



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

c/o Department of Public Works
645 Pine Street, Suite A
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TEUC
12/12/2012
Item 5

Councilor David Hartnett, Chair WARD 4
Councilor Maxwell Tracy, WARD 2
Councilor William “Chip” Mason, WARD 5

Inquiries:
Nicole Losch
802.865.5833 DIRECT
nlosch@ci.burlington.vt.us

Transportation, Energy and Utilities Committee of the City Council

Tuesday, November 20, 2012 at 5:00 – 7:30 PM

645 Pine Street, front conference room

–MINUTES–

Members present: Chair, David Hartnett
Maxwell Tracy (arrived at 5:23 pm)
Chip Mason

Others present: noted below

Chair Hartnett called the meeting to order at 5:21 pm.

1. Agenda
Mason moved to accept. All in favor.
2. Public Forum
Matt Conger, Public Works Commissioner (PWC) and employee of UVM Transportation Research Center: Chittenden County Regional Planning Commission's travel behavior report just released and bike/ped infrastructure is in high demand; Complete Streets principles and projects have changed his commute behaviors and he is excited for momentum.
3. Minutes of 8/20/2012
Mason moved to accept. Tracy second. All in favor.
4. Complete Streets Implementation – draft project checklist
Conger: offered to be PWC liason for TEUC, asked about need for resolution from Council.
Tracy: spoke with PWC Chair Nate Lavery and sees clear PWC jurisdiction for complete streets oversight; no resolution needed for oversight, but can consider one for PWC liason.
Losch: draft guidelines and checklist provided in packet; created to ensure compliance with local policy and state legislation; key language identifies exempt projects, as all others must utilize this checklist. Referenced State of Vermont policy for guidance on exempt projects.
Charlene Wallace, Local Motion representative: can bicycle signal actuation be considered, even though traffic signal upgrades are listed as exempt? Can pedestrian signals be added with signal upgrades?

Losch: will consider how to include these as non-exempt considerations. Moving onto project checklist: copy provided in packet contained note that Neighborhood Streets and Truck Routes will be added; revised copy provided at meeting now includes these items, but no other substantive changes to checklist. Checklist is basically a list version of the Street Design Guidelines: provides instructions to city staff, starts by identifying type of street classification for project in question, and provides checklist of features to be considered for each street classification. Checklist will be kept in project file. If feature cannot be included, propose to have PWC approve decision. Form to be filed with Clerk/Treasurer office if exemption approved. To follow blanket exemption under Act 34 to determine cost is disproportionate to need or probable use: separate form, propose to always have approval from PWC, and to file with Clerk/Treasurer office as well as project file; Act 34 requires exemptions be filed with Clerk/Treasurer.

Wallace: Feature #10 can note 4' minimum allowed for bike lane?

Losch: new AASHTO guide lists minimum 5' but will re-check and will ask state for guidance.

Hartnett: consider re-naming checklist to guidelines to clarify flexibility in the process.

Conger: any feedback on city use of porous pavement, since listed in feature #19?

Steve Goodkind, Director of Public Works: difficulty with 3 porous parking lots already installed and will not use until fixes can be made for northern climates.

Conger: suggest note about future consideration and need for new product so excitement isn't generated about potential porous parking lanes.

Wallace: Feature #16 should also apply to Bicycle Streets? #17 to apply to Complete Streets?

Losch: will double check Street Design Guidelines and will reconsider.

Wallace: consider keeping bike lanes in Neighborhood Transition zones; school of thought has changed since Transportation Plan approved. Should NACTO guide be mentioned?

Losch: will revisit bike lanes in Neighborhood Centers. Complete Streets guide may not be appropriate place to list guidebooks used by staff. Planned presentation at December PWC though to address NACTO guidebook and city policy on use.

Conger: NACTO treatments need to carefully considered because of northern climate impacts and lack of durability; need to only reference treatments successfully used by other northern cities.

Losch: Minneapolis, Chicago, New York, and Philadelphia are all NACTO members and use treatments.

Hartnett: update on Downtown Transit Center?

Losch & Goodkind: currently in design but don't know exact schedule. Anticipate CCTA update at December TEUC meeting though.

Hartnett: would like updates at least quarterly.

Tracy: Booth Street traffic calming process?

Losch: received new traffic data but have not reviewed yet. Will compare this data to data from first speed bump installation to determine any change in behaviors since new speed bumps were installed to new standard with recent paving project.

Sidewalk patch happening at 43 or 46 School Street? Mixed addresses in emails.

Goodkind: may have address wrong, but clear site of missing sidewalk will be replaced. Tracy: Crosswalk signal plan and schedule for Archibald/Winooski?

Losch & Goodkind: project has begun and will continue until weather becomes too cold for construction.

Hartnett: work at bridge along Route 127?

Goodkind: access for repair of bike path failure adjacent to Rt. 127.

Goodkind: North Street project included fabrication of historic light poles to reproduce original 1920's light poles in use in Burlington. BED recently changed light fixture to LED head instead of adding LED fixtures to historic hardware. Under contract agreement to maintain hardware for 20 years as part of grant funding to complete project.

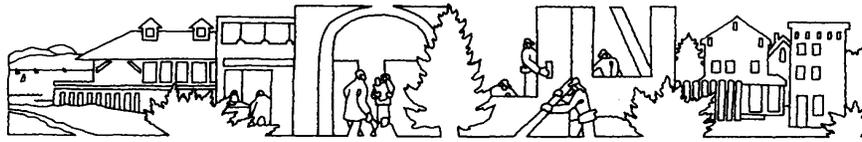
Tracy: heard of change but thought it was interim measure for energy efficiency.

Hartnett: asked Councilor Tracy to follow up with Barbara Grimes at BED and inform of grant agreement for 20 years of maintenance of historic hardware. Understands LED are much more efficient so may be interim fix. Should be clarified though. Any change should have been brought to the TEUC.

Hartnett motion to adjourn. Mason Second. All in favor.

