

## Danville Train Station Committee Minutes

Meeting of April 11, 2023, 5:30-6:45 pm

Location: Danville Town Hall Meeting Room

Attendees: Michael Hogue-chair, Sally Fishburn, Rob Balivet, Kate Whitehead, Patty Conly, Ted Houle, Stan Pekala, Laural Ruggles, Kitty Toll and Peter Crosby.

The meeting opened at 5:30 pm by Michael Hogue, chair. The Danville Train Station Committee (DTSC) is a subcommittee of the Planning Committee. Michael took roll and noted a quorum was present.

Ryan Edwards and Gregg Prior were present as guests.

Minutes from the meeting of March 23, 2023, were read and approved.

### **Building/Land: Sally Fishburn**

Sally turned the meeting over to Ryan Edwards, architect for the station restoration, for a review of the latest design for the station. Ryan provided a four-side view of the station in the desired color scheme and with railings. He was looking for input on the railing design (of which there are two options) and color.

The rails and posts are 2' pipe, painted red like the trim on the station. Patty questioned how the Department of Historic Preservation would respond to the iron rails. Ryan responded that originally there were no rails at all, thus the Department would prefer a solution to meet code that did not pretend to be historic. Rob asked if the rails would be powder coated to which Ryan said that they would be to protect from rust etc. The consensus on color was it keeps the eye from being distracted, and blends in well to the building. Ryan then offered an alternative to the rail design that he showed at the north entrance to the station. This option replaced the pipe in the open spaces between the posts with a metal wire mesh set into a light frame which is then welded by small brackets to the posts. Ted opined that not only did it improve safety, but it was both interesting and mostly invisible. All concurred with Ted. Ryan said he would provide new sketches with that railing design.

Ryan noted the planters would occupy three quarters of the leading edge of the platform as the rail sections were stopped after one section on both ends. The group lamented the loss of sitting on the platform (as portrayed in historic pictures) but recognized the safety concern. Ryan indicated that they would not be attached to the deck. The consensus was to follow this design concept.

Ryan noted the French doors in the freight room and that one half would be fixed. Kate and Laural both felt that both should open as we don't yet know the use of the space and it would be great to have them open on a nice day in addition to wide access for deliveries. There was consensus around this amendment.

Michael noted that there were no windows on the east end of the building. Not only would windows provide better light for the freight room but also noted that Ross determined that in fact there were two windows in that end. This would not be a material impediment to rebuilding the east end extension. Again, there was consensus to adding two windows on the east end.

Ryan then asked about the chimney noting that it needs to be rebuilt from the bottom up and would not serve a purpose. He indicated it might be better to avoid this cost and put a brick lined replica in the chimney's location on the roof. There was full agreement.

The Glenwood #8 stove would be bit a historical exhibit, not operational.

Michael raised the issue of installing an edgeless solar array, that fits the shape of the roof, and supports all the stations' needs. Although putting one on the ground could also provide energy self-sufficiency, it was determined there was no goon space for it. Ryan with check with the Department Historic Preservation whether this would be allowed. Rob also added that we should have an e-bike charging station.

Patty added that we need to discuss security systems and barring agent's office window (similar to the north facing windows.

Ryan expects to have construction documents ready by May 21<sup>st</sup>.

Sally indicated that Dave Pratt, our CM, has been talking with the trades needed for construction but costing and commitment is on hold until construction documents are available from Ryan.

She also indicated that approval for the lead base paint/asbestosis testing was passed by the Select Board and it should be completed in early May.

#### **Use: Kate Whitehead**

Kate reported that the VOREC grant contract, which mostly funds operations including the feasibility study for the freight room, is finally at hand. Community Roots, consultant hired for the feasibility study, held a meeting with the DTSC to discuss the process/timeline for the assessment. The meeting went well.

Better Places Crowdfunding (\$2 match for each \$1 raised through crowd sourcing up to \$40,000): the grant manager still indicates that the time of the grant would be a "top off" for the fundraising. Perhaps we should use pledges that activate on the grant release date.

Kate presented other grant possibilities that did not have these requirements, that she would pursue:

Vermont Art Council which can be up to \$30,000 but the Town would have to match \$1 for \$1 thus \$30,000. She will meet with the Select Board to ask for this match.

Better Places grant which is a \$2 for \$1 match up to \$40,000 where the match is provided by the utilization of a "crowd sourced" effort (online). In total, this would provide \$60,000 with less utilization constraints. There was a lot of enthusiasm for this approach as it could establish an ongoing funding presence for annual operating expenses. Kitty indicated that we should hold off on the SB/PC/DTSC fundraising until we have the infrastructure in place, thus using these funds as part, or all, of the \$20,000 seed monies. Kate pointed out that the contribution is limited to \$3,500 and that the grant manager may not contribute to the to the match. She also indicated that there is infrastructure in place for crowd sourcing. It would also be available for ongoing crowd sourcing for a fee. The grant

manager indicates that the time of the grant would be a “top off” for the fundraising. Kate will have additional conversations with him for an early start.

Preservation Trust of Vermont might have another round of financing available to the Danville train station. Kate will call PTV to discuss the possibilities.

Patty indicated that she is arranging to pick up all the railroad artifacts in the near future with an assist from Steve Leach.

Laural updated the committee on the activities of the LVRT coalition that was initiated by NVDA. Currently they are working on an amenities plan (location of stations for water/food and port-a-toilets. Also, an inn to inn program is being discussed.

### **Funding: Kitty Toll**

Kitty presented a draft fundraising plan that her team worked up. They based their plan on a total construction cost of \$550,000 of which \$336,701 is raised from grants and the grant matching from the Town. If the two grants, Better Connections ‘crowd source’ and the Arts Council are approved, then the total rises to \$456,701 which includes \$20,000 of fundraising for the crowd source effort. This leaves an additional \$93,299 to raise.

Kitty presented a pyramid of contribution levels that would contribute \$70,000 if actualized. The remainder would come from the Town of Danville and other rail trail enthusiasts.

She also presented a hierarchy of naming opportunities:

Engineers: Residents of Danville  
 Conductors: \$10,000+ contribution  
 Locomotives: \$5,000 to \$9,999  
 Station Masters: \$2,500-\$4,999  
 Trainmen: \$1,000-\$2,499

The committee expects that the quiet phase fundraising for Trainmen through Conductors will be face to face and needs both an input of names and a willingness to be “part of the ask” from the DTSC.

Kitty also stressed the need for a brochure, including Ryan’s portrayal of the finished station, and a website presence.

**Under New Business there was a determination to change the start time for the DTSC second Tuesday meetings to 4pm-5:30 pm.**

There being no new business, the meeting was adjourned at 6:45 pm.

**NEXT MEETING MAY 9, 2023 4-5:30 pm.**

Respectfully submitted, Michael Hogue-chair