



## Meeting Notes

Place: Burlington DPW Conference Room

Date: July 6, 2018

Notes Taken by: JDS, ELQ

Project #: 57981.00

Re: Amtrak Storage Study - Public Meeting #2

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### ATTENDEES

*See attached sign-in sheet*

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Eleni Churchill kicked off the meeting with an overview of the project's background, an update on items that have been revised since the first public meeting, an overview of the decision-making process, and an overview of the project scope and schedule.

David Saladino presented an overview of the five potential overnight train storage locations, a summary of the site evaluation criteria, and completed site evaluation matrix, and a summary of next steps (see attached presentation).

The following is a summary of the public comments made following the formal presentation:

- Is it possible to extend the train north to Essex Junction or St. Albans and store the train overnight in one of these locations? It is less than an hour (train time) to St. Albans.
- Impacts from diesel exhaust should be evaluated at each site.
- Update noise evaluation to include actual field measurements.
- Concern that residents and business owners proximate to the five potential sites were not notified appropriately for tonight's meeting.
- Like the idea of relocating the bike path to the west side of the tracks adjacent to Union Station to avoid multiple track crossings.
- Union Station location is not a good location to store trains overnight. The study's metrics are too subjective and should include an evaluation of impacts to adjacent businesses.
- The only acceptable overnight train storage location for the community is in the existing railyard.
- The evaluation is not hard science and does not adequately look at sites using objective metrics.
- Do not support train storage at the Union Station site.
- Request to evaluate feasibility of extending train into Essex and storing trains there.
- Vermont Rail System may be more open to storing the Amtrak trains in their yard if they know it is only for a short duration (i.e. if long-term plan is to store train in St. Albans or Montreal).
- Important to consider diesel fuel impacts.

See additional comments attached.

# PUBLIC MEETING SIGN-IN SHEET

Project: Burlington Amtrak Storage Study

Meeting Date: 06/06/2018

Project No.: 57981.00

Place/Room: Burlington DPW

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# PUBLIC MEETING SIGN-IN SHEET

**Project:** Burlington Amtrak Storage Study

**Meeting Date:** 06/06/2018

Project No.: 57981.00

**Place/Room:** Burlington DPW

[illegible]



Melinda Moulton <melinda@mainstreetlanding.com>

## Train Statement for tonights hearing

2 messages

Johannalawrence

Wed, Jun 6, 2018 at 1:03

<johannalawrence@verizon.net>

PM

To: Melinda Moulton <melinda@mainstreetlanding.com>

Hi Melinda,

Matt has not gotten back to me about whether he is attending tonight (typical ;) so thank you for reading my statement.

Good luck! Wish I could be there.

Hope you are well, Johanna

Hello,

I am the owner of Wing Building residence #2. The train tracks lie just feet from my residence. My family and I welcome the Amtrak Ethan Allen and the pick up and drop off of passengers. However I strongly implore you to overnight the train at a site away from homes. The rail yard a block to the south is where it belongs.

When the trains are idling they create a loud, vibrating rumble, in addition to a non-stop plume of diesel fumes. We have to leave our porch, go inside and close all windows.

I can't imagine idling trains nightly for 356 days a year so close to homes. It would definitely cause sleep deprivation as well as have a negative impact on neighborhood air quality and noise quality.

Thank you,

Johanna Lawrence

*Main Street Landing Condominium Resident*

Greetings everyone! First, I would like to thank you for your public service and the chance to talk with you.

My name is Laura Allyn and I am a resident of the Wing building located at 1 Steele St. I am here to address the noise and pollution resulting from trains that are idling right in front of my home which also includes other condominiums and many small businesses.

I would like you to know that I am a fan of trains since I grew up right next to the train tracks in the farmland of Ohio. I am pleased to see how often the tracks are used for freight and passengers and I look forward to Amtrak's arrival in the next few years.

Last year, VT Railways idled in front of the Wing building on an occasional basis. I think the most was during July when the train was outside idling for around 3 separate dates. The length of time idling was 2-3 hours at the most and never occurred on consecutive dates so it was tolerable. Barely.

This year, at the beginning of May, I found the situation to be greatly changed- for the worse. The dinner train shows up between 12 - 1pm and doesn't leave until 5:30 pm every Friday and Saturday and some Thursdays now as well. During this time, the generator car- a diesel- is usually parked directly in front of my unit. In addition, the engine runs from 4:30 to 5:30. Then, the train comes back to discharge passengers from 8:30 up to 10 pm. The generator car is once again parked right in front of my unit. The engine also runs during the entire drop off procedure.

I asked for a face to face meeting with someone at VT Railways and a very polite engineer called me back within the hour. He has tried various things to relieve the noise but it seems whatever he does, causes more aggravation elsewhere. He did somehow figure out a way to park the engine and generator car right next to the King St. crossing which was helpful for me, but this does not always occur- especially during drop off.

The noise is overwhelming- as your sound study shows. The engines rise above the first floor roof line by several feet so the noise directly bombards our second floor residential units. We residents are not even 20 ft. away from the train. When the train is parked, I can't concentrate on anything and find myself to be highly aggravated and anxious- unable to escape the onslaught of noise. In addition, the diesel exhaust creeps in even with all the windows closed and there is no way to get rid of it- the exhaust surrounds the building. Within the hour, I often have a raging headache. I am completely unable to use my outdoor space during these times as well. The untenable noise and pollution last for a **minimum** of 5 ½ hours every day the train is parked out front. This situation is unbearable. Vt Rail plans to continue the dinner train until Sept. 1st. I cannot imagine the train idling outside from 7pm to 7am every day as well all year!

I strongly suggest that Vt Rail and Amtrak find a way to use the Main St. Landing train station only for drop off and pick up- no more than a ½ hour at a time. I believe that dinner trains and rail use in general are excellent, but when you have an actual train yard just a block away, it should be used for all idling and servicing necessary. Idling trains so close to residences, small businesses and hundreds of pedestrians for hours at a time is having a seriously deleterious effect on my own health as well as public health and well being. Unless Vt Rail wishes to purchase and condemn all the property that borders the line from King to College, I think they need to find another solution.

Thank you for your time!

This spring Vermont Railway began parking a dinner train 15 feet from entrances, windows, and porches of our condominium project. The train sits running its generators from 1 in the afternoon until 10 p.m. The noise is deafening, the diesel smells sickening, and the heat from the train is unbearable. The environmental impacts are serious. Diesel exhaust and many individual substances contained in it have the potential to contribute to mutations in cells that can lead to cancer. In fact, long term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant according to the California Environmental Protection Agency.

