



MONKTON SELECTBOARD MEETING MINUTES
Thursday, September 10th, 2026
DRAFT

Call to Order & Attendance

S. Peisch called the meeting to order at 7:03 p.m..

Selectboard members present: Sam Peisch, John Dunham, Walter Crandall. S. Bouchard and J. Szarejko joined for executive session.

Also present: Stan Wilbur, Trevor Currier, Kevin Lambert, Tom Steadman, Andrew Bacon, Ted Palmer, Andrew Peterson, Lisa Burns, Michael Miller, Stacy Jones

Additions or Deletions from Agenda

S. Peisch proposed adding a work-in-the-right-of-way permit application and an executive session at the end of the meeting to address a personnel matter that arose that day. The Board agreed to the additions. No other additions or deletions were raised.

Announcements

T. Steadman announced that his son, Jeff, known locally as Lee, would retire from the Vermont Air National Guard after 29 years of service. He began his service as an airman after high school, advanced to Command Chief in Burlington, and attained the highest enlisted rank in the Air Force. The Board congratulated him and thanked him for his service.

Public Comment

Several attendees indicated that they were present to discuss Tyler Bridge Road. By consensus, the Board agreed to move the Tyler Bridge Road discussion earlier in the agenda by swapping it with the draft Street Naming Ordinance discussion.

S. Peisch asked attendees to direct comments to the Board, use the hand-raising process, and keep discussion civil and orderly.

Review & Approve Meeting Minutes

J. Dunham moved to approve the meeting minutes from August 27 and September 1 as written. S. Peisch seconded. Motion carried unanimously.

Review & Approve Overweight Permits

No overweight permits were presented.

Review & Approve Facility Use Requests

W. Crandall reported two facility-use requests:

- Children's taekwondo classes for ages two through six, to be held in the Community Room during October and November.
- A Twist of Wool loom-warping support-group event, to be held on October 17.

Information about both events has been posted on the Town calendar.

Review & Approve Check Warrants



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W. Crandall initially moved Payroll Warrant #60909 in the amount of \$19,667.49. S. Peisch seconded. During review, prior to a vote, a discrepancy was identified between the gross-payroll amount and the net direct-deposit amount. The Board deferred action on the payroll warrant until the discrepancy could be clarified.

W. Crandall moved Accounts Payable Warrant 60910 in the amount of \$41,404.40. J. Dunham seconded. **Motion carried unanimously.**

Major expenses included Blue Cross Blue Shield insurance, Highway Department fuel and gravel, and a replacement radiator for a Town truck.

K. Barbour clarified that the \$19,667.49 figure was gross payroll and that the net direct-deposit total was \$15,301.23. Following clarification, *W. Crandall moved to approve Payroll Warrant 60909 in the amount of \$15,301.23. S. Peisch seconded.* **Motion carried unanimously.**

Work-in-the-Right-of-Way Permit

The Board reviewed a work-in-the-right-of-way permit application for 2213 Mountain Road. The proposed work involves extending the south end of an existing culvert and adding headwalls. Work is anticipated in mid-to-late October.

T. Currier reported that he had discussed the project with the applicant, found it straightforward, and had no concerns.

S. Peisch moved to approve the permit application for 2213 Mountain Road. J. Dunham seconded. **Motion carried unanimously.**

Consideration of Temporary Resolution to Lower Weight Limit on Tyler Bridge Road

S. Peisch reported that he had researched vehicle-weight ordinances and consulted with Tim Parent, who completed emergency repairs at the Tyler Bridge Road culvert during the prior summer. The Board acknowledged that the culvert and road are in poor condition and will require replacement.

S. Peisch reported that the Town's river engineer would likely recommend a box culvert at the crossing. The Board discussed pursuing a State Highway Structures Grant, which has a maximum award of \$200,000, and potentially asking voters to authorize borrowing or a bond for the remaining replacement cost. Participants estimated that a box culvert could cost approximately \$600,000 to \$700,000.

S. Peisch explained that the Board was considering a temporary weight restriction on the affected section of Tyler Bridge Road to protect the structure while replacement planning and grant work proceed. Potential exemptions and legal limitations were discussed for emergency services, fire, school buses, municipal vehicles, trash collection, and agricultural vehicles. S. Peisch also reported exploring potential local-origin and local-destination exemptions and a reduced speed limit at the culvert.



