

## **Danville Train Station Committee Minutes**

*Meeting of July 13, 2021, 5:30-6:45pm*

Location: Danville Town Hall Meeting Room and via Zoom

*Attendees: Michael Hogue, Rob Balivet, Kate Whitehead, Laural Ruggles, Ted Houle, Patty Conly, Alison Low, Stan Pekala, Tim Ide*

Meeting opened at 5:35 pm by Michael Hogue, chair. The Danville Train Station Committee (DTSC) is a subcommittee of the PC. Michael took roll and submitted the agenda for approval. Agenda approved.

Minutes from the June 8th meeting were reviewed and accepted. Michael indicated that the meeting must stop at 6:20 pm as the Energy Committee was meeting at 6:30.

### **Chair-Michael Hogue**

Michael reported that the meeting with the Select Board (SB) to approve the 'leverage' section of the VHCB grant, did not go as planned. The SB has determined the DTSC needs to present a proposal to the voters at the Town meeting for approval of any funds beyond the \$50,000 grant matching. However the SB did indicate they would accept requests for additional grant matching money beyond the \$50,000 if the opportunity was right.

He also referred everyone to the documents he sent out on the Town's purchasing policy and grant approval policy.

Finally Michael asked each team leader to develop a calendar of critical dates by task (such as signing a contract) as well as when funds needed to be in hand to meet the time lines, including the amount. The first iteration will be a very rough but we will firm up as progress is made on many of the outstanding issues.

### **Building/Land Team – Sally Fishburn co-chair**

Michael and Rob Balivet reported on the Wetlands and Fire Marshall inspections:

Wetlands-Julie Follensbee, District Wetlands Ecologist, completed her review. Major findings:

- a. Permit not required for, structural work, upgrading drainage or maintenance work
- b. A bridge to Danville Health Center is feasible
- c. A one time allowance of 250 sf for extension within the 50' buffer zone could be used for the platform and the canopy.
- d. A general permit would be required for an addition up to 1,000 sf (1-3 months for approval).

Fire Marshall, Maurice T. VanDemark II conducted the review. Major findings:

- a. The passenger space and the freight room would each be counted as a separate space with an occupancy level of 49 or less.
- b. Each space needs it own ADA bathroom. The ADA ramp (platform) must terminate in a paved surface.
- c. Exit lighting, fire extinguishers and smoke plus Co2 required in each area. Sprinkler system not required.
- d. Drawings must be stamped by a registered Vermont architect and for structural stamped by a structural engineer.

- e. Must use master plumbers and electricians
- f. Construction permit cost for project under \$200,000 is 8%, \$16,000. Tim questioned the accuracy of this percentage, thought it might be .8% (subsequent review confirmed .8%)

Michael Trudeau, airflow specialists came to the station to evaluate it for an airflow check as needed by Efficiency Vermont. Follow up is necessary.

Rob reported that he had updated the drawing for the bathrooms in the passenger side to accommodate ADA in one and upgraded the cost of plumbing, which includes connection to the town line, to \$8,000. Tim asked if the sewer line connected to the town service line. Rob indicated that the pipe headed that way, but couldn't confirm it was connected.

Alison Low pointed out that there is a grant that could fund architectural and engineering work and drawings that would include stamps. Application opens November 1. She offered to look into the grant and get back to the committee/Sally group.

Electrical cost is still estimated at \$5,000.

#### **Use Team – Kate Whitehead co-chair**

Kate reported on the VHCB grant progress and went over the key questions asked in the grant application, such as other funding sources and restrictions on the property. She has asked for letters of support as required. The application is very complex as it brings together a whole range of information in addition to those specific to the train station.

She discussed answering the query as to the use of the freight room. Alison suggested we describe the use of this room as community based until further work is completed in Phase 2 on possible uses.

Kate indicated that in the work area she was emphasizing those elements that need immediate attention to prevent the building from more extensive work if untreated.

To a query by Kate as to the amount of the grant ask, Alison suggested that we go toward the top end of \$70,000. Michael reminded the team that in the site meeting with VHCB, \$75,000 was discussed as the grant ask. It was agreed to use this amount in the application.

The conversation turned to the sources of the monies that meet the expected budget. After discussion it was agreed to move the \$50,000 of additional funds that must be approved by the voters at the Town Meeting into the general community category.

Michael also clarified that the \$50,000 difference between Sources and Uses is for grant matching use in Phase 2. Alison pointed out that in our determination of which grants to pursue next, such as Freeman via PVT, that we focus on the higher value grants as the small size grants take as much effort to apply for and also very competitive. The effort to payoff rate is better with the high value grants, particularly in this period with all the COVID monies injected in this grant cycle. She also pointed out that the Freeman grant is different in the PVT staff actually makes the proposal to Freeman.

Kate also pointed out that she needs acreage for the station plot as well as an appraisal unless VHCB accepts the recent tax valuation update the Town just completed. Alison mentioned NVDA could do a GIS measurement of acreage. Kate also raised the issue of the historic easement that will be placed in the station deed. Michael asked if it was the same as already exists and if so can all the agencies just agree on one easement? Kate said she would ask.

Patty Conly presented the plan her team came up with for the 150<sup>th</sup> celebration of the first train arrival on August 7<sup>th</sup>. There will be a photo presentation of the history of transportation, highlighting railroads, a model of the station, the bell off the train wreck that resides in the Town Hall and other memorabilia.

Archie Prevost, the engineer who ran the trains for the StJ and LC line has agreed to come to the station “in uniform” and will make a short speech on the days of ‘running the rails’. Patty attempted to have a member of the Baily Hazen Boys band who wrote a song about the StJ and LC line come and perform it. However he has to work that day, but would be happy to help on other events. Patty’s looking into other ways to have the song performed/played.

She said that her team is still fleshing out the agenda for a 1-3 pm time slot on the 7<sup>th</sup> and expects it to generate good enthusiasm for our restoration/repurposing effort.

The meeting was cut short as the committee needed to wrap up so the Energy Committee could meet here in 5 minutes. A motion to adjourn was made and accepted.

Respectfully submitted,

Michael Hogue  
Chair