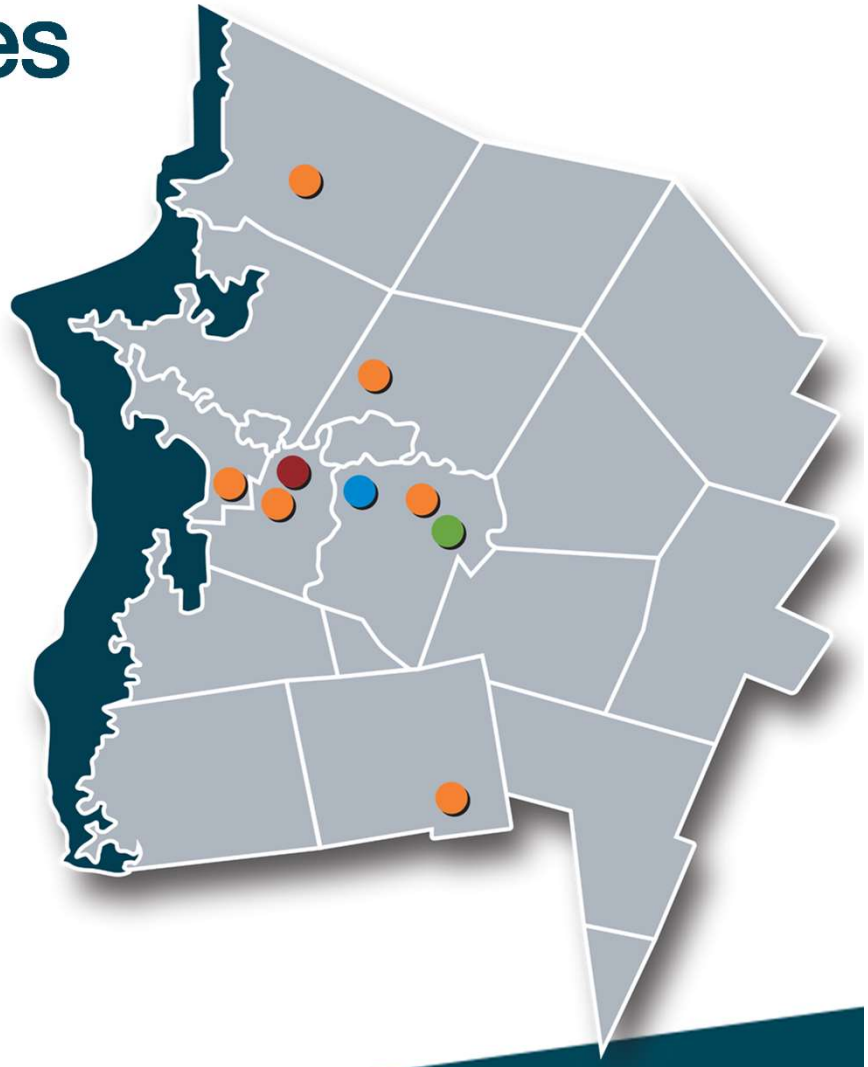
2020 data. Sources: U.S. Census and VT Dept. of Labor

- Municipal District created in 1987 by our member towns and cities.
- We serve the public without profit as a motive.

CSWD
Chittenden Solid Waste District

Facilities and Services

- Environmental Depot and Rover
- Organics Diversion Facility (Compost)
- Drop-off Centers
- Outreach and Education
- Technical & Financial Support for Members
- Public Policy
- Compliance
- Local Color Paint and Green Mountain Compost
- Materials Recovery Facility



CSWD
Chittenden Solid Waste District

What is a MRF?

- Sorts and processes “blue-bin” recyclables for end markets
- CSWD owns MRF building, property, equipment
- Only publicly owned single-stream MRF in VT

