

TOWN OF CLARENDON BOARD OF SELECTMEN MEETING
REGULAR
August 28th, 2023
Minutes

Attendees:

Selectboard

Mike Klopchin, Chair
George Ambrose, Clerk
Cash Ruane
Art Menard

Katie Nop, Secretary
William Chmielewski, PEG-TV
Jeanne Stimpfel
Thelecia Molaski
Kendra Anderson
Bob Bixby
Shelly Lutz
Carol Austin
Jim Austin
Amy Palfey
Wayne Williams
Pete Chase
Trudy Billings
Patrick Firliet
Teresa Miele
Carol Lyle
Tim Lyle
Dan Pinkowski

Call to Order

Chairman Klopchin called the meeting to order at 6:00PM.

Agenda additions/deletions

N/A

Approval of Meeting Minutes

Selectman Ambrose motioned to approve the Regular Meeting minutes from July 24, 2023 and the Emergency Site Visit minutes from August 7, 2023. Selectman Ruane seconded the motion and it passed unopposed.

Chairman Klopchin decided to move to Old Business and discuss Quarterline Road- Rutland Town Class 4 section.

Old Business

Quarterline Road- Rutland Town Class 4 Section

Theresa Miele started off the conversation by explaining that there were a few folks that will have some things to say to the Selectboard in regard to the Rutland Town Class 4 section of Quarterline Road (the gravel part).

Thelecia Molaski introduced herself as a resident of Clarendon and a tax payer in town. She resides on Quarterline Road. Last month, Rutland Town Highway Committee met with the residents of Quarterline Road, other interested members of the public, and two members of the Clarendon Selectboard had attended. At that meeting, Rutland Town was agreeable to drafting up a maintenance proposal for Clarendon to review. Thelecia explained that Rutland Town understands that that section of road requires material brought in because it's in a

swampy location. They were willing to work with Clarendon's Road Commissioner and have material brought in, if Clarendon could spread it with their grader. Thelecia said that there was a subcommittee meeting that Clarendon had in which they decided to send Rutland Town a letter to not draft up the proposal [later explained there was no subcommittee, decision was made under Selectboard Member Concerns on 7/24/23 Regular Meeting]. They felt as a group of Clarendon tax payers, that that decision was not made in the groups best interest. She reiterated that Clarendon residents regularly use the gravel section of Quarterline Road in Rutland Town. It's an inlet and outlet access to Rutland City/Town and Rutland Hospital. There are many elderly neighbors that use the road to reach the hospital or clinics for healthcare. Furthermore, the ambulance service, Fire Dept., VT State Police, and Sheriff's Dept. utilize this section of Quarterline Road. The group's main concern and drive for the maintenance agreement between the two towns was because of safety. Thelecia said that Rutland Town is willing to pay Clarendon a contractor's fee for grading and plowing the half mile section of road. She did not think it was lot to ask of the road crew. As a community, the Quarterline Road group stepped forward and came up with a petition for the maintenance. She said that there was an overwhelming response from the citizens in the area of Quarterline Road/Walker Mountain Road/Middle Road. They are not asking for the road to be upgraded, only maintained well enough to travel on. Chairman Klopchin asked what the petition said. It was as follows:

The Clarendon citizens signed below request that the town of Clarendon maintain the gravel portion of the Quarterline Road located in Rutland Town. The Clarendon Select Board should negotiate with Rutland Town for adequate payment for services rendered. Emergency vehicles need to be able to easily travel all parts of the Quarterline road. Rutland Town does not own the equipment needed for Gravel Roads. Their Class IV Road Guidelines state that Quarterline Road Maintenance will be performed when convenient by outside contractors. Thank you for your attention to this issue.