Why can't Vermont Railway keep the diesel trains in its rail yard until it is time to pick up and drop off its passengers at the Main Street Landing Union Station.

The Central Business District of our beloved Burlington Waterfront is not a rail yard - this is not the location to store, idle, maintain, and service trains – these rail operations belong in the Rail Yard 2 blocks away.



My name is Melinda Moulton and I am the CEO of Main Street Landing. Lisa and I spent 35 years helping to redevelop the Burlington Waterfront in an environmentally and socially conscious way with LEED Certified Buildings and strict Green Building Principles. We are supporters of the return of passenger rail service to Burlington. But what is happening is a nightmare.

74 individuals who work and live in the Central Waterfront Business District signed a petition to oppose the Amtrak Train being parked and serviced between King and College Streets. The petition was submitted to the powers that be – some of whom are in this room. Why are our voices being ignored???

The Vermont Department of Transportation is working on engineering drawings to locate a rail spur one foot – 12 inches - from the side of the Main Street Landing Condominium. Twenty-years ago, we obtained a fifty-year easement at this location so we could build the Wing Building. This easement will not be forsaken for a rail spur one foot from the side of a residential and commercial building.



Today we have a new and HUGE issue occurring in Burlington with the Green Mountain Dining Experience and a potentially disastrous issue in the future with Amtrak's service station location. We own a condominium in Burlington at One Steele Street and a part of Main Street Landing. We bought it two years ago and completely renovated the property. We have two tenants living in the unit [our son Charlie and one of his friends] who both pay rent. When we purchased the unit we realized we were located 15 feet from the tracks and occasionally a train would pass by — not an issue. However, it is ludicrous to have these trains sit for hours idling spewing diesel fumes along with the noise of their engines. It simply is not a tolerable situation for our tenants as it presents a serious health risk along with an environment not conducive for living immediately adjacent to these idling trains. The development of the Burlington Waterfront into an environmentally and socially conscious neighborhood should remain paramount for all Vermont citizens. Locating an Amtrak Service facility adjacent to Main Street Landing/Wing Building/Echo Center [between King & College Streets] should never have been an option and should not be an option. The Vermont Railway Rail Yard is the best option for idling trains.

We need your advocacy of this issue and look forward to gaining your support to get BOTH today's Green Mountain Dining Experience "idling" trains and the future Amtrak Service station to be relocated to the Rail Yard. Thank you!

Larry Sudbay





# Burlington Amtrak Train Storage and Servicing Study

*2<sup>nd</sup> Public Meeting*

*June 6, 2018*





# Agenda

- Project Background
- Project Updates since Last Public Meeting
- Decision Process
- Review of Project Scope and Schedule
- Potential Siding Locations
- Site Evaluation Criteria
- Next Steps



# Project Background

- VTrans and Amtrak working to expand regional passenger rail in Vermont
- Amtrak anticipated to come to Burlington in 2021/2022 as an extension of the Ethan Allen Express train line
  - *New York City → Albany → Castleton → Rutland → Middlebury → Vergennes → **Burlington***
- Anticipated Train Schedule: 7 AM departure, 8 PM arrival
- Train will be stored and serviced overnight in Burlington
  - Crew will be lodged overnight in Burlington
- City of Burlington solicited assistance from CCRPC to engage public; conduct objective study to evaluate potential train storage and servicing locations in Burlington





# Project Updates

Since our last public meeting:

- A **new 5<sup>th</sup> site** has been identified for evaluation in the Northern Urban Reserve
- The Amtrak locomotive **no longer needs to idle** overnight
  - The implementation of “hot start” technology eliminates need to idle (will require that the train be plugged in during the winter)
  - Will idle for 20-40 minutes before departure

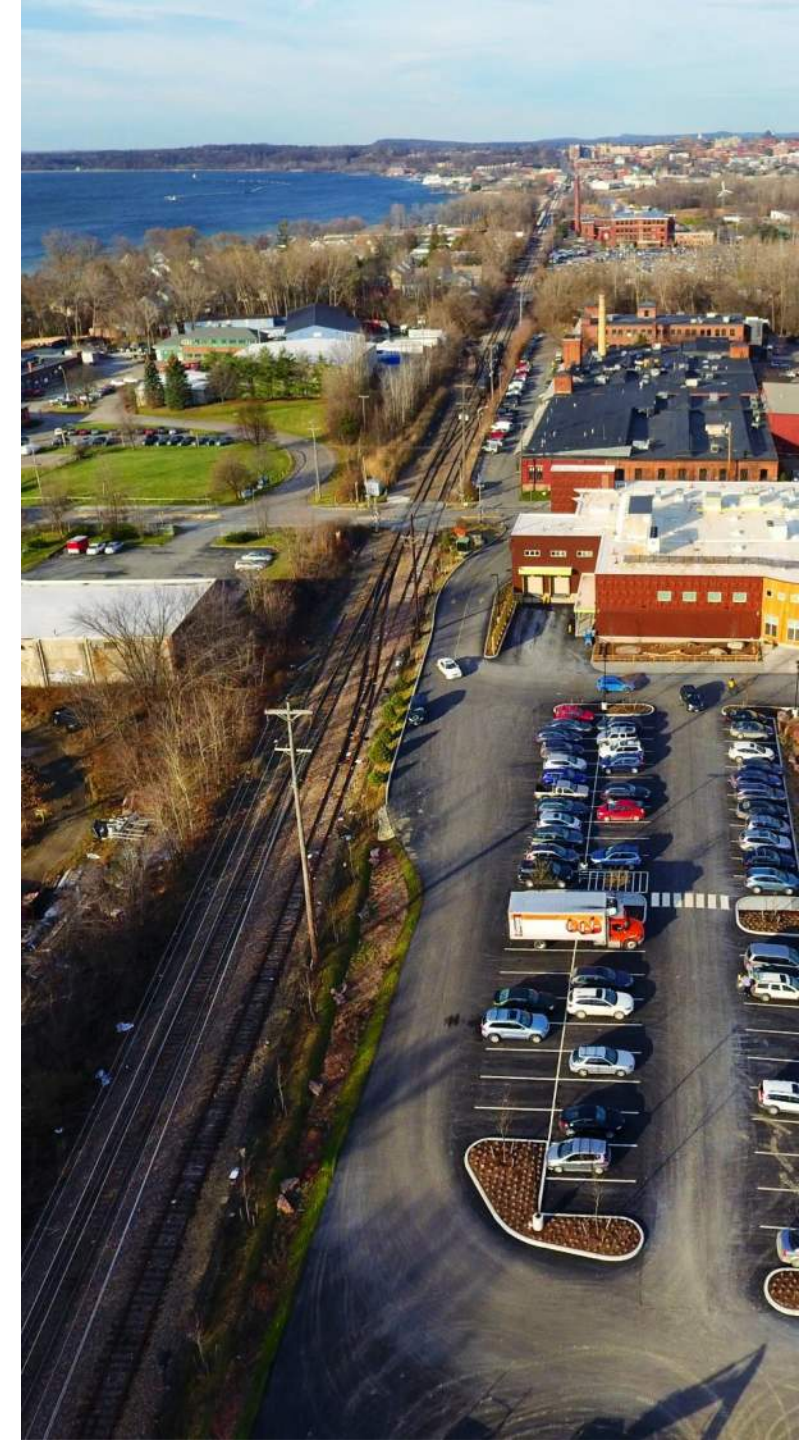
**Note:** Current VRS Dinner Train and construction of VRS siding extension in Northern Urban Reserve *not* related to future Amtrak service