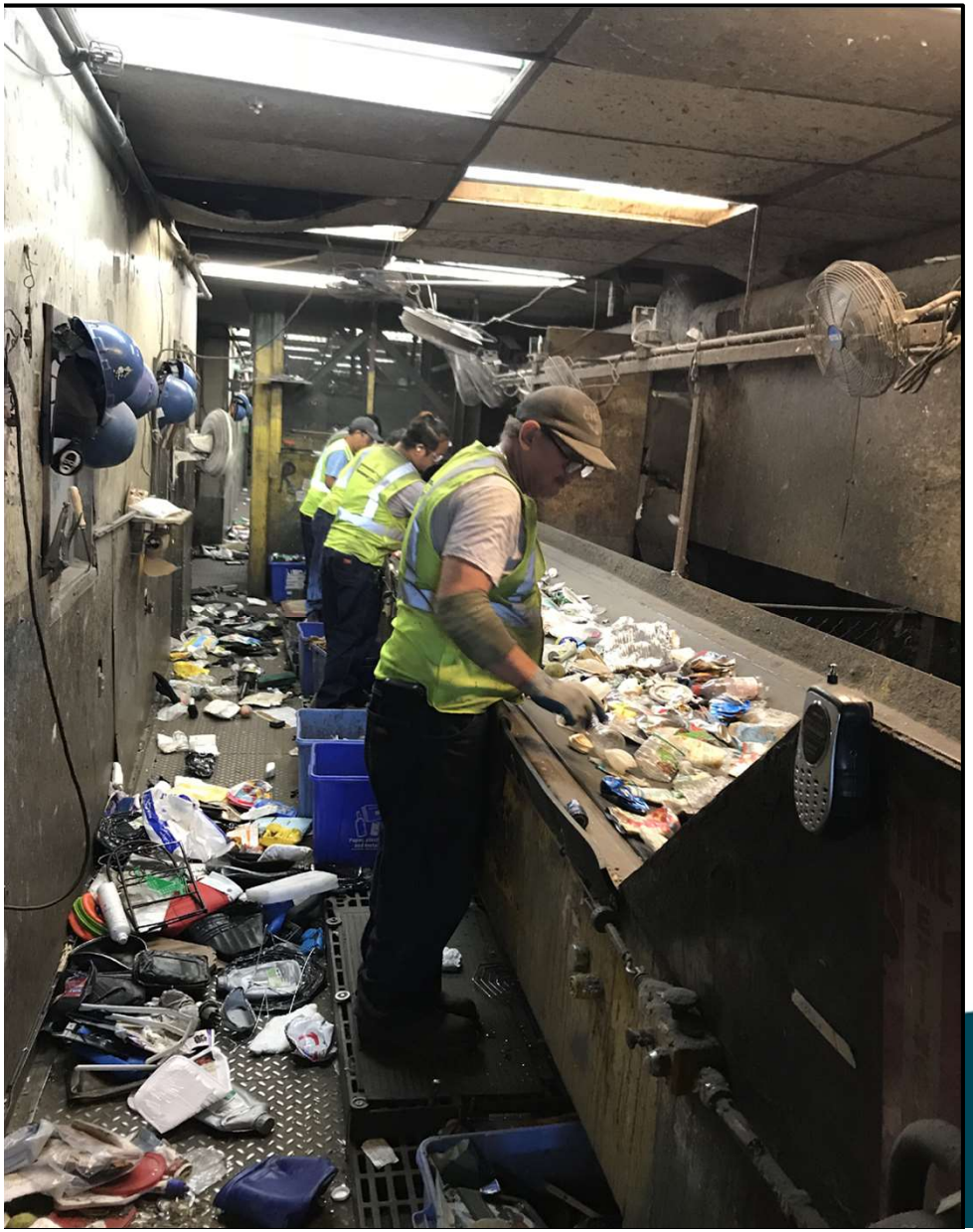
Why We Need A New MRF

- Built in 1993
- At maximum capacity
- Cannot expand
- Single baler; no redundancy

RECYCLING

CSWD
Chittenden Solid Waste District

Why We Need A New MRF



- No flexibility
- Limits the amount Vermonters can recycle.
- Inefficient hand-sorting
- Losing valuable recyclables

CSWD
Chittenden Solid Waste District

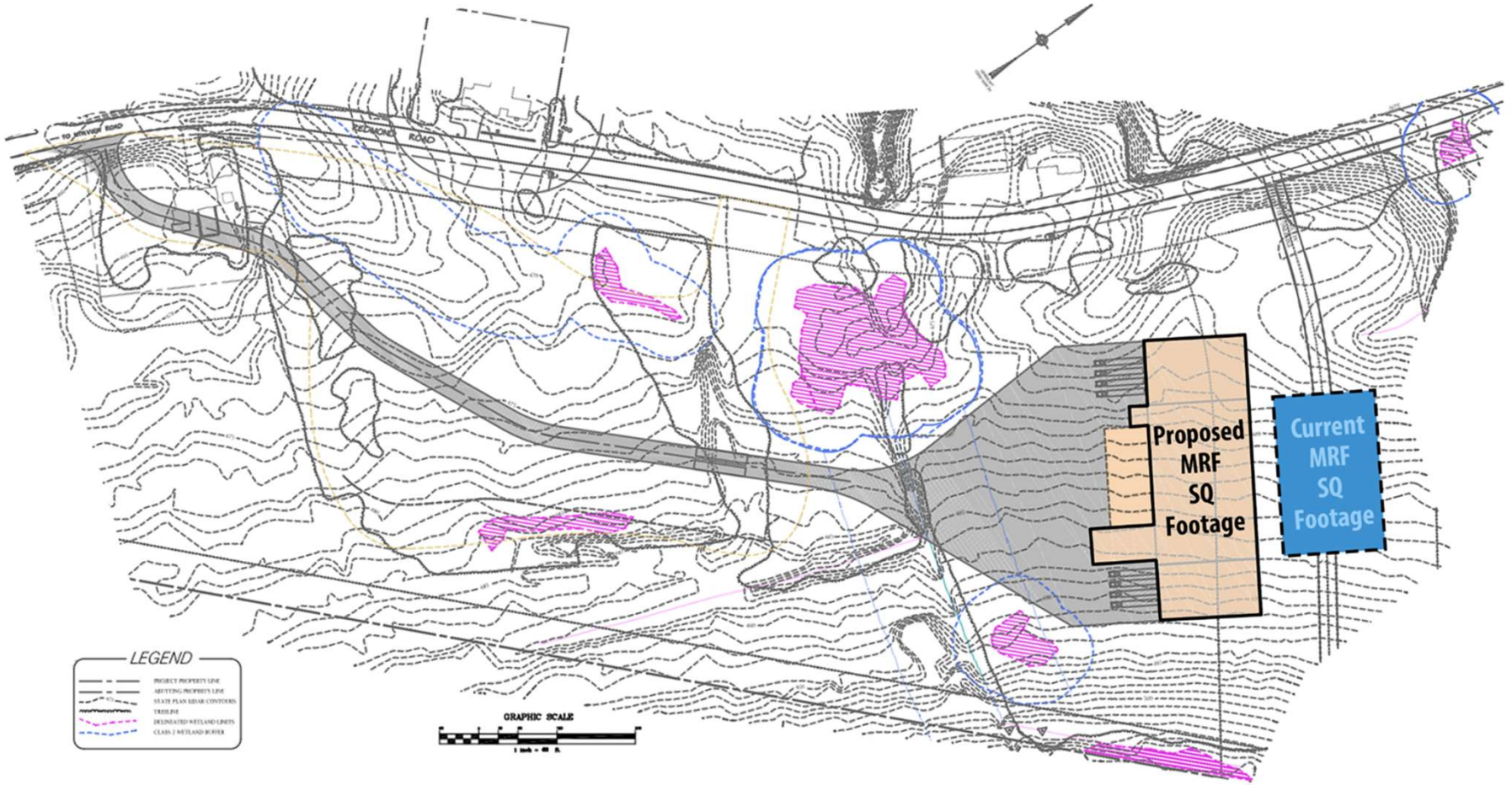
- Severely limited storage
- Reduces quality and value of recyclables
- Hampers marketing flexibility