Thelecia said that over 70 people had signed the petition in less than 2 weeks. Chairman Klopchin explained that there needs to be about 100 people to have signed the petition for it to be on the ballot in March. Theresa Miele responded that their intent is to not have to put it out to the voters, but to show the Selectboard that there's support for entertaining a proposal from Rutland Town. Theresa wanted the Board to know that this was not to put undue pressure on them or to be difficult, but to come back to the Board with the additional information that was obtained from the Rutland Town Highway Committee meeting. The Quarterline group would like easy access for emergency services. Theresa said that that had become even more apparent to them with the recent road closures in town (Creek and Quarterline). Residents that the group had spoken with questioned why the Board did not consider a proposal from Rutland Town. The group acknowledged Cash's concern about material needed to maintain the gravel section. They said that Rutland Town was willing to work with him. The group was upset that they'd been told no because it's not Clarendon's issue- it's a Rutland Town road. They understood there was no dispute about that. However, the Quarterline group would like to see the town's work together.

Theresa Miele said they were able to confirm that emergency service providers take the most direct route to get to the scene- if the Quarterline Road is not plowed in the winter, this would delay response time, as the emergency service would have to go around.

Theresa reported the feedback the group has received has mostly been that it doesn't seem like a big "ask" if the plowing is an extra 20 minutes and the town truck is already travelling down Quarterline Road. Some residents have concluded this issue can be easily figured out.

Theresa Miele said that neighbors talk to each other and some residents were not interested in signing the petition because they had heard the Selectboard's reasoning on the issue. She said after further conversation with those residents about the circumstance Rutland Town is in (lack of equipment), those residents had come around to the idea. Some citizens have concern for the safety of young drivers in the winter going over Quarterline Road in Rutland Town. The frustration as well, is because this hasn't been an issue in the past 30 years, but it is now.

While the group acknowledges that taking on this section of the road could be a challenge, it is not a large ask. They felt strongly that working together is the best solution.

Theresa Miele stated that this started with about 1 or 2 people calling back in February about difficulty travelling the road and has now turned into 75(+/-) people who are concerned.

The Clarendon Quarterline residents felt that Rutland Town was receptive to their concerns and tried to pose a solution. She explained that the disheartening part was when the Clarendon Selectboard met on July 24th (followed shortly after the RT Highway Committee meeting) and motioned to not have Rutland Town draft up an agreement, without first talking with the Quarterline residents first. Theresa recalled from the meeting that Rutland Town is willing to negotiate the rate, so if Cash needed to up the rate to cover wear and tear of the equipment, they would work with him. If Cash does not have a large enough crew to be able to accomplish the maintenance, the Quarterline group advised addressing the labor issue.

Theresa also addressed the issue of Horton Road. The group felt that was a separate issue all together since that was a town owned road. They understood the Board's concern that maintaining a section of Rutland Town road could lead to other town's asking for maintenance agreements. If other towns approached Clarendon for road maintenance and it was too much, Theresa realized that perhaps the town should then turn them away. The group presented frustration that the Clarendon Board would not entertain even maintaining the Rutland Town section of road for 1 year.

Theresa explained that people have started talking about this issue and the Quarterline group would like the Board to reconsider the situation and explore it further.

Chairman Klopchin said that at the beginning of these discussions there were fewer people involved. At that point, a majority of the Board did not want to consider it. There was no vote at that time because the 2 Clarendon Board members were going to attend the RT Highway Committee Meeting and see what they had to say. Chairman Klopchin explained that the next time Quarterline Road was brought up it was under Select Board member concerns where they gave an overview/update on how that meeting went. The motion to send a letter to Rutland Town about not drafting an agreement came from that conversation. The group wished that the motion had been tabled until discussing further with the Quarterline Road residents.

Jeanne Stimpfel said that she's lived on Quarterline Road for 35 years. She thanked the Clarendon road crew for the great job they have done maintaining the town roads. She noted she had never been to a Selectboard meeting. She attended the RT Highway Committee Meeting and was impressed with the turn out and the conversation that ensued. The idea of a proposal seemed fair. She wasn't aware that Rutland Town only had about 2 miles of gravel road, which made it understandable as to why they do not own a grader. They've tried to contract out the grading and it did not go well this year. She can understand Clarendon's crew being small, but the issue the group is concerned about is safety. She noted that West Rutland's new ambulance satellite could be affected by the lack of maintenance if they can't get through during the winter. Jeanne would like to see Clarendon be a good neighbor and try it for a year and come up with something that works for everyone. If Clarendon tried it, the group would feel heard. Jeanne, personally, heads north on Quarterline Road 75% of the time. Rather than taking Walker Mountain Road, she feels safer taking Quarterline Road, until recently. Past Rutland Town Road Commissioners had maintained it. Rutland Town is in a different situation now, with a new RC and light crew.