Adjourned at 6:11 pm

DRAFT



TEUC
12/12/2012
Item 5

COMMUNITY & ECONOMIC DEVELOPMENT OFFICE

ROOM 32 ▪ CITY HALL ▪ BURLINGTON, VERMONT 05401
(802) 865-7144 ▪ (802) 865-7142 (TTY) ▪ (802) 865-7024 (FAX)

Date: December 6, 2012

To: Burlington City Council Transportation, Energy and Utility Committee

Cc: Peter Owens, CEDO Director
Steve Goodkind, Public Works Director
Norm Baldwin, DPW
Nicole Losch, DPW
Richard Haesler, Assistant City Attorney

From: Kirsten Merriman Shapiro, Special Projects Manager, CEDO

Re: City Transfer of FTA Grant #VT-03-0047 to CCTA

The City and CCTA are proposing to transfer a Federal Transit Administration (“FTA”) discretionary grant entitled, “Burlington Transit Facilities, Vermont” in the amount of \$2,427,184 from the City to CCTA. CCTA will use the grant to expand CCTA’s facilities and resources that serve the City’s and the region’s transportation needs. We are requesting that the TUEC sponsor the attached resolution for the December 17, 2012 Board of Finance and City Council meetings.

CCTA, DPW and CEDO Staff will be available at the December 12, 2012 TUEC meeting to answer any questions.

Getting you where you need to go!

November 13, 2012

City Council Transportation, Energy & Utilities Committee
C/O Department of Public Works
645 Pine Street
Burlington, VT 05401

Dear Committee Member;

The Chittenden County Transportation Authority (CCTA) is requesting that the TEUC support the transfer of a federal funding earmark for the purchase of property to support continued expansion of transit service. CCTA and the City of Burlington share many common goals: providing mobility for commuters and others; alleviating congestion; reducing pollution; lowering demand for parking in Burlington's downtown core; and keeping downtown vital.

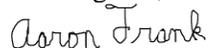
Downtown Burlington is the main focus of CCTA's transit system. Nearly 3,000 riders per day board CCTA buses in downtown Burlington; 2,100 riders board at Cherry Street. Ninety percent of our routes focus on Burlington. Data indicate that demand for parking would increase by more than 550 spaces if CCTA were not available. CCTA operates 11 local and 7 commuter routes in Chittenden County.

CCTA ridership has grown by more than 70 percent since 2001. Future growth, however, will be severely limited by the shortage of facility space at our Burlington headquarters at 15 Industrial Parkway. CCTA's growth will stall in just a few years for lack of space to park and maintain buses.

Fortunately, the property next door to CCTA, 1 Industrial Parkway, is for sale. This property was once CCTA's base of operations. To fund the property purchase, CCTA proposes to use the \$2.4 million earmark received by Burlington for the construction of the South End Transportation Center adjacent to the Gilbane parking lot. Recent history shows that there is no viable customer market for close-in parking facilities affiliated with shuttle routes. The shuttle from the Elks Club in the New North End to downtown, which began in 2002, ended a year later due to poor ridership. Similarly, the shuttle from the Gilbane lot to downtown, which began in 1996, ended in 2012 due to low ridership and the City's conclusion of the lease on the Gilbane Lot. In 2003, CCTA began the CATMA shuttle from Gilbane to UVM/FAHC; however, it was discontinued in 2009 due to poor ridership and loss of CATMA sponsorship. In addition, UVM and FAHC opened parking garages for 2,600 cars, further undercutting the shuttle service.

There is no longer a valid rationale for the South End Transportation Center and the \$2.4 million earmark is likely to disappear soon if not used. Controlling language in that earmark mandates that it is to be used for public transit facilities within the City of Burlington. There is no market for such close-in parking/shuttles; longer-distance commuter express services are showing robust growth; CCTA needs additional capacity at its maintenance/bus storage facility or growth cannot take place; and, importantly, an expansion site is available now – on the open market.

Best regards,



Aaron Frank

Assistant General Manager



Councilors

BURLINGTON TRANSIT FACILITIES AND SERVICES
MEMORANDUM OF UNDERSTANDING WITH CCTA
Re ASSIGNMENT OF FTA GRANT NUMBER VT-03-047

In the year Two Thousand Twelve.....

Resolved by the City Council of the City of Burlington, as follows:

WHEREAS the City secured a 2004 Federal Transit Administration (“FTA”) discretionary grant entitled, “Burlington Transit Facilities, Vermont,” with grant number VT-03-0047, approved on September 25, 2008, in the amount of \$2,427,184 (the “Grant”); and

WHEREAS the City had initially intended to use the Grant to develop a South End Transit Center (“SETC”) but a variety of delays, including, but not limited to, a legal challenge to the City’s claim of clear title to a portion of the property contemplated for development of the SETC has stalled the project and consequently the City has reassessed its overall transportation needs; and

WHEREAS the Grant is likely to expire if not used soon; and

WHEREAS CCTA provides regional transit services and, with the cooperation of the City, is in the process of expanding its station in downtown Burlington in order to be able to provide improved public transportation facilities and services to the City.

WHEREAS the City and CCTA have determined that expansion of public transportation facilities and services is critical to the City’s sustainable economic growth and CCTA's ability to serve both Burlington and the region; and

WHEREAS the expansion of public transportation services within the City is encouraged by the City Transportation Plan, the Burlington Municipal Development Plan, the Legacy Project Plan, and the Climate Action Plan; and

WHEREAS due to the evolution of the City’s needs and the facilities and services required to serve those needs since the grant application was originally prepared and approved, the City has determined that the City’s transit goals would be best served by assisting CCTA in expanding the facilities and resources that CCTA will have available to serve the City’s and the region’s transportation needs; and

WHEREAS because the City and CCTA, together with other stakeholders, have been successful in increasing ridership for CCTA's bus services; and

WHEREAS the increased ridership, together with continuing demands for transit services that minimize the impact on the environment, has put a strain on the capacity of CCTA's current facility on Industrial Parkway and CCTA's current fleet of buses; and

WHEREAS CCTA would like to acquire additional buses and expand that facility, at its current property or at a nearby or alternate site, in order to provide additional space and improved facilities for storage, maintenance, parts, and parking for its drivers; and

WHEREAS the City wishes to assign the Grant to CCTA to allow CCTA to acquire additional buses and expand the facilities that it will need to maintain and service its expanded bus fleet (together, the "Project"); and

WHEREAS the current balance of the Grant is \$2,338,068 and the City has been exploring the option of assigning the balance of the Grant to CCTA and is now prepared to enter into a Memorandum of Understanding (see attached) with CCTA to accomplish same; and

WHEREAS, as contemplated by the Memorandum of Understanding, the City and CCTA will cooperate in obtaining any necessary consent from the FTA for assignment of the Grant; and

WHEREAS, provided that the FTA consents to said assignment; upon the assignment of the Grant by the City to CCTA, the City will maintain no rights to, or liabilities under, FTA Project # VT-03-0047, the Grant, or any and all funds awarded to the City by the FTA pursuant to the Grant, beyond the rights and responsibilities defined in the Memorandum of Understanding.