# Decision Process

VTrans will be making the final selection on the preferred storage site for the Amtrak train taking into consideration:

- Results from the evaluation of the five Burlington sites included in this current study
- Public comments





# Project Scope

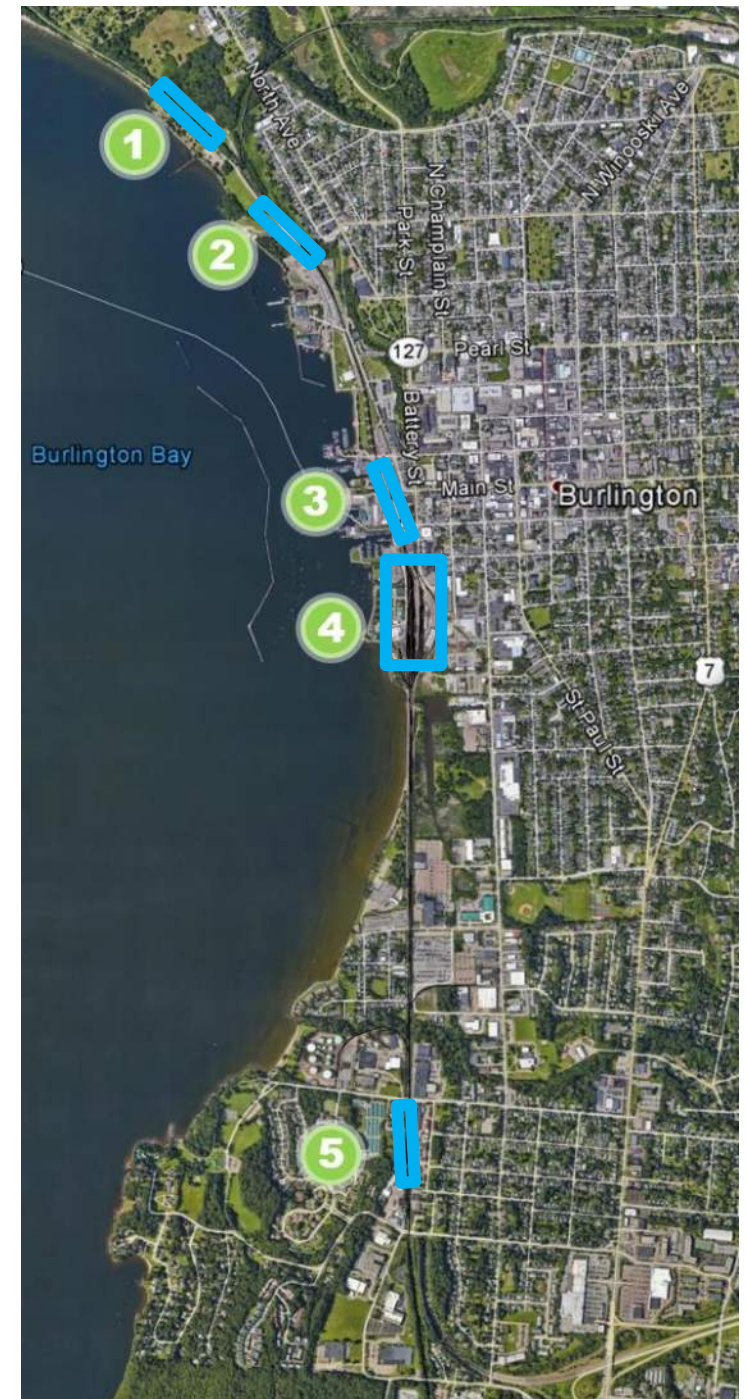
*Develop a decision making tool to assist VTrans to identify an overnight storage and servicing location for the future Amtrak passenger train in Burlington.*

## Schedule

- Kick-Off Meeting.....Completed – August 2017
- Identification of Locations.....Completed – October 2017
- Public Meeting.....Completed – November 2017
- Complete Site Evaluation.....Completed – November - April
- **Evaluation Update / Public Meeting**.....**Tonight**
- Final Technical Report to CCRPC and VTrans.....July

# Train Storage Alternative Locations

1. Northern Urban Reserve (New)
2. Urban Reserve
3. Union Station
4. Vermont Rail System Railyard
5. Flynn Avenue (City Market)

