



Railyard Enterprise Project Kickoff Meeting

PREPARED FOR:
Steering Committee

January 29, 2013

Kickoff Meeting Agenda

- Welcome
- Public Comment Period
- Project Development Process and Scoping/PEL Studies
- Steering Committee Roles & Responsibilities
- Study Scope of Work and Timeline
- Next Steps & Public Meeting

Summary of Project Development Process

Project Selection and Authorization to Proceed



Project Definition (Scoping/Conceptual Design/NEPA)



Design: Preliminary & Semi-Final Project Plans



Right-of-Way Acquisition



Final & Contract Plans



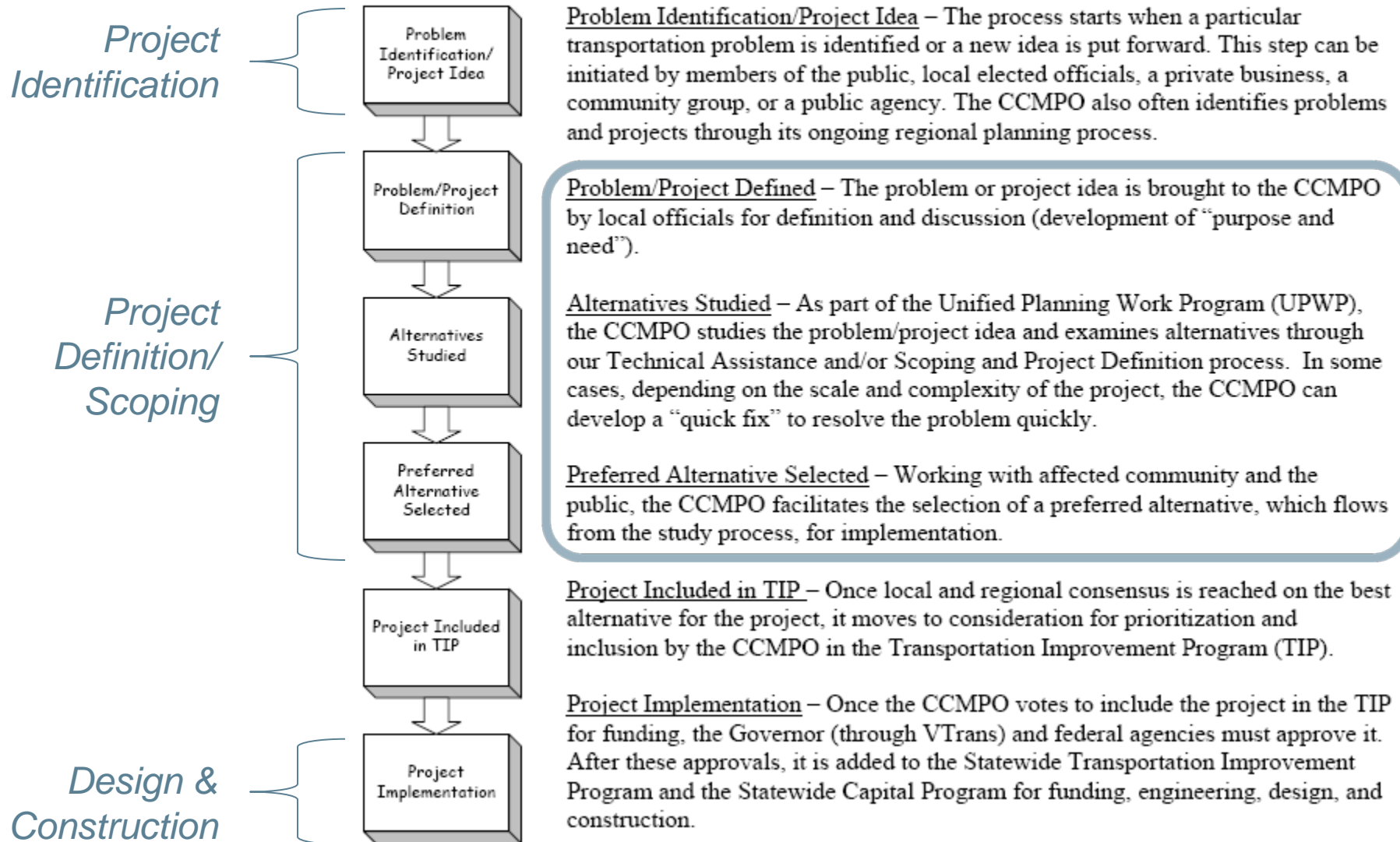
Construction

The process can take anywhere from 4 to 6 years depending on NEPA (EA or EIS), ROW, and other issues

What is a Scoping Study?