NOW THEREFORE BE IT RESOLVED that the City Council hereby authorizes Mayor Miro Weinberger to executed the attached Memorandum of Agreement with CCTA, and any and all grant assignment documents with the FTA and/or CCTA consistent therewith, subject to the review and approval of the City Attorney.



EXIT 14 INTERMODAL
INTERCEPT PARKING FACILITY



CHITTENDEN COUNTY RPC
Communities Planning Together



MIDDLEBURY
FERRISBURGH



southburlington



GREEN MOUNTAIN
TRANSIT

Exit 14 Intermodal Intercept Parking Facility

Stakeholder Committee Meeting
November 29, 2012

Presentation Overview

- Project Overview
- Facility Layout & Circulation
- Operations and Management Options
- Construction Cost Estimate
- Alternatives Assessment
- Next Steps





- **Project Overview**
- Facility Layout & Circulation
- Operations and Management Options
- Construction Cost Estimate
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Project Overview – Major Milestones

Milestones Achieved Since Last Stakeholder Committee Meeting (11/11)

- Completed Purpose & Need Statement
- Held Public Meeting and Ward 1 NPA Meeting in April
- Finalized Facility Sizing and Layout
- Completed Traffic Modeling & Analysis
- Developed Alternatives for Evaluation
- Developed Construction & Operating Costs
- Evaluated Transit Service Options
- Presented Project to VTrans in September



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Project Overview

Scoping/Feasibility Study: Solicit public & stakeholder input to identify issues, evaluate alternatives, and develop a preferred alternative.



- **WHAT:** Parking facility and transportation center with complimentary office & retail uses; potential slip ramp off I-89 SB
- **WHO:** Users include commuters, airport patrons & special events visitors

Project Purpose & Need Statement

PURPOSE

- ...to reduce parking demand, congestion, vehicle miles travelled, and vehicle emissions in Burlington and South Burlington by intercepting vehicles prior to reaching their final destination and transferring them to a non-single-occupant-vehicle mode...

NEEDS

- Parking demand drives *inefficient use of space* in dense settings
- *Peak period congestion* along major commuter routes into Burlington and South Burlington
- Reduce vehicle emissions and *improve air quality* levels in Chittenden County
- Lack of adequate and convenient *mode-transfer facilities* for commuters in Chittenden County
- Lack of parking capacity to accommodate *large special events*

Difference Between Intercept Facility & Park & Ride

Characteristic	Facility Type	
	Park and Ride	Intercept
Trip Context	Close to Origin	Close to Destination
Function	Serves multiple destinations	Allow for higher / better use of urban core parking
Geographic Location	Rural or suburban	Urban/Activity Center Fringe
Predominant SOV Mode Shift to:	Car or Van Pool, Low Frequency Transit	High frequency transit
Typical Design	Surface lot	Surface lot or structured parking
Capacity	Low-medium	Medium-high
Walk/Bike Access	Desirable but not common	Yes
Ownership	Public	Public or private



INTERCEPT



PARK & RIDE


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Existing Conditions Assessment



Transit Service



Bike/Ped Links



Traffic Flow & Congestion



Land Use & Zoning



Natural Resources





- Project Overview
- **Facility Layout & Circulation**
- Operations and Management Options
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Defining Parking / Intercept Facility Users

- **Potential Users - Facility**
 - Commuters for access to both shuttle buses and carpools
 - Airport patrons
 - Special events visitors
- **Potential Users – Shell Space**
 - Retail, office employees



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Defining Parking / Intercept Facility Users

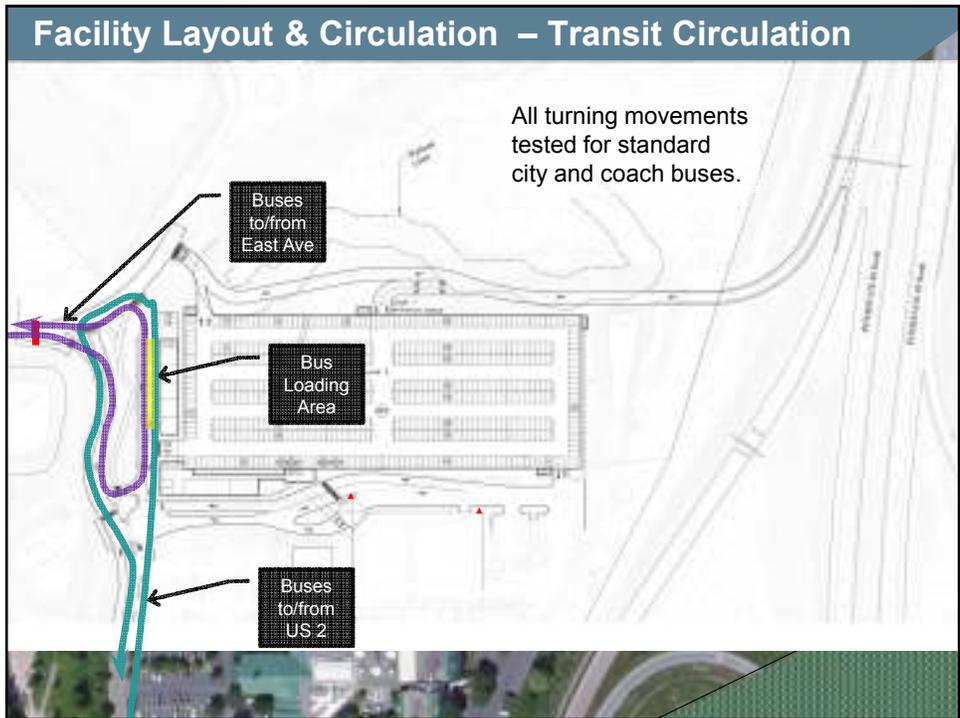
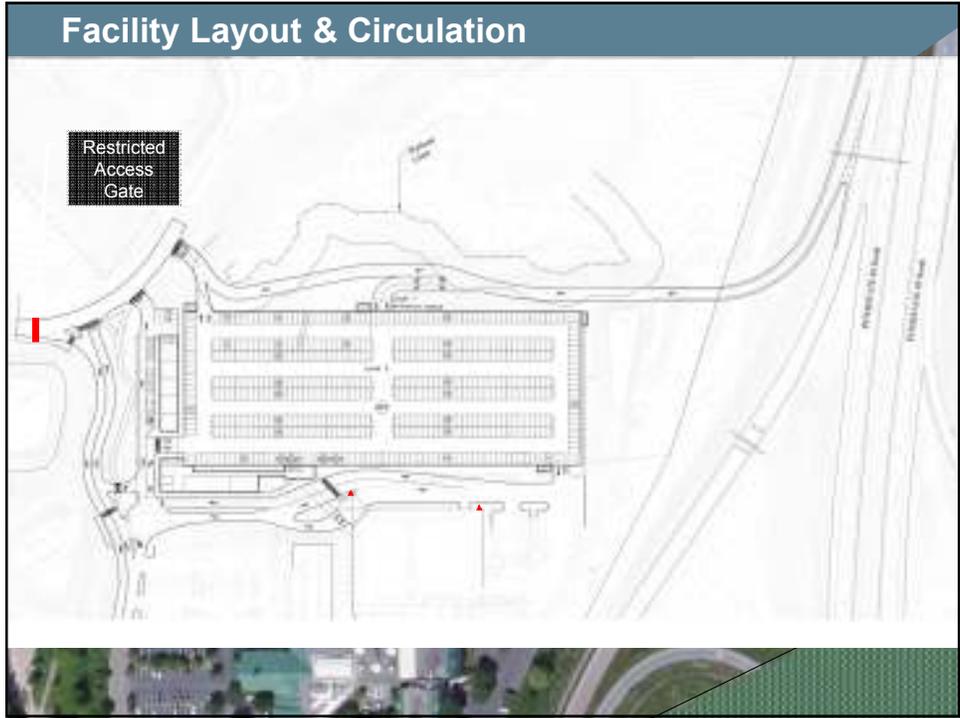
Parking demand developed based on input from stakeholders and Steering Committee members