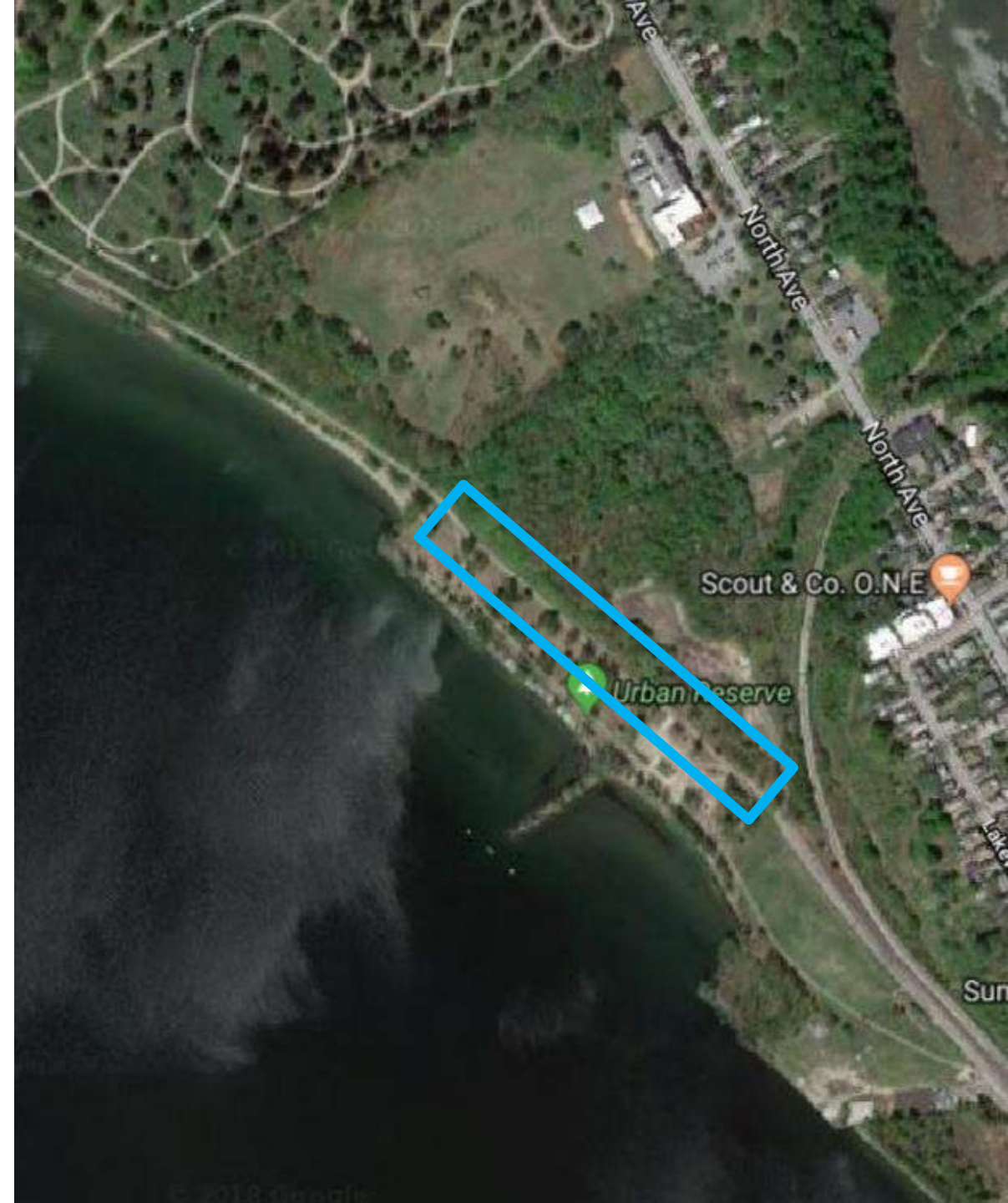




# Northern Urban Reserve

## *Location #1*

- Recent construction by VRS to extend their current siding is **not affiliated with Amtrak storage**
- Amtrak train would be stored on a new adjacent siding
- Vehicle access provided along the former Burlington Bike Path alignment
- Located downslope from adjacent residences
- Overnight crew accommodations within short drive
- Requires coordination with New England Central Railroad (Genesee & Wyoming)





# Northern Urban Reserve

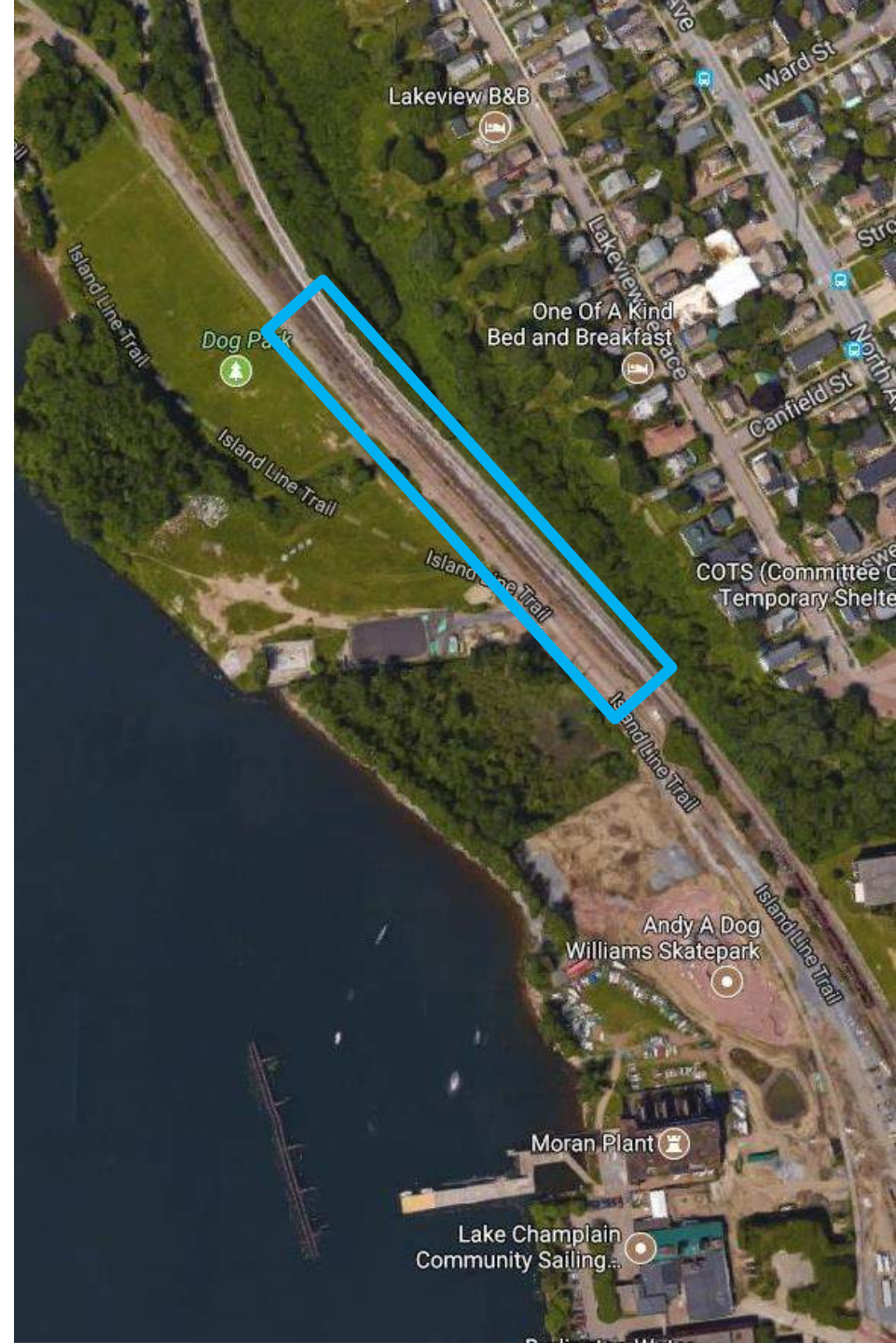




# Urban Reserve

## *Location #2*

- Current VRS siding located north of skate park
- Amtrak train would be stored on a new adjacent siding
- Located down slope from adjacent residences
- Overnight crew accommodations within short drive
- Requires coordination with New England Central Railroad (Genesee & Wyoming)





