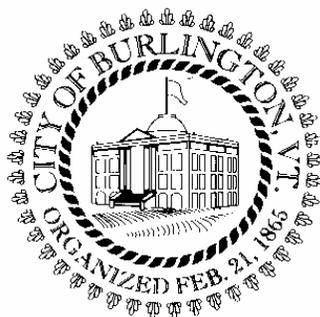


Office of
the Mayor
Burlington,
Vermont



Bob Kiss
Mayor
Room 34, City Hall
Burlington, VT 05401
Tel: (802) 865-7272
Fax: (802) 865-7270
TDD: (802) 865-7142

**PRESS RELEASE
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Contacts:

Joe Reinert
Assistant to the Mayor
865-7275

Steve Goodkind, Director
DPW
863-9094

RECORD OF DECISION ISSUED FOR CHAMPLAIN PARKWAY ROAD PROJECT

Burlington, VT – January 19, 2010. At a news conference today, Burlington Mayor Bob Kiss announced that the City has received a Record of Decision (ROD) for the Champlain Parkway from the Federal Highway Administration. In its approximately 40 year history, this is only the second time the project has received a ROD; the last time in 1997. The issuance of the ROD means that the project will move forward into the final stages of design and permitting. Mayor Kiss was joined at the news conference by Ernie Blais Vermont Division Administrator for the Federal Highway Administration, Tim Shea of the Lake Champlain Regional Chamber of Commerce, and Steve Goodkind of the Department of Public Works.

The Champlain Parkway is a road project first designed in the 1960s as the “Southern Connector” with the intent of re-routing truck traffic from neighborhoods in Burlington’s South End going to the Pine Street corridor and points downtown. It is one of the few remaining road projects in the country with a 95 percent federal funding share, with 3 percent and 2 percent provided respectively by the State of Vermont and Burlington. This past fall the City completed the Final Supplemental Environmental Impact Statement for the project, leading into the issuance of the ROD by the FHA on January 14. The next step of the process will include going through Vermont’s Act 250 permitting process.

“With the issuance of a Record of Decision I am pleased to announce that the Champlain Parkway has passed through a major stage in the process,” said Mayor Kiss. “The issuance of a ROD sets the stage for final design and permitting. The Champlain Parkway is a project that

benefits Burlington in several ways. It will provide relief to South End neighborhoods from truck traffic they currently experience. It will create and enhance economic development opportunities in the Pine Street corridor. It complements and supports potential access to and development within the south end of the Waterfront. I appreciate all the work by DPW, Federal Highway Administration, and VTRANS in reaching this point. I look forward to continuing to move forward on the project and making the Champlain Parkway a reality after more than 40 years of planning and analysis.”

The ROD supports Build Alternative 2, which was the preferred alternative outlined by the Final Supplemental Environmental Impact Statement completed this past fall. Build Alternative 2 is commonly known as the “Pine Street alternative.” The first two sections of the road connect 189 to Lakeside Street, and the final section moves along Pine Street from Lakeside to Main Street.

The City will be posting the Record of Decision and visual information about the project on the DPW website this week.