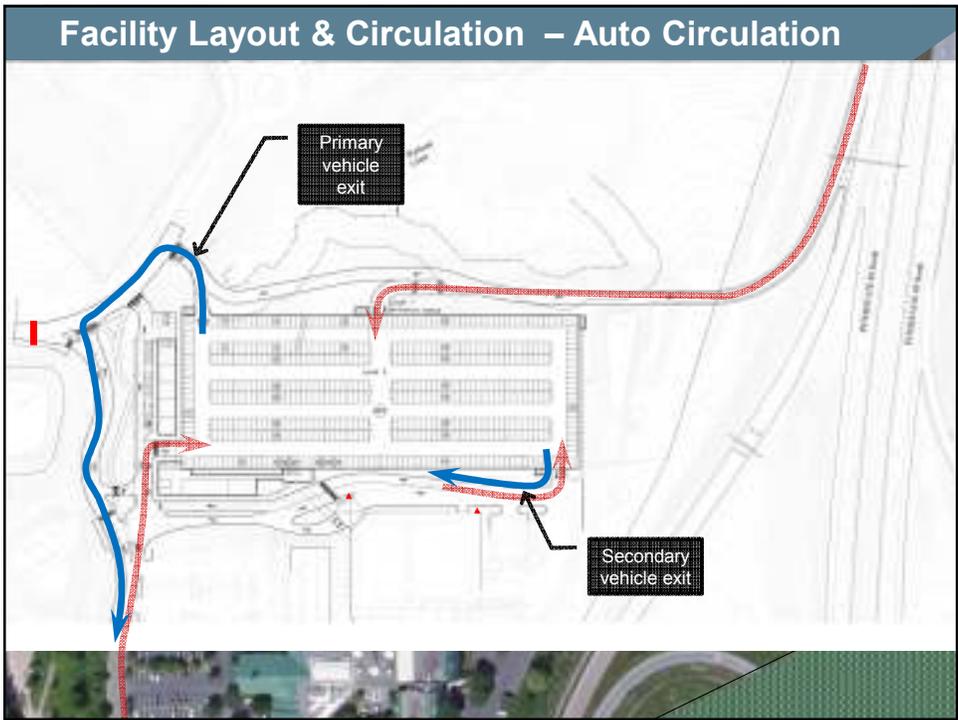
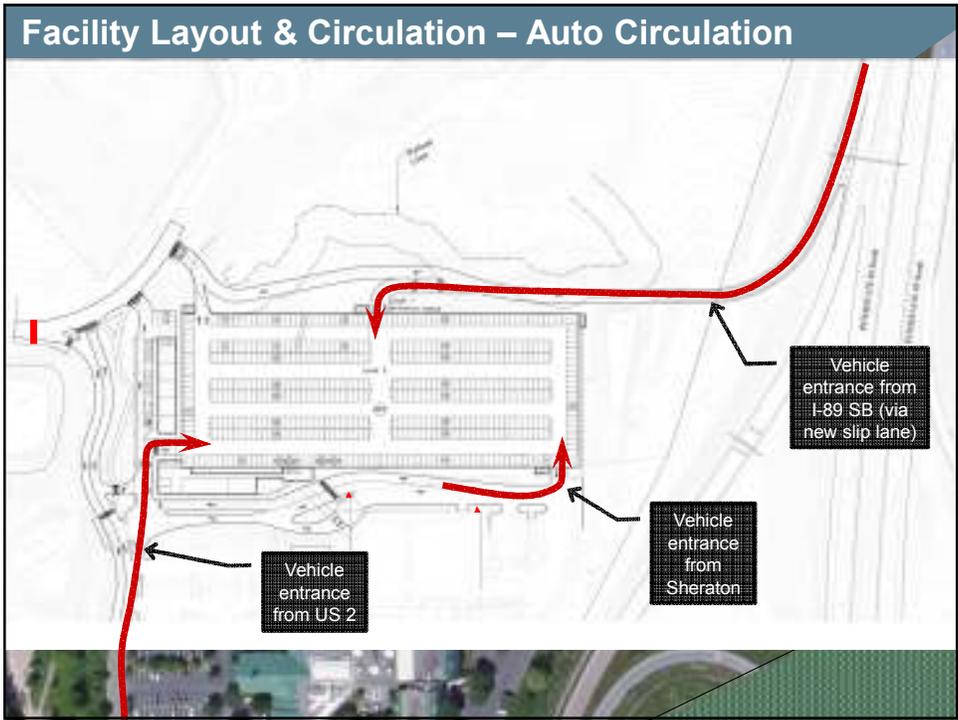
Stakeholder	Peak Demand Period	# Parking Spaces
General Public	Weekdays 8 AM-6PM	150
City of South Burlington	Not immediate – pending City Center development	0
City of Burlington	Weekdays 8 AM-6PM	150
Sheraton Burlington Hotel & Conference Center	Conferences and events scheduled throughout the year. Full demand anticipated 3-4 times per year.	450
Fletcher Allen Health Care	Weekdays 8 AM-6PM	600
University of Vermont	500-1000 spaces for scheduled special events. 100 conference/seasonal	0
Champlain College	Weekdays 8 AM-6PM	100
Burlington International Airport	February & March	0
University Mall	November & December	0
Retail Shell Space (9,715 sf)	Weekdays 8 AM-6PM	10
Office Shell Space (24,445 sf)	Weekdays 8 AM-6PM	55
TOTAL:		1,515
EXISTING SPACES (SHERATON):		421
NET NEW SPACES:		1,094

