



VERMONT RAIL SYSTEM®

*One Railway Lane, Burlington, VT 05401
Tel. 802-658-2550 Fax. 802-658-2553*

February 17, 2016

Town of Shelburne Selectboard
c/o Joseph Colangelo, Town Manager
5420 Shelburne Road
Shelburne, Vermont 05482

Re: Vermont Railway's Shelburne Intermodal Facility/ Alternative Proposal

Dear Chairman and Members of the Selectboard:

I am writing to share with the Selectboard the results of my promised efforts to try and identify an alternative location for the rail facility currently designed for our property in Shelburne. A great deal of thought has gone into this search, and I have worked with both real estate professionals and our engineering team at VHB to find other properties that might serve the needs of the railroad while accommodating your publicly stated interest in purchasing the property. As I have said in the past, the availability of suitably sized parcels in Chittenden County with direct access to both the railroad and highway is limited and, we have found, very expensive. As an example, some people have suggested that the former K-Mart plaza in South Burlington would be a better location than Shelburne but the acquisition costs of the land alone, at more than \$13 million, would appear to make this option prohibitively expensive. Additionally the K-Mart site poses other problems. For instance the site is about a quarter mile from our rail line and at an elevation that poses significant engineering problems and may not even be feasible.

We have, however, identified a location in South Burlington that may be worth considering, although it would require the purchase of three separate properties and impose some significant engineering challenges as well. Acquisition costs for the South Burlington location on Shelburne Road and south of Bouyea Lane would amount to approximately \$6.15 million and there would be additional costs associated with the required engineering and demolition of an existing building if we were to relocate our facility and sell the Shelburne property, as well as temporary storage costs during the delays associated with any relocation. As part of our feasibility analysis I have engaged VHB to prepare a Concept Plan for this alternative location and I am submitting it with this letter so that you may see the issues we would need to overcome in order to make this possible. I have also attached a memorandum describing the preliminary work done by VHB in preparing the layout shown. I would suggest we find time as soon as possible to meet if this is an option that the Selectboard would like the railroad to pursue. The three properties are presently listed for \$1.4 million, \$0.75 million, and \$4.0 million.

"Serving America's Industry With Pride"

Vermont Rail System® is a registered trademark licensed to:

*Vermont Railway, Inc. - The Clarendon and Pittsford Railroad Company - Green Mountain Railroad Corporation
Washington County Railroad Company - New York & Ogdensburg Railway Company, Inc.*

www.vrs.us.com

I also want to let the Selectboard know that we have been listening to the community and have engaged in additional site review and engineering that could allow for an adjustment in the design for the existing Shelburne property to increase the distance of the salt sheds from the river corridor and the abutting lands of The Nature Conservancy as well as other project features. We would like to learn whether you as a Selectboard are interested in seeing these project changes or others similar to those we have already suggested if the alternative location in South Burlington is determined to be financially unworkable.

In conclusion I think it important to note that our rail line ends at College Street in Burlington so our search area for alternate sites for rail access was necessarily limited to Chittenden County. Moreover, any location to the south of Shelburne will lead to a significant increase in traffic in the village center, a result that neither of us want. The two sites described above are the only other sites available for locating this rail facility, other than our property in Shelburne. Both South Burlington sites border residential and/or hotel properties and will be far more visible to immediate neighbors, which is not the case in Shelburne. As noted above each of the South Burlington sites also pose significant engineering problems, confirming our original belief that we have chosen the best site in Chittenden County, on rail and with direct access to US Route 7.

I look forward to your reply, and sincerely hope to have the opportunity to meet to discuss how we might address your concerns.

Regards,



David Wulfson

Cc: Gary von Stange, Chair
Tim Pudvar, Vice Chair
Toni Supple
Colleen Parker
John Kerr
Claudine Safar, Esq.



To: David Wulfson
President
Vermont Railway, Inc.
One Railway Lane
Burlington, VT 05401

Date: February 16, 2016

Memorandum

Project #: 57762.00

From: Scott E. Burbank, P.E.

Re: South Burlington Salt Facility Layout

The purpose of this memorandum is to discuss the layout of the Shelburne Transload Facility on the Alternative South Burlington site located east of the Vermont Railways' tracks, west of US Route 7, and south of Bouyea Lane (Nesti Drive).

The existing site has an existing building on the south side of the property and Bartlett Brook running east to west on the north side of the property. Wetland features are located immediately adjacent to Bartlett Brook on both the north and south side of the brook. Additionally, stormwater treatment facilities including a grass lined swale and pond are permitted to be install along the northwest side of the property. These stormwater facilities have been designed and permitted through the National Pollutant Discharge Elimination System (NPDES) General Permit 3-9030 and therefore cannot be relocated without going back through the design and permitting process.

In order to avoid the stormwater facilities the siding track must enter the property from the south and extend northeast crossing Bartlett Brook and its wetland feature once at the northeast corner of the property. To avoid impacts to the stormwater treatment facilities and Bartlett Brook and its wetland features, the salt sheds are located on the southeast side of the property and will require the removal of the existing building for their installation. The office/shop building is located in the only remaining space which is the southwest side of the property. The salt sheds and the office/shop buildings are drawn to the same dimensions as those for the Shelburne Transload Facility.

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
P 802.497.6100

