



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

c/o Department of Public Works
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Councilor Jack Hanson, Chair, *East District*
Councilor Mark Barlow, *North District*
Councilor Eugene Bergman, *Ward 2*

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Transportation, Energy and Utilities Committee of the City Council

Tuesday, August 23, 2022, 5PM

GMT Building: Board Room Conference Space

101 Queen City Park Road

Burlington, Vermont 05401

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 GMT in the Board Room Conference Space

–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of 7/26/22**
- 3. Public Forum**
- 4. Railyard Enterprise Project**
 - Olivia Darisse, Corey Mims, Norm Baldwin
 - Action
- 5. GMT Strategic Planning**
 - Chapin Spencer, Jon Moore
 - Information
- 6. Director's Report**
- 7. Councilors' Update**
- 8. Next Meeting 9/20/22**
- 9. Adjourn**



City of Burlington
Department of Public Works

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Memo

Date: August 23, 2022

To: Transportation, Energy and Utilities Committee

From: Chapin Spencer, Director
Norman Baldwin, P.E., Assistant Director/City Engineer
Corey Mims, P.E., Senior Public Works Engineer
Olivia Darisse, P.E., Public Works Engineer

Subject: Railyard Enterprise Project – Project Update

REQUEST

Tonight, we are seeking the TEUC's support of Alternative 1B as the anticipated preferred alternative for the Railyard Enterprise Project, and to support staff as they seek acceptance on the anticipated preferred alternative from the City Council on September 19th, 2022. We will be giving a presentation to the TEUC detailing the concept alternatives, the evaluation leading to the anticipated selection of Alternative 1B, and the next steps for the project.

BACKGROUND

The Railyard Enterprise Project (REP) is a proposed multi-modal transportation link connecting Pine Street to Battery Street. The purpose of the Railyard Enterprise Project is to support economic development in the area; improve livability of the surrounding neighborhoods; enhance multimodal travel connectivity between the Pine Street corridor and Battery Street in the Burlington Waterfront South area; and improve intermodal connections to the Burlington Railyard.

In partnership with the City, the Vermont Agency of Transportation (VTrans), the Federal Highway Administration (FHWA) and the Chittenden County Regional Planning Commission (CCRPC), an enhanced scoping process under the Every Day Counts/Planning and Environmental Linkages (EDC/PEL) FHWA initiative was completed in 2016. A Steering Committee, comprised of members of City, State and local organizations, recommended that the City Council support the advancement of three Phase 2 Alternatives into the National Environmental Policy Act (NEPA). Public input during the process raised topics including concerns about impacts to existing buildings in the project area, a desire to have more local control, and interest in developing the project to reduce traffic impacts in the King St and Maple St neighborhoods.

Between 2016 and 2020, the City, VTrans and CCRPC conducted a supplemental scoping of REP Phase 2 Alternative 1B to evaluate whether a local/state approach that does not use federal funds was feasible. The supplemental scoping was very beneficial in conducting more detailed review of the

historic and environmental considerations as well as railyard and private property impacts in the project area. The findings from the supplemental scoping will help inform upcoming project development work including the Federal National Environmental Policy Act (NEPA) process. Based on the supplemental scoping and the overall projected cost, in June 2020, the City Council passed motions to accept the supplemental scoping report, to seek federal and state funds to advance the project, and to request the State of Vermont expedite the availability of 90% grant funding for this project to advance into the preliminary engineering phase.

Mayor Weinberger and Director Spencer met multiple times with VTrans and FHWA leadership to inform them of the City Council's and Administration's strong support to promptly advance this project with 90% Federal and State funding. The meetings were productive and helped improve VTrans' and Federal Highway Administration's understanding of the project's local support, beneficial economic development opportunities, and improved multimodal traffic management. Based on these conversations, VTrans provided a letter to Director Spencer on November 10, 2020 that supported advancing the project to preliminary engineering in FY'22 with 90% Federal and State funding. On December 21, 2020, the City Council passed a motion to support the Administration's decision to move forward with a partnership with the State of Vermont Agency of Transportation and Federal Highway Administration to advance the Railyard Enterprise Project to a preliminary engineering phase.