# Urban Reserve

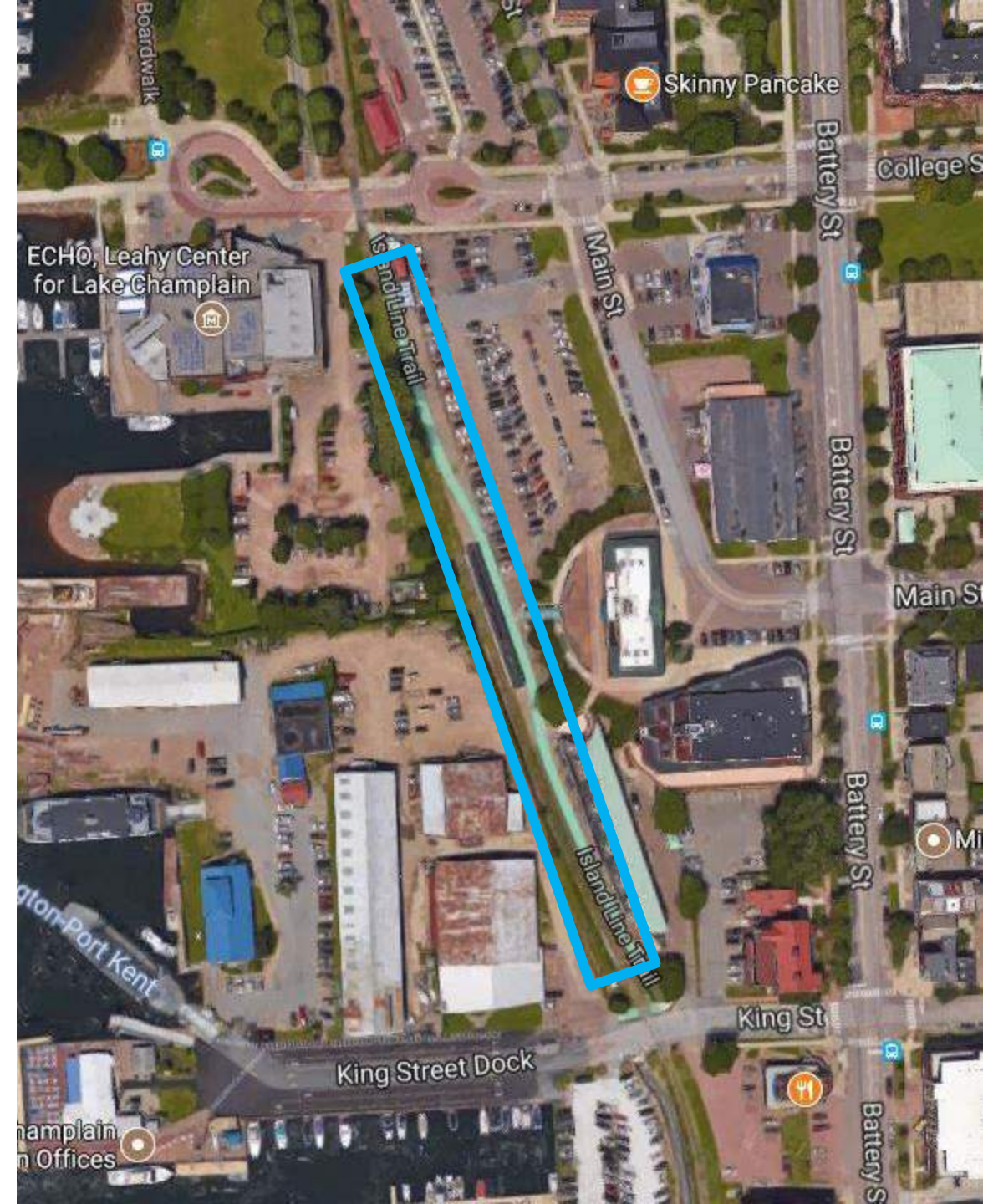




# Union Station

## *Location #3*

- New siding will be constructed adjacent to Union Station to service Amtrak passengers
- Overnight crew accommodations within walking distance or short drive
- Bike path to be relocated in coordination with Amtrak Platform Project





# Union Station





# Vermont Rail System Railyard

## *Location #4*

- Railyard is currently at capacity
- Open track space is used for freight storage and train operations
- Amtrak train storage will disrupt freight rail operations