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T. Currier stated that the culvert was not believed to be at immediate risk of failure but would eventually fail. He described prior emergency repairs involving concrete, rebar, and steel plating. He said the bottom of the culvert was gone and eventual collapse was expected. While reduced weight may extend the culvert's life to some degree, he did not expect a dramatic extension; he also did not expect reduced speed alone to substantially change the outcome.

Community members discussed the effect of a proposed 12,000-pound limit on local hauling, construction activity, local delivery, and truck routes. Andrew ? and Ted? noted that certain vehicles, including a Town F-550 and empty tandem dump trucks, could exceed 12,000 pounds. Alternative limits of 30,000 pounds and 55,000 pounds were discussed, along with the significance of axle configuration and axle loading on a short crossing.

Andrew ? suggested an approach that would allow vehicles operating at registered weight when their trip originates in or has a destination in Monkton, while limiting through traffic. The Board also discussed the fairness and practical consequences of exempting emergency, municipal, school, trash, and agricultural vehicles while restricting other local vehicles and contractors.

The Board discussed establishing a repeatable culvert-monitoring process using a fixed reference point and laser-based elevation measurements to track any sagging or settlement.

S. Peisch stated that the Sheriff had been receptive to enforcement concerns. The Board agreed to return to Tyler Bridge Road at the next meeting, with the full Board present and after receiving additional guidance from the Town Attorney and the Vermont League of Cities and Towns.

Presentation on Grant Search Tool from Kevin Lambert

K. Lambert presented Fund Begins, a grant-eligibility and grant-calendar tool designed to help municipalities, small businesses, nonprofits, schools, and individuals identify potential funding opportunities and application windows.

K. Lambert described the tool's eligibility categories, its federal calendar of approximately 1,900 records, and a Vermont-focused calendar of approximately 400 records. The calendar displays grant application windows visually, links to program webpages, and distinguishes among annual, open year-round, and multi-year funding opportunities.

K. Lambert requested feedback on useful front-facing information. The Board discussed the potential value of including:

- A filter or chat function to create customized calendars rather than requiring users to review all available opportunities.
- Point-of-contact information for each program.
- Minimum and maximum grant awards.
- Application-success rates or competitiveness.
- Eligibility restrictions based on population, income, or other criteria.



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- Local-match requirements, including whether in-kind labor may qualify.
- Application burden, reporting requirements, and administrative obligations.
- Side-by-side comparison of similar grant programs.
- Grant-management functions to track applications, submissions, awards, denials, and status.

S. Peisch noted that grant writing is a major focus of the Selectboard and that the Town had submitted approximately 10 state and federal grant applications during his first six months as Chair. He discussed the value of identifying whether a grant is worth pursuing based on eligibility, match requirements, competitiveness, and administrative burden.

The Board thanked K. Lambert for the presentation and stated that it would remain in contact as the tool develops.

Review Draft Street Naming Ordinance

S. Peisch presented a draft updated Street Naming and Street Numbering Ordinance developed with the Town's E-911 coordinator and Zoning Administrator, Susan Gulrajani, with input requested from the State E-911 Coordinator. He stated that the draft had not yet received final State E-911 feedback and that no vote was proposed for this meeting.

The Board discussed the distinction between private and public roads. J. Dunham requested clearer language explaining that private-road residents or owners may propose a preferred road name and that the Town would vet the requested name to ensure it is distinct from existing Town road names before Selectboard review.

S. Peisch agreed to revise the draft to clarify the street-naming request process for private roads. T. Currier reported that he had reviewed the draft and found it generally well written, with one minor issue already identified separately.

The revised draft will be brought back for further review at a future meeting.

Highway Department

Biweekly Update

T. Currier reported that the Church Road project had been completed. A grant representative inspected and approved the work, confirming that the Town remained in good standing for reimbursement.

T. Currier reported that approximately \$10,585 remained available from the \$24,000 grant. He will contact the grant administrator about an eligible hydraulically connected road project so that the remaining funds can be used before the end-of-September project-completion deadline.

T. Currier reported continued work on Hardscrabble Road south of Queen Bee's, with completion anticipated within a couple of weeks.

T. Currier reported that two Town Forest parking spaces had been completed and that project partners were pleased with the result.



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T. Currier reported on a meeting with the State wetlands representative regarding the salt-shed/shop area. The Town was found to have two wetlands in the area, including one below the existing salt shed where saltwater leaching has reportedly killed trees. The wetlands representative supported the Town's proposed salt-shed grant application and generally supported locating the replacement structure near the existing shed, with a recommended orientation adjustment toward the recycling shed to improve delivery access and prevent water from entering the structure.