The Phase 1 and Phase 2 Scoping Reports can be found on the CCRPC's website here:

<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/railyard-enterprise-project/>

PROJECT FUNDING

In early 2021 the City was awarded a grant for the project. The grant is for 81.08% federal funding, 8.92% state funding and a 10% local match obligation. The maximum limiting amount of this grant is \$10,000,000; \$9,000,000 of which is reimbursable through the State and Federal share. The local match obligation of \$1,000,000 for this agreement is being funded through City capital. DPW staff received authorization from the Board of Finance and City Council in May 2021 to enter into a Cooperative Agreement with VTrans.

It is anticipated that the grant will cover preliminary engineering, permitting and right-of-way acquisition costs, and additional funds for these activities or construction, up to \$20M, will be committed at the same federal/state/local share funding ratios through future amendments to this Cooperative Agreement. Staff anticipates there will be non-participating costs not accounted for in the 10% Local match obligation. State policy states that any development soil liabilities would be required to be assumed by the grant recipient as non-participating costs. The development soil liabilities would be determined at a later stage of project development.

CONSULTANT SELECTION

In July 2021, the City publicly advertised a Request for Qualifications (RFQ) to procure preliminary scoping and permitting services, and received two responses to the RFQ. DPW staff evaluated and scored the responses, and selected Stantec Consulting Services as the consultant for this phase of the work. DPW received authorization from the Board of Finance and City Council to enter into a contract with Stantec in November 2021.

Stantec is an international multi-disciplinary engineering firm with a location in South Burlington. Stantec and their team of subconsultants will lead DPW through conceptual plan development and the federal permitting process in compliance with the National Environmental Policy Act. A new contract will be negotiated before moving onto the preliminary engineering phase.

ALTERNATIVES EVALUATION

Over the last several months, DPW and the consulting team have worked together with VTrans and FHWA to evaluate the feasibility of three alternatives from the 2016 PEL study with respect to right-of-way and property impacts, historic preservation, environmental impacts and cost. Based on this preliminary evaluation, the project team anticipates selecting Alternative 1B as the preferred design alternative. Alternative 1B consists of a single street running between Pine Street and Battery Street. Three intersection control options are being evaluated at the Pine Street terminus: a traditional roundabout, and two standard, signalized intersection configurations. The exact alignment of the roadway and type of intersection controls continue to be evaluated will be determined in the conceptual design phase. We will return to the TEUC during the conceptual plan phase to present these decisions and the updated design concept.

PROJECT OUTREACH

Property owners and tenants within the project impact area have been engaged in discussions regarding the evaluation of the alternatives and roadway alignments. To date, the design team has met with Vermont Rail System (VRS), Curtis Lumber, Independent Block, Chittenden Solid Waste District, Citizen Cider, Complex Enterprises LLC, MGD Inc, Jesse Jacobs, and tenants of 339 Pine Street. The project team has revised the preferred alternative concept to address many of the concerns raised by these stakeholders in an effort to mitigate the impacts to their properties. We will continue to work with these parties through the preliminary engineering phase. In general, stakeholders seem satisfied with the project team's efforts thus far and are generally supportive of the project and Alternative 1B.

The project team will be holding a public meeting on September 7th, 2022 to present the anticipated preferred alternative to the broader community. We will present the general concept and timeline for the project, as well as information regarding how to stay updated and involved in the project. On September 19th, 2022 we will seek approval of the anticipated preferred alternative from the City Council before moving forward with formal selection of the preferred alternative and the conceptual design.

NEXT STEPS

Staff will return to the TEUC during the conceptual design phase, after further design work is completed. An overview of the updated concept will be presented, and we will take in additional feedback from the TEUC and respond to questions.

Feel free to contact us at nbaldwin@burlingtonvt.gov, cmims@burlingtonvt.gov, or odarissee@burlingtonvt.gov to discuss any of this in further detail. Thank you.

ACTION

The TEUC supports Alternative 1B as the anticipated preferred alternative for the Railyard Enterprise Project, and supports staff as they seek acceptance on the anticipated preferred alternative from the City Council on September 19th, 2022.

