



## Office of Mayor Miro Weinberger

### MEMORANDUM

**To:** City Council  
**From:** Mayor Miro Weinberger  
**Date:** October 2, 2014  
**Re:** City – CCTA Easement Agreement for the Downtown Transit Station

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This memo provides an overview of several of the main points contained in the proposed easement agreement between the City and the Chittenden County Transportation Authority (CCTA). CCTA previously presented to the Council in December of 2013, and we have been working hard to finalize the agreement to govern the use of a City space for decades to come.

Building a new transit station has been a longstanding goal for the City and CCTA, though previous efforts to do so in 1999 and again between 2006 and 2008 were ultimately unsuccessful. Many in our community rely on CCTA buses, which carry 10,000 riders every day, 3,000 of whom use the current, inadequate facility on Cherry Street each day. This service provides an enormous benefit to all Burlingtonians and many across the region by providing an excellent, environmentally-friendly public transit option, substantially reducing the number of automobiles in the downtown, reducing demand for parking spaces by as many as 500 each weekday according to a CCTA study, improving access to and from our downtown core, and supporting local businesses. The City will benefit greatly from the construction of a new Transit Station that is well-designed, attractive and able to accommodate rider demand.

The proposed easement agreement contains several important points I would like to highlight for you here:

- The easements along St. Paul, Cherry, and Pearl Streets necessary to build the station are in the City's right of way and would be granted a term of 40 years from the date of the agreement with up to two 20 year renewals.
  - Since technology will evolve during that long timeframe, between two to five years prior to the expiration of the existing term, the City can request that CCTA provide a traffic and transportation study conducted by a third party and paid for by CCTA (but approved by the City) to substantiate the continuing need for the easement within the City's right of way.
- The Easement Agreement includes a partial glass canopy, which as you can see in the drawings is an important design component in a high-quality station that welcomes so many riders every day. In an effort to help maintain this canopy as previously presented to the Council in December, the City is contributing to the local match requirement through in-kind services or payments at an amount capped at \$60,000.

- The Easement Agreement proposed also references a separate two or three-way MOU, to include the City, CCTA, and potentially the State Buildings and General Services department, which controls abutting property. The Mayor’s signature of the easement agreement is contingent on subsequent Council approval of this two or three-way MOU.
- The easement areas would encompass 18 current parking spaces. In the proposed agreement, CCTA agrees “to utilize other bus storage areas that it owns or controls from time to time for long-term or overnight bus parking rather than Easement Areas No. 2 – 6 in order to maximize the availability of on-street parking on Cherry Street and Pearl Street” without compromising its operations. CCTA has further agreed to install and maintain signs indicating bus operating hours, etc., in coordination with DPW.
- A bus bay location within one of the easement areas has been reserved for interstate bus use, should the City determine this is in its best interest to use for this purpose.
- The design of the transit station – to be confirmed by final plan review – allows the City to access underground utilities should the need arise without requiring an expensive operation to cut through the combination of cement and snow melt system that CCTA will be installing.
- CCTA has agreed to accommodate the City’s desire for “complete streets” that facilitate all modes of transportation on the transit corridor of Pearl Street by reducing the width of bus bays on Pearl Street as appropriate. The exact location of the curb location will be determined in consultation with the City engineer.

I respectfully request the Council’s support of the accompanying resolution.

Thank you.