The Life of a Project: From Concept to Reality

Typical Stages in the Development and Funding of Transportation Projects



FHWA Initiative: EDC/PEL

Issue: Work done under Scoping was often duplicated when the project moved into the environmental review process (NEPA)

- Duplication of effort created delays in project delivery

Solution: The Federal Highway Administration (FHWA) developed the Every Day Counts (EDC)/Planning and Environmental Linkages (PEL) initiative that allows for planning/scoping level information and data to be used in the NEPA process

The Railyard Enterprise Project (REP) will follow a PEL process that will help streamline the project development process and expedite delivery of the project

Details of the FHWA Every Day Counts initiatives are available at:
<http://www.fhwa.dot.gov/everydaycounts/>

Project Background

■ Waterfront South Access Project (2010)

- Develop access & circulation alternatives within the study area
 - ✓ to promote economic development
 - ✓ to improve truck access to the Vermont Railway Railyard
 - ✓ to advance City land use goals

■ Railyard Enterprise Project (2013)

- Scoping/PEL Study: Work with stakeholders to assess current & future conditions; develop the project Purpose and Need; develop and evaluate alternatives; select a preferred alternative that meets the P&N
- Strong City support for the project
- Federal, State, Regional and Local coordination



■ Consultant Team:

- RSG-consultant project management/multimodal transportation planning, analysis, design
- VHB-stormwater management
- dlandstudio-landscape architecture, multimodal design, innovative stormwater management
- Rail consultant
- UVM-Consulting Archaeology Program - historic/arch resource assessment
- Vermont Survey
- Third Sector Associates - manage public outreach aspects of this project in close cooperation with the City

- Chittenden County Regional Planning Commission (CCRPC) staff will manage this study with assistance from Burlington's Community & Economic Development Office (CEDO) and Public Works Department (DPW)

Scope of Work

- Task 1: Project Start-Up, Data Gathering (*Feb-April*)
- Task 2: Local Concerns Meeting/Purpose and Need Statement/Coordination with Resource Agencies (*March/April*)
- Task 3: Alternatives Development (*April-June*)
- Task 4: Identify Constraints, Evaluate Alternatives (*May-August*)
- Task 5: Alternatives Presentations (3) (*September*)
- Task 6: Draft & Final Scoping Report (*September-October*)

- Kick-Off Meeting
- Review Existing Data/Studies
- Develop Initial Project Base Map
- Conduct Stakeholder Meetings

SOW Task 2 (March/April)

- Local Concerns Meeting (Public Meeting #1, March 7 at City Hall)
- Draft & Final Purpose and Need Statement
- Coordinate with Resource Agencies
 - Federal Agencies: FHWA, FTA, EPA, US Army Corps of Engineers
 - VTrans
 - Agency of Natural Resources
 - VT Fish & Wildlife

ILLUSTRATIVE PURPOSE & NEED STATEMENT (ESSEX JCT CRESCENT CONNECTOR)

The purpose of this project is to create an additional route connecting VT 2A with VT 117 and VT 15 in order to open up the Village center to economic development and facilitate regional travel to destinations south, east and northeast of the Village as well as improve local circulation in the Village center.