ATTACHMENTS:

Attachment A: September 7th Public Meeting Flyer for Railyard Enterprise Project

PUBLIC MEETING RAILYARD ENTERPRISE PROJECT

WHEN: WEDNESDAY, SEPTEMBER 7, 2022 AT 6:00 PM

WHERE: ZOOM AND BURLINGTON CITY HALL

Zoom: From your computer, tablet, or smartphone:

<https://us02web.zoom.us/j/88386970269?pwd=aitpUWVwQlkxNTROcTJyaXAzVkVpQT09>

Passcode (584278)

Or telephone: +1 929 205 6099, then enter the Webinar ID (883 8697 0269) and Password (584278) as instructed

In-Person: Burlington City Hall, Sharon Bushor Room, 149 Church St, Burlington, VT 05401

The Department of Public Works invites the community to participate in a meeting to learn about the Railyard Enterprise Project, a proposed new roadway connecting Pine Street to Battery Street. If you are unable to join us, the meeting will be recorded and available on the project website. Additional information can be found on the project website at www.railyardenterprise.com. Participants are encouraged to participate virtually. However, for community members requiring language services or other accommodations, an in-person location has been identified.

To request interpreter services for the September 7th meeting or to learn more about the Railyard Enterprise Project, please call 802.922.5001 or email CMims@burlingtonvt.gov by August 30th. Additional information is available on the project website at www.railyardenterprise.com.

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နောက်ထပ်အချက်အလက်များကို www.railyardenterprise.com ၏ ပရောဂျက်ဝက်ဘ်ဆိုက်တွင် ရရှိနိုင်ပါသည်။

Pour demander les services d'un interprète pour la réunion du 7 septembre ou pour en savoir plus sur le Projet Railyard Enterprise, veuillez appeler au 802.922.5001 ou envoyer un courriel à CMims@burlingtonvt.gov avant le 30 août. Des informations supplémentaires sont disponibles sur le site Web du projet à l'adresse suivante : www.railyardenterprise.com.

यो सेप्टेम्बर ७ को बैठकको लागि दोभाषे सेवाहरू अनुरोध गर्न वा **Railyard Enterprise Project** बारे थप जान्नको लागि, कृपया ८०२.९२२.५००१ मा कल गर्नुहोस् वा अगस्ट ३० सम्ममा CMims@burlingtonvt.gov मा इमेल गर्नुहोस्। थप जानकारी परियोजनाको वेबसाइट www.railyardenterprise.com मा उपलब्ध छ।

Si aad u codsato adeegyada turjumaanka ee kulanka bisha Sibteembar 7deeda ama aad xog badan uga ogaato Mashruuca Railyard Enterprise, fadlan wac 802.922.5001 ama iimeelka CMims@burlingtonvt.gov ugu danbayn Agoosto 30keeda. Xog dheeraad ah ayaa laga heli karaa webseedka mashruuca oo ah www.railyardenterprise.com.

Kuomba huduma za wakalimani kwa ajili ya Mkutano wa Tarehe 7 Septemba au kupata masomo mengi zaidi kuhusu Mradi wa Railyard Enterprise, tafadhali piga simu kwa 802.922.5001 au tumia barua pepe kwenye CMims@burlingtonvt.gov kabla ya tarehe 30 Agosti. Maelezo ya zaidi yanapatikana kwenye tovuti ya mradi katika www.railyardenterprise.com.

Department of Public Works

645 Pine Street, Burlington, VT 05401 | 802.922.5001 | CMims@burlingtonvt.gov



SCAN ME

**Railyard
Enterprise Project**
Burlington, VT





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Transportation, Energy and Utilities Committee of the City Council

Tuesday, July 26, 2022 – 5PM

–DRAFT MINUTES–

Call to order by Chair Jack Hanson at 5:03PM

1. Agenda

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

2. Minutes of 6/21/22

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

3. Public Forum

No public comment. Closes at 5:03PM

4. GMT Strategic Planning (moved to top of agenda to accommodate staff schedules)

- Chapin Spencer, Jon Moore, Charlie Baker, Tom Derenthal, Jamie Smith
- Information

Councilor Bergman – Begin conversation regarding alignment of City's climate change and transportation goals with work from City Reps. Net Zero Energy Road Map passed in 2019, talks about paradigm shift that needs to happen.

