Burlington Amtrak Train Storage and Servicing Study

Transportation, Energy and Utilities Committee

July 25, 2019
Project Background & Scope

- 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*

- 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 the public; and conduct an objective study to evaluate potential train storage and servicing locations in Burlington

- **Project Scope:** Develop criteria and evaluate possible sites to store and service the Amtrak train in *Burlington*. 
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 study
- Public and stakeholder input
- City, Amtrak and VRS input
- No timeframe for final decision
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
Train Storage Locations Evaluated

1. Northern Urban Reserve
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)
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)
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 second siding in front of the station
Vermont Rail System Railyard

Location #4

- Railyard does not have the operational capacity to accommodate storage of the Amtrak train overnight (VRS)
  - Amtrak will disrupt freight rail operation
  - Open track space is used for freight storage and train 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
Site Evaluation Criteria

- Costs: Design, Construction, & Property Acquisition
- Property Impacts
- Proximity to Residential Neighborhoods
- Noise, and Visual Impacts
- Air Quality & Emissions
- Natural Resource Impacts
- Lighting Availability
- Three-Phase Electrical Power Access
- Amtrak Crew Impacts
- Impact to VRS Operations
## Evaluation Matrix

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Costs(^1)</th>
<th>Electrical Power Availability</th>
<th>Additional Crew Hours</th>
<th>Property Acquisition</th>
<th>Natural Resource Impacts</th>
<th>Lighting Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Score</td>
<td>Comments</td>
<td>Score</td>
<td>Comments</td>
<td>Score</td>
<td>Comments</td>
</tr>
<tr>
<td>Northern Urban Reserve</td>
<td>2</td>
<td>$2,250,000 (new track and switch, electrical power, utilities, and new access road)</td>
<td>2</td>
<td>New electrical lines and connection required</td>
<td>2</td>
<td>44 minutes per day</td>
</tr>
<tr>
<td>Urban Reserve</td>
<td>2</td>
<td>$2,240,000 (new track and switch, earthwork, electrical power, utilities)</td>
<td>2</td>
<td>New electrical lines and connection required</td>
<td>2</td>
<td>40 minutes per day</td>
</tr>
<tr>
<td>Union Station</td>
<td>3</td>
<td>$300,000 (power)</td>
<td>3</td>
<td>New connection to existing electrical line required</td>
<td>3</td>
<td>0 minutes per day</td>
</tr>
<tr>
<td>VTR Railyard</td>
<td>0</td>
<td>$50,000,000 (relocation of Railyard to alleviate operational conflicts)</td>
<td>3</td>
<td>New connection to existing electrical line required</td>
<td>2</td>
<td>30 minutes per day</td>
</tr>
<tr>
<td>Flynn Avenue</td>
<td>2</td>
<td>$1,500,000 (relocation of VRS storage currently on this siding)</td>
<td>2</td>
<td>New electrical lines and connection required</td>
<td>1</td>
<td>60 minutes per day</td>
</tr>
</tbody>
</table>

\(^1\) Includes costs for design, construction, and property acquisition

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## Train Visibility

<table>
<thead>
<tr>
<th>Location</th>
<th>Score</th>
<th>Comments</th>
<th>Number of Residences Impacted(^2)</th>
<th>Number of Additional Horn Warnings(^3)</th>
<th>Proximity to Residential Areas</th>
<th>Impacts to VRS Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Score</td>
<td>Comments</td>
<td>Score</td>
<td>Number of Residences Impacted(^2)</td>
<td>Score</td>
<td>Number of Additional Horn Warnings(^3)</td>
</tr>
<tr>
<td>Northern Urban Reserve</td>
<td>3</td>
<td>The train will be located down slope from most homes and will not be easily visible from the east</td>
<td>1</td>
<td>50 residences</td>
<td>1</td>
<td>4 Additional Horn Warnings(^3)</td>
</tr>
<tr>
<td>Urban Reserve</td>
<td>2</td>
<td>The train will be located down slope from most homes and will be slightly visible from the east</td>
<td>1</td>
<td>62 residences</td>
<td>1</td>
<td>4 Additional Horn Warnings(^3)</td>
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<tr>
<td>Union Station</td>
<td>1</td>
<td>The train will be located between Union Station and Echo</td>
<td>2</td>
<td>26 residences</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>VTR Railyard</td>
<td>3</td>
<td>The train will be located within an existing rail yard and will not significantly change the current views</td>
<td>3</td>
<td>12 residences</td>
<td>1</td>
<td>4 Additional Horn Warnings(^3)</td>
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<td>Flynn Avenue</td>
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<td>The train will be stored in an area which often has trains currently but it located close to many residences</td>
<td>0</td>
<td>160 residences</td>
<td>1</td>
<td>4 Additional Horn Warnings(^3)</td>
</tr>
</tbody>
</table>

\(^2\) Number of Residences with dB(A) more than 50

\(^3\) Additional horn warnings necessary at road crossings from and to the Union Station

\(^4\) National Ambient Quality Standards for specific pollutants
Evaluation Matrix – Final Scoring

Each site was scored 0 – 3 for each criterion
0 being the worst and 3 being the best.

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Costs</th>
<th>Electrical Power</th>
<th>Crew Hours</th>
<th>Property Acquisition</th>
<th>Natural Resources</th>
<th>Lighting</th>
<th>Train Visibility</th>
<th>Noise Impacts</th>
<th>Horn Impacts</th>
<th>Air Quality &amp; Emissions</th>
<th>Proximity to Residences</th>
<th>Impacts to VRS</th>
<th>Total Score</th>
<th>Ranking</th>
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</thead>
<tbody>
<tr>
<td>Northern Urban Reserve</td>
<td>2</td>
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<td>1</td>
<td>3</td>
<td>1</td>
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<td>3</td>
<td>3</td>
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<td>24</td>
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<td>1</td>
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<td>1</td>
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<td>3</td>
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<td>23</td>
<td>3</td>
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<tr>
<td>Union Station</td>
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<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>3</td>
<td>26</td>
<td>1</td>
</tr>
<tr>
<td>VTR Railyard</td>
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<td>2</td>
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<td>2</td>
<td>3</td>
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<td>3</td>
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<td>24</td>
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<td>Flynn Avenue</td>
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<td>1</td>
<td>2</td>
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<td>2</td>
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<td>3</td>
<td>2</td>
<td>1</td>
<td>21</td>
<td>4</td>
</tr>
</tbody>
</table>
Current Status of Project

- The report has been finalized and accepted by VTrans
  - The CCRPC has completed its role
  - CCRPC Staff are available to answer questions regarding this report

- The Final Report is posted at: https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/burlington-amtrak-overnight-storage-study/

- VTrans will decide on the preferred Amtrak storage and servicing site
  - No timeframe for final decision
  - VTrans staff are available to answer questions or receive comments regarding final site decision, design and implementation
    » Dan Delabruere, Daniel.delabruere@vermont.gov
Thanks!
Questions?
Comments?