Shelly Lutz expressed that she was upset that Clarendon did not consider Rutland Town's proposal. Rutland Town gave them the courtesy to discuss the issue and come up with a solution. Rutland Town folks were present at [this] meeting to add to the support. Shelly put together a VTRANS map of the town of Clarendon. She showed that in the last couple weeks there had been work done to culverts on Creek Road and the south end of Walker Mountain Road, at the same time. She pointed out the locations of the Fire Dept. and the future ambulance service in West Rutland. She questioned which route they would take to get to the houses just north of Williams. She understood that ditching and culvert replacement is

necessary. No one was discrediting that. In essence, she felt the town had closed off two main entrances, so emergency access to Quarterline Road would've had to been by Schoolhouse Hill Road.

Road Commissioner Ruane responded that any time the road crew is working on a culvert and the road is dug up, if there were a fire or emergency, the road could immediately be filled back in to get emergency vehicles through. The exception was Creek Road because that was a major replacement. Shelly understood that, but the issue was that the road culverts were done at the same time. The Road Commissioner said his crew discussed that as well.

Road Commissioner Ruane went on to say that Quarterline Road would have to be graded at least once a month. Shelly reiterated that Rutland Town is willing to support Clarendon with material and the equipment they have at their disposal. The group is asking that Clarendon would at least consider the proposal. The precedent has been set that Clarendon has plowed that section to be able to turn around their trucks for the last 25 years.

Thelicia Molaski, who works at the hospital, said that in the past, the route over Quarterline Road has been the safest. She often has to be on the road before the road crew is out plowing. Walker Mountain Road and Schoolhouse Hill Road are not the easiest to navigate in the snow.

Patrick Firliet said that it's important to note that at the Rutland Town Highway Committee Meeting they said they would be ditching Quarterline on the west side all the way through. There should be a lot of material coming out of there. Patrick said that while Cash is aware that the road is in terrible shape, the Quarterline residents would like to be able to drive through the terrible shape. And while Cash thought it should be graded once a month, they would be satisfied with it being done twice a year. They were amiable towards any work getting done. They felt it was not a losing situation- any maintenance would be appreciated and town would be compensated for it. There would be payment for services rendered.

Shelly Lutz reported that she put out a trail camera out and in the course of 2 weeks had 8,000 images. After reviewing about 2,800 of them, she figured there were about 100-125 cars/day on that road which included cars, delivery vehicles, Sheriff's Dept., cyclists, and runners.

Chairman Klopchin asked Selectman Menard if he had any comments on the discussion. Selectman Menard said that he doesn't directly work with the road crew but believes it when the Road Commissioner says that they do not have extra time for a maintenance arrangement with Rutland Town. Selectman Menard had spoken with a previous Road Commissioner and he said there was no reason why Rutland Town cannot maintain their own roads. The Board was concerned this potential agreement could lead to taking care of Boardman Hill as well. The group responded that that issue was brought up at the RT Highway Committee Meeting and expressed that they wished more Selectboard members had attended that meeting. Selectman Menard said nobody he has discussed with, has advised him that this was a good idea to pursue further. The Quarterline group responded that 70 people have been in support of it. He clarified, that up until tonight, he hadn't had a conversation with anyone who thought it was a good idea. The group questioned how many people he knew on Quarterline Road. Selectman Menard responded that he knows a lot of townspeople and they say that if they cannot get potholes filled on their own road, why should Clarendon take on more and maintain Rutland Town's. Theresa Miele responded that the question is why are they not getting their potholes filled. Selectman Menard explained that the road crew doesn't have time. The Quarterline group advised hiring more road crew members whether they work on a per diem basis or part time.

Carol Austin stood up and expressed that the Board is concerned about time. The Quarterline group is concerned about safety. Selectman Menard said to bring the safety issue up with Rutland Town as it's their section of road. The Quarterline group confirmed they did discuss it and Rutland Town wants to work with Clarendon. Selectman Menard noted that there are several contractors that Rutland Town can partner with. The group said that Rutland Town has attempted to work with contractors and they were unable to grade in a timely manner.