Chair Hanson – CC has taken a stand and supported fair free transit and expansion of transit. Looking to find better ways to coordinate with specific end goal in mind.

Director Spencer – GMT Board recognized we want to expand services and be more sustainable and reliable. Regional transit financing studies have been done for decades and have not moved forward.

Jon Moore – Presents

Charlie Baker – Discusses how communities can benefit wholistically from transit. Will look into GMT state wide funding discussions at upcoming CATMA meeting.

Tom Derenthal – Significant financial pressure moving past FY24 shortcomings. Budget does not allow flexibility or investing.

Jon Moore – 1.5 million projected need in FY25 – even after factoring in the reintroduction of fares. FY24 we are looking to minimize service cuts at best.

Max Schindler – CCRPC alternate. Supports coalition building, fare free service, and mass transit expansion.

Jon Moore – For FY24 we will assume we will be charging fares because we are unsure of funding we will receive to compensate.

Chair Hanson – Budget shortcomings can change if we change the status quo. Need to work now to identify new money for FY24

Councilor Barlow – Questions on FY23 ridership projections and funding shortcuts. Covid Projections, are they returning to 'normal'. Masks required? How do we lobby early to the state?

Jon Moore – Ridership is still unpredictable. Masks encouraged. GMT lobbies early. VPTA has a lobbyist contracted for this purpose. Annual meeting for VPTA is tomorrow and we will talk about this state wide funding perspective.

Councilor Bergman – Starting tomorrow at VPTA we should be pushing for something big to present at the CATMA meeting. Report back after meeting tomorrow so we can begin to build this coalition. There should be a November meeting with legislators. Try to get a caucus. Transportation is number one emissions generator in Vermont.

Jon Moore – Status quo is a problem. Coalition building, advancing transit financing study is best shot at growing and meeting demand. Will provide update on tomorrow's VPTA meeting. Each regional planning agency could build their own coalition to then come together for the state.

Chair Hanson – Need fundraising plan and who we would go to and how we could raise money.

Jon Moore – We are looking at ways of creating public private partnerships. CATMA is one partner who is invested and we will model this agreement with other businesses.

Chapin Spencer – After years of great work, Jon Moore is leaving GMT. As a result, the Board will be focused on finding a replacement over the coming months.

Chair Hanson – Amtrak service starts Friday. Are you making changes to make connection?

Jon Moore – Not immediately. Waiting 6 months to see how train performs and what time works best.

Chair Hanson – Asked about real time signage and tracking at the Downtown Transit Center.

Jon Moore – Previous vendor could not support this but current vendor can.

Jamie Smith – They are currently part way there with some real time signage.

Chair Hanson – Continue conversation at next meeting.

Closes item at 6:19

5. Bike Share Update

- Rob Goulding
- Information

See memo.

Chapin Spencer – Staff has worked well with other partners to explore putting together a pilot for the rest of the year but it would be a heavy lift. Need time to work with stakeholders such as the local bike shops. Would recommend we work with community and plan for 2023 but open to hearing committee members' thoughts.

Councilor Bergman – The bike shops weighed in and were skeptical. Have there been conversations with them about a local consortium they could be involved in, even if on design front?

Chapin Spencer – Previously had conversations but not since recent Bolt news. If we hold until 2023 we could better work with local community.

Rob Goulding – Worked closely with local shops to understand concerns and have worked with them on expanding bike rentals on the waterfront.

Councilor Barlow – Questions about Bolt equipment, is City in possession of everything?

Rob Goulding – We are in possession of any bike left in the City ROW that we have seen. We have vast majority that were still in operation in Chittenden County.

Councilor Barlow – What will happen to all the equipment?

Chapin Spencer – Usually we auction but could consider some sort of repurposing. Maybe some entity could give them new life in the area.

Councilor Barlow – Is there any City financial liability from this right now?

Rob Goulding – Some resources gathering equipment and staff time. Believe Contract language removes liability from our half, can talk to attorney to confirm.