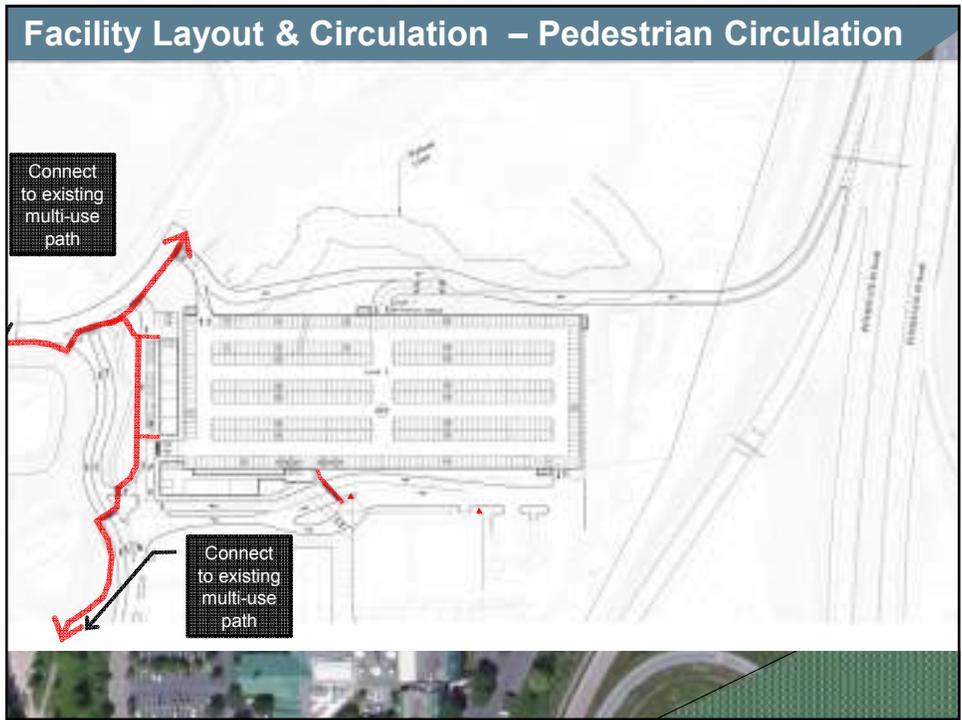
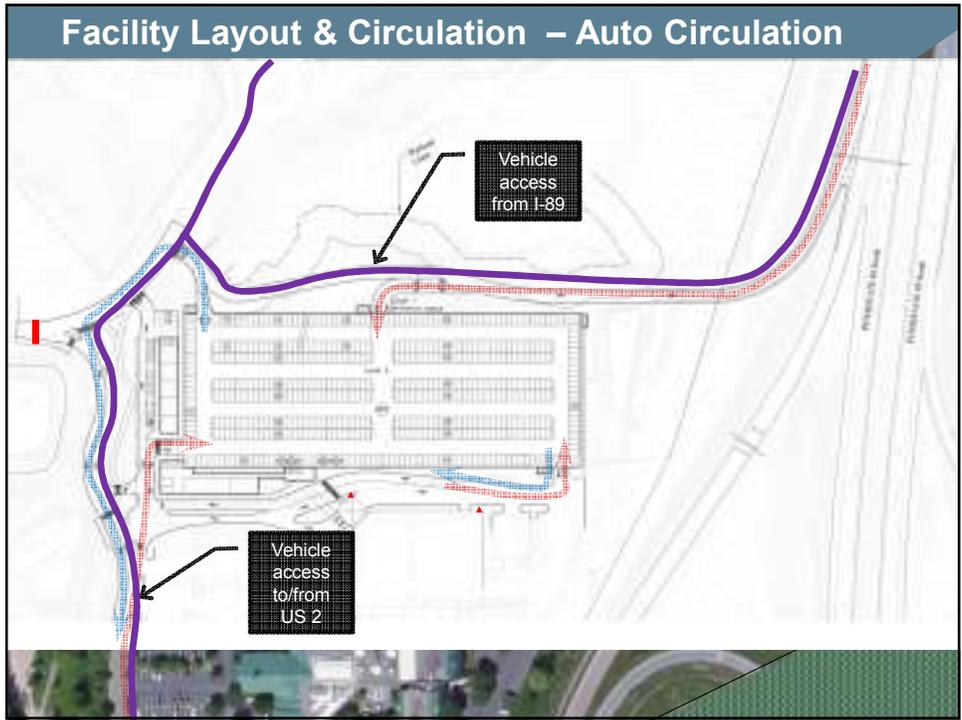


