CVRPC Clean Water Advisory Committee (CWAC)
Meeting Minutes – 8 January 2026

CWAC Members: ☑

	Commissioner Representatives
	John Brabant
☑	Mitch Osieki
	Ron Krauth
	Rich Turner

	Municipal Representatives
☑	Clark Amadon
☑	Joyce Manchester
	Emily Ruff
☑	Alice Peal (Chair)
☑	Chris Owen
	Warren Coleman (Vice Chair & interested stakeholder)

CVRPC Staff: Brian Voigt, Lincoln Frasca, Keith Cubbon, Reuben MacMartin, Kari Pelletiere

Other Attendees:

	Name	Town	Affiliation	In person	Online
1	Daniel Koenemann	Montpelier	Winooski NRCD		☑
2	Ben McCall	East Montpelier	Planning Commission Chair		☑
3	Patricia Waugh	Lincoln	Town Administrator		☑
4	Eric Metivier	Town of Middlesex	Road Foreman	☑	
5	Christine Dougherty	Williston	Assistant Director of Public Works	☑	
6	Jennifer Devine	East Montpelier	Town Administrator		☑
	Lynnwood Andrews	Norwich	Member of Norwich Conservation Commission		☑

7	Jeremy Delisle	Hartford	Assistant Public Works Director Operations manager		☑
8	Kris Stepenuck	UVM	UVM		☑
9	Todd Eaton	Vermont Local Roads	Vermont Local Roads		☑
10	Karen Campbell-Nelson	Montpelier	citizen		☑
11	"Team Calais"	Calais	n/a		☑
12	"Roadforeman iphone"	n/a	n/a		☑

Call to Order, Introductions
B. Voigt called the meeting to order at 4:04 PM.

Updates to agenda: N/A

Public Comment: N/A

Winter Road Maintenance Strategies for Municipalities - Presentation & Discussion (see slides**)**
Kris Stepenuck, Extension Associate Professor at the University of Vermont, presented on sustainable salt practices for communities. She discussed the history and increasing use of salt on roads, its environmental impacts, and various practices to reduce salt use. These practices included calibrating equipment, using alternative plow blades, tracking salt use, pre-wetting salt, measuring pavement temperatures, and using road weather information stations. Interview results with Chittenden County communities, highlighting which practices they had adopted. K. Stepenuck discussed the use of weather stations and anti-icing practices in Chittenden County communities, noting that only a few are utilizing these technologies. She highlighted the benefits of pre-treating roads with saltwater mixtures before storms and the importance of training staff in sustainable practices.

T. Eaton, manager of VT Agency of Transportation (VTrans) Local Roads Program, emphasized the role of training in reducing salt use. The Local Roads Program provides technical assistance and training at no cost to participating municipalities. They assist in creating policies and procedures, winter maintenance plan development, with a focus on educating employees at all levels. He discussed the potential for similar legislation in Vermont, drawing inspiration from New Hampshire's Green Snow Pro program. He emphasized the importance of calibrating equipment for effective winter maintenance, highlighting that municipalities need accurate

measurements to assess their operations' effectiveness. He discussed the primary goal of mechanical snow removal and the need to balance this with budgets and environmental factors. T. Eaton also explained the benefits of using segmented blades for snow removal on paved roads, sharing a video example from a contractor in Heath, Massachusetts, which demonstrated their effectiveness on roads with wheel ruts. He suggested pre-treating roads with dry salt as a cost-effective measure to buy time for road crews during snow events and mentioned working with meteorologists in Burlington to improve local weather predictions. K. Stepenuck mentioned that NOAA weather forecasters can be contact directly to get localized data for storm events. *Call: 802-658-0207/658-0150 OR Email: nwsbtv.info@noaa.gov*

C. Dougherty asked about the effectiveness of the Snow Pro Program in New Hampshire. T. Eaton replied there is similar legislation in New Hampshire and Connecticut. The biggest environmental impacts from salt usage comes from spreading by private industries in parking lots. Green Snow Pro offers private industries insurance liability incentives in NH but not in CT. The rates of participation are greater in NH where the insurance incentive exists. T. Eaton has testified to the VT legislature that if a similar program is adopted by the state the insurance incentive is essential for maximum participation. C. Doughtery asked what are the barriers for communities not prewetting? T. Eaton responded that it costs another 10-15k per truck to outfit it for prewetting. K. Stepenuck mentioned how Hyde Park is making their own Brine and resource sharing could be useful in cutting costs. By implementing sustainable practices Hyde Park has reduced their salt use by 40%.