Chair Hanson – Was anything spelled out in the contract to plan for this?

Rob Goulding – Unsure. We want to evaluate best use for these bikes at the end of these 30 days.

Chair Hanson – What are next steps? My interest is to patch something in, in the meantime to not lose critical time with summer months and colleges coming back. Less robust process because this is a short-term pilot and circumstantial. Years of input from TEUC so you have the background of where council stands on this.

Councilor Bergman – Curious as to how realistic this is?

Jack Hanson – Authorizing, not mandating. Showing partners if we want to make this happen, the City is on board. If there is an entity that is ready to roll then we should be open to that to fill need and get a pilot that can inform longer term solution.

Chapin Spencer – Direction of giving us the option to move forward if possible is friendly. We have communicated with three vendors to explore a pilot option.

Councilor Barlow – Supportive of, as soon as reasonably possible, replacing bikeshare. Wondering if we have been in contact with other communities that were left by Bolt to see what their ideas are?

Rob Goulding – CATMA and CCRPC have helped with this coordination. Have been in contact with four communities that have recently been left by Bolt.

Item closes at 6:45 PM.

6. Long-Term Control Plan Presentation

- Jenna Olson
- Information

See presentation.

Councilor Bergman – Budget Council passed has all this work included? Financing?

Jenna Olson – FY23 budget passed accounts for what is currently under way and short term. We are aggressively perusing state level financing.

Chapin Spencer – This is historic time with federal funds to act now.

Jenna Olson – Green infrastructure systems in south end and those going in the ONE were funded by \$1 mill grant at the end of 2018. Match free dollars from the state.

Councilor Barlow – Storage tank at Calahan. Impacts to programming?

Jenna Olson – We are working very closely with Parks to continue to work to minimize disruptions. There will be some impacts with the scale of project. Timing with Parkway to minimize construction and traffic impacts. We have plenty of time to plan and be deliberate and give adequate notice.

Councilor Bergman - When are you looking to contact users of two fields? Suspect the fields are scheduled a year out.

Jenna Olson – Still in preliminary design. Suspect more directed outreach will come when we are close to 90% design and we have some construction phase plans in mind. Providing as much notice as possible.

Item closes at 7:12PM

7. Committee Mission Statement

- Jack Hanson
- Action

The Transportation, Energy, and Utilities Committee studies and makes recommendations to the City Council on issues concerning all modes of transportation, and interrelated development issues; ~~energy plans, rates, and other issues;~~ issues related to energy and the City's Net Zero Energy Roadmap, and utility matters regarding, but not limited to, electric, water, sewer, and telecommunications.

Closes at 7:20PM

8. Director's Report

Chapin Spencer - Looking at long term Water Resources capital needs. Our wastewater plants have not had substantial capital work since the mid-90s. Significant needs at all plants. Planning to come to August Council meeting to request authorization to apply for State Revolving Funds to pay for Preliminary Engineering. Estimated price is ~\$1.2 million for the preliminary engineering. State revolving funds are available and favorable for this review and upgrade of wastewater treatment facilities. REP – Have gotten close to refining three alternatives. Will meet again with stakeholders in next three weeks and then have public meeting to inform a preferred alternative.

Councilor Barlow – Question about LTCP and funding.

Chapin Spencer – We are taking a broad look at our upcoming needs holistically. Will come to you with a good sense of what all these investments will require.

Bergman – Would like to know impact on rates.

9. Councilors' Update

Councilor Bergman – N Winooski Bike Lane issues going in August to NPA?

Chapin – NPA reached out and asked us to present. There were questions about if we would go in August or September. We have been reaching out to try to get a meeting with BHA and update from CHC. We want to come when there is substantial news. TBD on date.

10. Next Meeting 8/23/22

Front Conference Room not available. GMT potential location. Councilor Bergman remote.

11. Adjourn

Councilor Bergman motions to adjourn. Seconded by Councilor Barlow. Passes unanimously. Meeting ends 7:30PM



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Transportation, Energy and Utilities Committee of the City Council

Tuesday, August 23, 2022, 5PM

–MINUTES–

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, T 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 most property owners 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 with 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 substantive 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