RECYCLING

CSWD
Chittenden Solid Waste District

New MRF Conceptual Design

Redmond Road, Williston



CSWD

Chittenden Solid Waste District

Technology Benefits

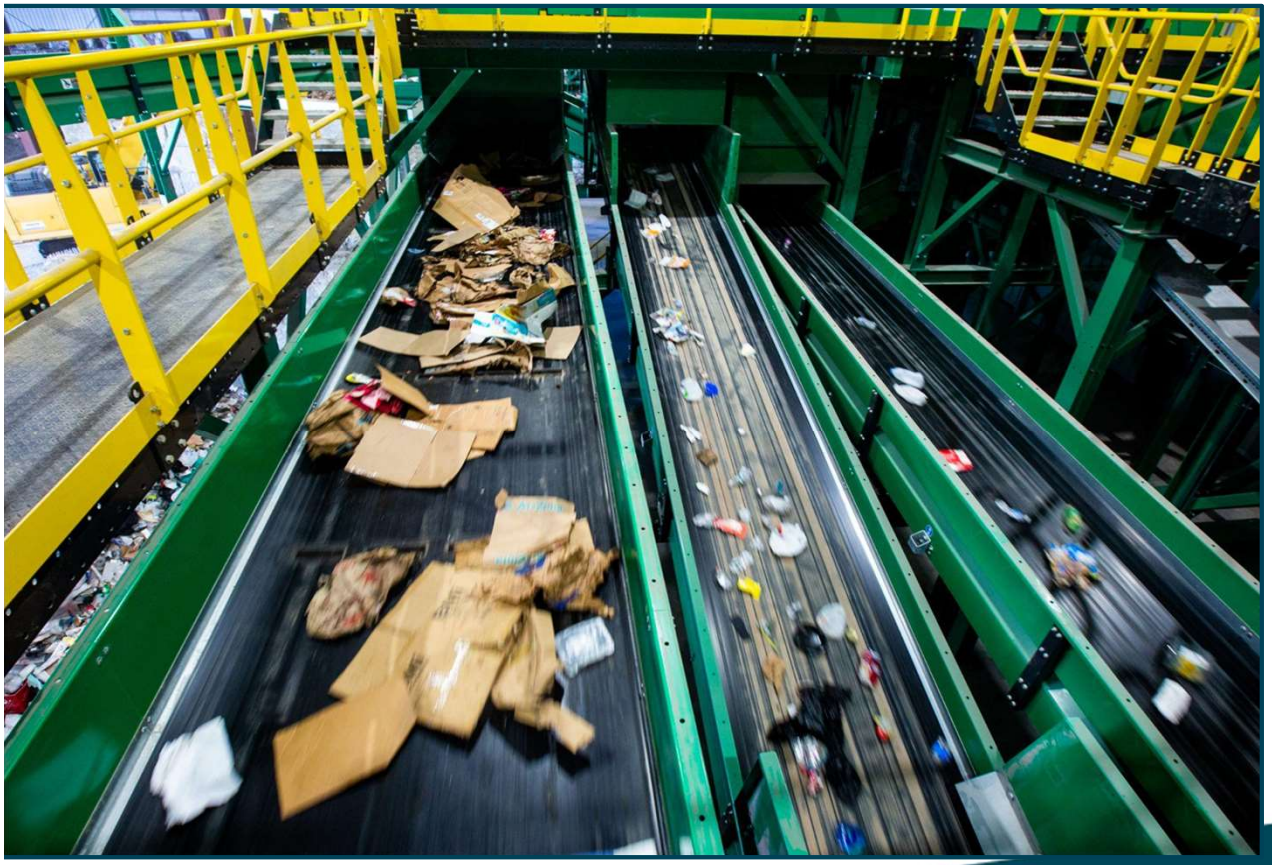
Optical sorters and eddy currents – standard technology in any 21st-century MRF.

- Essential for meeting quality standards
- Can help alleviate labor shortages.

CSWD
Chittenden Solid Waste District

Capacity Benefits

More square footage = higher quality output.



More and longer conveyors enable better sorting.