Project area needs:

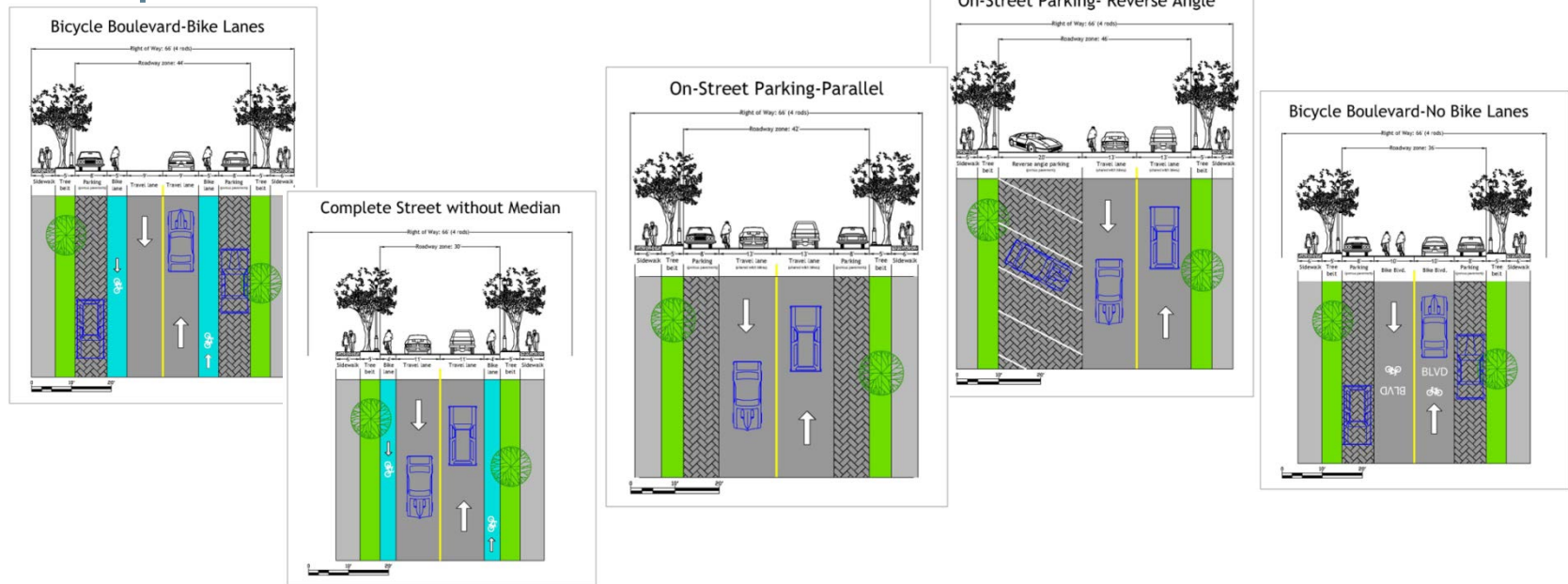
- Improve regional mobility and local connectivity in the Village.
- Reduce traffic congestion and increase safety at the Five Corners intersection.
- Increase development potential and promote economic growth in the Village center.

SOW Task 3: Alternatives Development (April-June)

■ Develop Range of Preliminary Alternatives Combining....

- Multimodal Alignment Alternatives
- Street Cross-Sectional Alternatives
- Development of Multimodal Design Criteria

■ Examples of Cross-Sections



- Screen Preliminary Alternatives → Select viable Alternatives for detailed Evaluation

Task 4: Evaluation of Viable Alternatives (May-August)

- **Formal Evaluation Involves:**
 - Traffic impacts
 - Resource Impacts
 - Community Impacts
 - Right of Way Impacts
 - Utility Impacts
 - Estimated Costs
 - Evaluation Relative to Purpose & Need
- **Future Year Development Assumptions**
- **Development of Multimodal Design Criteria**
- **Development of Performance Measures**

■ Task 5: Alternatives Presentation

- Public Meeting #2
- Transportation, Energy, and Utilities Committee
- City Council