Carol Austin added that she felt the Board was missing the point- they would like the goal to be collaboratively working together. She feels the Board is shutting out Rutland Town and telling them it's their problem. She felt that's not how the world works and the towns need to work together.

Theresa Miele thanked Selectman Menard for giving them the feedback he has been hearing. However, she felt that the Quarterline group was bringing back additional information from the Highway Committee Meeting to the Selectboard. The Quarterline group spoke with 3 different contractors at the Highway Committee Meeting and they estimated it would take 2 hours to grade that section of road, and 20 minutes of plowing. Theresa hoped the Board could see how they could work through that situation since that's about 4 hours extra of grading a year, and 20 minutes extra of plowing each time.

Selectman Menard asked if Rutland Town expected Clarendon to plow all the way to stop sign. The group said no. Selectman Menard questioned if they plow the tar, why couldn't they continue further and do the gravel section. Jim Austin responded that they carry salt on their trucks for the tar and gravel roads require sand. Selectman Menard suggested that Rutland Town at least plow it while they are in the area. Jim Austin said if it's not sanded as well it turns to ice, which then turns into a safety issue. Jim felt that the Board was not listening and he expressed his frustration with how past Road Commissioners maintained the roads.

Road Commissioner Ruane said that he made phone calls to 2 different contractors. Both of them would be interested in grading and plowing for Rutland Town. The Quarterline group advised that Cash network with Rutland Town to find a solution for the maintenance issue. Cash said that he could call and talk with their Road Commissioner.

Carol Lyle added that she's hearing that people want open communication between the 2 parties. The discussion is around safety and tax dollars so she felt there should be one more shot at finding a solution. She suggested having a meeting and hashing it out. She got the impression there is a standoff. There shouldn't be a stand off when many people are in support of safety.

Cash said he would have a conversation with Rutland Town whether it be the Selectboard or Road Commissioner. Cash said as a Road Commissioner, if he has a problem, he relies on his resources to solve it. He assumed Rutland Town would do the same.

Shelly Lutz explained that Dave Sears (Rutland Town Road Commissioner) admitted to being very new to his position. She suggested that Cash, someone with more experience, be a guiding hand to him. Cash said he wouldn't want to step on toes but as long as they are asking for help, he would advise.

Dan Pinkowski said the issue was the Selectboard said no before listening to a proposal. As a business man, he explained that different contractors have different resources. The two towns need to come together and network to help each other out.

Chairman Klopchin asked if Selectman Ambrose had any thoughts on the matter. Selectman Ambrose said he's been trying to keep a neutral stance because of his position on the Board and because he lives on Quarterline Road. He understands the concerns expressed by the other Board members why they shouldn't entertain a proposal, but he doesn't think it would have hurt to listen.

Chairman Klopchin said that he agrees with Selectman Ambrose's thoughts, but as it stands it was a 3-2 vote to not entertain a maintenance agreement. Chairman Klopchin suggested that Cash and another Selectboard member go to Rutland Town and have a conversation about exchanging contractor information. It would be beneficial for newer Road Commissioner to meet with Cash and the Selectboard member. Theresa Miele asked them to talk with the Highway Committee so that other residents could be in attendance.

Selectman Menard said he has no problem talking with Rutland Town. The letter was sent originally because they were told that Rutland Town would draft a maintenance agreement proposal for the Clarendon road crew to maintain their road. The Selectboard did not

entertain that because Clarendon's crew does not have time and it's not a Clarendon town road. It's not that Clarendon is unwilling to converse with Rutland Town. Cash agreed and added that they didn't want to impose on Rutland Town and ask them to take the time to draft up an agreement for Clarendon to turn it down.

Theresea Miele said it's very hard for the group to swallow that they're discussing 4 hours of grading and 20 minutes of plowing when the road crew is already travelling over it. Jim Austin asked if the crew doesn't have time for the grading or the plowing. Road Commissioner Ruane responded that the crew has the route down with their tandem trucks with 2 full loads. The addition of Rutland Town's portion of Quarterline Road would require the road crew to come back down to the garage and fill up a partial load to finish up. Cash has focused on becoming more efficient with the bigger trucks. Jim expressed how he was frustrated with how Clarendon has been salting/sanding. He said that the state suggests as a guideline, that plow trucks can travel at a rate of 15mph to plow/sand. If they round up to 60 miles of Clarendon road and times it by 2 (both sides of the road), Jim felt it should not take 3 people more than 2-2.5 hours per plow route.