Adequate bale storage

All processing is indoors

CSWD
Chittenden Solid Waste District

Future-Proofing Benefits

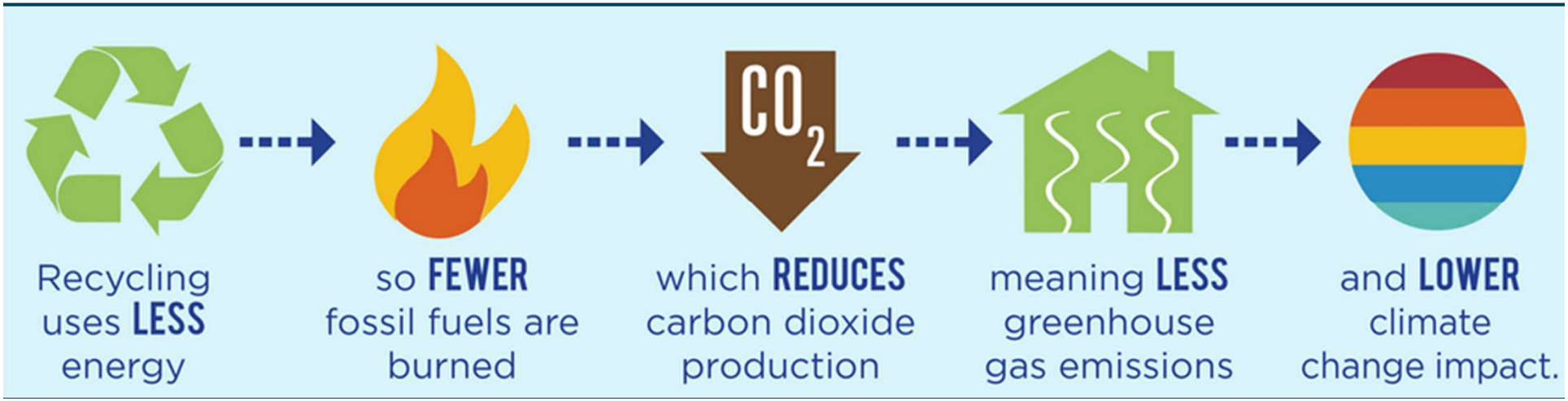
- 40% more capacity will equip us for the next 30 years.
- Ability to adapt to evolving packaging = removing more recyclables from the waste stream.

RECYCLING

CSWD
Chittenden Solid Waste District

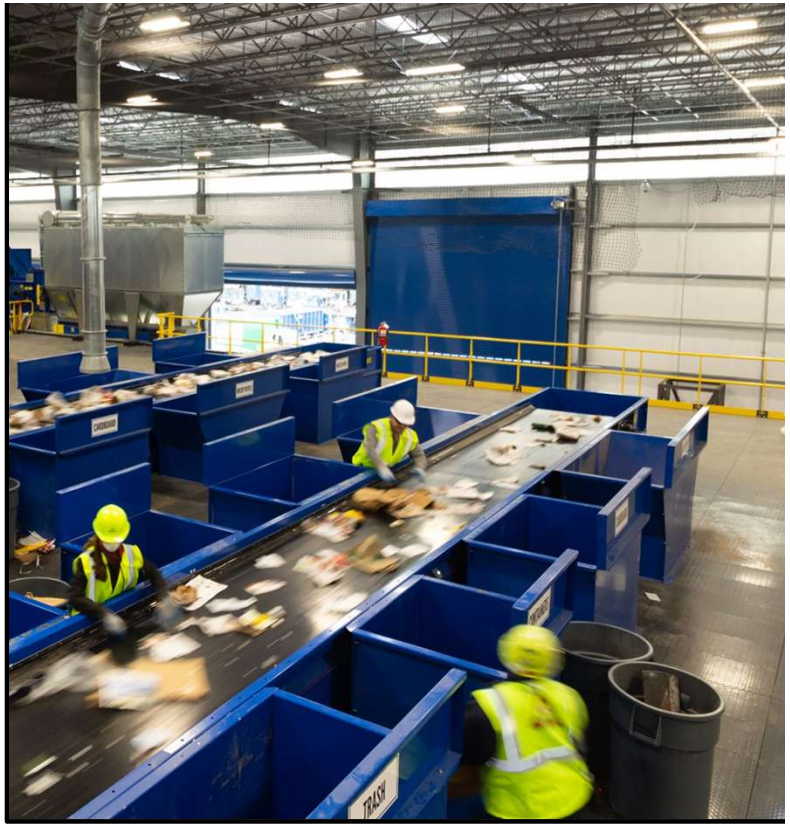
Environmental Benefits

- Continue to preserve landfill space.
- Process up to 70,000 tons of recyclables every year:
  - Conserving natural resources: Trees, water, mined materials (ores, minerals, sand), petroleum products, etc.
  - Equivalent of removing 52,500 passenger vehicles from the road and conserving nearly 28 million gallons of gas annually.