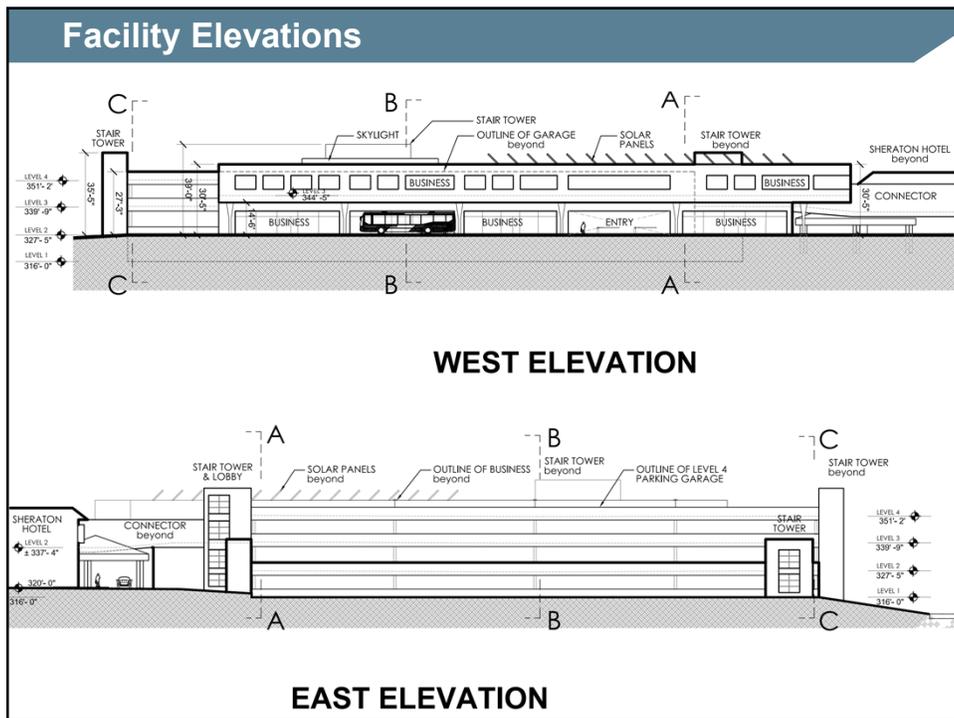
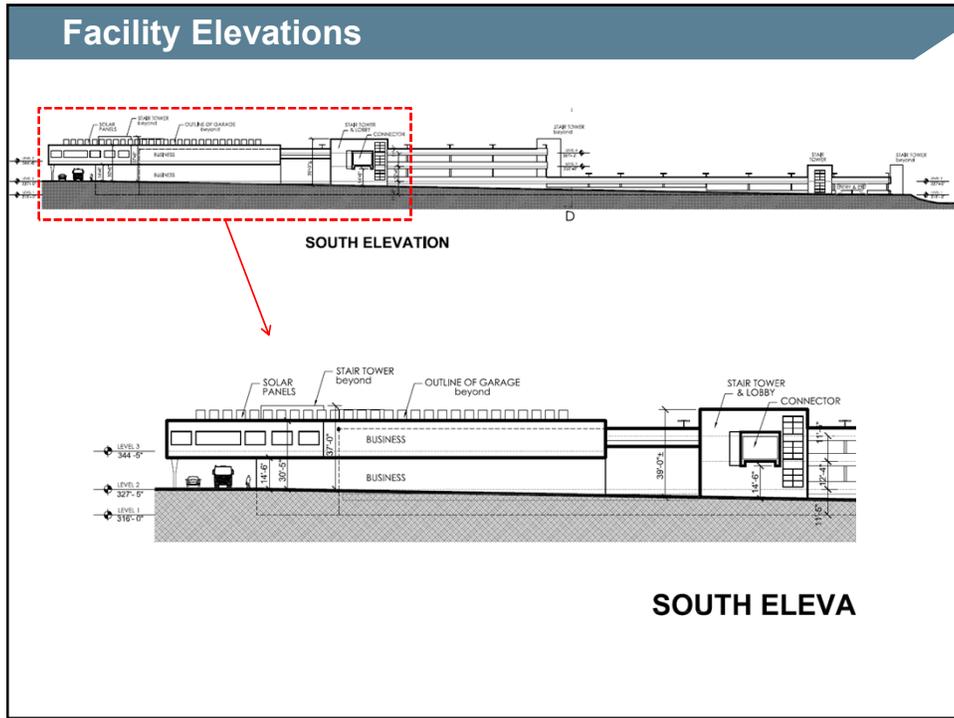
Facility Layout & Circulation

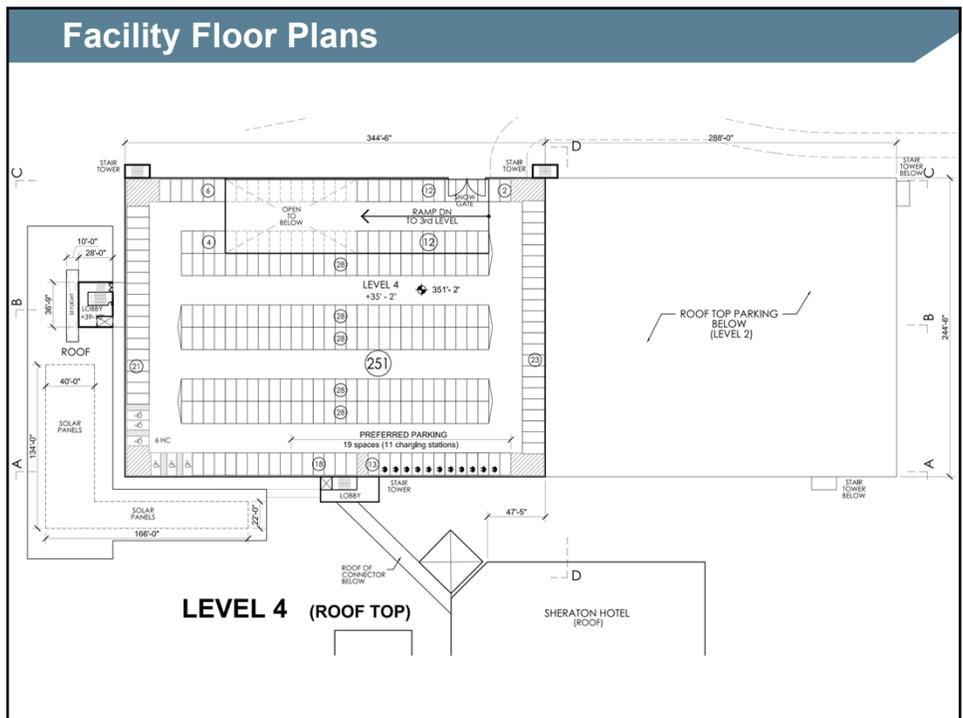
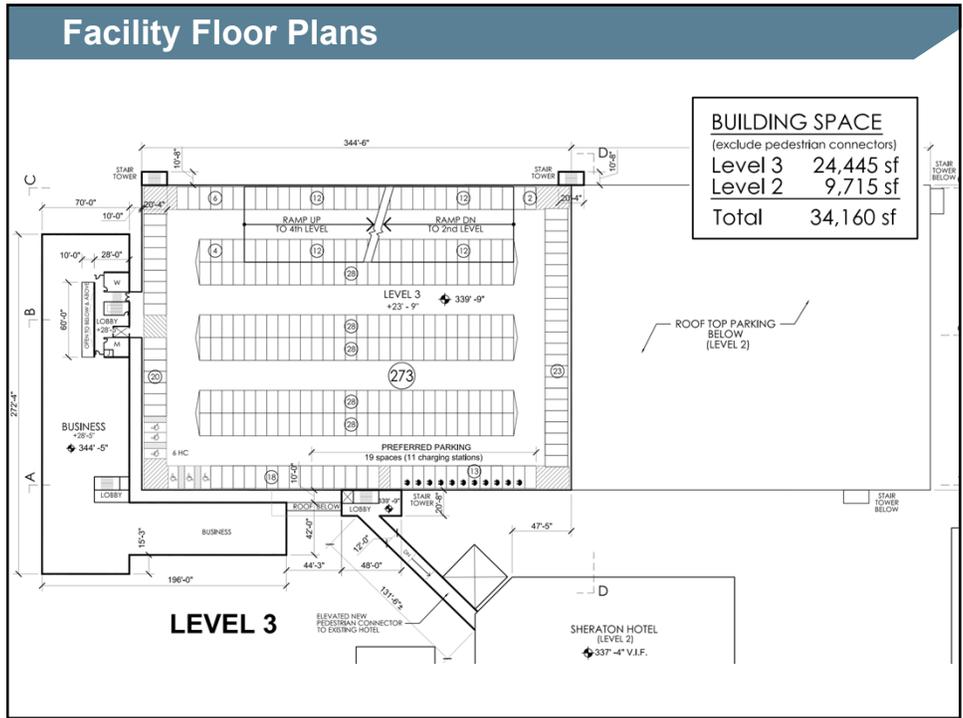