Carol Austin said in conclusion, Cash will talk with Rutland Town and if they cannot come to an agreement, the Quarterline Group has the option to get more signatures on their petition. Selectman Menard recommended contacting the Secretary of State for the correct verbiage on a petition. Theresea Miele reiterated that she hopes that this does not go as far as the ballot.

The Quarterline group felt that it is the town's responsibility to make sure the roads are safe for Clarendon citizens to travel. Selectman Menard clarified that that meant Clarendon town roads. He said that the people he's talked with don't feel it's necessary to take on more while they struggle to have their own potholes filled- and the difference being that those potholes are on Clarendon road. Therese Miele suggested increasing road crew members to be able to accomplish completing the maintenance across town.

Cash mentioned that he was going to bring up in his report later on that he was going to ask the Board if he could put out advertisements for hiring a part time road crew member to solve the solution of staffing shortages. The group was excited to hear that.

Shelly Lutz added that Rutland Town is working with West Rutland for Boardman Hill Road and Mendon for Townline Road. She mentioned that because she knew Clarendon was concerned, they would have to take on Boardman Hill maintenance as well.

In closing, Chairman Klopchin asked Cash to reach out to Rutland Town to discuss ideas and networking at a Highway Committee Meeting. Cash had no problem making a phone call and having another Selectboard member go with him to have a conversation with Rutland Town's Highway Committee and then that committee can talk with their Selectboard. Chairman Klopchin told the group they would report back and recommended reaching out to VT SOS for petition verbiage. Selectman Menard explained that the wording of the petition must be on every page and everyone must resign the official one.

Highway

Road Commissioner Report-

Cash Ruane reported that Walker Mountain Road was paved and shouldered. It should be lined within the next week but its dependent on the State contractor's availability. The road crew just completed a Grants in Aid project on Quarterline Road. 3 segments will now meet MRGP standards.

Cash asked the Board whether they could hire a part time or full-time member for the road crew. Cash advised being careful in selection. Selectman Ambrose said he's made his opinion clear about adding another member. It would be beneficial to have another member if one is out sick or on vacation. There was discussion on whether the fourth member should be part time or full time. Cash said that part time may attract semi-retirees. Katie noted it could be advertised as a part-time position with the potential for full time. Chairman Klopchin wondered if there would be more candidates if it was advertised as full time. There will be a job description drafted up and sent to the Board before posting. Chairman Klopchin asked

how part time would work. Road Commissioner Ruane said in the winter time it could be an on-call basis. It's possible the part timer would end up working a full week. Selectman Ambrose motioned that the Road Commissioner go full steam ahead on finding someone. Selectman Menard seconded and the motion passed unopposed.

Approval of Select Board Warrants

All new warrants and warrants previously signed by the designated Select Board Member were approved and signed by all Select Board Members.

Guests

N/A

Public Comments

N/A

New Business

Cold River issues- USDA Emergency Watershed Protection Program assistance request letter/Flood Resilient Communities Fund

Katie explained that the topic of these funding sources came about as a result of having a site visit with Josh Carvajal at the Cold River/Middle Road bridge in early August. There are obvious flooding issues which can be seen from the events of this summer and Irene. The two funding sources that could be beneficial to Clarendon are the USDA Emergency Watershed Protection Program (EWP) and the Flood Resilient Communities Fund (FRCF). The issue is that Clarendon does not have a complete river management plan that would allow the town to do yearly preventative maintenance measures in the Cold River. The FRCF would provide money for Clarendon to be able to accomplish that plan. Katie reached out to the grant program administrators and unfortunately that funding source is almost depleted. They are pushing these to a FEMA program. The lady Katie spoke to said she would put Clarendon on the list as interested town when FEMA releases the notice of funding.