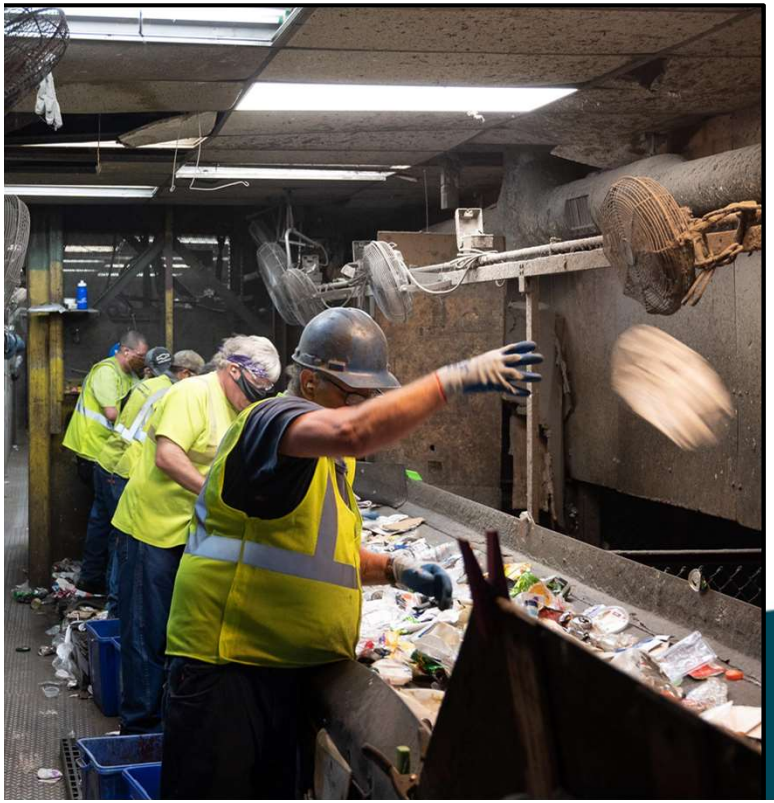


Benefits for Workers

- Maintain 21 Vermont jobs.
- Create higher skilled positions.
- Cleaner, brighter, better ventilated working conditions.



New MRF



Current MRF

CSWD
Chittenden Solid Waste District

Will Not Raise Taxes

- CSWD will pay back the loan over 25 years through operational revenue.
- CSWD's municipally owned MRF will continue to serve the public without profit as a motive.
- CSWD will keep fees as low as possible and provide maximum recycling opportunities even when not profitable.

RECYCLING

CSWD
Chittenden Solid Waste District

Funding Sources

Source of Funds	Amount
VT Municipal Bond Bank	$16,000,000
Closed Loop Fund	$6,000,000
CSWD contribution*	$3,500,000
The Recycling Partnership	$500,000
TOTAL	$26,000,000
*Less EPA grant funding	

Chittenden Solid Waste District

Vote ‘yes’ to recycle more!

- CSWD is seeking voter approval during this year’s November General Election to borrow $22 million to build the new MRF.

- To vote on the MRF bond, please visit the My Voter webpage or contact your Town Clerk to request the CSWD Materials Recovery Facility ballot, or vote in person on Nov. 8 at your regular polling place.

RECYCLING

CSWD
Chittenden Solid Waste District

Questions?

For more information and to stay up to date please visit

www.CSWD.net/mrf-bond

RECYCLING

CSWD
Chittenden Solid Waste District

Chittenden Solid Waste District

ADMINISTRATIVE OFFICE
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Fact Sheet: CSWD's New Materials Recovery Facility

8/19/22

What

CSWD is planning a new, municipally owned Materials Recovery Facility (MRF—rhymes with "surf") to replace the outdated and undersized MRF on Avenue C in Williston, built in 1993. CSWD's MRF sorts and prepares 53% of Vermont's "blue-bin" recyclables to be sold into the market to be used in place of virgin resources to make new products.

Why

The current MRF is at capacity and has no room to expand or upgrade. It is inefficient and limits the amount Vermonters can recycle. Built nearly 30 years ago, the current MRF can no longer keep up with modern packaging and the recycling needs of today. Additionally, the facility provides difficult working conditions for employees.

Benefits

The new MRF will:

- Be more efficient and effective, providing affordable, in-state processing for Vermonters' recycling for decades to come.
- Be equipped with modern technology to separate recyclables more efficiently and effectively.
- Be built with enough capacity—40% more than the current MRF--and flexibility to adopt future innovations and to adapt to changes in packaging over the next 30 years.
- Be able to process up to 70,000 tons (140 million pounds) of recyclables every year.
- Be better equipped to manage the vastly diversified packaging formats that didn't exist in the 20th century, such as flat can carriers.
- Enable Vermonters to save up to 634,000 trees from being cut down annually and reduce greenhouse gas emissions equivalent to removing 52,500 passenger vehicles from the road, conserving nearly 28 million gallons of gas each year.
- Be municipally owned, continuing to serve without profit as a motive, keeping fees as low as possible and recycling more types of materials even when not profitable.
- Be cleaner, brighter, and better ventilated, providing improved conditions for ~21 workers.
- Create new, higher skilled positions to run the more sophisticated equipment.

Project Stats

Location: CSWD-owned property on Redmond Road in Williston. This MRF serves all of Chittenden County plus roughly 160,000 other northern Vermont residents.

Design Capacity: 50,000 – 70,000 tons annually (current MRF design capacity: 25,000 tons annually; currently processing ~47,000 tons annually)

Cost and Funding

Project Capital Cost: $22-$26 million
Funding: CSWD will be asking Chittenden County voters to approve a bond of $22 million in the November 2022 election. CSWD will repay the bond from operating revenue—sale of recyclables and "tip fees" charged to haulers to drop off recyclables for processing at the MRF. **This bond will not impact taxes.**
Payback period: 25 years.