# VRS Railyard

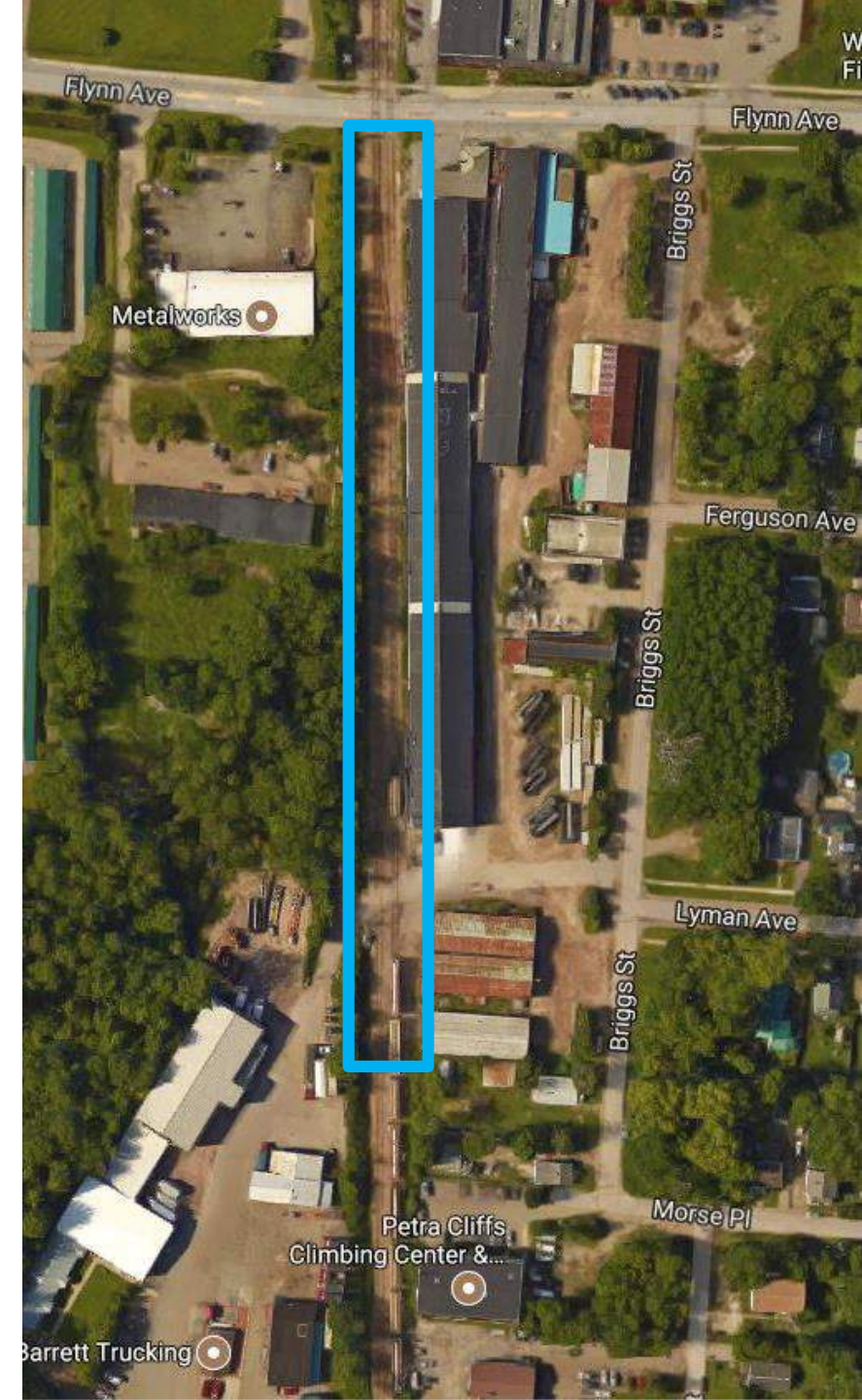




# Flynn Avenue / Briggs Street

## *Location #5*

- Use existing VRS siding and construct additional siding to replace storage capacity for VRS.
- Adjacent to residential neighborhood and new City Market
- Over 1 mile from Union Station





# Flynn Avenue





# Site Evaluation Criteria



- Design, Construction, & Property Acquisition Costs



- Property Impacts

- Proximity to Residential Neighborhoods



- Noise and Visual Impacts



- Natural Resource Impacts



- Lighting Availability



- Three-Phase Electrical Power Access



- Amtrak Crew Impacts

- Impact to VRS Operations

**Each site was scored 0 – 3 on each evaluation criteria  
with 0 being the worst and 3 being the best.**



# Evaluation Matrix – Final Scoring

	<div>Design, Construction, &amp; Property Acquisition Costs</div> <div>Electrical Power Availability</div> <div>Additional Crew Hours</div> <div>Property Acquisition</div> <div>Natural Resource Constraints</div> <div>Lighting Impacts</div> <div>Train Visibility</div> <div>Noise Impacts</div> <div>Proximity to Residential Areas</div> <div>Impact to VRS Operations</div>										
Location	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
Northern Urban Reserve	2	2	2	1	3	1	3	1	3	2	28
Urban Reserve	2	2	2	1	3	1	2	2	3	2	28
Union Station	3	3	3	3	3	2	1	1	0	3	30
VRS Railyard	0	3	2	2	3	2	3	3	1	0	25
Flynn Avenue	2	2	1	2	3	2	2	0	2	1	22
Weighting	2	1	1	1	1	1	2	2	1	2	

# Evaluation Matrix – Train Visibility

Modeling software was used to depict the expected impacts to existing viewsheds in Burlington.

Location	Score	Comments
Northern Urban Reserve	3	The train will be located down slope from most homes and will not be easily visible from the east
Urban Reserve	2	The train will be located down slope from most homes and will be slightly visible from the east
Union Station	1	The train will be located between Union Station and ECHO
VRS Railyard	3	The train will be located within an existing railyard and will not significantly change the current views
Flynn Avenue	2	The train will be stored in an area which often has trains currently but it located close to many residences