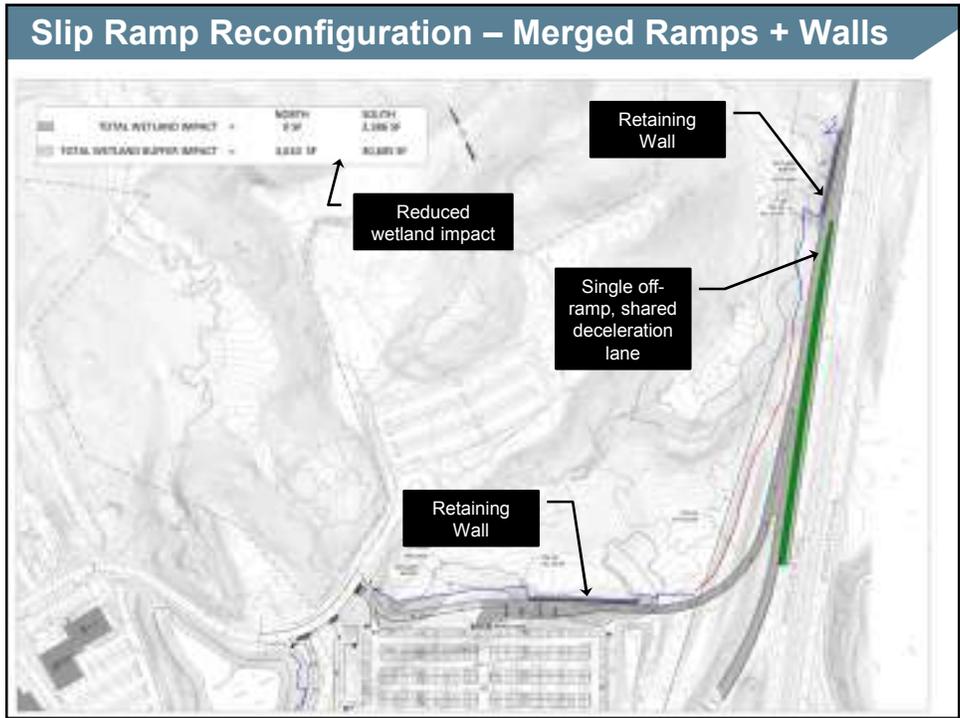












- Project Overview
- Facility Layout & Circulation
- **Operations and Management Options**
- Construction Cost Estimate
- Alternatives Assessment
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RSG
RIVERSIDE STRATEGIC GROUP, INC.

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Operations & Maintenance and Revenue Estimate

	Annual Cost (2012 dollars)
OPERATIONS AND MAINTENANCE COSTS	
Garage Operations & Maintenance	\$450,000
Lease Space Operations & Maintenance	\$128,000
Transit/Shuttle Service Operations	\$297,000
Total Annual O & M Costs	\$875,000
	Annual Revenue (2012 dollars)
LEASE & PARKING REVENUE	
Operations & Maintenance Fees - FANC (600 spaces)	\$111,000
Operations & Maintenance Fees - Champlain College (100 spaces)	\$19,000
Operations & Maintenance Fees - City of Burlington (150 spaces)	\$28,000
Operations & Maintenance Fees - General Public (150 spaces)*	\$28,000
Operations & Maintenance Fees - Sheraton (421 spaces)	\$78,000
Lease Revenue - Retail Space (9,715 sf)	\$243,000
Lease Revenue - Office Space (14,730 sf)	\$368,000
Total Annual Lease & Parking Revenue	\$875,000

* Unclear at this time whether State funds would be available for facility operations and maintenance costs.


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- ### Facility Management Options
- **CCTA, VTrans, Burlington, South Burlington, UVM:**
Not interested in managing facility
 - **CATMA:** Interested in managing facility
 - If the Sheraton Hotel would be satisfied with negotiating its terms of use in a facility operated by CATMA, then CATMA management of the facility would be the simplest and most straightforward option.
 - If the Sheraton Hotel desires a stronger, and ongoing role, then the development of a public-private partnership between CATMA and the hotel would be the most effective option.
 - **Separate Third Party Parking Management Entity**
- 
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- Project Overview
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Construction Cost Estimate