Source of Funds	**Amount**
VT Municipal Bond Bank	$16,000,000
Closed Loop Fund loan	$6,000,000
CSWD Contribution*	$3,500,000
The Recycling Partnership grant	$500,000
TOTAL	$26,000,000

*Less potential EPA grant funding

Timeline

November 2022	Voter Approval
January - October 2023	Permitting/Design
November 2023 – October 2024	Sitework/Construction
October 2024 - March 2025	Equipment Installation
April-May 2025	Equipment Acceptance Testing,
May-June 2025	Startup and Training
July 2025	Opening

How to Vote on the MRF Bond

1. After August 31: Go Vermont's My Voter Page and request to have the ballot mailed to you.
2. After August 31: Request a ballot from your town clerk.
3. On Tuesday, November 8, 2022: In person at your local Chittenden County voting location.

Contact:
Michele Morris, Dir. of Marketing & Communications
mmorris@cswd.net; 802-598-5625 (voice or text)

CITY OF BURLINGTON, VERMONT
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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, September 27, 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 8/23/22**
3. **Public Forum**
4. **North Winooski Avenue TDM Grant Applications**
   - Chapin Spencer, Phillip Peterson
   - Action
5. **Citywide Transportation Demand Management Study**
   - Charles Dillard
   - Information
6. **CSWD Proposed Materials Recovery Facility**
   - Jen Holiday, Sarah Reeves
   - Information
7. **Director's Report**
8. **Councilors' Update**
9. **Next Meeting 10/25/22**
10. **Adjourn**

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Councilor Jack Hanson, Chair, *East District*
Councilor Mark Barlow, *North District*
Councilor Gene Bergman, *Ward 2*

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, August 23, 2022, 5PM

–DRAFT AGENDA–

Meeting called to order by Chair Jack Hanson at 5:03PM

1. **Agenda**

Councilor Bergman moved to amend and adjust the order of the deliberative items to switch GMT and REP and approve agenda as posted with the items switched. Seconded by Councilor Barlow. All in favor, passed unanimously.

2. **Minutes of 7/26/22**

Councilor Bergman moved to approve minutes. Councilor Bergman requests when there is a reference to presentations add a link. Seconded by Councilor Barlow. All in favor, passed unanimously.

3. **Public Forum**

No public comment. Closes at 5:05PM

4. **GMT Strategic Planning**
   - Chapin Spencer, Jon Moore
   - Information

Director Chapin Spencer – Board discussing regional funding if we wish to expand services. Will need to happen in advance of next legislative session.

Jon Moore – Timing with transitional activity at GMT is not great. Other organizations have expressed interest in this study, CATMA, T4VT Coalition, VT Public Transportation Association. Proposed VPTA take lead legislatively with this study. GMT still an active role. Need state wide support.

Councilor Gene Bergman – Would like to hear more about CATMA conference and the state wide group.

JM – CATMA conference, Stephen Falbel - author of CCRPC study - will present study to provide info to larger stakeholder group. Think there will need to be a committee that comes out of that conference to push this forward. State wide association meeting discussed all transit operations in VT experiencing similar issues to GMT with the lack of local match impacting service operations.

Chair Jack Hanson – What is transition timeline for general manager position at GMT?

JM – Leaving end of October. Interim hire then permanent. Within next 30 days likely an interim person. Interim person could apply for permanent position. There will be a separate recruitment. Have yet to post permanent position.

JH – Feels new GM needs to be prepared to expand transit by working with partners throughout state. Is this being incorporated into search process?

JM – Was not a part of interim interviews yesterday. Looking for public sector management experience which is similar idea. Interim will likely be short term so may not be highlighted as much but expect as we

move to permanent procurement it will be high priority. GMT search committee is just finalizing the job posting so will make sure to highlight this study to make it a high priority.

Councilor Mark Barlow – In terms of continuity of revenue, how can City Council be most helpful?

JM – Reaching out to legislators or resolutions.

CS – Municipal partners and all GMT Board members are in support of this mission.
Item closes at 5:28PM

5. **Railyard Enterprise Project**
   - Olivia Darisse, Corey Mims, Norm Baldwin
   - Action

Chapin Spencer – Public meeting with key stakeholders on Sept 7th

See Presentation from Corey Mims – posted in supporting documents here under this meeting date: https://www.burlingtonvt.gov/CityCouncil/TEUC

Greg Goyette, Stantec – Significant contaminated soils and property impacts. Alternate 1B most feasible.
Councilor Gene Bergman leaves at 5:41PM

Councilor Mark Barlow – Of three Pine St configurations, do traffic studies indicate what is preferred and do we have ROW for roundabout?

Corey Mims – No, we do not have current ROW.

GG – Traffic study shows all three will significantly divert traffic and decrease traffic heading north on Pine. There is a slight difference, with T it diverts least amount of traffic, Y diverts most, roundabout in between. Differences in benefits are not significant. All significant benefits.

Olivia Darisse – We have been in contact with all stakeholders already and they have been briefed and are aware of impact. They have given feedback for operations and impacts.

Chair Jack Hanson – Cost between different options?

CM – $20 million allocated to project.

GG – Alternative 2 and 5b will cost substantially more due to additional construction, contaminated soil, superfund future mitigation, and ROW taking. In terms of 1b there are unknown costs to consider, ROW taking negotiations, construction, contaminated soil investigations, VT Rail impacts. 1b lowest cost.

CS – Original supplemental scoping, 1b was $18-22 million depending on type on intersection. Difficult to bring 1b in within $20 mil project budget.

JH – Where is $20 mil from and where is funding from if over budget?

CS– Cooperative Agreement with state and federal dollars. Once we get to preferred alternative with better cost estimates we can talk about strategies to get more funds. We are 3 years away from funding.

JH – Multimodal aspect lacking. Especially where there's one 8' shared path. How did we end up here and how can we make it better. If we are building a new road, we need to build it will different transportation system in mind.