**0 = worst**

**3 = best**





## Train Visibility

Northern Urban Reserve





## Train Visibility

Urban Reserve





## Train Visibility

Union Station





## Train Visibility

VRS Railyard





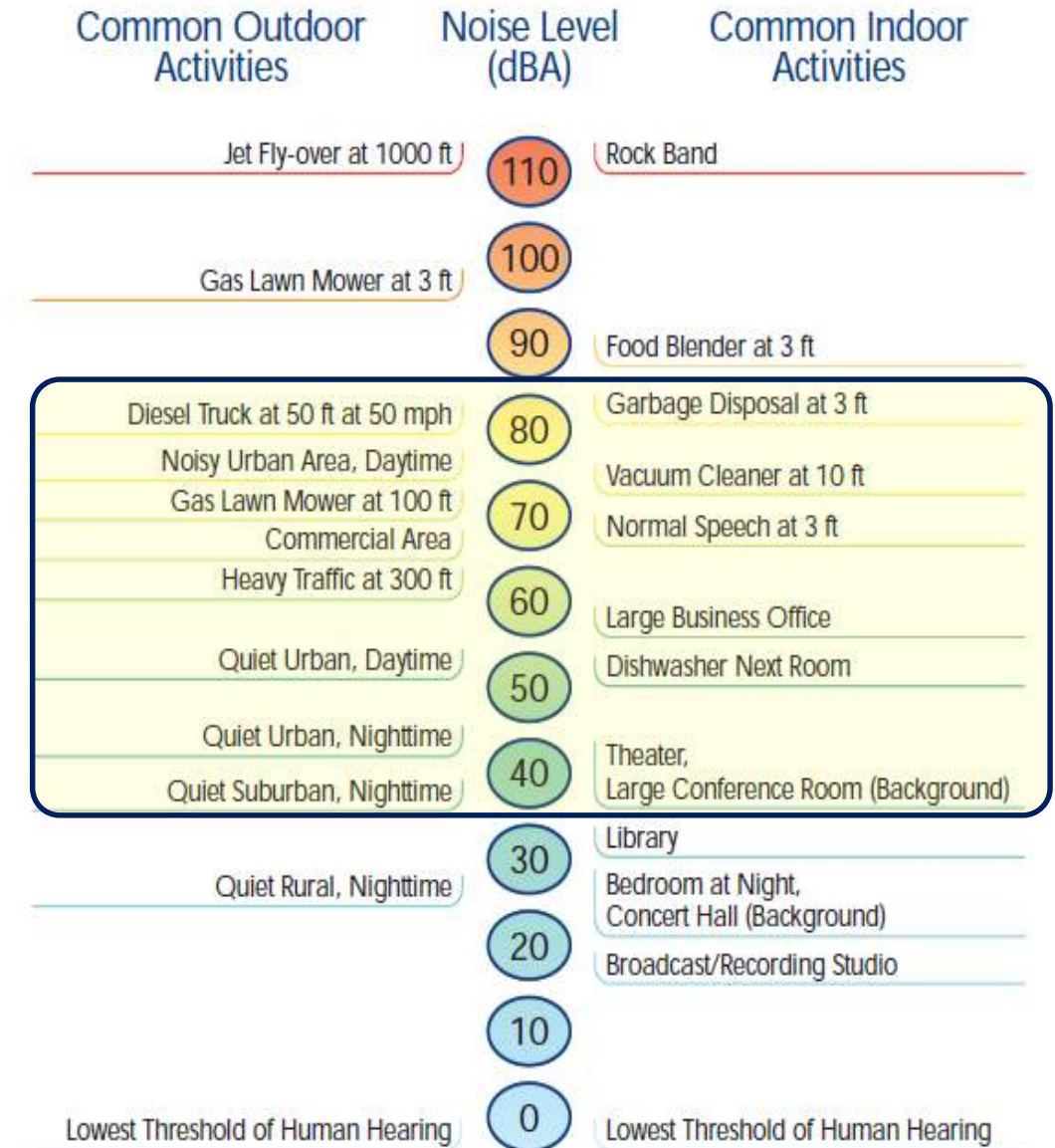
## Train Visibility

Flynn Avenue



# Evaluation Matrix – Noise Impacts

- The train will not idle overnight but will idle for 20-40 minutes prior to leaving in the AM.
- The locomotive will go through a brief power up and power down sequence.
- The threshold used for noise evaluation is 40 dBA.
- Horn blowing is required at street crossings north of Sears Lane.





# Evaluation Matrix – Noise Impacts

A noise assessment evaluated the number of homes within 40 dBA noise contour from locomotive idling and power up/down cycle. Trains will also blow horn at each crossing north of Sears Lane Pedestrian Crossing.

Location	Score	Number of Residence Impacted	Number of Train Horn Blows
Northern Urban Reserve	1	60 residences	10
Urban Reserve	2	37 residences	10
Union Station	1	26 residences	4
VRS Railyard	3	7 residences	8
Flynn Avenue	0	162 residences	8

**0 = worst**

**3 = best**





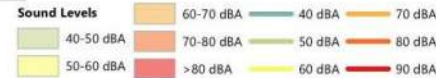
**Burlington Amtrak Servicing & Storage Facility Study**  
**Sound Level Contours**  
**Northern Urban Reserve**

Burlington, Vermont



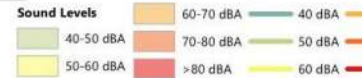
**Burlington Amtrak Servicing & Storage Facility Study**  
**Sound Level Contours**  
**Southern Urban Reserve**

Burlington, Vermont



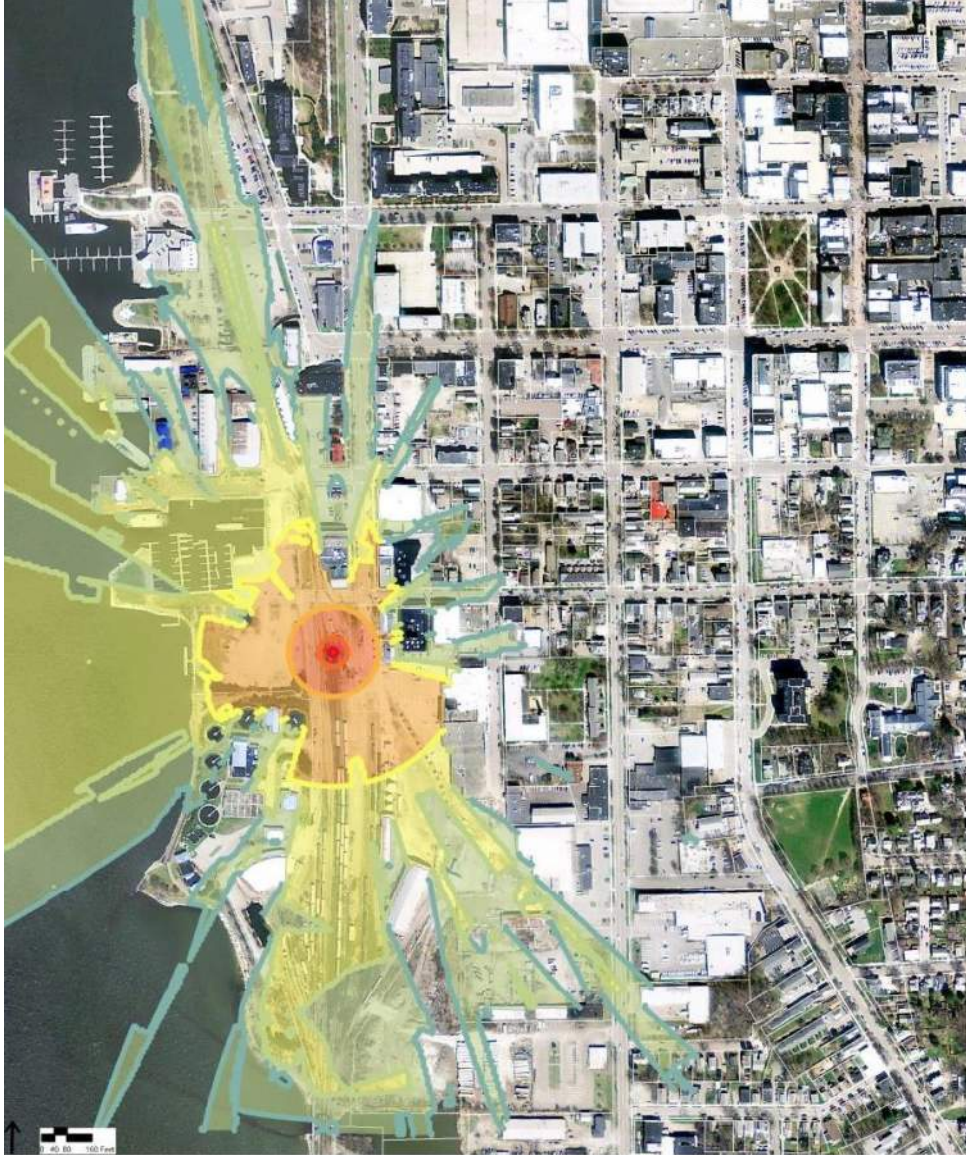
**Burlington Amtrak Servicing & Storage Facility Study**  
**Sound Level Contours**  
**Waterfront Station**