In the more immediate future, there is the EWP program. Katie provided the Board with a packet of information on it, that included an overview of the process. The first step would be to send a letter requesting assistance to the State Conservationist. This is more of a construction-based program. The funding could help assist Clarendon in mitigating the debris-clogged waterways (near Bridge#14) and unstabilized streambanks. Katie explained that the program provides a template for the assistance request letter and she edited to reflect Clarendon's needs. Chairman Klopchin read the letter aloud:

*Travis Thomason
State Conservationist
Natural Resources Conservation Service
356 Mountain View Drive, Suite 105
Colchester, VT 05446*

Dear Mr. Thomason:

We request Federal assistance under the provisions of section 216 of the Flood Control Act of 1950, Public Law 81-516 or section 403 of the Agricultural Credit Act of 1978, Public Law 95-334, to restore damages sustained in Rutland County by the flooding disaster (DR-4720), that occurred between July 7-17, 2023. The additional rainfall that occurred in the weeks after also caused damage (August 3-5). This work is needed to safeguard lives and property from an imminent hazard of debris-clogged waterways and destabilization of streambanks in the Cold River and Otter Creek. The Cold River caused damage to private property and public infrastructure (Clarendon, Bridge#14). The Town of Clarendon requests financial and technical assistance in mitigating these natural hazards.

We are a municipality with a legal interest in or responsibility for the values threatened by the watershed emergency. We understand, as sponsors of emergency watershed protection measures, that our responsibilities will include:

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- *Contributing a share of the project costs, as determined by NRCS, by providing funds or eligible services necessary to undertake the activity.*
- *Obtaining any necessary real property rights, water rights, and regulatory permits.*
- *Agreeing to provide for any required operation and maintenance of the completed emergency measures.*

We have exhausted or have insufficient funding or other resources available to provide adequate relief from applicable hazards. We acknowledge that NRCS will not provide funding for activities undertaken by a sponsor prior to the signing of an agreement between NRCS and the sponsor.

The names, addresses, and telephone numbers of the administrative and technical contact persons in our organization are as follows:

Administrative Contact:

Katie Nop, Administrative Assistant to the Selectboard

clarendonadmast@comcast.net

802-775-4274 ext. 3

PO Box 30

Clarendon, VT 05759

Technical Contact:

Cash Ruane, Road Commissioner

kandefarm@comcast.net

802-345-2193

PO Box 30

Clarendon, VT 05759

Please contact them for any additional information that you might need in assessing our request.

Sincerely,

Michael Klopchin

Town of Clarendon Selectboard Chair

Selectman Ambrose motioned to approve the letter as presented with the Chairman to sign it. Selectman Ruane seconded and all approved.

Dan Pinkowski was present as resource to provide history on the flooding issues that the Cold River has experienced. As a property owner near the river, he had recalled much of what has been done as far as a river management plan and what still needs to be done. Dan urged the Board to have their "ducks in a row" to get the river management plan in place. He suggested talking to the Town of Shrewsbury about going in together on a plan. He also advised the Board to start talking to consultants so that there is movement on this before the funding becomes available. He said they cannot wait for the funding to be out to then start, but be working on it now. The plan may have to be done without outside funding. In 2013, Fitzgerald Environmental had done a River Corridor Plan for the Cold River but it was not considered complete. Selectman Menard suggested the town reach out to Fitzgerald and ask how much it would cost to finish the plan. Selectman Ambrose asked if there's been any discussion with Shrewsbury yet about this. Fitzgerald had made a recommendation to do that, but the town had not done so. Dan explained that Fitzgerald's first report was a general survey of what was happening with the Cold River, and the second report had to do with

Duncan/Ruane's properties and the flood chutes. Dan felt that if the berm removal project had been done right after Irene, it may have been more beneficial. Since it was done years after Irene, the river had already changed. Chairman Klopchin said that where the sandbar is in the middle of the river, the river snakes around both sides and edges out the bridge. Dan said the river took out more of his bank this flooding as well. Selectman Ambrose asked if there's similarities of this pattern upstream (past Route 7 bridge). Selectman Ruane responded no, but it's probably because there's ledge up there. Dan figured Shrewsbury would be amiable to collaboration with Clarendon on a maintenance plan. The Board and Dan discussed how the new flood plain did not diminish much water as it was supposed to, in this last storm.