CM – We looked to keep ROW wider for uninterrupted bike/ped facilities. With ROW constraints from Historic sites/buildings, Rail, this was all that could fit.

OD – VT Rail wouldn't allow us to move forward with ped/bike facility on west side given their operations.

GG – Have had several conversations with stakeholders to minimize impacts of their properties and there will still be substantial impacts. This roadway will have shared lanes which will be a continuation of what is on Pine St. Shared use path will accommodate cyclists that are more comfortable off the road.

CS – We can discuss stakeholder interests and how we landed here. 8' path is not optimal though within design standards. Can talk through these tradeoffs offline.

JH – How much of $20 mill is local?

CS – 10%+ non eligible costs like contaminated soils.

MB – Supportive, essential piece of South End construction. Wants to be aware of funding issues.
Item closes at 6:16PM

6. **Director's Report**

Chapin Spencer -

- Public meeting tonight about East Ave traffic calming.
- N Winooski Ave: Ongoing meetings with businesses regarding parking. Actively working with CATMA. Have draft timeline for deploying $15k for supporting impacted businesses. See attachment posted in supporting documents here under this meeting date: https://www.burlingtonvt.gov/CityCouncil/TEUC . Mobility and Transportation Innovations grant available to apply for funds that could support TDM efforts if we want to seek additional funding. Thought is to proceed with allocating $15k first and not let potential grant slow things.

Chair Jack Hanson – Behind on city wide TDM so this is the priority. Don't think we need additional grant specific to N Winooski as we have citywide need.

CS – Will check with legal about approval needs.

JH – Should encourage applicants to come to this meeting to allow for questions. Want to give ideas for low-cost ways TDM. Flier should have 'what is TDM' and some simple ideas. Would love to help.

CS – Will circulate draft flier for input. Help with networking and awareness would be great.

7. **Councilors' Update**

Chair Jack Hanson **–** Acknowledges Tony Redington's passing and his active role in this work. Would like to follow up on the idea some community members brought to the council to get his name in the Shelburne St Roundabout.

Chapin – Conversation should start with the Council. City will need to discuss the proper way to recognize his substantiative contributions. Will need to see what Council is thinking to move forward.

8. **Next Meeting 9/27/22**
9. **Adjourn**

Councilor Barlow motions to adjourn. Seconded by Chair Hanson. Passes unanimously. Meeting ends 6:35PM

Applicant	Use	Request	Accept Partial?	Potential Scenario	Notes
CHCB	CATMA support	$3,000	N	$3,000	Fund work
Junktiques	Bike parking and bike repair	$2,500	Y	$580	Fund repair requipment + provide City bike rack
May Day	Incentives for 12 staff members	$6,000	Y	$4,080	Fund $340/per employee for active transportation
ONE Community School	Incentives for 11 staff members	not listed	Y	$3,740	Fund $340/per employee for active transportation
NetZero	Shopping trolleys	$6,500	Y	$3,600	Fund trolley purchase for NWA businesses
PhoHung	Bike rack	$2,000	Y	$0	Provide City bike rack
Total	6 applicants	$20,000		$15,000	

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, September 27, 2022, 5PM

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Masks Optional

–DRAFT MINUTES–

Call to order at 5:09PM

1. **Agenda**

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

2. **Minutes of 8/23/22**

Delayed to next meeting.

3. **Public Forum**

No public comment. Closes at 5:10 PM

4. **North Winooski Avenue TDM Grant Applications**
   - Chapin Spencer, Phillip Peterson
   - Action

Phillip Peterson, DPW - Overview of N Winooski Ave project and TDM Grant Process.
https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/N%20Winooski%20TDM%20Grants%20TEUC%20Memo.pdf

Director Chapin Spencer – received 6 applications. See Spreadsheet - https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/Winooski%20Avenue%20Grant%20Scenario%209-27-22.pdf

Will Clavelle, CEDO – Met with Pho Hung - concerned with how customers will get to them. African Market similarly. Old Spokes Home shared support for additional bike racks.

Councilor Karen Paul – What other things have we heard from businesses? Do you feel concerns are being addressed?

WC – Case by case. Some solutions didn't work for businesses. Buses have limited schedules, c

KP - How many businesses aren't being reached with a grant application. Are there businesses that if the money was available would apply? Could we do more to assist these businesses?

CS – There are dozens of businesses on this corridor.

Chair Mark Barlow – Do we feel like there are still folks we haven't heard from?

CS – We left fliers where we didn't reach people in person.

PP – Phone calls and emails as well.

CS – Still significant concern on the corridor with parking supply and access. Businesses feel this helps but doesn't solve everything. We have been trying to secure off street parking for public use. More information to come about these potential parking resources. Continuing to offer technical assistance and looking for grant funding if the City can help develop private parking.

KP – Requests a map of private parking lots along corridor.

Councilor Gene Bergman joins at 5:30PM.

MB – Concerned about employee turnover and employees that leave a business with TDM funds in the form of gear provided rather than general transportation funds.

CS – the way we set up program is with very few regulatory requirements. Just a report with how funds were used. We can specify the intent is to support businesses over time so businesses should think about how they can make this help long term.

GB – Shares concerns with grants for personal property though shopping trollies going to individuals is fine. Junkteaks and Pho Hung have some overlap with requests. Would be helpful to know what CHCB is doing with CATMA. Sees collaboration opportunity with Old Spokes and bike repair grant requests.