Burlington, Vermont



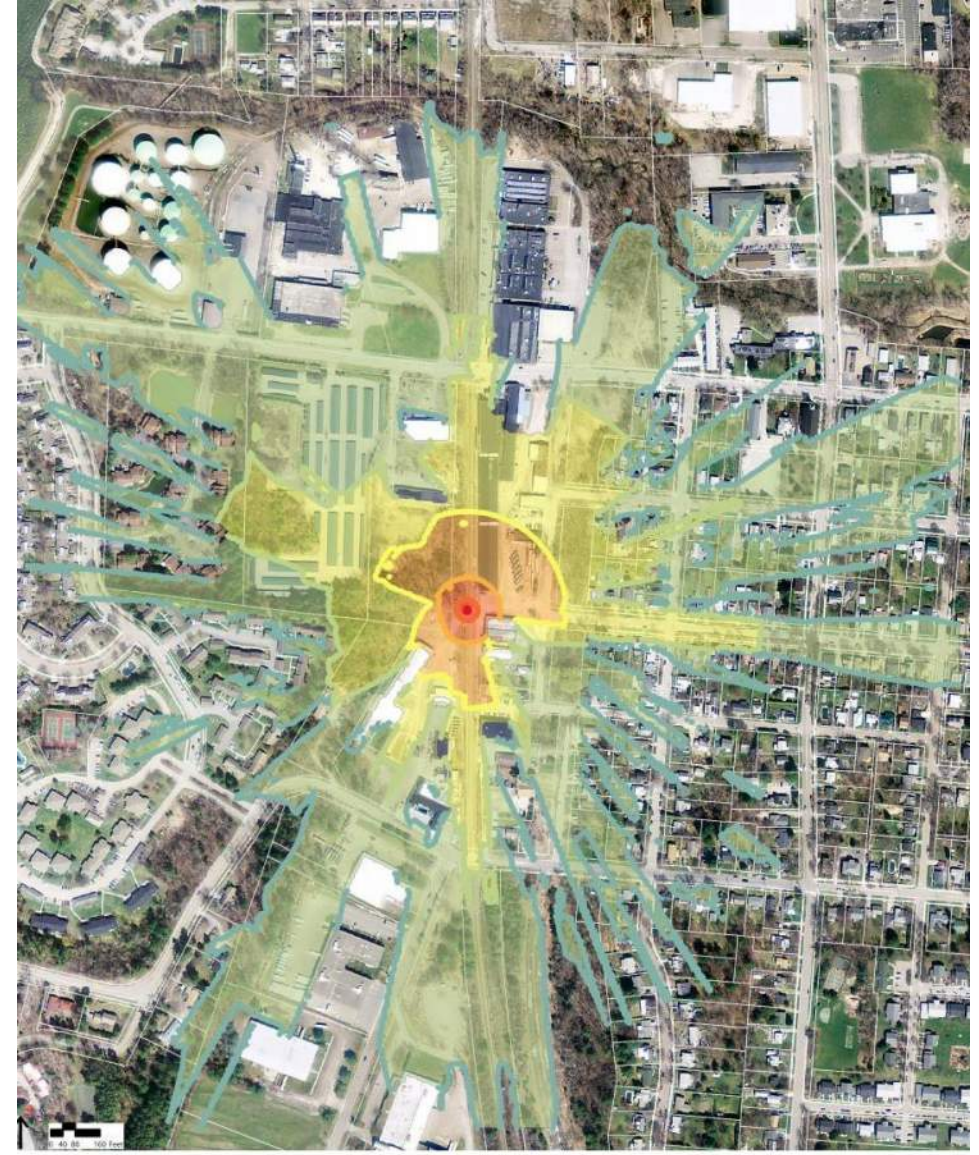
# Noise Impacts: Siding Alternatives 1 – 3





**Burlington Amtrak Servicing & Storage Facility Study**  
Burlington, Vermont

**Sound Level Contours**  
VRS Railyard



**Burlington Amtrak Servicing & Storage Facility Study**  
Burlington, Vermont

**Sound Level Contours**  
Lynn Avenue



# Noise Impacts: Siding Alternatives 4 – 5



# Evaluation Matrix – Proximity to Residential Areas

In addition to the noise and visual assessment, a straight line measurement was taken from the siding to the nearest residence to determine the proximity to these areas.

Location	Score	Comments
Northern Urban Reserve	3	The train is less than 0.1 mile from residences but is significantly down slope
Urban Reserve	3	The train is less than 0.1 mile from residences but is significantly down slope
Union Station	0	The train is less than 50 feet from residences
VRS Railyard	1	The train is less than 500 feet from residences
Flynn Avenue	2	The train is less than 0.1 mile from residences

**0 = worst**

**3 = best**



# Evaluation Matrix – Final Scoring

	Design, Construction, & Property Acquisition Costs	Electrical Power Availability	Additional Crew Hours	Property Acquisition	Natural Resource Constraints	Lighting Impacts	Train Visibility	Noise Impacts	Proximity to Residential Areas	Impact to VRS Operations	
Location	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	
Northern Urban Reserve	2	2	2	1	3	1	3	1	3	2	28
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Weighting	2	1	1	1	1	1	2	2	1	2	





Questions?





## Next Steps

- **Final Technical Report to CCRPC and VTrans.....** *July*
- **VTrans Determination of Preferred Location.....** *TBD*
- **Complete Design of Platform,  
Storage Location, and Service Facilities.....** *2018/2019*
- **Construction.....** *2020*
- **Begin Train Service.....** *2021/2022*



## Future Comments

- Following the completion of this study, future comments should be directed to VTrans as they are the responsible party for this project
  - **Dan Delabruere** (Director of Aviation and Rail)
    - Daniel.Delabruere@vermont.gov
  - **Michele Boomhower** (Director of Policy, Planning, & Intermodal Development)
    - Michele.Boomhower@vermont.gov



# Project Team



- David Saladino, P.E. AICP
- Scott Burbank, P.E.
- Erica Quallen, E.I.T.



- Peter Keating, Project Manager
- Eleni Churchill, Transportation Program Manager



- Chapin Spencer – Director of Public Works
- Susan Molzon - Public Works Engineer



- Michele Boomhower – Director of Policy, Planning & Intermodal Development
- Dan Delabruere – Director of Aviation & Rail