T. Currier reported that the wetlands representative could provide a letter of support if needed and that additional field measurements would likely be needed near the upper wetland.

T. Currier also reported that the Fire Department has discussed locating a Conex container behind the recycling bins, near the same wetland area. He will meet with the Fire Chief to identify the wetland boundary and discuss shifting the container approximately 30 feet uphill.

T. Currier reported that the Town was still awaiting a decision on the excavator grant. He had contacted four equipment companies for quotes, received quotes from John Deere and Case, and was awaiting quotes from Kobelco and Caterpillar. S. Peisch reported that the State expected an excavator-grant decision on September 18.

Piney Woods Road Update

S. Peisch reported that the Board, Addison County Senators and Reps, Bristol EMS and Vergennes Rescue submitted a request for reconsideration to the state on the permit that was denied. The state has responded by requesting additional information which is being collected in collaboration with Dubois and King.

Discuss Monkton Traffic Calming Options

A. Peterson presented information on traffic-calming options for Monkton Road, including radar signs, road narrowing through repainting, reduced speed limits, speed humps, speed tables, traffic studies, school-zone measures, and enforcement.

A. Peterson stated that radar signs are relatively inexpensive but may not be sufficiently effective on their own. A. Peterson suggested that lower speed limits may be appropriate in Monkton Borough because of its density and raised possible traffic-calming locations between Post Road and Pond Road, also noting enforcement challenges related to Sheriff staffing.

Discussion included concerns about snowplowing, truck noise and engine braking, winter maintenance, and cost. A. Peterson identified potential mitigation measures included rubber-tipped plow blades, gradual slopes, slightly raising plow blades, sanding and salting, and removable rubber speed humps.

S. Peisch stated that the Board could not change a speed limit without a traffic study. He noted that traffic-study grants may be available through the regional planning



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commission. The Board also discussed whether existing study data could support consideration of a lower-speed school zone.

T. Currier reported that the newer radar sign cost approximately \$4,700 and that existing radar signs were estimated at approximately \$6,500 each, plus post and installation costs. T. Steadman stated that the radar sign on Bristol Road appeared to have made a positive difference.

The Board discussed an unresolved issue obtaining data from existing radar signs. T. Currier will contact the vendor. The Board understood that data retrieval requires a Bluetooth code and close proximity to the sign. S. Peisch stated that the vendor had indicated that no subscription was required to download the data, and the Town will seek assistance retrieving it.

The Board also discussed the cost of sign replacements and breakaway-post systems.

Fall Grant Discussion

State of Vermont Highway Structures

S. Peisch noted this grant has an April deadline and suggested the Board apply for repairs to Tyler Bridge Road.

State of Vermont Stormwater/Transportation Alternatives: Salt Shed

T. Currier reported meeting with the State wetlands representative regarding the salt-shed. The wetlands representative supported the Town's proposed salt-shed grant application, and stated a letter of support could be supplied if necessary for the application.

Better Road Program - tabled for next meeting.

Other Business

No other business was presented

Executive Session

The Board added executive session to the agenda to address a personnel matter that arose on the day of the meeting.

S. Peisch moved to find that premature general public knowledge would cause a substantial disadvantage to the public body. J. Dunham seconded. Motion carried unanimously.

S. Peisch moved to enter executive session for the purpose of discussing personnel under 1 V.S.A. § 313(a)(3). J. Dunham seconded. Motion carried unanimously. The Board entered executive session at 8:45pm.

S. Peisch moved to exit the executive session at 10:01 p.m. J. Dunham seconded. Motion carried unanimously.

The Board will issue a letter of warning to a town employee.



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Action Items

- S. Peisch will revise the draft Street Naming and Street Numbering Ordinance to clarify the private-road naming request process and bring the draft back for review.
- S. Peisch will continue exploring traffic-study grant opportunities and traffic-calming options.
- T. Currier will continue salt-shed site coordination, obtain additional wetland measurements if required, and meet with the Fire Chief regarding the possible Conex-container location.
- T. Currier will continue gathering excavator quotes and equipment information. The Board expects a State decision on the excavator grant around September 18.
- T. Currier will contact the radar-sign vendor regarding access to traffic data; the Town will seek assistance downloading data from the existing signs.

Adjourn

*S. Peisch moved to adjourn. W. Crandall seconded. **Motion carried.*** The meeting adjourned 10:04 pm..

Respectfully submitted,
Stacy Jones