MB – Wants a better understanding how these funds are being used for TDM once parking is removed.

GB – Moves to approve with two contingencies – there be further conversation with Junkteaks, May Day, and ONE Community School regarding the concerns that the committee expressed with employee funds and there be further clarity that come back to the committee for further conversation. Need to allocate these funds for something that is supportive of employee's transportation needs in the areas indicated.

Seconded by Councilor Paul.

CS – Clarifies - Approve allocations as listed on screen with further conversations with Junkteaks about collaboration with Old Spokes Home and with employers about how they will spend these funds. Do you want something in writing, further conversations at TEUC with employers present, etc.?

GB – Staff will work with entities and will report back at soonest possible meeting of the TEUC regarding the details of that and depending on what comes back the level of follow up is to be determined.

MB – A conditional approval if met then before funding is dispersed, we will have another opportunity to discuss the outcome of the staff interactions.

CS – Planned to cut checks in October so we can still be reasonably close. We are looking to remove parking sometime in summer fall of 2023.

All in favor.

5. **Citywide Transportation Demand Management Study**
    - Charles Dillard
    - Information

Charles Dillard, Planning – Overview of TDM
https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/TEUC%20Memo%20092122.pdf and attached RFP -

https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/TDM%20RFP_DPW%20Review.pdf. Hope to get RFP posted in next month or two. Meets intent of Council 2022 amendment.

Councilor Gene Bergman – RFP does not mention funding for certain things. Why is there no relation between impact fees and funding to integrate plans? Money needs to be part of this and a consultant needs to look at how we can fund these including what sources of money we can give to developers. Pleased with impact study but funding needs to be integrated to see how this fits in with TDM. TDM needs to look at ways to fund work including providing assistance like in N Winooski Ave.

Meagan Tuttle, Planning – Impact fee we are working on in parallel with this does explicitly mention these related initiatives here. Cannot guarantee that the impact study will produce funding for TDM given how these funds are regulated under state law. As part of our update to our impact fee study, we are looking to see how our current impact fee can evolve into more of a multimodal impact fee. We have had extensive conversations with RSG to see how this can happen. Happy to add more clarity regarding this in the RFP. We do ask for a matrix for potential cost and funding options. Will look at other ways that TDM programs have been funded and how we prioritize funds.

Councilor Karen Paul – Nonprofits say they are constrained with TDM. Seconds Councilor Bergman.

MT – Aware ordinances don't offer enough flexibility. We hope to achieve engagement with occupants as well as developers to see what they would use to allow flexible plans to be developed.

Chair Mark Barlow – When would we expect proposals and when would work be done?

CD – Early in the new year to have consultant. 12-month scope for project.

MB – Fully funded by City?

MT – Funding is in Planning Dept FY 23 Budget, originally received 75k in FY22 budget which rolled over. Hopeful this will cover most of cost but may need to look for additional funding to supplement.

Item closed at 6:04PM.

6. **CSWD Proposed Materials Recovery Facility**
   - Jen Holiday, Sarah Reeves
   - Information

Sarah Reeves, CSWD –See presentation
https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/CSWD%20September%20TEUC%20Presentation.pdf
And fact sheet -
https://www.burlingtonvt.gov/sites/default/files/Agendas/SupportingDocuments/20220819-New-MRF-Fact-sheet-FINAL.docx.pdf

Chair Mark Barlow – Cost clarification.

SR - Bond would be at most 16 million.

MB – How can we help get the word out?

SR– May be helpful to make sure that DPW has a copy of the CSWD postcard handy to be able to offer info. Make sure special election is added to DPW page. We have some templates for Front Porch Forum type posts. We will be sending posting templates and news item to all Clerks this week. Any general

mailings/newsletters about this. Clarify it is beneficial and not paid for by the City. We have a web page for this project - CSWD.net/mrf-bond. Open to any other ideas for outreach.

MB – Supportive.

Councilor Karen Paul – We can share post template with whole council so councilors can post to FPF.

Item closes at 6:28PM.

7. **Director's Report**

Director Chapin Spencer - Working hard to take advantage of federal grant funding. Nicole Losch and Elizabeth Ross were hired by CT office to apply for grants for entire city. We submitted a $7mill grant for Safe Streets for All. This is looking to leverage funds from the bond. Reconnecting Communities is a new federal grant seeking to undo inequities from past transportation investments. Our community suffered with the elimination of a neighborhood downtown so we will be looking to reknit these streets and have new housing development in our downtown. Will help us complete full rehabilitation of streets around Burlington City Place project.
Item closes 6:31PM

8. **Councilors' Update**

Councilor Gene Bergman **–** Champlain Parkway - do we have enough room to create separate bike lanes if we need to?

Director Chapin Spencer - Depends on what part of the corridor and ROW/utility needs.

GB – Dead ending of Pine St in Phase 2 - possibility of a roundabout?

CS – Future Flexibility Letter in 2016 says once we complete the project, we are allowed to address current needs. There is significant interest in looking at bike ped transit connection across or an intersection/roundabout. Happy to share the letter.

Chair Mark Barlow – Getting calls about North Ave regarding large potholes almost like sinkholes. DPW continue to monitor road until paved to get potholes temporarily filled. Will share that DPW is aware at NPA tomorrow.

CS – have slowed the project to address utility and storm water issue. Will follow up with staff to make sure we are monitoring pot holes.

9. **Next Meeting 10/25/22 5:00PM**
10. **Adjourn**

Passes unanimously. Meeting ends 6:40PM