L. Andrews asked how these practices work on gravel roads and specifically for smaller towns with fewer resources? K. Stepenuck responded that road work is driven by public safety and liability concerns. The costs are another barrier especially if the results are uncertain. T. Eaton said you do not use sodium chloride on gravel roads because it will make mud. Winter sand is useful on gravel roads. Mud blades can also be utilized on gravel roads. This makes it complicated for towns with both paved and gravel roads. VTrans encourages towns to reconfigure plow routes to have dedicated paved and gravel trucks. The town of Norwich uses both private and municipal staff to plow town roads due to staffing shortages. A. Peal asked how effective pretreating is before a significant ice storm. T. Eaton said ice storms and freezing rain will wash away the salt and they don't typically recommend pretreating before an ice storm. C. Amadon asked if these practices have been adopted by the state. T. Eaton responded that the state has been using and making brine for at least 15 years. Balancing air and road temperatures need to be considered when pretreating. The state mainly utilizes treatment at the spinner and works to reduce its salt use to lower both costs and environmental impacts. C. Amadon asked why the salt usage rates have increased so much. T. Eaton believes it is due public opinion and pressure for safer and clearer roads. He encourages municipalities to be proactive with communicating to residents about what to expect from winter road maintenance. C. Amadon mentioned ongoing water quality monitoring by watershed organizations and

asked if data exists for the impact of sodium chloride on aquatic organisms. K. Stepenuck responded salt use is highest in urban areas where there are more road crossings. The state has listed six streams are listed as impaired by sodium chloride, all of which are in Chittenden County. UVM monitors certain areas around campus and have detected very high levels of salt. She noted that phosphorus reduction strategies do not reduce chloride.

J. Manchester asked if there is evidence that more salt use leads to safer conditions and less accidents? K. Stepenuck replied that data has found that salt can save lives by reducing ice on the road. More information can be found at clearroads.org.
C. Owen asked about legislation to control private salt application. T. Eaton and K. Stepenuck mentioned bills that have been circulating for the last several years all of which would be voluntary laws. These laws relate back to the Clean Water Act and private contractors are not subject to those regulations. C. Doughtery mentioned the impaired waters that are located on large impervious areas that are considered point sources regulated by Vermont's operational stormwater discharge permit.
E. Metivier asked if segmented blades work on dirt roads. T. Eaton has not heard of problems from the towns who use segmented blades on dirt roads. He added that rubber blades have shown to be more effective and not as hard on the road.
C. Amadon asked if there is a state that has regulated salt use effectively? T. Eaton said NH has been the most successful and is the model that VT is basing their proposed legislation off.

B. Voigt asked if there are examples of equipment sharing between communities? T. Eaton said the state is encourages equipment, but success depends on the frequency of use. B. Voigt offered the solution of having one town take plow all paved roads for adjacent towns while another town plows the gravel roads. K. Stepenuck mentioned Shelburne and Charlotte have an arrangement where Charlotte plow the small amount of gravel roads in Shelburne. R. MacMartin asked about joint contracting between towns with a private company. T. Eaton does not know of any towns that are joint contracting to drive down costs but it would be a good idea.
B. Voigt asked how municipalities can engage the Local Roads Program services?
T. Eaton responded that trainings are typically held in the fall. Town specific trainings can also be scheduled upon request.
J. Delisle spoke to the challenges faced by the Hartford Road Crew. The increase of ice storms has increased their salt usage. The more salt they use the quicker the roads get cleared and the less staff time that is required. Salt is becoming harder to acquire and staff retention has become challenging. He is working to educate the Selectboard on salt reduction practices and realistic road conditions after a storm.

Approval of 13 November minutes:
C. Owen made a motion to approve the 13 November 2025 minutes, A. Peal seconded. No discussion, all were in favor, and the motion passed.

Announcements

- **Winooski Natural Resources Conservation District** - 2026 Locally Led Conservation Process.
  - Please complete the survey and attend one of two in-person forums (RSVP to Kara@winooskinrcd.org):
    - January 12 from 10 AM - Noon at the Richmond Town Clerk Office (203 Bridge St, Richmond, VT)
    - January 14 from 10 AM to Noon at the Marshfield Town Clerk Office (122 School St #1, Marshfield, VT)

- **Edits to the Vermont Wetland Rules** - posted for public comment through January 14th.
  - The edits allow for the implementation of the wetland modification portion of the Executive Order 06-25 and would allow certain residential housing projects in designated areas to proceed without a wetlands permit. The following meeting is open to anyone who wants to learn more or to provide a comment:
    - Send comments to WetlandsRulemakingComment@vermont.gov before January 15, 2026.

A. Peal attended a recent public hearing on the proposed wetland rules and provided the following information via email:
The proposed new Rule goes to the Legislative Committee on Administrative Rules (LCAR). Proposed rules must go through a public hearing process before they become final proposed rules reviewed by LCAR. The committee members and LCAR Meeting schedule can be found on the LCAR website: https://legislature.vermont.gov/committee/detail/2026/39#bills-in-out
To View all the Proposed Rules go to the Secretary of State website: https://secure.vermont.gov/SOS/rules/#.
Proposed Wetland Rule - https://secure.vermont.gov/SOS/rules/results.php

- Contact CVRPC for Act 121 and FEMA Flood Bylaw Assistance
  - Book a meeting here or email frasca@cvregion.com and Voigt@cvregion.com

Adjourn: *M. Osiecki moved to adjourn the meeting at 5: 38 0 PM. A. Peal seconded. Motion carried unanimously.*

The next meeting is scheduled for 12 March 2026.

Minutes submitted by CVRPC staff member Lincoln Frasca