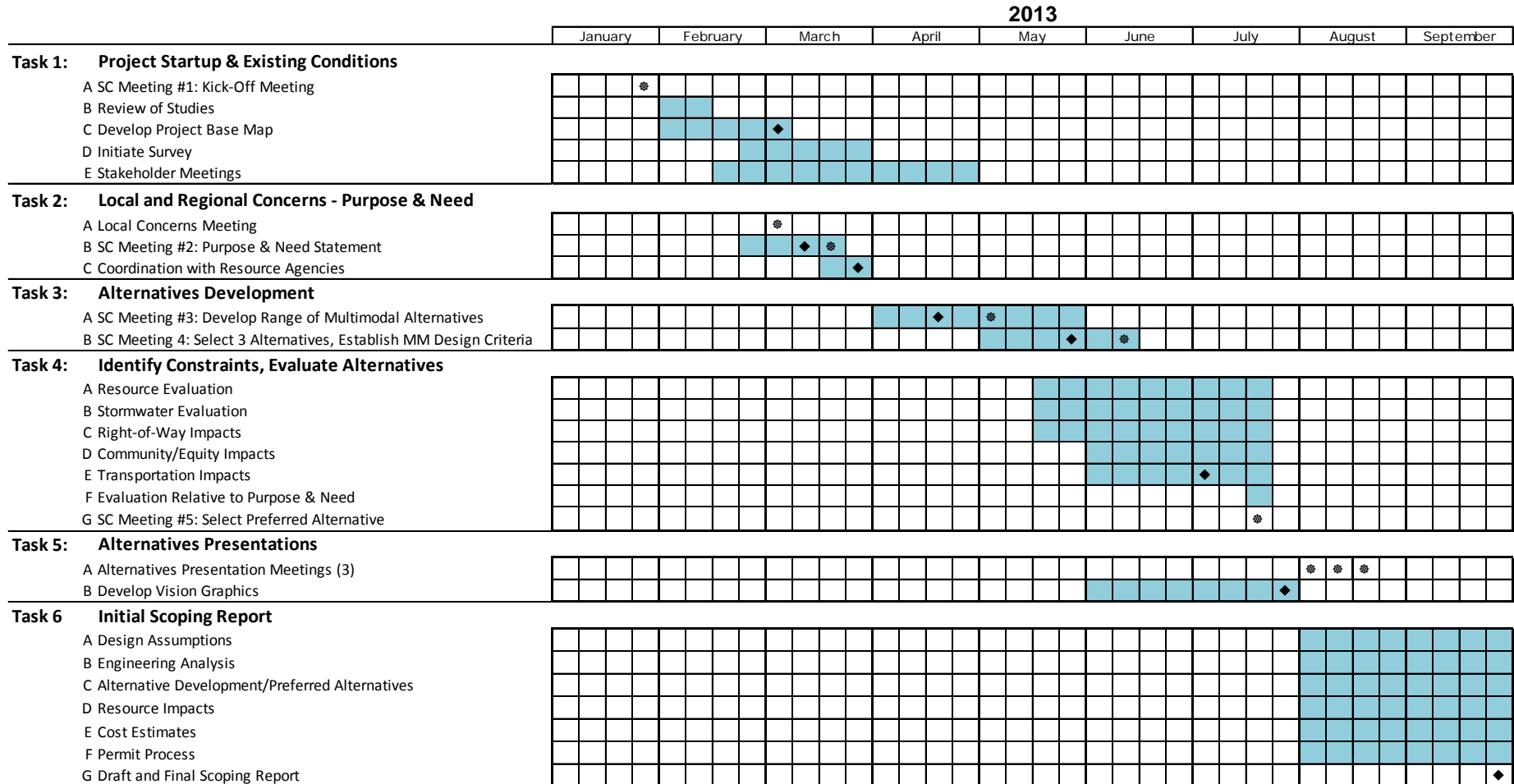
■ Task 6: Draft and Final Report

Steering Committee Meetings at Key Points in Project

Meeting # Issue/Topic/Task

1	Review Scope of Work
2	Review/Discuss Purpose & Need Statement
3	Working Meeting to Develop Preliminary Alternatives
4	Select 3 Alternatives for Formal Evaluation; Develop Multimodal Design Criteria
5	Review Formal Evaluation, Select Preferred Alternative

Proposed Project Schedule



■ Local Concerns Public Meeting

- Thursday, March 7, 2013 at 7PM, Contois Auditorium, City Hall

■ Steering Committee #2

- Purpose & Need Statement
- End of March

■ Meeting with Resource Coordination Group

- Project SOW - Purpose & Need
- April 10, 2013 (*Tentative*)

Consultant Team Manager (RSG)

Robert Chamberlin -
robert.chamberlin@rsginc.com

CCRPC Project Manager

[Eleni Churchill - echurchill@ccrpcvt.org](mailto:echurchill@ccrpcvt.org)

Project Web Site is Being Developed