Katie asked what the first steps are right now in starting a plan. Dan said that grant organizations want to see towns already working towards mitigating these hazards. Katie asked for clarification if there was a difference between a management plan and a maintenance plan. Dan said to refer to the Fitzgerald reports to confirm. Selectman Menard recalled that Josh Carvajal calls it a maintenance plan. Katie will draft up an email for the Board to review, to then send to Shrewsbury to see if there's interest on working together to accomplish a river maintenance plan. Katie will send Shrewsbury the documents from 2013 as well. From there, Fitzgerald Environmental will be contacted about pricing.

Town Officer's Report

Katie, Secretary, reported that Rick Wilbur came in last week and was unable to attend tonight's meeting. He wanted Katie to bring up his concern about speeding in town, specifically on Middle Road. He would like to see a town wide speed limit of 35mph or less. Katie followed up with Sgt. Cross about the process for that. Each road that is currently over 35 mph would have to undergo a speed study and then changes would have to be made to the Traffic Ordinance. As of right now the speed cart is scheduled to be in Wallingford for the next couple of weeks, but Sgt. Cross is trying to get it to Clarendon shortly after that. Rick's other concern was that there should be a constable or Special Police Officer position available in Clarendon. He feels this would allow someone to shoot radar and patrol speeding. Selectman Ambrose questioned if Rick had anyone in mind that could do that. Katie responded she was not aware that he did have anyone in mind. Chairman Klopchin recalled that they discontinued having a constable because the cost of insurance to cover one. Katie wasn't sure if Rick would attend the next meeting, but as an announcement to the Board, she had a request come in to discuss at the September meeting how the Sheriff Dept. spends their hours in Clarendon. Selectman Ruane asked if there would be a spreadsheet of that. Katie said she can print a report of the last 6 months.

Katie reminded the Board that a few months back she mentioned that her and Road Commissioner Ruane were working on the "Control of Hazardous Energy During Vehicle Maintenance Written Program and Procedures." Katie explained this is a required document by VOSHA for the Highway Dept. to have on hand and be trained in. The road crew already follows these practices, but it needed to be in written form. The document is now completed and our VLCT loss control agent reviewed and approved it. Katie had copies for the Board to review if they would like it. The next steps, per the policy, is to have a training on it with the road crew members. Cash further explained it in a practical manner.

Lastly, it was discussed at a previous Board meeting, that the Board would have an Appropriations Policy workshop before their first meeting in September. Katie reminded the Board she would be scheduling that. It was found that 2 Board members would be unable to attend the September 11th meeting, so the workshop will be held on September 25th instead.

Select Board Member Concerns

Selectman Menard was told that Bod Underhill had gotten together with the West Clarendon Church and Hall Association regarding the Chippenhook schoolhouse. He officially got the schoolhouse signed over to the Clarendon Historical Society. They were unable to do the land because there was question of who owned it. Selectman Menard said that from his understanding of Attorney Bloomer's letter to the Listers several years back, there was no evidence that the town actually owned the land. Attorney Bloomer believed it to be a part of the Church and Hall association. If the town determined that the land does

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not belong to them but belongs to the Church and Hall Association, they could sign it over to the Church and Hall Association. Selectman Menard motioned that because there are no documents supporting town ownership, that the Selectboard states that the land belongs to the Church and Hall Association. Selectman Ruane seconded for discussion. Selectman Ambrose added that he was surprised to hear this motion since he motioned something similar a couple of months back and it got voted down. Selectman Menard said that Selectman Ambrose wanted the schoolhouse signed over to the Historical Society and the ownership of that was still unclear. Selectman Ambrose stated he hadn't said that. He had stated previously that the ownership of the schoolhouse needed to be resolved. After the discussion, the motion passed 3-0.

Selectman Menard said his other concern was when line striping would be done on Walker Mountain Road but Selectman Ruane had already answered that.

Adjournment

Selectman Menard motioned to adjourn at 7:38PM, Selectman Ruane seconded, and all Board members approved.

SIGNED: Mike I. Klopchin Mike Klopchin, Chairman

SIGNED: George Ambrose George Ambrose, Clerk