	Quantity	Units	Unit Cost		Conceptual Cost	
			High	Low	High	Low
CONSTRUCTION COSTS						
Parking Garage						
Open Parking Structure	1,518	structure spaces	\$17,208	\$14,822	\$25,972,806	\$22,382,736
Pedestrian Bridge (Garage to Hotel)	1,445	square feet	\$408	\$408	\$600,240	\$600,240
Electric Car Charging Stations	45	charging stations	\$7,808	\$7,808	\$351,000	\$351,000
Solar Panels	80	pv modules	\$4,808	\$4,808	\$384,600	\$384,600
Asset & Revenue Control	2	lamp	\$100,000	\$100,000	\$200,000	\$200,000
			Parking Garage Subtotal		\$27,533,246	\$23,943,576
Shell Retail/Office Space						
Shell Space - Bridge to Lobby Garage	380	square feet	\$408	\$408	\$155,000	\$162,000
Shell Space - Ground Floor Office & Retail	9,715	square feet	\$208	\$208	\$2,041,000	\$1,941,000
Shell Space - Second Floor Office	14,710	square feet	\$208	\$208	\$3,061,100	\$3,067,100
			Shell Retail/Office Subtotal		\$5,187,500	\$5,187,500
Site Improvements						
Site Improvements	1	lamp	-	-	\$1,998,440	\$1,998,440
New 100 Slip Ramp	1	lamp	-	-	\$1,287,100	\$1,287,100
			Site Improvements Subtotal		\$3,185,750	\$3,185,750
Off-Site Improvements						
Off-Site Roadway Improvements	1	lamp	-	-	\$180,000	\$180,000
			Off-Site Improvements Subtotal		\$180,000	\$180,000
ENGINEERING & CONTINGENCIES						
Project Admin, Permitting, Design, Construction Admin	25%	of construction costs			\$8,696,625	\$8,790,480
Construction Contingency	10%	of construction costs			\$3,817,975	\$3,779,580
			Engineering & Contingencies Cost Subtotal		\$12,514,600	\$12,569,060
			GRAND TOTAL (rounded)		\$43,808,900	\$40,688,000



- Project Overview
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Alternatives Evaluation - COST

ALTERNATIVE	No Build	BUILD		BUILD W/ SLIP RAMP	
		2A: US 2 Left Turn Lanes	2B: Catamount Drive Gate	2A: US 2 Left Turn Lanes	2B: Catamount Drive Gate
Construction Cost	\$0	\$47,000,000	\$47,000,000	\$51,800,000	\$51,500,000
Parking Garage & Site	-	\$23,484,500	\$23,484,500	\$23,484,500	\$23,484,500
7-25 Slip Ramp	-	-	-	\$3,207,310	\$3,207,310
Over US 2 Turn Lanes	-	\$300,000	-	\$300,000	-
Catamount Drive Gate	-	-	\$50,000	-	\$50,000
Contingency (10%)	-	\$0,067,000	\$4,000,000	\$5,040,700	\$5,311,200
Eng. Permit, Design (10%)	-	\$8,448,000	\$8,360,000	\$8,247,900	\$8,186,400
Operation & Maintenance	\$0	\$875,000	\$875,000	\$875,000	\$875,000
Parking Garage	-	\$400,000	\$400,000	\$400,000	\$400,000
Lease Space	-	\$125,000	\$125,000	\$125,000	\$125,000
Transit/ Shuttle Service ¹	-	\$297,000	\$297,000	\$297,000	\$297,000
Lease & Parking Revenue	\$0	\$875,000	\$875,000	\$875,000	\$875,000

Cost for transit/shuttle service includes both annual operating and amortized capital costs and represents the average costs of the three transit/shuttle alternatives presented earlier in this Scoping Report.

Alternatives Evaluation Matrix

COSTS	ALTERNATIVE	No Build	BUILD		BUILD W/ SLIP RAMP	
			24 US 2 Left Turn Lanes	26 Caltrans Drive Gate	24 US 2 Left Turn Lanes	26 Caltrans Drive Gate
CONSTRUCTION COST	Construction Cost	\$0	\$47,300,360	\$47,000,000	\$81,800,000	\$81,800,000
	Operation & Maintenance	\$0	\$278,000	\$278,000	\$278,000	\$278,000
	Lease & Parking Revenue	\$0	\$278,000	\$278,000	\$278,000	\$278,000
ENVIRONMENTAL	Level of Service/Congestion	No Impacts	Minor	Minor	Minor	Minor
	Access/Geometric Changes	None	Yes	Minor	Yes	Yes
	Driveway Access	No Change	Minor	Minor	Minor	Minor
	Public Utilities	No Change	No Impact	No Impact	No Impact	No Impact
	Vehicle Performance	No Change	Minor Impact	Minor Impact	Minor Impact	Minor Impact
	Right of Way Impacts	None	UVM & S. Burlington	UVM & Burlington, FHW&A	UVM & Burlington, FHW&A	UVM & Burlington, FHW&A
ENVIRONMENTAL RESOURCES	Agricultural Lands	No Impacts	No	No	No	No
	Archaeological	No Impacts	Minor	Minor	Minor	Minor
	Historic Structures/Buildings	No Impacts	No	No	No	No
	Food/Plant	No Impacts	No	No	Minor	Minor
	Fish and Wildlife	No Impacts	No	No	No	No
	Rec. Treatment & Endangered	No Impacts	No	No	No	No
	Public Lands	No Impacts	No	No	Minor	Minor
	Scenic	No Impacts	No	No	Minor	Minor
	Wildlife	No Impacts	Minor	Minor	Minor	Minor
	Wetland/Stream/Fish	No Impacts	No	No	No	No
PERFORMANCE	Security Purpose & Need?	No	Yes	Yes	Yes	Yes
	Expand parking supply	No	Yes	Yes	Yes	Yes
	Accommodate special events	No	Yes	Yes	Yes	Yes
	Congestion reduction	No	Yes	Yes	Yes	Yes
	Improved air quality	No	Yes	Yes	Yes	Yes
Possible mode-transfer able	No	Yes	Yes	Yes	Yes	
PERMITTING	NEPA	No	Yes	Yes	Yes	Yes
	DOT Water Quality	No	No	No	No	No
	EM Council of Engineers Permit	No	Yes	Yes	Yes	Yes
	Stream Alteration	No	No	No	No	No
	Wetland Permit/CUE	No	Yes	Yes	Yes	Yes
	Storm Water Discharge	No	Yes	Yes	Yes	Yes
	Shoreland District/Permit	No	No	No	No	No
	End Threat Species	No	No	No	No	No
	Yield ROW Permit	No	No	No	Yes	Yes
	CHPO Clearance	No	No	No	Yes	Yes
State Project Database	No	No	No	Yes	Yes	

Costs for construction and operation are estimates and do not include inflation, contingencies, and other risks. Construction costs are based on current market prices.



- Project Overview
- Facility Layout & Circulation
- Operations and Management Options
- Construction Cost Estimate
- Alternatives Assessment
- Next Steps

Next Steps

- Alternatives Presentations
 - Stakeholder Committee (*Today*)
 - South Burlington City Council (*December*)
 - BTV Transportation, Energy & Utilities Committee (*December*)
 - Public Meeting (*January*)
- Selection of Preferred Alternative by Steering Committee (*February*)
- Final Scoping Study (*April*)

